

WANTED

WANTED—Fifty men to work in the lumber woods. Apply to Mr. Cameron at Howard Rogers Co. store, King st., for particulars.

WANTED—To rent, a flat or small house. Answer to B, care of Mail Office.

WANTED—First or second class female teacher, apply stating salary expected to C. L. Grant Secretary School Trustees, Grand View, York Co.

WANTED—Second class female teacher for school district No. 3. Apply, stating salary, to Charles E. Connors, Secretary, Cork Station, York Co., N. B. 9-18 6i

WANTED—Books and magazines for distribution to returned soldiers at route home, in the Military Hospital or going overseas. Telephone Mr. A. Murray, care of A. Murray & Co. Tel. No. 159, or leave at store for Military Y. M. C. A.

FOR SALE

FOR SALE—Dark brown or black mare, about 900, suitable for driving or light work. Apply 135 York street, upstairs.

FOR SALE—A quantity of useful household articles, including a large ruffled rug, some curtains, a baby's sleigh robe, a child's blackboard, several camp stools, etc., all in good condition. Will be sold at a bargain. Enquire at the Mail Office.

LOST

LOST—From an auto, between Fredericton and Hawkeston, a spring overcoat, dark in color. Finder will please leave at the Mail Office.

TIMBER SALE

The lands which were advertised for sale on the 5th of September, 1918, and postponed, will now be held at the Crown Land Office, Fredericton, N.B., on THURSDAY, the third day of OCTOBER, 1918, commencing at 12 o'clock noon, under the following conditions, viz.:

Berths to be sold on a STRAIGHT STUMPAGE RATE per thousand superficial feet, the upset rate of which will be announced at the time of sale, conveying the right to cut and carry away the merchantable lumber as advertised for the term ending August 1st, 1919.

Ten per cent. of the bid stumpage price on the estimated quantity of merchantable lumber standing on the berth to be paid as each berth is sold.

The lands to be sold embrace in all about four hundred square miles, as advertised in the Royal Gazette September 18th, 1918.

For further particulars, printed estimates of the timber on each block, plans, etc., apply to the Deputy Minister, Crown Land Office, Fredericton, N.B.

E. A. SMITH,

Minister of Lands and Mines.
Crown Land Office, Fredericton, N. B.,
September 13th, 1918.

AMUSEMENT TAX ORDER

ALL PERSONS promoting or directing entertainments of whatever sort or description, are requested to observe carefully the following addition to the rules and regulations passed by the Lieutenant-Governor-in-Council with regard to the collection of the Amusement Tax:

"No entertainment of whatever sort or description to which an admission fee is charged and the proceeds of which are not wholly for patriotic, church or charitable purposes, shall be held without a permit allowing the said entertainment to be held and providing at the same time for a supply of amusement tax tickets necessary in connection therewith. If such entertainment is held without a permit from the Amusement Tax Inspector, the promoters of the same shall be liable to the penalties provided for in the 11th section of the Theatres and Cinematographs Act".

Applications for Amusement Tax Tickets, Receipts and Permits for entertainments to be held should be made to

William H. McQuade,
Provincial Tax Inspector,
P. O. Box 684,
St. John, N. B.
Sept. 25, 26, 28; Oct. 1, 3, 5.

NOTICE

ANTHRACITE COAL.

Fredericton, N. B.,
28th September, 1918.

To the Public.
On and after Tuesday, the 1st October, 1918, all consumers of anthracite coal in Fredericton and vicinity are required to register their wants at the office of the Fuel Commissioner of Fredericton, Board of Trade Office, 608 Queen street.

Registration cards may be obtained at any of the drug stores or factories in the city, and at the office of the Fuel Commissioner.

Coal dealers will not be able to recognize orders from consumers not complying with the regulations.

R. H. SIMONDS,
Fuel Commissioner
for Fredericton.

"Self determination of little nations" seems an awfully vague and impersonal problem to the man who has been married just long enough to discover that there is such a thing as the "self-determination of little wives."

BY-LAW NO. 50

A by-law to regulate the destruction, pulling down or repairing of any dilapidated, dangerous or hazardous building, fence or other erection or structure.

Be it enacted by the Mayor, Aldermen and Commonalty of the City of Fredericton, as follows:

1. In case any building, fence, scaffolding or other erection or structure erected or being in the City of Fredericton is, in the opinion of the City Engineer, in a dilapidated condition, or is dangerous by reason of its fire hazard, or is dangerous to the safety of the public, or is dangerous to the public health, the City Engineer may, and he is hereby required, when ordered so to do by resolution of the City Council, authorize and order the destruction, pulling down, repairing or renewing at the expense of the owner, any such building, fence, scaffolding or other erection or structure in such manner and at such time or times as the City Engineer in writing addressed and delivered to the owner or occupant may direct, and in case the owner of such building, fence, scaffolding or other erection or structure is a non-resident of the City of Fredericton, or cannot be found, then such notice shall be given by registered letter addressed to the owner's last known address, or served on the tenant thereof, if any, or by posting the same on such building, fence, scaffolding or other erection or structure.

2. In case of the refusal or neglect of any owner of any such building, fence, scaffolding or other erection or structure to carry out any such directions of the City Engineer, the said City Engineer is and he is hereby authorized, directed and empowered to destroy, pull down, repair or renew at the expense of the owner of any such building, fence, scaffolding or other erection or structure.

3. In case any such owner of any such building, fence, scaffolding or other erection or structure shall neglect or refuse to carry out any such direction of the City Engineer, given by virtue of and in pursuance of any provision of this by-law or any resolution of the City Council of the City of Fredericton hereunder with respect to the destruction, pulling down, repairing or renewing of any such building, fence, scaffolding or other erection or structure within the time limited therefor in writing by the City Engineer as hereinbefore provided, such owner or occupant shall be guilty of a breach of this by-law and liable on summary conviction to any penalty herein imposed.

4. Any person convicted on summary conviction of a breach of any of the provisions of this by-law shall be liable to a penalty not exceeding fifty dollars for each and every such conviction.

CITY OF FREDERICTON

Notice to Consumers of Anthracite Coal in Fredericton and Vicinity.

For the information and guidance of consumers of Hard Coal in Fredericton, below will be found extracts from the order-in-council of the 20th March, 1918.

Section 4.—The Council of any Municipality may appoint a Local Fuel Commissioner.

Section 6 (a)—The duties of Fuel Commissioner shall be to co-ordinate the work of fuel dealers in apportioning and delivering coal during any period of fuel scarcity.

(b) To institute, when deemed necessary, a system of controlling retail coal deliveries through orders on dealers within the municipality, issued by the Fuel Commissioner.

Section 21 (a)—No dealer shall, except as permitted by par. 21 (c) hereof, sell or deliver to a consumer, and no consumer shall receive any quantity of coal which such consumer may then have on hand, would constitute more than an estimated supply sufficient for 70 per cent. of such consumer's needs to the 31st March, 1919.

(b) Nothing herein contained shall prevent any person from having on hand or procuring at any time, such minimum supply of anthracite coal as will altogether not exceed 6 tons.

(c) The Fuel Administrator may, from time to time, by written order directed to the Fuel Commissioner, entirely suspend the operation of par. 21 (a), or may increase the percentage of coal which consumers may be permitted to receive under this paragraph for any period, and in any manner he may deem advisable.

Section 27.—Anthracite coal, in what is commonly known as prepared sizes, shall not be used by any industrial consumer for heating or power purposes without first obtaining the written authority of the Fuel Administrator.

Section 28.—When, in the judgment of the Fuel Commissioner an emergency exists, he may, subject to the approval of the Fuel Administrator, requisition any quantity of anthracite coal in the possession of any consumer in excess of the supply permitted under paragraph 21 hereof, and may direct the disposal of such excess supply of coal.

Section 29.—The Fuel Commissioner may authorize any local dealer to enter the premises of the consumer and remove therefrom the required quantity.

Section 34.—Any importer, dealer or other person contravening any of the provisions of these regulations, or failing to observe any directions of the Fuel Administrator, or making a false statement, knowing the same to be false, shall, upon summary conviction, be guilty of an offence, be liable to a fine not exceeding \$1,000.00 for each offence, or imprisonment for a period not exceeding 6 months, or both fine and imprisonment.

Section 38.—These regulations shall be in force after the first day of April, 1918.

Dated at Ottawa, the 15th March, 1918.

R. H. SIMONDS,
Fuel Commissioner for
Fredericton, N. B.
September 30th, 1918.

AIRMEN PLAY A BIG PART

London, Oct. 4.—The British airmen have played a big part in the successes on the western front. It is learned that three hundred tons of bombs were dropped in the past week upon German railways and other military organizations between the coast and the Somme. In one day alone fifteen separate air raids were carried out, of which seven were upon the railroad triangle at Metz-Sablona.

In the air fighting over northern France and Belgium 124 enemy machines were brought down and 46 driven down out of control. Ninety British machines are missing.

SUNDAY DRUGS

The Druggists of Fredericton, Devon and Marysville will be open for their regular prescription work:

SUNDAY HOURS.

11 a. m. to 1 p. m. 7 p. m. to 9 p. m.

THE SAINT JOHN & QUEBEC RAILWAY COMPANY.

Notice is hereby given that the plan and book of reference covering the location of this Railway across Lot No. 449, in District A, in the Parish of Westfield, County of Kings, has this day been deposited with the Minister of Public Works at Fredericton and with the Clerk of the Peace in the County of Kings, where the same may be examined as provided by law.

THE ST. JOHN & QUEBEC RAILWAY COMPANY.
E. S. CARTER,
Secretary.

Dated at St. John, this 26th day of September, 1918.

NOTICE OF SALE.

To William Cruikshank, of the City of Fredericton, in the County of York and Province of New Brunswick, and Louise W. Cruikshank, his wife, and all others whom it may in anywise concern.

NOTICE is hereby given, that under and by virtue of a power of sale contained in a certain Indenture of Mortgage bearing date the thirtieth day of April, 1909, and made between the aforesaid William Cruikshank and Louise W. Cruikshank, of the first part, and the undersigned, Mary Jane Moore, of the second part, and recorded in Book 139, page 426, of the York County Records, under official number 58153, there will, for the purpose of satisfying the moneys secured by the said Indenture of Mortgage, default having been made in the payment thereof be sold at public auction in front of the Post Office, in the City of Fredericton, in the County of York, on THURSDAY, the Thirty-first Day of October, 1918, at the hour of twelve o'clock noon, the lands and premises contained in the said Indenture of Mortgage, and described as:

"All that certain lot, piece or parcel of land and premises situate, lying and being in the City of Fredericton, aforesaid, and bounded and described as follows: Beginning on the 'southeasterly side of Church street, '123 feet 6 inches from the corner of 'Church and George streets, thence 'along Church street northeasterly 'fifty feet; thence at right angles from 'Church street southeasterly 132 feet '9 inches, and parallel with George 'street, or until it strikes the northerly and westerly line of lands owned 'by George E. Fenety; thence at right 'angles along said Fenety line southeasterly 50 feet; and thence northerly on a line parallel with George 'street to Church street aforesaid, at 'the place of beginning."

Together with the buildings and improvements thereon and the appurtenances to the same belonging or in anywise appertaining.

Dated this 27th day of September, A. D. 1918.

(Sgd.) MARY JANE MOORE,
Mortgagee.
McLELLAN & HUGHES,
Solicitors for the Mortgagee.

NOTICE

ANTHRACITE COAL.

Notice to Consumers of Anthracite Coal in Fredericton and Vicinity.

The public will please take notice that, according to the Order-in-Council of 15th March, 1918, all consumers of Anthracite Coal are required to register with the Fuel Commissioner, not only coal ordered or required, but all those who have been already supplied, or partly supplied, for the coming season of 1918-19, are required to report to the Commissioner immediately.

The necessary form may be obtained at any of the Drug Stores, Factories, or at the office of the Commissioner, Board of Trade Rooms, 608 Queen street.

Anyone neglecting to comply with the instructions or requests of the Commissioner is subject to a very heavy fine.

R. H. SIMONDS,
Fuel Commissioner
for Fredericton.
Fredericton, N. B., Oct. 3rd, 1918.

BURTT & CATERER

Wagons and Sleds Made and Repaired.

T. J. BURTT. H. CATERER
All Kinds of Jobbing Repairs.
281 KING STREET

THRILLS ABOARD U. S. CONVERTED YACHT TUTTI FRUTTI

Crossed the Atlantic to Serve as a Submarine Chaser --- Turned Many Handsprings During the Trip --Ran Across a Spanish Barkentine in Hard Luck --- A Crew of Mixed Talents

With the United States Navy, at a Mediterranean Base, Sept. 15—The converted yacht Tutti Frutti had had some little hard luck at sea herself, so she knew what it was like.

She was one of those yachts that came across with chasers last winter. That was a great cruise, as any of the officers who made it will tell you. Rusted condensers, salted boilers, bilges full, water over the engine room plates, coal low, no fresh water except to drink and no thought of turning back—these were the merest minutes in it.

She left home with Haviland china in her wardrobe pantry and enough wardroom gear to feed thirty people. But she turned handsprings backward all the way across the western ocean and every other meal was opened with a crashing of Haviland china.

One day out from home she lost most of her anchor cable and most of her navigator's thumb nail along with it. Two days out from home, a chaser manned by Frenchmen, tried to come aboard her with a smashing of gunwale boats and wire less, planted her bow in the Tutti Frutti side and stuck there, and amid the crashing of the seas and the cursing of the captains the Tutti Frutti's bridge called down to the chaser:

Frenchman in a Hole

"Back her, cap'n; back her!"
"I—cannot—go—astern" the French man answered in painful English.
"Well, damn it, go ahead then!"
"I—cannot—go—ahead," responded the patient Frenchman.

Three days out from home, the flagship asked if she would kindly heave to for a few minutes. So she heave to for thirty-six hours. And to end the cruise she spent the last week of it in tow, with no lights and no steam in her boilers.

All in all it was quite a cruise.

And what is of present importance it gave her some little fellow feeling when a month later she picked up a Spanish barkentine, hove to under shortened sail and evidently in distress.

She had left the base the day before to make a sea rendezvous with an incoming convoy, and her first thought when the barkentine signalled her was of a trick.

She altered course when her foretop picked up the barkentine and when she closed it she circled it twice keeping an eye peeled for treachery. It was flying the blood and gold banner of Spain, faded to a thin red and yellow, in line with the general appearance of its rolling yards and hull.

Willing Crew of Mixed Talents

Then she addressed it with flags.
"Out of water and food," the barkentine replied, "Can you lower boat?"
By this time all the Tutti Frutti's crew off watch was lined up at the rail, staring at it, just as the barkentine's own crew was lined up staring back at the little yacht with the 3 inch guns forward and aft.

The Tutti Frutti's captain called for volunteers, and, as the wardroom says "You had to club them off." All the cooks and stewards jumped into the motorboat and when the navigator who was in charge set up a fell for a few sailor men some of the deck gang jumped in, and so they were over-leaded from the start.

The boat's was cox'n, a New York newspaper artist was stroke oar, the bowman was a tough little sailor who was always getting court martialled, and the rest were ribbon clerks, hardware salesmen, chauffeurs and a stray Methodist preacher. All of them took off their shoes and put on life preservers, except the navigator, who wore a gun and sea boots. They took along too, a quartermaster who could speak Spanish, and they dumped in on top of all of them hardtack, sweet potatoes, tinned beef and a cask of water.

So they shoved off, with the Tutti Frutti's guns trained on the barkentine and all the rest of her crew at general quarters.

They came alongside with the barkentine's crew, a rag tag of French, Spanish and English, lined up at the rail, and half way over the navigator had had to get his quartermaster to tell the captain to back his yard. "They weren't very good seamen—those spigs."

Waiting for Fair Weather
It was a rather nice piece of busi-

ness coming alongside in the swell, and just as the navigator leaped for the deadeyes of the mizzen rigging, the barkentine's crew shoved over a sea ladder which sent the navigator sprawling back into the motorboat. He was lucky in not going into the sea revolver sea boots and all.

Well the navigator and his quartermaster finally went aboard and confronted the captain of the barkentine a hollow faced Spaniard with sunken eyes. Another day or two and that captain would have been all in.

It seemed the barkentine was 115 days from Havana for Barcelona with sugar. She had struck one calm after another, and now she was down to a bucket of water and the hoops were coming off her water butts.

The navigator and the quartermaster went to the cabin with the captain and had a look at the chart.

"All wrong, all wrong," shrieked the navigator, but it seemed they were navigating by the meridian of San Fernandez.

"Why didn't you tack to the northward to get the westerlies?" asked the navigator.

"Too much current," was the answer the quartermaster interpreted.

"Why not try it now?"

"Too many submarines up around England."

So the navigator had the provisions hoisted aboard had a receipt signed for them, bade the barkentine good luck, and dropped into his motorboat.

"He looked like a pirate that day," the wardroom remembers; "a thick beard, revolver and sea boots."

The motor boat shoved off and went back to the Tutti Frutti. And the Tutti Frutti bade the barkentine "bon voyage," sounded secure and went on about her business.

"I guess they made Barcelona all right," said the wardroom. "The wind was from the westward the next day."

MORE PAY FOR HELLO GIRLS

Toronto, Oct. 6.—After a private conference the representatives of the Bell Telephone Co. and the switchboard operators' union reported to the board of conciliation of which Judge Snyder of Hamilton is chairman, that the wage schedule had been agreed upon. Under the agreement a minimum of \$11 a week is struck when the operator commences work after her period of training, and this is increased one dollar every six months until a maximum of \$18 in the case of long distance night operators is reached. Day operators get \$15 and \$16. During the one month of training the wage is \$10 a week.

HEAD AND NOSTRILS STUFFED FROM COLD

Don't stay stuffed-up! Quit blowing and sniffing! A dose of "Rape's Cold Compound" taken every two hours until three doses are taken will end gripe misery and break up a severe cold either in the head, chest, body or limbs.

It promptly opens clogged-up nostrils and air passages; stops nasty discharge or nose running; relieves sick headache, dullness, feverishness, sore throat, sneezing, soreness and stiffness.

"Rape's Cold Compound" is the quickest, surest relief known and costs only a few cents at drug stores.

HOSPITAL LIKE A PRISON TO THESE FELLOWS

(New York Sun)

An American Hospital in France, Sept. 15—They give the boys such good care in the hospitals that now and then a man hates to go back to the front. You can tell how keen he is by what he says when the doctor says, "Well old man, how do you feel? Think you're ready for the front again?"

Sometimes there are real or imaginary or half real, half imaginary pains which convalescents can produce for the occasion. Usually there are not.

Rufus Jacoby of Waterloo, Ia., speaks with a Southern accent. In his company there are "Joe and Mill and me," as Rufus puts it; "we're all brothers. Joe an' Mill's been in the army a long time, and when this war started I stole into the army too."

Rufus was wounded which he did not mind except it vexed him to have to leave the company. Though he had a serious wound, he tried to get the doctor to let him stay with the company and "rest up a bit."

"You see," he explained to the doctor many times over, "ordinarily there's Joe and Mill and me in the company. Here I've been away a long time and only Joe and Mill's out there and they need me."

But Rufus didn't get away. He was not well enough.

Finally a morning came when the doctor said: "Well, boys, feel like going back to the line again?"

Some of them had aches and pains unregistered before, but as for Rufus he said: "Doctor, I'm a perfect man. I reckon I can be ready in about seven seconds to go back to Joe an' Mill and the company."

The doctor told Rufus he could return.

Rufus could hardly control himself "Doctor, this is the happiest moment of my life, he said. "we'll never forget it, Joe and Mill an' me and the company."

POINTED PARAGRAPHS.

Lift now popular with car owners; "Rain, rain, go away, come again on gasolineless day."

A man isn't necessarily unhappy just because a woman marries him to reform him. She may fall.

Our observations is that high-heeled shoes call for high art stockings and hi-yi skirts.

Having taken Germany's colonies, the Entente will now dispose of Germany's Allies.

Postum Good Friend of the Coffee Drinker

Coffee often disagrees with the best of us

When you find it wise to stop coffee for a few days on account of disturbed digestion or too much nerves, switch to Postum and note the result.

Many people who love their coffee follow this plan with excellent results.

Postum comes in two forms; Postum Cereal which must be boiled, and Instant Postum, made in the cup in a moment. They are equally delicious and the cost per cup is about the same.

"There's a Reason"