

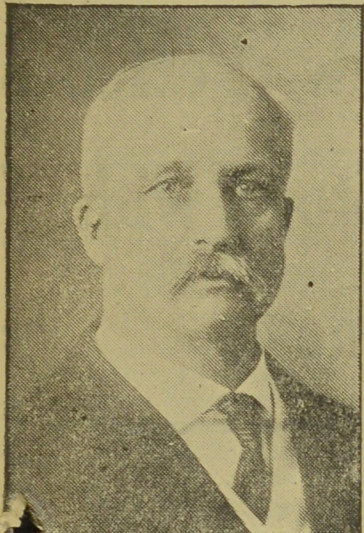
# A LOCAL BUSINESS MAN WHO IS SOME FARMER

Mr. Alonzo Staples is Taking a Practical Part in the Greater Production Movement --- Is Operating a Fine Farm at Royal Road---A Correspondent Who Was Much Impressed With What He Saw

Fredericton, May 28.

Mr. Editor,

Yesterday on my way to Tay Creek I called at a farm house on the Royal Road, about 8 miles from the city for a drink of water. Impressed by the appearance of thrift, and recent improvements I enquired who owned the place. Imagine my surprise to learn it was owned and being operated by one of our unassuming business men, Mr. Alonzo Staples the York Street



MR. ALONZO STAPLES

Who is Raising Farm Produce as a Side Line

druggist. This knowledge incited my curiosity and interest, for there are few who know that Mr. Staples operates an agricultural line that would do credit to many of our farmers. I was shown pure bred cows that cost from \$75 to \$250 each, and a matched farm team. Among the young stock a pure bred Holstein calf, 4 weeks old that the farm foreman told me Mr. Staples had refused \$100 for. There were pens of breeding hogs, geese, ducks and Plymouth Rocks. We were shown fields already sown to wheat, barley, peas, and oats. A large acreage planted to potatoes, and beans. Two acres were being prepared for turnips and a large garden plot planted to all kinds of garden truck. A pile of wood some thirty cords, drying for next winter would almost force you to forget the commandment restraining one from coveting even from your most respected friend. (But that pile of wood looked good). Appreciating our enthusiasm the farm foreman invited us to call later and have some strawberries, their own production and some real cream.

Fredericton we learn has a number of men like Mr. Staples, that bring credit to their citizenship. Messrs. W. W. Boyce, A. R. Shipp, W. S. Tompkins, Wm. Thurott, J. S. Neill, and several others who are co-operating with nature and soil in producing the much needed products. There are equal opportunities for

## Correspondent Describes Visit To French Front

(Continued from page 7.)

### A Land Not Meant for War

Never was a land less meant for war. By every hedge and thicket birds of many kinds kept up a riotous chorus. The languid sweet perfume of lilies of the valley permeated the woods, the last petals of the last apple blossoms were falling in the flower spangled orchard grass. And it was through a field of wheat breast high that I went to the village of—unseen by the enemy.

War here is sacrilege, but war is here just the same. The village was in ruins. I was standing up cautiously among the green wheat stalks to look closer at the crumbled houses when a big shell struck with hideous uproar in the midst of the ruins. Another shell followed, then another and another. Obviously it was not myself at which the Germans were aiming, but the village. I decided to go around it and reach the river by a detour. With one eye on a not far distant slope, where I knew German sharpshooters were watching for just such fair marks as myself, I crept through the orchard and stopped while passing along a hawthorne hedge heavy with the scent of flowers and vibrant with the drone of bees. I followed a ditch across a golden field of buttercups, and so through the friendly shelter of a small patch of rye came right down to the shady bank of the Oise.

Along that bank in a nest of curious little caverns and tunnels, which they had dug for themselves, was a band of skilled huntsmen all dressed in horizon blue.

### Visiting the Human Huntsmen

I passed some hours among them as they sat beside their weapons, keeping watch through leafy screens over the river's opposite shore, for these were the very men I had come to see. These huntsmen were careless of their appearance. Their faces bristled with stubby beards and their clothes were muddy, but they were satisfied. The place was pleasant and while two thrushes performed a brilliant duet in the shrubbery over the trench they described to me the method and manner of their sport.

In the daytime all is relatively quiet along the Oise. It is at night when the hunting begins. At night the Germans on the opposite shore leave their lairs and prowls about close to the waters edge. The river is twenty yards wide and to cross it boats are necessary. At night the French hunters drift across to the other bank. They divide into two parties, separate and then circle together. All the game caught within the circle is taken alive and quickly transported back across the water, for the boche is a beast whose skin is without value, but alive he is a highly curious creature to study and fresh specimens are always in demand among the scientists who specialize in "bochology."

### Towing a Wounded Man

These patrols across the Oise have really been striking feats of skill and daring. On a recent occasion four men and a corporal stripping stark naked, swam across the river. Armed only with knives and revolvers and regardless of thorns and nettles, they attempted to stalk a German outpost the presence of which had been detected on the previous day. Unfortunately the Germans had heard them approaching and ran, shooting behind them as they plunged frantically through the thickets in the dark. The corporal was wounded. In spite of a machine gun near by, which began to fire, his devoted men lifted him up, carried him to the river and managed somehow to tow him back safely to their own side.

In all this work the French show marked superiority. Not once has the German patrol succeeded in landing on the French side, whereas there is scarcely a night when our allies varying their methods with perplexing ingenuity, do not cross at some vital point and bring back a prisoner or two. There is scarcely a night in the lovely Valley of the Oise when the piercing song of the nightingale is not interrupted by the alarmed chatter of machine guns or the death cry of the quarry as the huntsman's knife strikes home.

The General Council of the Reformed Episcopal Church has decided to admit women to all offices of trust and responsibility in the church organization.

hundreds more to be creators of food supply in these times of dire need; We sometimes think it would be better to have less talk about food control and get out and do something practical in the way of supply.

Yours,  
TRAVELLER.



CANADA

## MILITARY SERVICE ACT, 1917

**PUBLIC NOTICE** is hereby given that, by the effect of the regulations of the Governor General of Canada in Council of the 20th of April, 1918, and the Proclamation of 4th May, 1918, recently published, every male British subject resident in Canada, born on or since the 13th of October, 1897, who has attained or shall attain the age of 19 years and who is unmarried or a widower without children must, (unless he is within one of the classes of persons mentioned in the schedule of Exceptions to the Military Service Act) report as hereinafter directed on or before the 1st day of June, 1918, or within ten days after his 19th birthday, whichever date shall be the latter.

Such report must be in writing and must give his name in full, the date of his birth and his place of residence and also his usual post office address.

The report must be addressed to the Registrar or Deputy Registrar under the Military Service Act of the Registration District in which he resides (see below) and shall be sent by registered post, for which no Canada postage is required.

Young men so reporting will not be placed on active service till further notice. They must, however, notify the appropriate Registrar or Deputy Registrar of any change of residence or address.

On receipt of the report an identification card will be forwarded by the Registrar which will protect the bearer from arrest.

Punctual compliance with these requirements is of great importance to those affected. Failure to report within the time limited will expose the delinquent to severe penalties and will in addition render him liable to immediate apprehension for Military Service.

ISSUED BY THE DEPARTMENT OF JUSTICE, MILITARY SERVICE BRANCH, this 15th day of May, 1918.

**NOTE:** The men required to report should address their reports as follows:

**ONTARIO**—To the Deputy Registrar under the Military Service Act, 1917, London, if they reside in the County of Essex, Kent, Lambton, Elgin, Middlesex, Oxford, Waterloo, Wellington, Perth, Huron, or Bruce.

To the Registrar under the Military Service Act, 1917, Toronto, if they reside in the County of Lincoln, Welland, Haldimand, Norfolk, Brant, Wentworth, Halton, Peel, York, Ontario, Grey, Dufferin, Simcoe, or in the Districts of Muskoka, Parry Sound, Algoma and Nipissing north of the Mattawa and French rivers (including the Townships of Ferris and Bonfield.)

To the Deputy Registrar under the Military Service Act, 1917, Kingston, if they reside in the County of Durham, Northumberland, Victoria, Peterborough, Hastings, Prince Edward, Lennox, Addington, Frontenac, Haliburton, Carleton, Dundas, Glengarry, Renfrew, Russell, Stormont, Grenville, Lanark, Leeds, Prescott, or the District of Nipissing south of Mattawa river (exclusive of the Townships of Ferris and Bonfield.)

To the Registrar under the Military Service Act, 1917, Winnipeg, if they reside in the Districts of Kenora, Rainy River, or Thunder Bay.

**QUEBEC**—To the Registrar under the Military Service Act, 1917, Montreal, if they reside in the County of Jacques Cartier, Hochelaga, Laval, Vaudreuil, Soulanges, Napierville, Beauharnois, Chateaugay, Huntingdon, Laprairie, Argenteuil, Terrebonne, Two Mountains, Montcalm, L'Assomption, Joliette, Berthier, Maskinongé, St. Maurice, Three Rivers, St. Johns, Iberville, Missisquoi, Brome, Shefford, Rouville, Chambly, Verchères, St. Hyacinthe, Bagot, Drummond, Richelieu, Yamaska, Nicolet, Arthabaska, Sherbrooke, and Stanstead.

To the Deputy Registrar under the Military Service Act, 1917, Quebec, if they reside in the County of Wolfe, Richmond, Compton, Beauce, Bellechasse, Bonaventure, Dorchester, Gaspé, Kamouraska, Lévis, L'Islet, Champlain, Charlevoix, Chicoutimi, Montmorency, Quebec, Portneuf, Saguenay, Lotbinière, Montmagny, Matane, Mégantic, Rimouski and Temiscouata.

To the Deputy Registrar under the Military Service Act, 1917, Hull, if they reside in the County of Timiskaming, Pontiac, Ottawa and Labelle.

**NOVA SCOTIA**—To the Registrar under the Military Service Act, 1917, Halifax, if they reside in the Province of Nova Scotia.

**NEW BRUNSWICK**—To the Registrar under the Military Service Act, 1917, St. John, if they reside in the Province of New Brunswick.

**PRINCE EDWARD ISLAND**—To the Registrar under the Military Service Act, 1917, Charlottetown, if they reside in the Province of Prince Edward Island.

**BRITISH COLUMBIA**—To the Registrar under the Military Service Act, 1917, Vancouver, if they reside in the Province of British Columbia.

**SASKATCHEWAN**—To the Registrar under the Military Service Act, 1917, Regina, if they reside in the Province of Saskatchewan.

**ALBERTA**—To the Registrar under the Military Service Act, 1917, Calgary, if they reside in the Province of Alberta.

**MANITOBA**—To the Registrar under the Military Service Act, 1917, Winnipeg, if they reside in the Province of Manitoba.

**YUKON**—To the Registrar under the Military Service Act, 1917, Dawson, if they reside in the Yukon Territory.

### EVER HAPPEN TO YOU?

Sir: If this ever happened to anyone else—well, there must be another car like mine. I asked her to lean out and see if the tire was flat. "Not enough to hurt," she reported. "It's just flat on the lower side."

### A NARROW ESCAPE

Some time ago a fire occurred in a house in Baltimore, and as the stair-

case was in flames before the blaze was discovered, the occupants had to seek another means of escape.

Next day the companion to an elderly lady was reading to her the newspaper report of the fire, which stated that one servant escaped down a water-pipe at the back of the house.

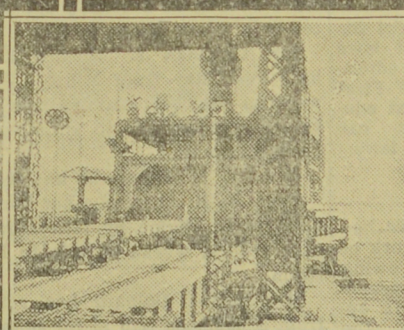
Whereupon the old lady, astounded at this statement, exclaimed:—"But how thin the poor man must have been!"

## CASTORIA

For Infants and Children  
In Use For Over 30 Years

Always bears the Signature of *Dr. J. C. H. H. H.*

## ALL RAIL ROUTE to Prince Edward Island



With the inauguration of the car ferry service between the two nearest points of land, Port Borden and Cape Tormentine, a distance of eleven miles, Prince Edward Island may virtually be said to be connected with the mainland by rail.

Heretofore freight, mails, and express have had to be unloaded from the train at Charlottetown and Summerside, transferred to the steamer, unloaded from the steamer at Pictou and Point du Chêne and reloaded on the train. It took about four hours to load the vessel, from three to four hours to cross the Strait, and about the same time to unload. This at four points, and then only for eight months in the year.

At Port Borden a standard gauge track has been constructed alongside the Island track, so that freight can be conveniently transferred from the smaller Island cars to the larger ones operated on the Canadian Government Railways mainland lines, the latter having double the capacity. Thus there will be in actuality standard mainland freight cars loaded on the Island ready for the mainland rails. The car ferry, "Prince Edward Island," is capable of carrying twelve freight cars, which means freight will be landed from the Island on to the mainland without breaking bulk, and vice versa. In other words, a through freight service has been established between Prince Edward Island and the mainland railways. The twelve cars are capable of carrying a tonnage equal to one steamer load. The ferry is scheduled to cross the Strait in an hour, tranship its cars and be ready in less than an hour to recross the Strait again with a similar cargo. This at two points only and by a route which is confidently expected to be operated the year round.

A refrigerator car service for perishable goods is to be established. Another important feature is that heavy freights, such as undressed lumber and coal which has up to the present been dependent upon sailing craft, can now be assured of through rail carriage. Special facilities are being provided for the unloading of coal shipments, and development may be expected along similar lines where commodities require special handling.

Express, mail and baggage will be transferred at Port Borden, but until the Island Railway gauge is standardized there will not be any necessity to ferry passenger cars. The "Prince Edward Island" provides a handsomely furnished first-class saloon, dining room, ladies' room, gentlemen's smoking room, and second class accommodation, so that the comfort of the passengers while crossing on the ferry will be well looked after.

Under the winter passenger schedule the ferry will make one round trip a day. The summer service contemplates two round trips of the ferry daily (Sunday excepted), which will mean that passengers from the Island will be able to arrive at Halifax much earlier in the evening, and also make connection with the two expresses, the "Ocean Limited" and the "Maritime Express," for the west. From the mainland there is to be connection with the two expresses from the west, and passengers from the east will arrive at their destinations on the Island much earlier.

So that with a passenger, mail and express daily service the year round, the saving in time and money of handling freights—one transshipment instead of four, and through one terminal instead of four, a frequent freight service with refrigerator facilities for perishable goods and without breaking bulk—the ferry making such extra trips as business warrants—rail shipments of heavy freights, connection in the open season with the two expresses for the west and the earlier arrivals on Prince Edward Island, the new route must lead to the greater development of the "Garden of the Gulf," a freer intercourse between its people and those on the mainland, and be a powerful factor in removing its feeling of isolation from the rest of the Dominion—an improvement of conditions in which Canada, and particularly Eastern Canada, will equally participate.

