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"Three years ago, I began to feel run-down and tired, and suffered very much from Liver and Kidney Trouble. Having read of 'Fruit-a-tives', I thought I would try them. The result was surprising."

I have not had an hour's sickness since I commenced using 'Fruit-a-tives', and I know now what I have not known for a good many years—that is, the blessing of a healthy body and clear thinking brain."

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DRAFTEES LEAVE VALCARTIER

Quebec, June 26—Fifteen hundred draftees, one thousand from Quebec and five hundred from English speaking provinces, left Valcartier today for another training camp. It is expected some five thousand men will leave Valcartier this week for another training camp.

Demand for Efficiency.

"Well, if that ain't the limit," mused the postman as he came down the steps of a private residence. "The woman in that house says if I don't come earlier she'll get her letters from some other postman."

THE CONCRETE SHIPS ARE PROVING A SUCCESS

Have Knocked Out All Important Theoretical Objections --- Advocates of This Kind of Ship Had an Uphill Fight for Months --- The Steel Interests Are Opposed to Them

Washington, June 24—The suppression of the concrete ship just when it has become so successful that private capital is prepared to take chances in building such ships, and when every possibility of wood and steel shipbuilding is being exhausted by the limitations of yards, men, management, material and transportation, is one of the mysteries of the day.

The concrete ship advocates, who fought an uphill fight for months, finally overcome all direct opposition and persuaded the Shipping Board to make concrete construction a regular part of the program, now feel that they have won but a hollow victory.

They have the name but not the sustenance. They were not contending for forty leisurely built ships—they were contending for the energetic utilization of a new and almost unlimited source of ships to meet the greatest ocean transport emergency for all time.

All the old ways and capacities for building ships had been utilized to the limit, and still the cry was for more ships. They had a new source of supply which matched the emergency—a source that promised ships

in regions of uncongested rail transportation, that needed scarcely any of the material required for wood or steel ships, that needed only one-tenth as much man-power—and that not drawn from the ranks of potential workers on the other ships—and that could be built more rapidly and more cheaply.

They built at San Francisco a 5,000-ton concrete ship, the Faith, that has proved a complete success, and has knocked out every important theoretical objection to concrete ships. Seven days after the Faith was launched the great German drive in France resulted in the scrapping of the carefully laid plans for gradually moving a million men to France in the course of a year, and precipitated a movement of the rate of a million every four months.

The need for ships, if acute before, then became desperate. A high authority has stated that in response to the desperate needs of the moment armies are being sent to France with no assurance of maintenance or supply.

Steel Men Fear Concrete
When the concrete ship was a ven-

Lemon Juice For Freckles

Girls! Make beauty lotion at home for a few cents. Try it!

Squeeze the juice of two lemons into a bottle containing three ounces of orchard white, shake well, and you have a quarter pint of the best freckle and tan lotion, and complexion beautifier, at very, very small cost.

Your grocer has the lemons and any drug store or toilet counter will supply three ounces of orchard white for a few cents. Massage this sweetly fragrant lotion into the face, neck, arms and hands each day and see how freckles and blemishes disappear and clear, soft and white the skin becomes. Yes! It is harmless.

KEEPING THE GERMANS IN BACKGROUND

With the British Army in France, June 25—British raiders are still tapping the German lines between Flanders and the Somme, sampling the garrisons now to the battle front in order to test their strength and the state of concentration in the camps behind them. In one of the battles today twenty one men with an officer and ten machine guns were brought in from the enemy lines southeast of Arras and from the upper side of the river Scarpe six prisoners were brought back by a raiding party. Heavy bombardments, varying in length, are being laid on the British trenches at odd hours. Some of them are in the nature of rehearsal barages, but the German infantry is keeping quietly in its own trenches.

The German spirit of retaliation is curiously weak, especially in the sector west of Bailleul, where the British have made a series of successful attacks during the past month without having had to give up any of the captured ground. Two attempts were made yesterday by the enemy to take back trenches lost Monday morning. Both efforts failed before the assaulting troops were more than a few yards from their shelters.

German gunners have been distributing a large quantity of gas in the forward areas. The Ypres region has been receiving a number of shells during the night. The French and Belgian troops are doing their share in harassing the enemy. The French are raiding the German lines near Loos and taking some prisoners, while the Belgians have countered raids in the Yser area by attacking the Germans on other sectors and taking prisoners.

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ture into the maritime unknown the Shipping Board would not take a heroic chance itself, but encouraged private builders to do so. Now that the concrete ship is a certainty, the Shipping Board builds a few and chokes off private enterprise. Why? It is so hard to find a good reason that a rather fantastic one has been advanced. One even hesitates to state it, but it was openly advanced in the circles of those who have so long fought for concrete ships, and is therefore "in the news."

It is that "the steel interests" have the ear of the Shipping Board, and have used their access to it to discourage an extensive concrete program. This seems a fantastic explanation, because there is not steel enough for the ships but as an additional source of ships over and beyond the limitations imposed by the available steel.

All the steel the country makes be marketed if not a pound of it were going into ships. The disappointed concrete men will tell you, in answer to this argument that there are some ramifications of steel interests that they don't care even to hint at, but that the steel men are looking ahead and fear that after the war concrete will supercede steel in ships, just as steel and iron outed wood after the civil war.

After listening to the efforts of experts in concrete ships exegesis one is forced to the conclusion that the policy of "build concrete ships when you can't and don't when you can," is that kind of a mystery.

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A safe, reliable regulating medicine. Sold in three degrees of strength—No. 1, \$1. No. 2, 50¢. No. 3, 25¢ per bottle. Sold by all druggists, or sent prepaid on receipt of price. Free pamphlet. Address: THE COOK MEDICINE CO., TORONTO, ONT. (Formerly "Gordon")



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for the **SO**

You can't enjoy farm labor with tired, aching feet. So, boys, slip your feet into Palmer's Summer Packs. Made from durable yet soft, pliable, oil-tanned, Skowhegan waterproof leather—the ideal farm shoe for comfort and wear.

Easy to put on and take off. Large eyelets, quickly laced. Solid leather heel, sole and insoles. Bellows tongues.

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Not alone makes the work seem lighter, but actually makes it so. How much easier to keep clean the white enamel sink, the enameled tubs, etc., than the old style black iron fittings. Ask us how much or rather how little it will cost to make your kitchen one to be proud of.

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ORDERS SHOULD NOW BE PLACED for early May delivery. We make specialty of APPLE TREES, SHRUBS, HEDGING, ROSES and STRAWBERRY PLANTS. Experts have pronounced our Apple Trees excellent, comprising the leading varieties, including McIntosh Red, Fameuse, Wealthy, Dudley and Bethel. This season's stock will soon be exhausted. Write for terms. Discount for cash with order. Mail orders solicited.

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While the War Lasts Registration is to be Continuous

PERSONS ATTAINING AGE OF SIXTEEN

THE Registration Regulations provide that every resident of Canada, male or female, British or alien, who shall after June 22nd, 1918, attain his or her 16th birthday, shall within 30 days of said birthday attend at one of the post-offices and answer the questions upon the registration card. The postmaster will issue an interim receipt, which for 60 days will have the force of a registration certificate. The regular certificate will be issued from Ottawa and mailed to the registrant at the address given on the card.

THOSE DISCHARGED FROM ACTIVE SERVICE

While persons upon active service with any of His Majesty's naval or military forces (commissioned nurses, included) are not required to register, they must do so within 30 days of the time they cease to be on active service. The procedure of registration in their cases is the same as above.

THOSE WHO FAIL TO REGISTER ON JUNE 22ND.

Any person who by reason of illness, accident, absence from the country, or other sufficient cause beyond his or her control, was prevented from registering on June 22nd, must register with a postmaster as soon as reasonably possible. Upon attending for registration, each such person must truthfully declare to the reason for failure to register upon the day appointed.

PENALTIES PROVIDED

Any person required to register as above, who without lawful excuse fails to do so, is liable to a fine not exceeding \$100, imprisonment for a period not exceeding one month, and a further penalty of \$10 for each day he or she continues to be unregistered after the day when he or she should have registered.

All registrants likely to be affected by the above regulations are recommended to clip and file this announcement for future reference as it will not appear again.

NOTICE OF MARRIAGE

Any person registered, who afterwards marries, must within 14 days notify the Central Registrar, Ottawa, of the date of the marriage, and the name and place of residence of the party he or she has married. In sending this notice the serial number of each registrant should be quoted. The penalty for non-compliance is a fine not exceeding \$50.

NOTICE OF CHANGE OF ADDRESS

Any person registered who afterwards changes his or her place of residence or postal address must notify the Central Registrar, Ottawa, of the address to which he or she has removed, quoting at the same time his or her serial number. The penalty for non-compliance is a fine not exceeding \$50.

LOST OR WORN-OUT CERTIFICATES

Any person whose registration certificate has been lost, destroyed, worn-out or defaced may, upon establishing that fact to the satisfaction of the Central Registrar, Ottawa, obtain a new certificate. Every application for a new certificate should state the registrant's serial number.

Issued by authority of

Canada Registration Board