

OVERLAND MODEL 90 THE THRIFT CAR

BEST VALUE IN THE MARKET IN MEDIUM PRICED CAR—25 Miles to Gallon Gasoline.

Have You Seen the NEW CHALMERS ENGINE with the "Hot Spot?" The car that holds the world's records. Come in and look them over.

FREDERICTON MOTOR SALES CO.,

'PHONE 352-11.. QUEEN STREET, FREDERICTON, N. B.

Wholesale Dry Goods and Woolens

House Furnishings For Everybody

Lace Curtains
Scrim Curtains
Curtain Muslin and Drap-
eries of all kinds
Cottons and Casement
Cloths
White Bed Spreads
Towels, Napkins and Ta-
ble Linens
Oilcloths and Linoleums
Carpets, Rugs and Squares

Prices Lowest Possible. Goods sold to the Trade only.

Vassie & Company, Ltd
WHOLESALE DRY GOODS AND WOOLENS
ST. JOHN, N. B.

Our Motto: Promptness, Accuracy, Courtesy, Care.

Electric Wiring

For Light and Power

Telephones, Bells, Watchmen's Clocks, An-
nunciators, Burglar Alarm Systems, etc.
Lighting Plants Installed in Isolated
Places. We carry a large as-
sortment of Electric Fix-
tures and Heating
Appliances.

Estimates submitted without charge.

W. Allen Staples
634 Queen St. Opp. Court House

"THAT'S ME ALL OVER, MABLE"

Here's the immortal Bill and "Still the Same Old Bill." It is even more humorous than "Dere Mable" and it will without a doubt be the best selling book for the year! Over 150,000 copies sold in the first month.

The McMurray Book & Stationery Co., Ltd.
Booksellers, Stationers and Printers.

BREAKS A BAD COLD IN A JIFFY! TRY IT

You can end gripe and break up a severe cold either in head, chest, body or limbs, by taking a dose of "Pape's Cold Compound" every two hours until three doses are taken. It promptly opens clogged-up nostrils and air passages in the head, stops nasty discharge or nose running, relieves sick headache, dullness, feverishness, sore throat, sneezing, soreness and stiffness. Don't stay stuffed-up! Quit blowing and sniffing! Ease your throbbing head—nothing else in the world gives such prompt relief as "Pape's Cold Compound," which costs only a few cents at any drug store.

WAR SAVINGS STAMPS GOOD INVESTMENT

Make Saving Easy and Pay the Investor Over 4½ per cent Interest, Compounded Half-yearly.

The paying of \$4 now for a War Savings Stamp and getting \$5 for it from the government in January, 1924, is a method of investing that appeals quite strongly to the average person. Nor is this surprising, for the money thus invested yields a little over 4½ per cent., compounded half-yearly. With a War Savings Stamp goes a War Savings Certificate to which the stamps are attached.

Obviously this is an excellent return when the nature of the security is taken into account. There is nothing safer in the world than Canada, and these stamps are backed by all the resources of the Dominion.

A person does not need to have \$4 in cash in order to take the first steps towards purchasing a War Savings Stamp. Thrift Stamps, which sell at 25 cents each, have been provided. When 16 of these have been purchased they may be exchanged for a War Savings Stamp. With the first Thrift Stamp purchased goes a Thrift Card, to which the Stamps should be fixed as soon as received.

After the 16 Thrift Stamps have been exchanged for a War Savings Stamp, the person doing so should start in again to buy Thrift Stamps, and thus begin saving for the second War Savings Stamp.

EXPLAINING A FLY.

A certain spinster was a most notable housekeeper and the immaculate neatness and order pervading every room had made a deep impression upon her small but observant niece.

One day the little girl returned after a tea party at auntie's and in an awed tone said:

"Mother, I saw a fly in auntie's house, but"—after a second's thought—"it was washing itself."

DODD'S KIDNEY PILLS

ALL KIDNEY DISEASES
RHEUMATISM
BRIGHT'S DISEASE
DIABETES BACKACHE
NUMBER 23 THE PROPRIETOR

C. N. R. President Notified Of Fredericton's Desires

Claims of This City for Selection as a Divisional Point Advanced by Mayor and President of Board of Trade—New England Connection and Transcontinental Traffic Discussed.

The following letter in presentation of Fredericton's desires relative to Canadian National Railways development in and about the city has been forwarded by Mayor R. B. Hanson on behalf of the city and President H. S. Campbell on behalf of the Board of Trade:

D. B. Hanna, Esq., President, Canadian National Railways, Toronto, Ont.

Dear Sir:

Pursuant to the undertaking given at the interview between yourself and colleagues and a delegation from the Board of Trade and City Council when you were here in December, we beg now to submit the following with reference to the subjects then discussed;

Re Divisional Point.

While the St. John & Quebec Railway through this city and county was in course of construction, numerous interviews were had between the then mayor, representing the city, and Mr. F. P. Gutelius, then General Manager of the C. G. R., respecting terminal facilities at Fredericton on the completion of the St. John & Quebec Railway. It was then agreed that the City should give to the Department of Railways the lands known as Queen's Park, owned by the city, or such portion thereof as the railway might require, for right of way and terminal facilities, also certain valuable right of way over city lands west of the present freight sheds and east of York Street, valued at more than \$10,000, and that in return and having regard to the large and growing interests of the C. G. R., at this point, and in particular to the junction of the Canada Eastern branch of the C. G. R. and the Valley Railway at this point, and of the proposed routing of overseas freight over the Transcontinental Railway via McGivney and the St. John valley to the port of St. John, terminal facilities consisting of a complete layout of repair shops, round houses, coaling and water plants, rest-houses and other complementary facilities should be established in this City on said Queen's park, or, if the shape of same should render the location there impracticable then to be located on the Odell property lying west of the factory district and which was shown to you and your associates when here. In pursuance of this agreement some seven or eight acres of Queen's Park were taken possession of by the C. G. R., a portion as early as 1912 and another portion in October 1914, and numerous tracks have been erected over the same connecting with the new C. G. R. freight sheds and providing for the connection with the St. John & Quebec right of way. Possession was also taken of certain valuable right of way between the freight shed property and York Street, for all of which the C. G. R. were never asked to pay.

Now that the war is over this City confidently expects faith to be kept by the Government Railway with the City, and we respectfully press for the complete carrying out of this scheme which we submit is also essential to the efficient working of the railway, having regard to the greatly increased traffic on the C. G. R. at this point and the still greater increase which will unquestionably result from the completion and operation of the St. John & Quebec Railway, now fixed for June next. Complete plans of the proposed layout were drawn by Mr. C. B. Brown, Chief Engineer of the C. G. R., and now in the possession of the railway authorities at Moncton, and we also advise that Mr. Brown and Mr. C. A. Hayes, former General Manager of the C. G. R. are thoroughly familiar with the whole scheme as well as Mr. Gutelius.

Union Station

We respectfully submit that the Management of the Government Railways should at once approach the Management of the Canadian Pacific Railway Co., with a view to the establishment of a modern Union Passenger Depot in this City, to be located on the City's property, being a portion of Queen's Park now available for that purpose and adjoining St. John street extended, or partly on Queen's Park and partly on the Scully Grove property adjoining westerly, all as pointed out to you. In this connection we beg to point out to you that the present C. P. R. depot is grossly inadequate for their purposes and that as long ago as prior to 1914 that Company was contemplating the erection of a new depot for their own purposes. It is also submitted that the present C. G. R. depot is not properly located to take care of Valley Railway passen-

ger traffic which will, when that road is completely operated, prove to be the major portion of your passenger traffic in this district. The present C. G. R. depot was a "political" depot and was placed where it is without adequate thought for Valley railway development which was then being agitated for. We are informed now that the C. P. R. Co. would not view with disfavor a proposition to join in with your road in a joint arrangement for a Union Passenger Depot, and also, if found agreeable, in the joint use of your freight terminals as that Company is badly handicapped for lack of space, being completely pocketed on the one side by the Government line, and on the other side by private properties which they are unable to purchase, and with no prospect of relief. We strongly press for the early carrying out of this project which is in the best interests of the railways themselves as well as of the City.

Transcontinental Traffic

This is perhaps the most important of the matters to which your attention was called when here. If St. John is to share in the development of the export trade of the country and obtain its fair share of C. G. R. overseas traffic, such traffic must be diverted at McGivney, thence to Fredericton via Canada Eastern subdivision and thence to St. John via the St. John & Quebec, a very great saving in mileage over the long roundabout haul from McGivney to Moncton and thence to St. John, or as an alternative, and this alternative will make for a still further saving of 14 miles of haul, we submit that a connecting link of some 9 miles be built from Napudogan to connect with the York & Carleton Railway at Stanley and route this freight and traffic from Napudogan over this link, and the York & Carleton connecting with the Canada Eastern branch at Cross Creek and thence to Fredericton, and thus avoid some very heavy north bound grades between Cross Creek and McGivney. The carrying out of either project will involve some expenditure in re-grading and straightening the Canada Eastern branch between this city and McGivney or Cross Creek as the case may be, but would afford—and we submit this is the only scheme which would afford—an outlet to St. John for Transcontinental traffic which project we submit in the interests of the country at large and of the port of St. John in particular must eventually be carried out if justice is to be done by the Government Railway system to the Province of New Brunswick.

We shall continue to press this project on the management and on the government of the country until carried out. In this connection we enclose a tabulated statement of mileage which shows the advantage of St. John over Halifax for a shorter haul for export trade. You will note that two routes are shown from Montreal or Quebec to St. John, the shorter of

which has an advantage over the shortest route to Halifax of 185 miles and the longer an advantage of 7 miles.

New Railway Bridge

It may be that this project will involve the erection of a new railway bridge across the St. John river at this point. In answer to any possible objection on the ground of expense desire to point out to you that present bridge was erected in 1885 by the late Senator Temple and associates with a view to forming a connecting link in the proposed Har- & Salisbury Railway, much agitated for in this country and in Parliament about 1885, that it is and has been several years past considered by engineers inadequate to support present traffic and in particular support the large and heavy type locomotives now in use on all railways and it is only a question of time before it will have to be rebuilt any way. Understand that a complete report with regard to the capacity of the bridge is on file at Moncton and therefore available to you.

Independent New England Outlet

For many years the experience of the Government Railway authorities has been that the Government railways and its now numerous branches have been first-class originators of traffic to New England points and in the absence of an independent outlet to New England were as a consequence first-class feeders to the Canadian Pacific Railway system which has always had a monopoly of the business of the Maritime Provinces with New England. For several years the officials of the Government railways have felt that in order to reap the full advantage of the large traffic originating on their lines for New England points an independent outlet should be afforded. This has now become more necessary than ever in view of the fact that the government is about to enter into the Atlantic steamship traffic in competition with the C. P. R. Ocean Services and other existing lines. At present all the traffic originating on the government lines is handed over to the C. P. R. at St. John or Fredericton or Woodstock, with the exception of that which is handed over to the Bangor & Aroostook Railway at the VanBuren Bridge near St. Leonard's. Last season the C. G. R. delivered to the C. P. R. at this point from 75 to 100 cars of freight per day destined for New England points, and with the final completion and operation of the Valley Railway this traffic must be largely increased. So also as the Government Ocean service is established a very great quantity of freight and passenger traffic will have to be handed over to the C. P. R. at St. John for transmission to New England, all because of the lack of an independent New England outlet. The remedy for this—and let us say in limine that the following proposition was first mooted by Mr. F. P. Gutelius when general manager of the Canadian Government Railways just previous the opening of the Great War,—is the construction of a line of railway from a point on the line of the Saint John & Quebec Railway to the boundary line between New Brunswick and Maine, there to connect with the proposed Eastern Maine Railroad, a charter for which has already been

Continued on page six.

Experience has taught thousands that

INSTANT POSTUM

is better for the family than tea or coffee

"There's a Reason"