

FAMOUS KLONDIKE MAIL STAGE NOW NO MORE

Seattle, Wash., Dec. 2—The royal mail stages of the Klondike have passed.

No longer will the famous stages of the White Pass and Yukon Route, drawn by fleet footed horses, steered by picturesque drivers who knew no fear, go flying over the white trail north from Dawson into the Klondike.

News of the passing of a great work is contained in the announcement of the White Pass and Yukon Route that it will no longer be able to operate the stages because of increasing costs and must therefore shut down.

No Route to "Inside."

And so, when snow flies over the Klondike there will be no stages to take up the work. After twenty years service, service as regular as morning and night, the stages have stopped. Unless some other company takes up the work there will be no communication with the "inside," and the Klondike will drop back again into the primeval isolation which was hers before the white man came in in the great rush for gold.

But many who knew the royal mail stages have gone. The Klondike kings whose pleasure it was to ride on the stages elbow to elbow with the incoming prospectors have, for the most part, gone their way. "Swiftwater Bill" Gates, "Big Aleck" McDonald, famous Skookum Jim the Indian, Jack Boyle and Thomas S. Lippy, great men of great times, were some of them. And "Swiftwater Bill" is somewhere south, in a South American mining camp. Tom Lippy is a Seattle banker and president of the Port Commission. "Big Aleck" sleeps on the endless trail in the Dawson Cemetery. Skookum Jim is also dead, gone to the happy hunting ground. Jack Boyle was one of the Klondike heroes of the great war, and is now regarded as the friend and benefactor of the Rumanian royal family.

Two Noted Drivers.

And the drivers themselves—"Hobo Bill" and "Big Sim" were two of them, two of the gallant company that piled back and forth in the Arctic night, perched on the speeding sled, guiding their horses with marvellous accuracy as they skidded over the snow, the hard packed snow that was like marble. It was an event in Dawson when either of these two men piloted a royal mail into the imperial city of Yukon.

careening down the Klondike road. These drivers never used horns or bugles. Their only call, their warning as they flew around the corners of the sharp Yukon trail, was the long piercing spine chilling cry of the malamute.

Everybody gave them the right of way, the right of way of the king's mail. They knew no obstacles. And yet in the long roster of those who captained the stages there was not one who ever abused their privilege. The royal mail stages received fresh relays of horses every twenty miles and they always travelled on the dead run.

In the early days of the White Pass and Yukon Route the royal mail service trail followed the route of the Yukon River. But a new trail was built through the magnificent scenery by the Canadian Government. An overland route. And not only the stages used this trail but practically all of the multitude of travellers, prospectors, patrols of the Royal Northwest Mounted Police, went back and forth from trading post to trading post, from camp to camp.

REVENUE IS INCREASING

Ottawa, Ont. Dec. 1—Customs receipts for the month of November, 1920, show a decrease as compared with November, 1919, of approximately \$2,950,000 but with the inland revenue returns for the month there is a net increase of \$4,697,620.64 for customs and inland revenue collections for last month as against November 1919. The increase in collection from war excise (luxury tax, manufactures tax and sales tax) last month was \$8,136,076.17 as compared with November, of last year. For the month of November 1920, the total collections from customs and inland revenue were \$29,490,751.69 as against a total of \$21,793,131.33 in November, 1920.

Total collections for the eight months ending November 30, 1920, were \$209,571,075.72 as against \$152,093,473.79, an increase in the revenue of \$57,477,601.93.

Now we're on the down grade to Christmas.

ROTTEN-EGGED LABOR MEN IN NOVA SCOTIA

Sydney, N. S., Nov. 30—Disgracing the four Waterford locals, as well as the name of the town, a gang of hoodlums rotten-egged Robert Baxter, United Mine Workers President of District 26, and Secretary James MacLachlan tonight when the two speakers addressed the members of the locals on the terms of the Montreal pact. It was the most disgraceful meeting ever conducted in the history of labor organizations in the Cape Breton district.

Despite the pleas of board member MacKay who acted as chairman, the rotten eggs continued to be thrown at the two speakers. Hisses, cat calls, unseemly questions and thorough disorder marked the session. There was no spirit of fair play in evidence. An organized crowd attended the meeting, determined to prevent the two U. M. W. officials from consistent speaking. They failed in their attempt, although both Baxter and MacLachlan were frequently forced to shout at the top of their voices to make themselves heard.

An explanation was given of the Montreal agreement and the saner minded men were undoubtedly influenced by the arguments but the majority continued to maintain the same spirit of opposition that was evidenced some days ago, when they voiced their disapproval of the Baxter-MacLachlan settlement with the coal operators.

Since the time that J. C. Watters was rotten-egged at a Sydney meeting, the like of the session in Waterford has not been seen. Baxter and MacLachlan were both struck by the missiles and the platform was covered with the odorous mess. The meeting was commenced at eight o'clock and was continued under after midnight. Messrs. Baxter and MacLachlan answered all questions in a most creditable manner and under the circumstances their explanation of the Montreal pact was a remarkable feat.

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Canadian National Railways

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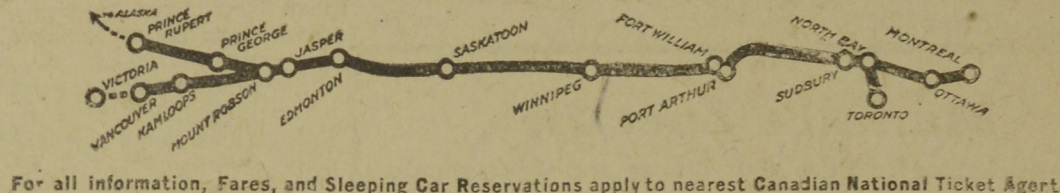
Unexcelled Equipment including Observation Cars, Sleeping Cars, Dining Cars, Tourist and Colonist Cars, and most modern coaches.

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Lv SYDNEY	At. Time	8.30 p.m.	Fr.	Sa.	Su.	Mo.	Tu.	We.	Th.
Lv HALIFAX	"	8.10 a.m.	Sa.	Su.	Mo.	Tu.	We.	Th.	Fr.
Lv ST. JOHN	"	7.10 a.m.	Sa.	Su.	Mo.	Tu.	We.	Th.	Fr.
Lv CHARLOTTETOWN	"	6.25 a.m.	Sa.	Su.	Mo.	Tu.	We.	Th.	Fr.
Lv MONCTON	East. Time	2.25 p.m.	Sa.	Su.	Mo.	Tu.	We.	Th.	Fr.
Lv MONTREAL	"	9.20 a.m.	Sa.	Su.	Mo.	Tu.	We.	Th.	Fr.
Lv MONTREAL	"	5.00 p.m.	Su.	Mo.	Tu.	We.	Th.	Fr.	Sa.
Ar OTTAWA	"	8.00 p.m.	Su.	Mo.	Tu.	We.	Th.	Fr.	Sa.
Lv OTTAWA	"	8.20 p.m.	Su.	Mo.	Tu.	We.	Th.	Fr.	Sa.
Lv NORTH BAY	"	5.20 a.m.	Mo.	Tu.	We.	Th.	Fr.	Sa.	Su.
Ar PORT ARTHUR	"	6.05 a.m.	Tu.	We.	Th.	Fr.	Sa.	Su.	Mo.
Lv PORT ARTHUR	Cent. Time	5.35 a.m.	Tu.	We.	Th.	Fr.	Sa.	Su.	Mo.
Lv PORT WILLIAM	"	5.55 a.m.	Tu.	We.	Th.	Fr.	Sa.	Su.	Mo.
Ar WINNIPEG	"	8.45 p.m.	Tu.	We.	Th.	Fr.	Sa.	Su.	Mo.
Lv WINNIPEG	"	9.40 p.m.	Tu.	We.	Th.	Fr.	Sa.	Su.	Mo.
Ar SASKATOON	Mtn. Time	11.25 a.m.	We.	Th.	Fr.	Sa.	Su.	Mo.	Tu.
Lv SASKATOON	"	11.45 a.m.	We.	Th.	Fr.	Sa.	Su.	Mo.	Tu.
Ar EDMONTON	"	11.25 p.m.	We.	Th.	Fr.	Sa.	Su.	Mo.	Tu.
Lv EDMONTON	"	12.01 a.m.	Th.	Fr.	Sa.	Su.	Mo.	Tu.	We.
Ar Jasper	Pac. Time	9.10 a.m.	Th.	Fr.	Sa.	Su.	Mo.	Tu.	We.
Ar PRICE RUPERT	Pac. Time	7.45 p.m.	Th.	Fr.	Sa.	Su.	Tu.	We.	Th.
Ar MT. ROBSON	Pac. Time	12.14 p.m.	Th.	Fr.	Sa.	Su.	Mo.	Tu.	We.
Ar N. WESTMINSTER	"	8.25 a.m.	Fr.	Sa.	Su.	Mo.	Tu.	We.	Th.
Ar VANCOUVER	"	9.00 a.m.	Fr.	Sa.	Su.	Mo.	Tu.	We.	Th.



For all information, fares, and Sleeping Car Reservations apply to nearest Canadian National Ticket Agent.

TEA PARTIES AND BOMBS KEEP WOMEN ENTERTAINED

Special to Daily Mail. Copyright 1920 by Cross Atlantic News Service.
(By Lydia Kingsmill Commander)

London Dec. 2—An Irishwoman visiting London tells of the vivid varieties life presents in that land of mirth and murder.

"Ireland with a smile and a tear in her eye," she says, "is more than ever a land of contrasts. When the mails are not held up, the morning post may bring us an invitation to a dance—an early one on account of curfew—and an anonymous warning not to be out after dark. We are philosophers so we accept the invitation and burn the warning.

"Dublin streets are full of curious contrasts; even the names of many of them are in Irish as well as English. Armored cars, huge lorries with warlike stores, and Red Cross ambulances pass frequently but we scarcely notice them now; the sight is so familiar. There are as many smart motors and pretty, well dressed women as ever, and no one seems to be afraid! Bomb proof screens and windows filled with sandbags are quite common, and men in strange uniforms are everywhere.

"At tea parties, women touch lightly on their experiences of raids and discuss what are the most becoming and suitable dressing gowns and boudoir caps to wear in case of being turned out of bed at midnight. We are careful, though, not to talk before our servants; they are all Sinn Fein, so are many of our tradesmen and often our next door neighbors.

"Life in the country parts of Ireland even in the suburbs of the large towns, is more normal—though posts may be delayed or not arrive at all, and our baker's cart may be held up and leave us breadless for the day. We are protected by police only, but the military are usually somewhere in the neighborhood. A few nights ago an explosion occurred—it sounded

SUGAR AT EIGHT CENTS

Ottawa, Dec. 1—Although there was no change in the wholesale quotations of sugar, a record low retail price has been set by one store in Ottawa which is offering sugar at thirteen pounds for \$1 or less than eight cents a pound. This is the lowest that this commodity has reached for over two years. It is but an isolated case, however, the prevailing price in the grocery stores being thirteen and fourteen cents.

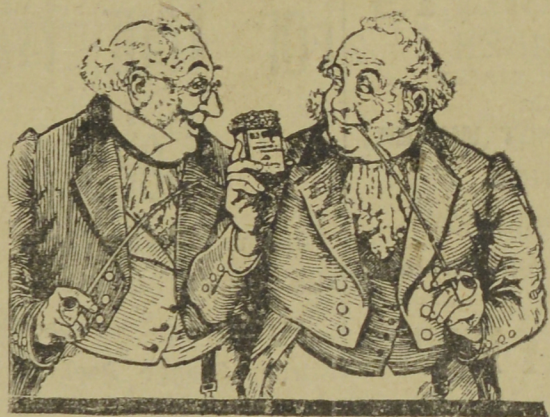
WIVES AID IN WHISKEY RAIDS

(New York Herald.)

Wives who discover that the saloon round the corner is not at all particular about the percentage of alcohol in its drinks, and who issue warnings and ultimatums to their husbands, all to no effect, don't stop there, according to Capt. Eugene E. Merrell, who is Brooklyn's acting prohibition enforcement chief. They write him letters, stacks of them, naming places where the Eighteenth Amendment is not in good standing. They name certain saloonkeepers and implore the prohibition authorities "to get him good and put a stiff fine on him."

Ninety per cent. of the information reaching his office, the captain says, comes from wives who find that their husbands aren't spending any more time at home than they did before prohibition went into effect. "The trouble is," complained the captain, "that their information doesn't go far enough. If they would only send us affidavits to the effect that certain liquor is to be found at a specified place we could get search warrants and secure convictions much faster. And even so, we get many more complaints than we could possibly handle with the force of men at our disposal."

Women dress for the admiration of men and the envy of women.



The Friendly Smoke

THERE is something mighty comforting and satisfying about "OLD CHUM" Tobacco; a sort of soothing restfulness that pipe smokers have come to associate with this friendly smoke.

"OLD CHUM" is an old, old chum with all pipe smokers.

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For years and years "OLD CHUM" has been Canada's favourite pipe tobacco and today is more popular than ever.

OLD CHUM

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Pipe Tobacco.



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