

HOW TO AWAKE FRESH AS A DAISY CONSTIPATION GONE

No other remedy acts the same. Works while you sleep, smooth, silent, effective. Cures the worst headache or constipation.

This is what happens when you use Dr. Hamilton's Pills.

For wind or pain in the stomach nothing works better.

No bad taste left behind, no furred tongue, no more dizzy spells or bilious fits after taking Hamilton's Pills.

All the old costiveness, frightful dreams and nervous disorders disappear as a ship in the night.

The appetite is sharpened up, takes on a keen edge.

You enjoy your meals, relish and digest them.

Strength and buoyant spirits return. You feel good, you look like your old self again with bright eyes and rosy cheeks.

The best guarantee of good health and old age that man and woman can have is the regular use of this family pill.

Suited to all ages, you should get a few 25c boxes from the drug store and keep them handy.

Retires on Pension (Chatham Gazette)

Mr. E. A. McCurdy, who for the past twenty years has been manager of the Royal Bank has been retired on pension and has been succeeded by Mr. A. G. Putnam, who has been temporarily in charge for the past six months. Mr. McCurdy will devote his entire time to his insurance business. Mr. W. F. Dorwood who has been looking after the Royal Bank's interests in the International Shipbuilding Corporation here, has been appointed manager of the Bank's Branch at Rexton, N. P.

The favorite hat seems to be black.

Nothing ever happens to change the old rule, the way of the transgressor is hard. It will continue in force during 1920.

MR. LAPOINTE HAMMERED THE UNION GOVERNMENT

Eloquent French Canadian M. P. Talked Plainly in His Great Speech at St. John—A Strong Government is Needed at Ottawa at the Present Time—Liberals are Fighting Today Against Autocratic Domination.

Mr. Ernest Lapointe M. P. for Quebec East came down hard on Union Government in his great speech in the Imperial theatre at St. John on Friday evening. He said that although he had been long in public life he had seldom addressed such a magnificent audience, and he thanked them from the bottom of his heart for coupling his name with that of his leader. He said that Mr. King coming from Ontario, and he, representing Quebec, were on that platform animated by the same spirit that animated Cartier and Macdonald and if those men fifty years ago to unite Canada "our ambition and aim is to re-unite Canada" he said. To this Liberalism and the Liberal party must devote their energies and enthusiasm. He thought there were no germs of narrowness in New Brunswick, but that the atmosphere was free from all microbes of intolerance and prejudice, so that all breathed in perfect harmony—Liberalism. He was not surprised that the Foster government was so strong with the people of this province. (Sustained applause.)

At no time was there a greater need

of a strong government at Ottawa than at the present day when it was necessary to have a parliament representing Canadian people and at no time since Confederation had there been a more important one than the one now ruling. He had no fault to find with, and he respected, the men who supported the government in 1917, from conscientious motives, but he said the people had now to face the conditions of 1919 and not of 1917. The present government was the offspring of abnormal times and it had succeeded in making pledges, dividing elements against elements and classes against classes and splitting what, under Laurier, was a united people. Any man who supported the Union government, he thought, was maintaining a sham and supporting a hypocrisy.

He who was down need fear no fall said the statesman from Quebec. Perhaps some might think he was a little strong in his remarks about the government but he thought that the news papers supporting the government were even stronger than he was, and he quoted an extract from the Montreal Gazette, which brought forth

WRIGLEY'S

The Greatest Name
In Goody-Land



WRIGLEY'S
SPEARMINT
THE PERFECT GUM

WRIGLEY'S
JUICY FRUIT
CHEWING GUM

WRIGLEY'S
DOUBLEMINT
CHEWING GUM

MADE IN CANADA

SEALED TIGHT
KEPT RIGHT

The Flavour Lasts

After Four Years of War

The Railway Situation as Viewed by President E. W. Beatty of the C.P.R.

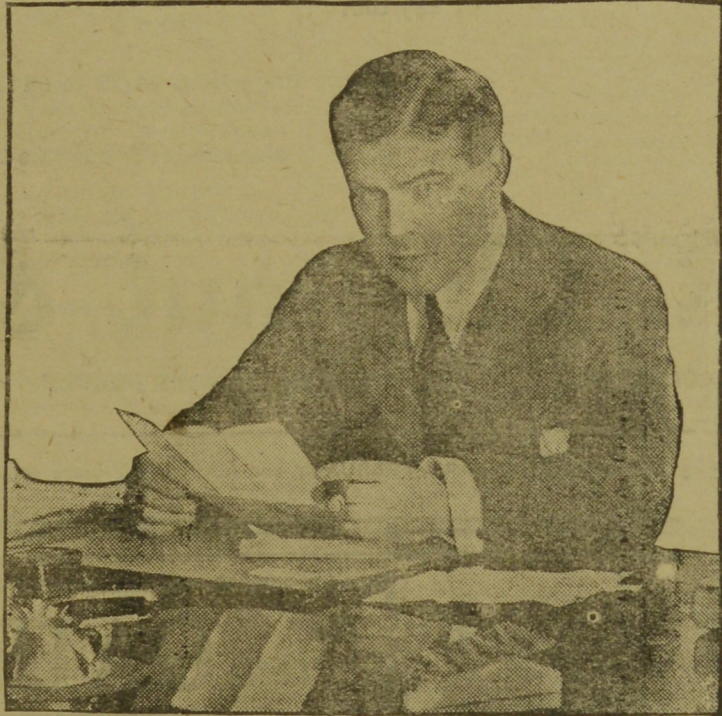
FOUR years of active participation in the war and intimate association with the problems which the emergency produced must, I think, have had such a pronounced effect on the thought and spirit of the Canadian people, as will enable them to grasp and overcome the after-war problems with confidence and ease.

No record of Canada's share in the war—military, commercial, fiscal or economic, but adds to our pride in Canadians and Canadian institutions and stimulates confidence in our future. The problems ahead of us are indeed serious, but so was the war. Sane optimism as to our future is justified.

From a transportation standpoint the Canadian people have, I think, every reason to be satisfied. The efforts of the companies, both on land and sea during the period of the war, have been eminently successful, especially from the public point of view. In spite of weather conditions unprecedentedly severe, at no time was there an approach to a physical breakdown. At no time was any disposition shown by any company to refuse assistance to any other company temporarily and locally embarrassed as to equipment or facilities. At first by the companies themselves and later under the aegis of the Canadian Railway War Board a continuous effort was maintained. The efforts of the railways were co-ordinated in such a way as to accomplish the maximum result and still not destroy or even injure the legitimate business of any one company. The results were highly satisfactory and reflect great credit, not only on the directors of the companies and the War Board, but also on the officers and men of the companies, whose loyalty, self-sacrifice and efficiency made Canada's great transportation record possible.

While periodic attempts are made to compel an immediate decision as to the permanent solution of the so-called railway problem—though so far as efficiency and rates are concerned, there is no problem that I can see—it must be admitted that next to the war itself no question so important in its effect upon the earning power and prosperity of Canadians, as this question of further Government ownership of railways, has ever faced us. It is important to be decided merely upon the view of extremists on either side. It can only be properly determined by careful consideration on the part of the people after having obtained some knowledge of the principles underlying efficient railroad service, the facts as to the present efficiency of the roads, and the probable—not fanciful effect which any serious change of policy must have upon that service and facts.

Many mistakes have been made in the past, due to the ambitions of men or the ill-considered action of Governments. No good purpose, so far as I can see, is served by dwelling on these mistakes now. They were sanctioned at the time by a majority of the people of Canada. They can now serve only as a warning against other popular mistakes of even greater magnitude. An error in the shaping of our railroad policy now—a policy which would be difficult to reverse—would carry with it consequences much more disastrous to the country than those of our previous railway miscalculations, for the reason that the systems involved are so much larger. It should be remembered too that mistakes in railway policies have been made in other countries besides Canada, and that the opportunity to observe the efforts, for example, of the United States, in attempting to correct their errors, is invaluable to us, the more so since this particular example of the United States comes nearer to paralleling



Canadian conditions—though the parallel is far from perfect—than any other that could possibly be chosen.

The desire of everyone is that Canada should have to-day a railway system or systems so administered that the best service to the public will be obtained at the lowest rates consistent with fair wages, both for labor and capital. I say fair wages, because without them efficiency, loyalty and enterprise cannot be obtained, and without these things the quality of work which ensures efficient operation and low rates, cannot be secured. The question therefore is: Will Government ownership bring about this result? The question sounds simple but is in reality complex. Theoretically much may be said in favor of Government ownership. Will those theories stand the test of practice? If these theories prove a failure initially, but correct themselves, as their exponents may urge, in course of time—how long a time can Canadian people afford to pay the losses of demoralized railroad service? Do they wish to launch out on the experiment now? Or wait until their near neighbors, the United States, have worked out their experiment a little more satisfactorily? The cost of our experiment could not fail to be great, a cost certain to be collected directly or indirectly from the pockets of the Canadian people. Railway men have an admirable slogan which I feel inclined to commend to the attention of the people of Canada at this moment, namely, "Stop, look and listen."

I have my own view on public ownership of railways, but they are not unalterable. I am undoubtedly prejudiced by an association with one company. The company has slowly succeeded to a point of efficiency and successful operation. Looking back over that history one is amazed at the importance of the part played by men whose enterprise, resourcefulness and tenacity of purpose could not, I think, have been stimulated and given rein in any civil service. It has taken more than thirty years to make the C. P. R. as efficient as it is to-day. It was not easy. Even when accomplished this degree of efficiency can be quickly lost. The consciousness that it is so easily shattered is largely responsible for the constant and intense ambition on the part of officers and men to maintain and even improve on the tradi-

tion. "This much may, it seems to me, be said with confidence now, namely, that we do not know enough that is encouraging about Government operation of large railway systems to justify any further excursions into that field at this time. To argue from the experience of old countries where civil service obtains a much better share of the ambitious young men than in Canada, or to argue from the alleged success of comparatively local affairs, or Government organizations dominated by exceptional personalities, is unfair—not to the railways but to the country which has so much at stake in this issue. We can well afford to wait, to study dispassionately our own situation and the experiment of the United States before committing our country to serious changes in policy. The solution finally adopted in the United States will be of inestimable value to Canada. Meantime, too, the experience which Canada will now have of the present newly organized Government system will demonstrate many things. It will indicate very largely the general nature of the results we may hope to secure from an extension of the system.

"When we know more about Government operation in Canada and in the United States we may modify or entirely alter the present arrangements. We shall be justified then in reconsidering our permanent policies. But to do so without the advantage of this information—information available in due time—in fact, without the knowledge essential to the determination of the problem would be to my mind, the height of folly.

"Even though a Government co-ordination of Canadian railways rather than the present voluntary co-ordination through the Canadian Railway War Board should show an immediate saving to the people of Canada—and the experience of Government co-ordination of United States railways holds out little hope for any such saving—the sum involved would be a drop in the bucket compared to the larger ultimate losses which in the event of the failure of such policy must inevitably result, and which could not be corrected. If I may be permitted to parody the old proverb, I should say "Nationalize in haste, repent at leisure."—From the Montreal "Gazette."

much applause. He would judge from the organs of the government that treachery and cowardice were the cardinal virtues of the Union government. (Laughter.)

The prodigal descendants of Jeremiah maintained that the only salvation for the country was the union of the same elements of both parties. They said that Quebec was sane and safe, good and kind, and could not help but be attracted by the truth of this principle. "Will you walk into my parlor, said the spider to the fly," quoted Mr. Lapointe amidst loud laughter and cheers.

The various elements that were scattered and divided needed a new leader to give them the impetus back to unity and that leader was Mr. MacKenzie King. He likened him to his grandfather who fought years ago for liberty against autocratic domination, over the people. He had made a life study of all economic problems and was bringing to the leadership of the Canadian people the brains and intellect of a great scholar as well as the force and energy of a man of action. "Laurier was the greatest Canadian that ever lived," said Mr. Lapointe and he had heard him once say that those who assailed him would render him justice after death, and they had done so. His memory would remain so long as Canada had a heart. Mr. King was a pupil of Sir Wilfrid's and he would maintain the traditions of his country. Mr. King was a Liberal, so was he, because it was broad enough to invite all Canadians to fight shoulder to shoulder for liberty, explained the speaker. Liberalism embraced all creeds, French and English capital and labor, giving to each individual the chance he claimed for himself.

He thought that no man supported the government more lavishly than the independents of 1917. On several questions of moment before the house they had swallowed their opinions at the command of the premier and goose

stepped to the crack of his whip. He insisted that the government should represent the majority of the people of Canada and the government did not do this, but the ministers were afraid to show their faces to the people and allowed their bye-elections to go by default.

Challenges Government

In eloquent terms he challenged the government to make an appeal to the country and elect a parliament representative of the people. He referred to the war-time elections act as a blot on the fair name of Canada, and because of the way the government had manipulated the franchise he thought they had no more right to call themselves a representative governing body of men than a smuggler had to call himself a free trader. The country must be governed on scientific principles and liberalism must hold the middle course between those who like violent changes and those who absolutely refuse to progress or reform. The policy of Liberalism was justice to all classes both rich and poor but to the poor equally as to the rich, imbued with the spirit of tolerance, moderation and justice. He emphatically announced that Canada must have a representative parliament before she took her seat at the Imperial Conference which was to be held at an early

EVIL OF SUBSTITUTION EXPOSED

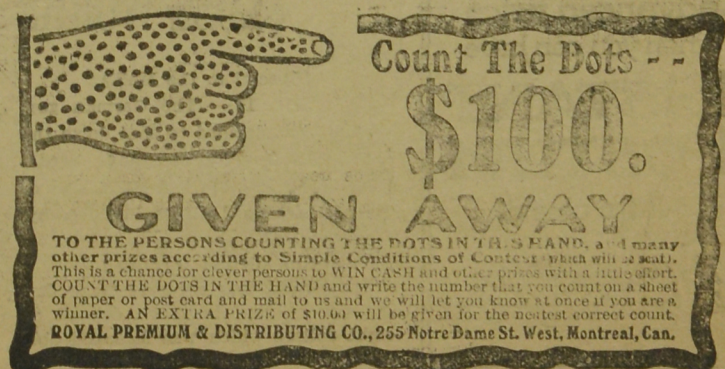
A dealer substitutes because he makes more profit on an inferior article. A local citizen was induced to take a substitute for Putnam's Corn Extractor, with the result that the substitute burnt his toes and failed to cure. Putnam's contains no acid and is guaranteed. Always get Putnam's Extractor, 25c, at all dealers.

date to discuss the relations of Canada and the other dominions as a part of the whole united British Empire. Canadians must not allow this important, worn-out government to speak for Canada and pledge the future destinies of the country.

The use of patriotism as a political football, he termed as disrespectful and sacrilegious. Canadians all loved Canada and were proud to belong to the British empire. He thought "patriotism" and profiteering synonymous in this case.

The achievement of national unity in Canada was the great aim of the Liberal party. Canada must have it or she would never become the great nation she was destined to be. The different races and creeds in the country could not be changed and they must be met with the spirit of tolerance, moderation and charity. He insisted

(Continued on Page 7)



Count The Dots - -
\$100.
GIVEN AWAY

TO THE PERSONS COUNTING THE DOTS IN THE HAND, a money prize according to Simple Conditions of Contest (which will be sent). This is a chance for clever persons to WIN CASH and other prizes with a little effort. COUNT THE DOTS IN THE HAND and write the number that you count on a sheet of paper or post card and mail to us and we will let you know at once if you are a winner. AN EXTRA PRIZE of \$100.00 will be given for the nearest correct count. ROYAL PREMIUM & DISTRIBUTING CO., 255 Notre Dame St. West, Montreal, Can.