

## NOTICE TO CONTRACTORS

PURSUANT to the requirements of the Canada Highways Act, sealed tenders addressed to the undersigned and marked "Tender for Road from Chatham to Loggieville," or "Tender for Road from St. John to Westfield," or "Tender for Road near Spruce Lake," or "Tender for Road New River to Pennfield," will be received up to noon of the 14th day of May.

Each tender must be accompanied by a certified cheque payable to the Hon. Provincial Secretary-Treasurer. The amount of such cheque to be as follows:

Road Chatham to Newcastle...\$3,000.00  
Road St. John to Westfield...1,500.00  
Road near Spruce Lake...1,000.00  
Road New River to Pennfield...2,000.00

Such certified cheque will be forfeited in case the tenderer fails to carry out his obligation.

Profiles and specifications may be seen at the Office of the Chief Engineer at Fredericton and at the Provincial Government Rooms, St. John. Blank tender forms may be had on application to the office of the Chief Engineer.

The Department does not bind itself to accept the lowest or any tender.

P. J. VENIOT,  
Minister of Public Works,  
Department of Public Works,  
Fredericton, April 21, 1920.

## POTATOES FOR SALE

Two thousand barrels of potatoes. State price willing to pay f. o. b. Gloucester Junction. Apply to

J. G. ROBICHAUD,  
Shippegan.

FOR SALE—1 organ, 1 self-feeder, 1 coal stove and a Kootenay range. 175 Brunswick street.

TO LET—Large furnished room, suitable for two gentlemen. Good location. Telephone 342-11.

## NOTICE TO WATER CONSUMERS

WATER CONSUMERS will please take notice that the Water Rates are now due and payable at City Treasurer's Office, City Hall.

G. R. PERKINS,  
City Treasurer.

## NOTICE TO CONTRACTORS.

PURSUANT to the requirements of the Canada Highways Act, sealed tenders addressed to the undersigned and marked "Tender for Road near Pokioik," or "Tender for Road near Queenstown, Queens County," or "Tender for Road North of Andover," or "Tender for Road near Woodstock," will be received up to noon of the 21st day of May.

Each tender must be accompanied by a certified cheque payable to the Honorable Provincial Secretary-Treasurer. The amount of such cheque to be as follows

Road near Pokioik...\$2,000  
Road near Queenstown, Queens County...2,000  
Road North of Andover...2,000  
Road near Woodstock...4,000

Such certified cheque will be forfeited in case the tenderer fails to carry out his obligations.

Profiles and specifications may be seen at the office of the Chief Engineer at Fredericton, and at the Provincial Government Rooms, St. John. Blank tender forms may be had on application to the office of the Chief Engineer.

The Department does not bind itself to accept the lowest or any tender.

P. J. VENIOT,  
Minister of Public Works,  
Department of Public Works,  
Fredericton, N. B., April 26, 1920.

## MESOPOTAMIA CENTRE OF BRITISH TRADE ACTIVITY

Conditions in Transportation Can be Improved—Great Britain the Mandatory for Mesopotamia—Fate of Armenia Still Uncertain—Administration in Persia a Problem—Dredging Required to Make Navigation Practicable.

The Special Commissioner of The Empire Mail of London writes as follows of conditions in Mesopotamia:

Within a very short time, the Peace Treaty with Turkey, will be signed and the future of Armenia and Mesopotamia will be decided. That of Mesopotamia is, of course, pretty obvious. It will be placed under the League of Nations with Great Britain as Mandatory Power. And Great Britain is already administering that country under a military occupation in such a way as to command the respect and admiration of the inhabitants. Hence it is that The Empire Mail has deemed it most necessary to appoint a Special Commissioner to report upon the possibilities, progress and development of the land between the rivers, once the granary of the world, and reputed to be the cradle of the human race.

The future of Armenia is less certain. The Americans having declined to act as mandatory, three alternatives are left. Turkey may be left in control. France may be given the mandate. Great Britain may be called upon to administer the country with Mesopotamia. The last solution is the only satisfactory one. That again will raise the question at home:

(1) How shall we best find the necessary army force and the men to administer?

(2) Shall a new Ministry or Department be created to deal with the Middle East, and thus relieve both the India Office of considerable labor and of much antagonism?

## Transport Conditions

By the time the question of the administration of Persia will probably also demand attention. In any case, the eyes of commerce and of the Empire are turned towards the Middle East, with its enormous wealth and great potentialities. And the first thing the commercial man asks about a new country of sphere is; what are the transport conditions within the territory and what is the state of the transport between it and the home country?

To take the latter first, it must be at once admitted that, at present, the transport conditions from the United

Kingdom to Mesopotamia are not good. The only way to get there is by sea. The passenger frequently has to go to Bombay or Karachi, and be retransported from there to Basra. The cargo boat does not labor under the same disadvantages, but has a slower and longer sojourn on the seas.

## Shocking Steamship Management

I had heard something of the discomforts attending passengers for the East, bound on commercial or Government missions, before I embarked on one of the Hall and Ellerman steamers, but behold! the half was not told me. The Empire Mail must indeed press for a better service to the East. The cargo and luggage was pushed off the Liverpool quay and stored in a slipshod, careless manner, without method or consideration. Cabin luggage, although labelled, and even of light description (including deck chairs), was slung into the hold and steel trunks jammed down upon them. Four or five days elapsed before passengers could secure or even find their baggage. One man who paid first-class passage money for himself, wife and four children of different sexes were stuffed into one cabin, which was only equal to second-class accommodation on other lines. On the E. deck, which was allotted to some first class passengers, there was no lavatory or bath accommodation. The majority of the crew and stewards were surly and slow, partly because they were understaffed, and therefore labored under a grievance, while the majority of the officers in charge of them were indifferent to the comfort of the passengers, one of them openly claiming that he only "did what he was paid to do."

I mention these details only because I feel that it is absolutely necessary for this state of things to cease if we are to hold our own in the East. Orientals of all ranks were on board, and for them to see mismanagement and incapacity, is to reveal to them certain weaknesses which were better hidden and best eliminated. Neutral nations, and others also, have eyes upon the markets of the East. The present shipping shortage cannot last long, and constant passengers for the East make no secret of their intentions directly the opportunity offers, to boycott those shipping agents and owners who are treating them so indifferently now. Perhaps a word in season will promote a change.

## Dredging Required

One other word in regard to shipping and Mesopotamia. The bar which commences at Fao, and which is of seven miles in extent, is a severe thorn in the side of all shipping entering the ports of Basrah, Moham-mereh, and Abadan. No vessel whose draft exceeds eighteen feet six inches can negotiate the bar at all times without uncertainty. Consequently, every ocean-going vessel, both inward and outward, requires to be lightered, an expensive slow, and often dangerous business. A six thousand to eight thousand ton cargo ship is, at present delayed from five to ten days, so that calculating on the number of ships loaded and discharged during the war the time saved, had a bar existed, would have been equal to about 16 or 17 per cent of the total shipping. The dredging of the bar should be neither very costly nor difficult. There does not appear to be any rocks, and the bottom seems to be soft. The current of the river is swift, and the tendency of the banks suitable for draining. The dredging of the Shat-el-Arab bar should therefore be pressed for, in the interests of our Imperial trade and commerce.

## EVENING UP

"Does it hurt your conscience to be a profiteer?"

"No," answered the Cold Proposition; "I take it for granted that any or all of the people I am overcharging will be at a chance of overchar-

## BICYCLE ACCESSORI

Tires, Saddles, Bells, Horns, Lamps, Pedals, Chains, Parcel Carriers, Pumps, Wrenches, Locks, etc.

Agent C. C. M. IVANHOE BICYCLES.

Bicycle Repairing a Specialty. Satisfaction guaranteed.

## A. W. BLACKMER

'Phone 118-11

96 Regent Street.

## NOTICE

The N. B. Temperance Alliance will hold an important convention Tuesday May 11 in the Y. M. C. A. Hall, Fredericton at 11 a. m. All who are interested in the success of prohibition are invited to be present.

## DIFFERENT VIEWS

A man who had been injured in an accident and was suing for damages was asked by his friend: "Can't you get along without crutches, Tom?" "My doctor says I can," replied Tom, "but my lawyer says I can't."

## Canadian National Railways

### ST. JOHN RIVER VALLEY ROUTE

TRAIN SERVICE Between FREDERICTON, GAGETOWN, ST. JOHN, WOODSTOCK and CENTREVILLE

## PASSENGER TRAIN SERVICE.

(Eastern Standard Time.)

Tuesdays, Thursdays and Saturdays

Head Down		Read Up.
12.55 Lv. St. John	Ar. 2.05 p. m.	
3.10 " Gagetown	11.50 a. m.	
4.30 Ar. Fredericton	Lv. 10.30 a. m.	
5.00 Lv. Fredericton	Ar. 10.00 a. m.	
7.47 " Woodstock	7.12 a. m.	
9.00 Ar. Centreville	Lv. 6.00 a. m.	

Mixed Train Service on Mondays, Wednesdays, Fridays, leaving Fredericton for St. John at 2.00 p. m. and for Woodstock and Centreville at 1.00 p. m.

For further information apply to TICKET OFFICE.

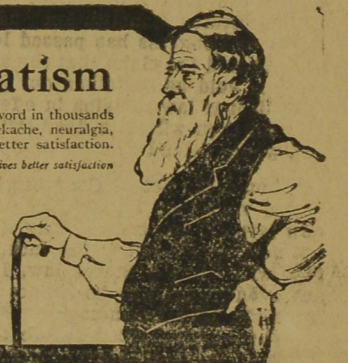
## Backache—Rheumatism

For over 50 years Minard's Liniment has been a household word in thousands of homes all over Canada. It quickly relieves rheumatism, backache, neuralgia, sciatica, sprains or bruises and pain of any kind. None give better satisfaction.

Mrs. J. D. MORIN, LANOUCHE, ALBERTA—There is no liniment that gives better satisfaction than Minard's in bad cases of backache, rheumatism, and sore throat.

**Minard's**  
King of Pain  
**Liniment**  
Yarmouth Nova Scotia.

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Lace Curtains, Screen Curtains, Curtain Muslins and Drapes of all kinds.

Cretones and Casement Cloths.

White Bedspreads. Towels, Napkins and Table Linens.

OILCLOTHS AND LINOLEUMS,

CARPETS, RUGS AND SQUARES

Prices Lowest Possible. Goods Sold to the Trade Only.

## VASSIE & COMPANY, LIMITED

WHOLESALE DRY GOODS AND WOOLENS

ST. JOHN, N. B.

Our Motto: Promptness, Accuracy, Courtesy.

## CANADIAN PACIFIC

### PASSENGER TRAIN SERVICE

From ST. JOHN, N. B.

Effective May 2nd

Daily except Sunday, unless otherwise stated.

EASTERN TIME.

## DEPARTURES—

5.45 A. M. EXPRESS FROM BOSTON, connecting at Fredericton Jet. for Fredericton, and at McAdam Jet. for North and South.

8.20 A. M. From W. St. John for St. Stephen.

8.20 A. M. Daily After May 8th—MONTREAL EXPRESS connecting for Fredericton and Branch Lines North and South of McAdam, except on Sunday.

4.10 P. M. LOCAL EXPRESS for Fredericton.

5.00 P. M. BOSTON EXPRESS, connecting for Fredericton.

6.45 P. M. MONTREAL EXPRESS, connecting for Fredericton.

## ARRIVALS—

5.30 A. M. Daily—EXPRESS FROM MONTREAL.

7.55 A. M. EXPRESS FROM FREDERICTON.

11.45 A. M. EXPRESS FROM BOSTON, Portland, Bangor, etc.

12.00 N. MONTREAL EXPRESS.

4.40 P. M. At W. St. John FROM ST. STEPHEN.

10.10 P. M. EXPRESS FROM BOSTON, Portland, Bangor, etc.

N. R. DesBRISAY, District Passenger Agent,

St. John, N. B.

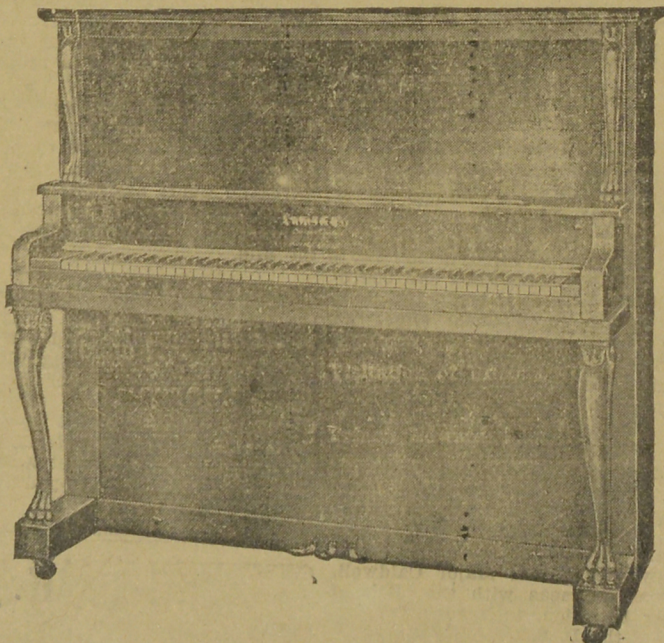
## Bell Piano

The final link of intimacy and happiness in every home is music, and a good piano is music's best interpreter.

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THE PIANO PEOPLE