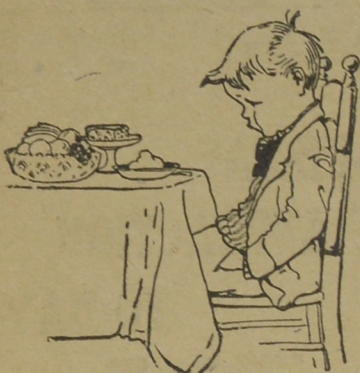


MOTHER!

"California Syrup of Figs"
Child's Best Laxative



Accept "California" Syrup of Figs only—look for the name California on the package then you are sure your child is having the best and most harmless physic for the little stomach, liver and bowels. Children love its fruity taste. Full directions on each bottle. You must say "California."

ROCKING THE BABY AT THE MOVIE SHOW

A Little Incident Which Goes
to Prove That Joe
Has a Smart
Wife.

(New York Sun)

Joe McGregor lives in The Bronx and therefore has five children. Also a smart wife, as Joe himself admits. Joe is a fixture in the syndicate department of a newspaper. Some time ago, The Fifth arrived, he works nights, so it devolved on Mrs. Joe to stick around the house pretty much all the time.

"This is going to be a pleasant summer," remarked Mrs. Joe to herself. Then she happened to notice that an

FROM FREDERICTON TO QUEBEC BY THE CANADIAN NATIONAL

Continued from Page Three

headquarters to ground further north and less easy of access.

Cross the Miramichi

The railway crosses the southwest Miramichi near Deersdale, which in the old days was known as Half Moon Cove. Anglers leaving Fredericton at 6.25 p. m. for the salmon pools of the southwest Miramichi disembark here and pitch their tents. The next morn-

imaginary line from the McGregor fire escape led directly to the stage of a movie theatre adjoining the McGregor apartment.

"Not so bad," cogitated Mrs. Joe. So that night she put the juveniles to bed, tucked The Fifth in the cradle and seated herself on the fire escape.

It was a good show. But just as the husband of Phyllis Montmorcency, the vampire, was about to return unexpectedly, forcing Harold Backtooth, the handsome home wrecker, to leave in the same manner, The Fifth started a series of loud yells and Mrs. McGregor had to go inside. What happened to Phyllis she never knew. The Fifth repeated his performance just as Charlie Chaplin was about to push a cop into a manhole, and Mrs. Mac never knew what become of the cop. It was aggravating, but Mrs. Mac was equal to the situation.

Next morning she went out, and purchased large quantities of clothes line and some pulleys. That night the pulleys were suspended at strategic points and one end of the clothes line was tied to The Fifth's cradle. Mrs. McGregor had hold of the other end out on the fire escape. Whenever The Fifth started a performance Mrs. Mac yanked the line and rocked him to sleep.

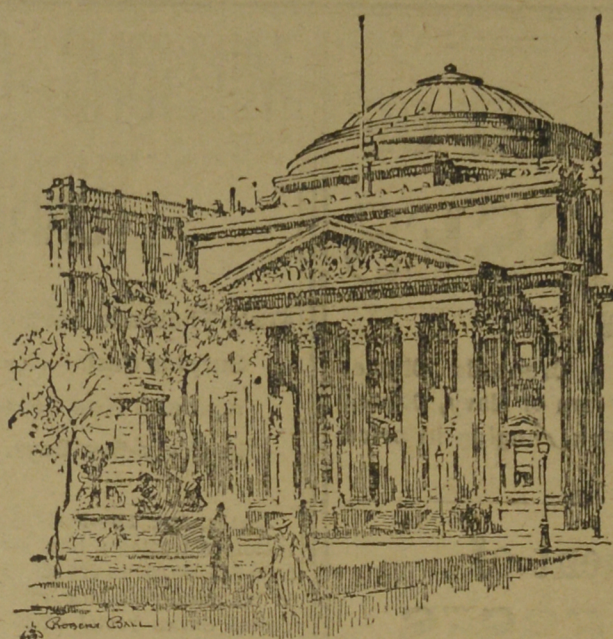
She didn't miss a single flicker that night, nor hasn't since.

We leave it to you: Was she right about his wife?

ing they can launch their canoes and a run of several hours lands them at the best salmon pools on the river. Prior to the building of this road is required two days for a fishing party bound for the Southwest Miramichi, to reach their objective.

A Great Viaduct

After crossing the main river the railway follows the eastern side quite closely and crosses the north branch near Juniper. The Tobique river is crossed at a point near Plaster Rock, after which the train heads north through a rich lumbering country. The great Salmon Brook Viaduct, one of the longest in the world is between Plaster Rock and Grand Falls. It is part of the section of the road built by the Willard Kitchen Company and represents some of the heaviest work east of the Rocky Mountains. Notwithstanding the fact that the train does not leave Fredericton until evening it reaches Grand Falls at 12 o'clock and Edmundston, the most important town on the upper St. John, shortly before two o'clock a. m. Before the completion of the Transcontinental the trip from Edmundston to Fredericton consumed an entire day. Now a person can leave the enterprising County Seat of Madawaska at an early hour in the morning and be in the capital in time for dinner. He can transact his business in the afternoon and be at home the same night. It is not to be wondered at that the bulk of the travel between Edmundston and Fredericton at the present time is via the Canadian National Railway. Although Edmundston is served by no less than four railways the Canadian National secures the lions share of the business at that thriving and ambitious town. This is in a large measure due to the fact that the people's road is represented at Edmundston by a real live wire in the person of Mr. W. A. Atkinson the divisional superintendent. Mr. Atkinson is a native of



Consult Our Branch Manager On Financial Matters

FARMERS too often consider that a checking account is the only service our bank has to offer them.

THROUGH our various branches we offer farmers throughout Canada the same complete and attentive banking service that we afford to other Canadian business men. There is no financial problem connected with your farm which cannot be solved more satisfactorily through co-operation with the Bank of Montreal.

Our Branch Manager will be glad to have you confer with him regarding all such matters.

BANK OF MONTREAL

Established over 100 years

Branches in all important centres in Canada
Savings Departments at all branches
TOTAL ASSETS in excess of \$500,000,000

Quebec and knows the railway game from the ground up. The road's chief customer on the upper St. John section is the Fraser Companies Limited whose pulp mill at Edmundston and numerous lumber mills provide a large and profitable traffic. The C. N. R. got next to the Fraser Companies when Mr. C. A. Hayes was filling the post of traffic manager and the close relations then established have since continued without interruption.

In Quebec Province

The road crosses the Quebec boundary soon after leaving Edmundston and there is a run of some two hundred miles through a partially settled but remarkably picturesque country before the St. Lawrence river is sighted. Soon the Isle of Orleans and the old city of Quebec loom up on the starboard bow and then the train takes a majestic sweep to the right and almost before you know it you are being whirled across the Quebec Bridge, a triumph of modern engineering skill and the greatest structure of its kind in the world. This bridge crosses the St. Lawrence a few miles west of Quebec city and is 150 feet above the level of the river at high tide. It is 3240 feet in length, with a main span of 1800 feet, and the structure contains 66000 tons of steel. Some bridge you will say and you will be right. An inspection of this mighty structure at close range is apt to dispel any feeling of curiosity which might have existed as to why it took over ten years to complete it and why two accidents with terrible loss of life occurred while it was in process of construction. The Quebec bridge is one of the engineering wonders of the world, and to roll over it in one of the fine trains of the C. N. R. is certainly an experience which will not be forgotten in a life time. The distance from the northern approach of the Quebec bridge to Quebec City is about twelve miles by train and the run to the city consumes nearly half an hour. The trip ends at the Palais station in the lower town.

The distance from Fredericton to McGivney Junction is 34 miles, it is 134 miles from McGivney to Edmundston and 248 miles from the latter place to Quebec which makes the total run from Fredericton to the ancient capital one of 416 miles. The train is due at Quebec at 11 o'clock a. m. and through passengers are given a four hours sojourn in that city, which time they can spend sightseeing to splendid advantage. At 3.30 p. m. a train pulls out of the Palais station and after recrossing the bridge connects with the Maritime Express for Montreal. The C. N. R. trains on arriving in Montreal from the east make use of the Bonaventure depot,

but passengers who purpose to journey on to Ontario points, have to shift to the new Canadian Northern depot. Trains on this line pass through the great Mount Royal tunnel which is three miles in length. Ottawa is reached in less than four hours from Montreal, and the run from Ottawa to Toronto takes about nine hours. A well equipped passenger train leaves Ottawa each night at 10.30 o'clock and arrives at Toronto at 7.30 the next morning.

A Splendid Service

People from Fredericton and vicinity who contemplate attending the Toronto Exhibition this fall will find it greatly to their advantage to give the C. N. R. line a trial. It is the only road that provides a Pullman service for the entire journey. They will find trains quite the equal of any on this continent and manned by a staff of officials who will treat them with every courtesy and consideration. A trip from Fredericton to Toronto by the C. N. R. will give an opportunity to see the sights in four of the most important cities in Canada and it will prove one of the most enjoyable experiences of a lifetime.

HE LIGHTS AND LEADS

When the summer sun
Is streamin' down.
"He'll fire the fields
An' he'll scorch the town!"
That's the word
From the old world heard:
"We're in the oven
An' he'll bake us brown!"
But he leads us safe—
In spite of all.
To the harvest home
Where the blessings fall.

FAMOUS WORDS OF FAMOUS
CHILDREN

"Just one more piece—"

FAMOUS WHOPPERS

"I had low."

Birds of a feather flock together, but nobody seems to want to flock with Turkey.

Looks as if it might become cheaper to stay at home than to go visiting under the increased cost of traveling.

Many bachelors would like to have the world believe that they are busy much of the time dodging matrimony.

Perhaps the young gentleman who some years ago announced the discovery of the fourth dimension can apply his mathematical mind to a new problem and tell exactly how the Ponzi trick is done.

SOMETHING MISSING

A city youngster was paying his first visit to his uncle's farm. Among the animals on the place was a rather small colt. As the boy stood gazing at the little creature his uncle said: "Well, what do you think of him, Johnny?"

"Why—why, he's all right," said Johnny, "but where's his rockers?"



MAIL CONTRACT

SEALED TENDERS addressed to the Postmaster General will be received at Ottawa until noon on Friday, the 17th September, 1920, for the conveyance of His Majesty's mails on a proposed contract for four years, 12 times per week on the route Lower Southampton and C. N. Railway Station via Hawkshaw, from the 1st January next.

Printed notices containing further information as to conditions of proposed contract may be seen and blank forms of tender may be obtained at the post offices of Lower Southampton and Hawkshaw and at the office of the Post Office Inspector.

H. W. WOODS,

Post Office Inspector.
Post Office Inspector's Office,
St. John, N. B., Aug. 4th, 1920.

MAIL CONTRACT

SEALED TENDERS addressed to the Postmaster General will be received at Ottawa until noon on Friday, the 17th September, 1920, for the conveyance of His Majesty's mails on a proposed contract for four years, 3 times per week on the route Pinder and West Waterville, commencing at the pleasure of the Postmaster General.

Printed notices containing further information as to conditions of proposed contract may be seen and blank forms of tender may be obtained at the post office of Pinder and route offices, and at the office of the Post Office Inspector.

H. W. WOODS,

Post Office Inspector.
Post Office Inspector's Office,
St. John, N. B., Aug. 6th, 1920.

FURS! FURS! FURS!

MRS. J. E. JOHNSTON has just reopened her Fur Parlors after spending nearly four months picking up new ideas and adding to her fifteen years' experience in the different fur establishments in the United States and Canada, and is now ready to give perfect satisfaction in workmanship and style. In order to start work early, will give special price on all orders taken during August.

Mrs. Johnston wishes to return thanks for the liberal patronage extended to her during the past four years and hopes to merit a continuance of the same. Parlors in Burchill Building, corner Queen and Regent Streets.



DEPARTMENT OF MILITIA AND DEFENCE.

Notice to ex-Members of the Canadian Expeditionary Force.

Notice is hereby given to all concerned that ex-members of the Canadian Expeditionary Force who are entitled to and who require post-discharge dental treatment must submit their applications to the District Dental Officer at the Headquarters of the District in which they reside on or before 1st September, 1920. Applications for dental treatment received after 1st September, 1920, will not be considered.

(Sgd.) EUGENE Fiset,

Major General.

Deputy Minister, Militia and Defence,
Ottawa, August 3, 1920.

Note.—Newspapers will not be paid for the advertisement if they insert it without authority from the Department.

Cook's Cotton Root Compound

A very reliable remedy for all ailments. Sold in three degrees of strength—No. 1, \$1.00; No. 2, \$2.00; No. 3, \$3.00 per box. Sold by all druggists, or sent prepaid on receipt of price. Free pamphlet. Address: THE COOK MEDICINE CO., TORONTO, ONT. (Formerly Windsor).

CAPITAL BRAND

A meal is not complete without good butter.

You say, "It's hard to find?"

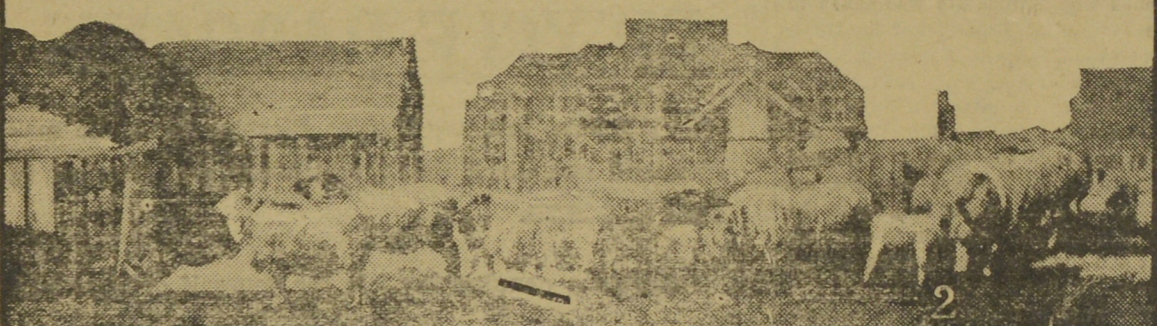
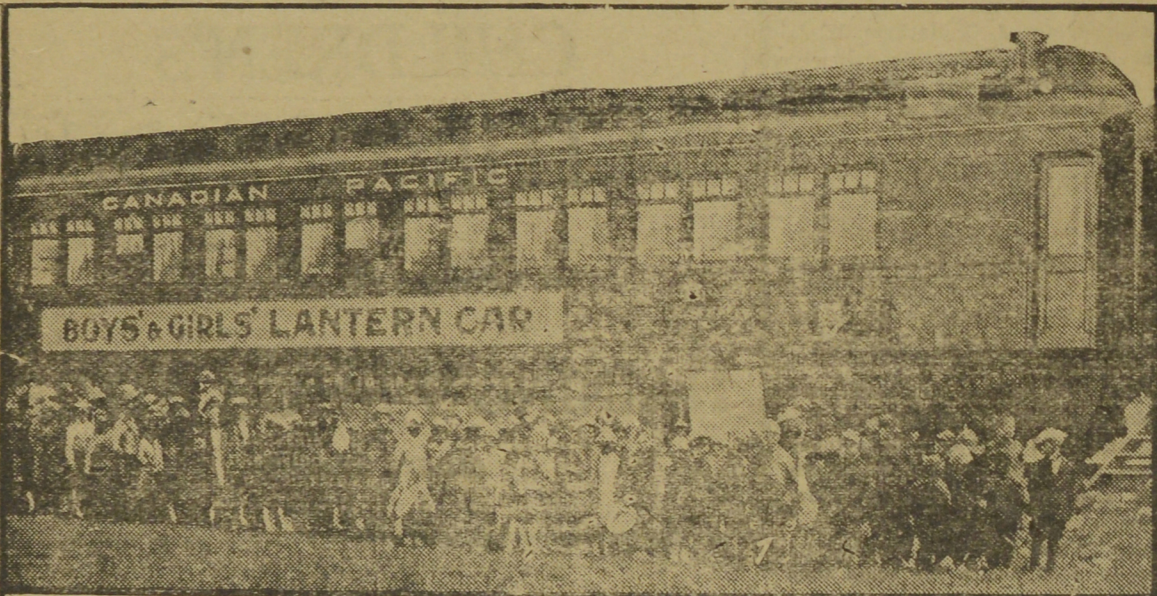
Not now. Just ask for "CAPITAL BRAND" and you're sure to get a good article.

Try our "CAPITAL BRAND" ICE CREAM—it's rich in flavor, and our price is only 60 cents a quart.

Give us a call. "Once tasted, always wanted."

FARMERS' CO-OPERATIVE
DAIRY CO., LTD.
King Street.

THE UNIVERSITY ON WHEELS



Agriculture is the Dominion's premier industry. Back of Canada's progress stands the farmer, and the country's advancement in agriculture is reflected in every phase of the Dominion's activity. The settlement of lands, better farming and every progressive move of agriculture is the concern of every resident in Canada no matter what his profession; the railways, the governments, industries and manufactures, and the consuming public are alike interested. The Federal and Provincial Governments and the railways, with a keen realization of this, have ceaselessly worked for the progress and development of this industry through the establishment of experimental farms, the circulation of literature, and other propaganda matter and many other methods. They have never ceased to advocate better farming, the scientific study of soils, crops and systems, land conservation, and all that tends to greater and healthier production, enrichment of land, and improvement in living and social conditions in rural settlements.

No better system of education and aid to more successful farming has been devised than the "better farming train," or as it has come to be popularly termed "the University on Wheels," which journeys through the Prairie Provinces of the West under the auspices of the Provincial Departments of Agriculture and Education and the Canadian Pacific Railway. It is in truth a travelling university of agriculture bringing an agricultural course to the farmer's home with its intensive classes and demonstrations of the highest educational value.

The train has two large machinery

- (1) Boys and Girls attending the Exhibit in the Better Farming Car.
- (2) A Well-equipped Western Sheep Ranch.
- (3) Car Fitted Up With Pens for Sheep and Hogs.

cars carrying the livestock and feed, and two large flat cars, one fitted up with pens to carry sheep and hogs, and the other for use as a demonstration car. These are fitted up in Winnipeg under the direction of Professor A. M. Shaw, professor in animal husbandry at Manitoba University. Three large coaches are used in displaying field husbandry exhibits and another car for the dairy, mechanical, building, and poultry displays.

Moving picture car films of an entertaining character are shown, as

well as those of an educational value. Two coaches are fitted up as lecture cars for men and another for women. A nursery car is provided which contains sandpiles, slides and cribs, in charge of capable nurses, where mothers may leave their children whilst attending lectures.

The train and entire equipment is furnished free by the Canadian Pacific Railway, which has spared no pains to make the better farming train of the greatest possible service and assistance to Canada's agriculturalists.