

SEEDS

For years we have handled the Reliable BRECK SEEDS. We still have them.

Telephone Peas	20c lb.
Golden Wax Beans	25c lb.
Kidney Wax Beans	25c lb.
Golden Bantam Corn	13c lb.
White Cory Corn	20c lb.
Yellow Canada Corn	10c lb.

GRASS SEEDS

No. 1 Timothy	13c lb.
No. 2 Timothy	12c lb.
Alsike Clover, Red Clover, Mammoth Clover at lowest prices.	

CORN SYRUP

2 lb. Tins	19c.
5 lb. Tins	40c.
10 lb. Pail	75c.

BUTTER SALT

Large Bags	30c.
Smaller Bags, 5, 10 and 20c.	

BUTTER COLOR

30c and 55c Bottle.

BUTTER PAPER

Best Quality and Printed
70c for 400 sheets.

COFFEE

Our Fresh Ground Coffee is Splendid Value. Try a pound.
57 cents pound.

TEA

Our sales of Bulk Ceylon Tea are steadily increasing.
55 cents a pound.
5 lbs. for \$2.75.

RANKINE'S SODA BISCUIT

Small Boxes about 5 oz.
6 pounds 14c lb.
Wooden Boxes .. 13c lb.

GOOD QUARTER TRADES

6 Cakes Laundry Soap	25c.
9 lbs. Whiteing	25c.
3 pkgs. Jello	25c.
3 pkgs. Bee Jelly Powder	25c.
2 qts. White Beans	25c.
2 qts. Yellow Eye Beans	25c.
2 Tumblers Prepared Mustard	25c.
1 Jar Jam	25c.
5 lbs. Baking Soda	25c.
5 lbs. Buckwheat Flour	25c.
5 lbs. Rolled Oats	25c.
4 lbs. Granulated Corn Meal	25c.
1 lb. Bulk Coconut	25c.
2 1/2 lbs. Mixed Starch	25c.
4 dozen Spring Clothes Pins	25c.
3 pkgs. Snowflake Ammonia	25c.

YERXA GROCERY CO.

2 STORES

York St. Queen St.

MR. G. P. BURCHILL DEALS WITH SOME OF THE PROBLEMS WHICH CONFRONT THE LUMBERMEN

Following is an address delivered by Mr. G. P. Burchill, President of the N. B. Lumbermen's Association at the last annual meeting of the organization:

In submitting my report as your President for the year 1925-26, I wish to preface my remarks with an expression of appreciation of the honor you did me last year in electing me to the Chair of your Association, and to express my very great regret that ill-health during the year prevented me from serving you in that capacity as I would have wished to have done.

During the year the Association has lost one of its most valued members in the death of the late Mr. W. B. Snowball, M. P., who passed away at his late residence in Chatham, N. B., on September 27th last. One of New Brunswick's foremost citizens, he was keenly interested at all times in the work and welfare of this Association, and we mourn in his death the passing of one whose loss will be keenly felt by the lumbering interest of the Province.

I do not feel that it is at all necessary that I should rehearse the various activities of your Association during the year as the Secretary will review these in detail. In commending, however, the excellent work done by Mr. Anderson on behalf of the Association during the year, I will not touch upon his report beyond stating that your Association has had the most active year in its history, and if the efforts of your organization have not borne fruit, the fault must lie elsewhere.

I desire to confine my brief remarks to a survey of the lumbering situation in the Province at the present time as I see it, together with the outlook for the future of the industry. Glancing backward over the history of the industry, one notes many changes in its fluctuating course. It sprang into existence in the days of the wooden shipbuilding business and pine timber trade, when our forefathers furnished frame materials for the British Navy and mercantile marine. As the wooden hull gave way to iron and steel construction, the New Brunswick industry languished, the shipyards on by one were abandoned and finally was written to the first chapter of the story of the industry.

The Deal Business.

The next development in the cutting and hewing of our forests was in the manufacture of spruce deals for the market of the United Kingdom. This industry was begun in a small way by the construction of mills operated by water power on small rivers and streams at the source of supply, the sawn deals being floated down to the loading points in rafts where they were exported by sailing vessel to England. As the industry developed, larger type stationary steam mills were erected at navigable points on our rivers, and the logs were stream driven, rafted and floated to the mills. This mode of manufacture is still in vogue although the spruce deal business reached its height some years ago and has been on the wane ever since, the larger proportion of our output at the present time going to the market of our neighbor to the south of us.

In a general way I have sketched the development of the industry up to its present status, but what of the future? Here we, who are charged with the carrying on of the business, find ourselves face to face with serious problems. It is a fact that very few, if any, lumber manufacturers in this Province have been able to make ends meet during the past two years, and indeed a great many have suffered serious losses. Such a condition would not be so serious in itself if it were felt that the causes were but temporary, due to slackened demand or abnormal conditions, but when one realizes that during those years the United States has passed through a record-breaking building boom, and that the consumption of wooden goods in the United Kingdom has been normal during the same period, coupled with the fact that we, as loggers and manufacturers, have cut our costs to rock bottom level.—When these truths are brought home to the lumbermen, I say, is it strange that he is puzzled as to what is ahead?

Reasons For Debacle.

While we are all familiar, of course, with the reasons for this debacle, I feel that a statement of the present situation would be incomplete if I did not briefly refer to them at this point. In the first place England is not buying New Brunswick lumber today, but is supplying her demands with wood shipped from Russia, Czech-Slovakia, and Sweden. These countries are in a position to supply specifications which we cannot fill, and moreover,

are able to undersell us for the following reasons:

(1) Russia, under the Soviet regime, offers their timber in the English market regardless of cost and sells to the highest bidder whatever the price may be.

(2) Favorable exchange rates and transportation costs place the European shipper at a most favorable advantage over his Canadian competitor.

(3) Germany and France, formerly large buyers of these continental woods are not in a financial position to purchase, and consequently, England is the dumping ground for what was formerly used on the Continent and in this connection, it may be added, that surplus European lumber is finding its way to the American market and is even quoted in competition with our product there.

Such is the situation regarding our export trade. One word about the American market. As noted above, this market has been absorbing a tremendous quantity of lumber during the past two years, but here again New Brunswick spruce has been driven into a secondary position by the invasion of Douglas fir from the Pacific coast. Using the advantageous route offered through the Panama Canal, vessels from a Pacific port bound to one of the Atlantic seaports, carry millions of this wood at a very nominal freight charge, and deliver it to the New England yards in attractive parcels and specifications at prices which mean ruinous competition for us.

It is quite true that the operator who controls timber land accessible to a railroad and who is in a position to operate a portable or semi-portable mill at the source of supply, shipping his product direct by rail and who by doing so avoids:

- (1) Cost of portaging supplies long distances.
- (2) Stream driving costs.
- (3) Boomage and rafting costs.
- (4) Towage costs.

can no doubt carry on and will be able to market his lumber at a fair margin of profit; but the larger operator with his stationary mill, whose timber land is not accessible to a railroad, and who is compelled to go farther afield each season for his log supply, and who, in addition to Workmen's Compensation Charges, Forest Tax, Millage and Stumpage Charges, must pay increased costs for stream driving, boomage, rafting and towing, in my judgment, is face to face with a critical problem at the present time. Such problems can only be solved by each operator as individual circumstances dictate, but while one does not wish to appear in the role of a pessimist, it does seem as if we had just about reached the end of another epoch in the story of the lumbering industry and were passing through a period of transition to another era in the manufacture of forest products in this Province.

Need of Revenue.

In submitting the following to you for your consideration, I have endeavored to treat the subject as separate and apart from any bearing it may unfortunately have on Provincial politics, and have simply set down the facts regarding the industry as I see them. The ways and means by which your Association may assist us in carrying our industry over the gap until some more stable and profitable means of utilization of our forest products is developed, is, of course, a matter for your consideration and decision. It will be sufficient for me to conclude by pointing out that in this connection, the situation is further aggravated by the pressing need for more revenue for our Provincial Exchequer, as outlined by the Honorable the Provincial Secretary in his Budget Speech last week, and the consequent desire on the part of some of our Legislators to exact more revenue from the lumbering industry.

My personal feeling is that we should not hesitate, having nothing to hide, to place before the Government, and indeed if need be, the Legislature, a candid, frank statement of our position as outlined above, supported by figures and costs sheets if necessary. I feel confident that the Government is anxious to work out a fiscal policy which will protect the industrial life of the Province as well as function in the best interest of the people generally, and as loyal citizens of this Province, I know it is the desire of us all to lend them every assistance and co-operation towards that end.

Another grave unemployment situation is the one that develops suddenly when the boss leaves town for a week.

WAR ON CROWS BEING MADE IN THE WEST

Victoria, May 6.—British Columbia's war on crows is not a sham battle which it threatened to become in its early stages. With a bounty on their allegedly criminal heads, tens of thousands of the "black marauders" already have fallen, according to officials of the Game Conservation Board. The exact number of victims can not be compiled yet, as returns have not been made by Government agencies through which the crow bounty is paid but it is mounting toward the hundred thousand mark, game officials said.

Steadily, mercilessly the crow war is going on all over the Province. In the interior crack shots are reported to be making a good living killing crows, while farmers are joining in the campaign with enthusiasm to save their crops. All efforts by the Society for the Prevention of Cruelty to Animals and other interested organizations have been insufficient to save the crow from destruction.

Indisputable evidence that crows are responsible for the death of many lambs has just reached the Game Board. For a long time the crow has been suspected of this outrage, but no direct evidence of his guilt had been secured until this week, when a farmer in the Windermere Valley found a lamb killed by a crow. This man's testimony was supported by others.

RADIO PICTURE INVENTOR GOES WITHOUT SLEEP

London, May 6.—A remarkable feat of physical endurance has been accomplished by Captain Richard H. Ranger, inventor of the transatlantic wireless photography, who has gone practically without sleep for the last 10 days during the tests of the apparatus which was put into commercial service last night.

Only Captain Ranger understands thoroughly the machine and the tests have been continuous since they started, requiring his incessant supervision as slight difficulties crop up from hour to hour.

Occasionally he snatches a bite of food and today, after the first batch of pictures had been sent to New York in the ordinary commercial routine, he allowed himself three hours of slumber. Not only have Captain Ranger's powers of endurance surprised officials here, but his diplomatic ability and unfailing cheerfulness under the most exasperating circumstances have aroused admiration.

—The portrait painter hates to soil his canvas on a subject tainted. Such sitters cause his blood to boil. Yet in the market's mad turmoil Full many a man is done in oil. Who never has his portrait painted.

CANADIAN NATIONAL RAILWAYS

CHANGE IN TRAIN SCHEDULES

Effective May 2nd. 1926

For Further Particulars Apply To Ticket Agent

BLUNDERS

After 5 days Return to David Phillips & Co. Winnipeg
E. L. Thomas 216 Fourth Ave. Calgary, Alta.



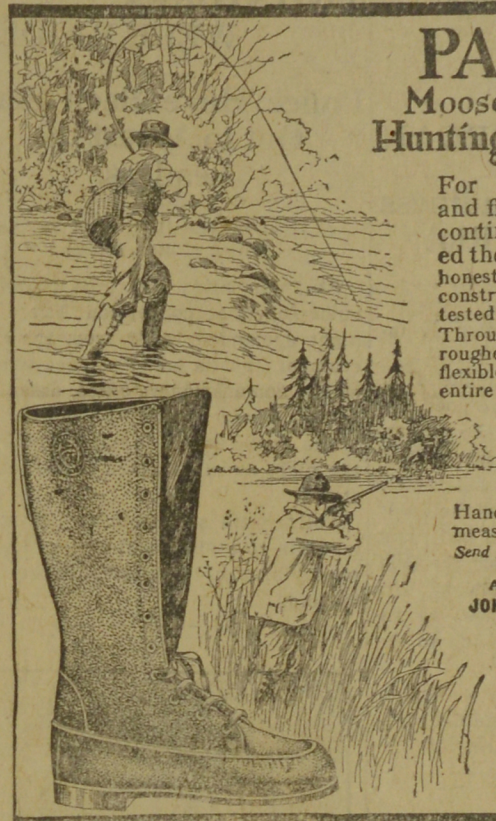
WHY IS THIS WRONG?

Thousands of letters are delayed in delivery from two to ten hours in big cities because business men do not place their return street address on letterheads and envelopes. Even though a company may be an important one, all postal employees do not have its address committed to memory. Consequently its mail will surely be delayed if persons who must reply to its letters are given no street address.

SEEDS

NO. 1 TIMOTHY SEED
NO. 2 TIMOTHY SEED
ALSIKE CLOVER SEED
RED CLOVER SEED
MAMMOTH CLOVER SEED
at Lowest Market Rates.

G. W. HODGE



PALMER'S Moose Head Brand Hunting & Fishing Boots

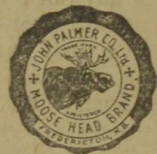
For generations hunters and fishermen all over the continent have appreciated the utter dependability, honest materials and sterling construction of these time-tested boots.

Through bush, streams and the roughest going, these sturdy yet flexible boots will ensure your entire foot comfort. And their wear is proverbial.

Knee High, waterproof with noiseless Flexible Sewed-on Sole of heaviest oil-tanned leather.

Hand made to your individual measure. Send for Catalogue, showing our complete line.

A Boot For Every Purpose
JOHN PALMER CO., LIMITED
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WE HAVE IN STOCK OUR SPRING AND SUMMER SUITINGS OF GRANITES AND SPORTEX TWEEDS, ENGLISH WORSTEDS AND GUARANTEED BLUES AND GREY SERGES. Also a nice line of SPRING O'COATINGS. English and American Style plates. PRICES RANGE FROM \$35.00 TO \$65.00.

WALKER BROS.

Queen St. Fredericton

ClearanceSale

JOHN PALMER'S Moose Head Brand

Shoepacks 10 in. tops to clear at \$5.00

Nothing better for sugar making season.

We also have in stock the
NEW MODEL MOOSE HEAD BRAND

Driving Boot, 10 in. top	\$6.00
Driving Boot, 12 in. top	\$6.75
Driving Boot, 14 in. top	\$7.50
Driving Boot, 16 in. top	\$8.50

Don't fail to see this boot, it's the best yet. Also a full line of MOOSE HEAD BRAND FARM BOOTS at Reasonable Prices.

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CALL ON US FOR BARGAINS