

NEW YORK MAN WAS TOLD IN A JEWELRY STORE THAT HE DIDN'T KNOW HIS OWN WATCH

(New York Sun.)

It's wise owner who knows his own watch.

This self-evident truth became apparent to the writer recently when, upon leaving his watch at a downtown jewelry store to have it repaired, went back to the store at a specified time and presented the ticket which had been given to him at the time he left the watch. The ticket or check was supposed to be the open sesame to getting the watch returned, with the addition of the repair price, of course, but it wasn't. And here's why:

The clerk who took the ticket was the same person who issued it and she referred to a ledger to get the facts about the transaction. The number of the job was also important and this, too, was shown on the book. After she had obtained the number she went to the part of the store where the repaired watches are dangled from a rack. Some of them are waiting to be called for and probably will be; others never will be claimed and there's many a tale of human interest connected with those suspended watches if the facts only could be obtained and written. But their tale will never be known.

At any rate there were more than a dozen watches of gold, silver and platinum hanging from the rack; they were of various makes and shapes and a little confusing to the laymen in consequence of this fact. But this particular owner knew his own watch. He spotted it hanging innocently from the third bar of the rack; it was going, too, as he could see from the gentle motion it assumed as he gazed at it. It was an old friend left in a strange company in the midst of those strange watches and it was anxious to get back into the pocket of its best friend—far from the crowd.

So it was with a proud and delighted feeling that its owner pointed to it as it hung there, when he saw that the clerk had passed it by in what appeared from the other side of the counter a confused state of mind. Apparently something was not clicking right.

"There it is," said the owner, breaking all rules of propriety and pointing to his timepiece with his forefinger.

"Oh, no, that isn't it," replied the clerk to the amazement and disappointment of the owner. "Your watch is No. 4414; this one is No. 4441. I'll just look along the line and get

yours."

In the circumstances you could hardly blame the owner for being nonplussed, chagrined or anything else you may like to call it, for there hung his watch and somebody was trying to tell him it wasn't his.

"But that's my watch, no matter what you think about it," insisted the owner. "And I don't mean maybe."

"No, it ain't your watch," replied the insistent clerk. "But I can't find yours on the rack. It must have been returned by the repair shop by this time. Wait, I'll take another look in the record book."

With this promise the clerk returned to the book and opened it to the desired page. The customer, who still knew his watch and was sure about the identification, watched the proceedings. He saw the clerk read the ticket and then peruse the ledger. Better still, he noticed a look of enlightenment spread over her face. For, after all, after the dark comes the light.

"Well, I guess that is your watch," admitted the clerk, not the least bit abashed by the anxiety she had caused her customer. "I didn't read the entry right the first time, so I thought you were wrong when you pointed to that watch and said it was yours."

Naturally the customer was delighted to get back his watch, but it was certainly no surprise to him. When a man has been knocking around with the same timepiece for twenty years and fails to recognize it when he sees it hanging it's time to do something about it.

A HAPPY DEFECT

(From the Cleveland Plain Dealer)

I have a faulty memory. And that's a blessed thing for me. Suppose I had a perfect one—Then I'd be absolutely done. With every book that once I'd read I nevermore could go to bed. With Lewis Carroll and Defoe and Stevenson and Peppys and old Mark Twain.

Villon and Smollett and Montaigne I know these noble fellows well. And yield me gladly to their spell. And just because I can forget.

Their matter I can read them yet. Details fade in a year or two. So that I have to read them through. Again to spur my memory—And that's a blessed thing for me!

KIDDIES WANT MORE COWBOYS IN THE MOVIES

New York, Nov. 9.—A unanimous demand for less love and more cowboys resulted from the first New York attempt to make movie critics out of the sixth grade school children.

A survey taken in the Horace Mann schools of the city by the Teachers College of Columbia University revealed conclusively that insofar as their pre-high school patrons are concerned, Hollywood magnates have just been wasting money on John Gilbert and Greta Garbo.

The report on the sixth grade groups revealed that the general attitude toward the tender passion was aggressively hostile. The students consistently referred to love as "mush."

Asked to explain their attitude, the sixth grades pointed out that love "is always the same thing," and that an intelligent person soon gets tired of it. One young critic said that he didn't mind kissing at the end of a picture, but that he avoided productions in which he felt reasonably certain there would be more or less kissing all the way through.

The Columbia survey was extended upward to the advanced classes in high school, using the same questions concerning the same group of pictures in order to obtain reactions of the ages from 10 to 17 years.

Somewhat to the surprise of the investigators, none of the students warmed up to the love themes except a few of the older high school girls. As they reached high school, the boys shed their preference for cowboy pictures, but substituted comedies for heartthrob epics. High school boys seemed particularly annoyed by the pathetic "cute" type of heroine, one of whom is perhaps the highest paid star on the screen.

Discretion

As he was passing under a ladder reaching up to the window of a recently built house the irascible Colonel was struck on the head by a large piece of putty. He seized the putty in one hand and entered the room from which it had been thrown. He was confronted by three stalwart navvies.

Who threw this," he cried angrily. "I did" retorted the biggest of the three. "What are ye goin' to do about it, eh?"

"Oh I just thought I'd return your putty."

SOME ITEMS OF INTEREST GLEANED ALONG THE SYSTEM OF THE CANADIAN NATIONAL

Trade between Canada and the West Indies within the last three years has increased 33 per cent, or approximately in dollars an increase of \$11,000,000. Trade has now reached approximately \$45,000,000 a year, and this does not include the banana trade which is still through American channels, but will be handled on the new ships which are being placed in service between Halifax in winter, Montreal in summer, and Jamaica. The first of these ships will be in service within a few months.

The Canadian imports from the West Indies during the twelve months ending July 30th., 1928, amounted to \$25,000,000, and exports to the West Indies from Canada amounted to \$19,000,000. There has been a much greater increase in the imports of British West India products than there has been in the export of Canadian products, but this has been pointed out to be a favorable phase in view of the fact that Canadians are purchasing something approaching \$200,000,000 worth of tropical products every year from the United States, practically all of which could be purchased from the British West Indies. If Canadians diverted that amount of money to the British countries of the Caribbean, which gave Canada's products a preference in their market, so much greater in time will the exports of Canadian goods to those countries be increased.

The Royal Bank of Canada in its November monthly letter has pointed out that the Canadian manufacturers should find a very good opportunity for increasing business in the British West Indies, owing to the very definite preferences which those Islands give to Canadian products, citing for instance that in British Guiana, the general tariff on boots and shoes amounts to 90 per cent ad valorem, but the duty on boots and shoes from Canada is only 30 per cent; in Barbados the general tariff is 30 per cent and on Canadian boots and shoes is only 10 per cent.

"Yet as late as 1926," the Royal Bank's letter states, "The value of shoes from the United States sold in the British West Indies was seven times as great as the value of Canadian shoes sold in this market." This letter further states that there is reasonable prospect that some lines of manufacture which may not otherwise be profitable in the Maritime Provinces may now become feasible by virtue of the present treaty with the West Indies.

Territorial Revenue.

Territorial revenue receipts for the New Brunswick Department of Lands and Mines for the fiscal year which closed October 31st., exceeded the estimated total of the Provincial Legislature at the last session by more than \$100,000. The largest item in territorial revenue is stumpage on lumber cut on Crown Lands and receipts from that source were \$846,000 whereas they had only estimated the receipts would be \$800,000.

The minister of Lands and Mines for New Brunswick has given out figures showing an increase of 35 per cent in the number of visiting sportsmen attracted to New Brunswick during the angling season, which closed on September 30th., as compared with the previous year. The amount paid in for hunting licenses in New Brunswick this year up to October 31st., exceeds the amount paid in to the same date last year.

New Brunswick's programme for development of her pulp, paper and power resources apparently is proceeding on schedule. This programme is said to involve the expenditure of forty million dollars. The International Paper Company are proceeding very rapidly with the construction of their huge mill at Dalhousie, and they have also recently bought a property it is said for a pulp mill site, on the Miramichi River, near Chatham, and the Fraser Company have started work on a pulp mill at Athol, a suburb of Campbellton, and the Bathurst Power and Paper Company are installing new machines to double the capacity of their newsprint plant at Bathurst.

Mr. John D. Kearns, President of the Associated Canadian Hotels, Limited, reports that the new hotel at Sydney, N. S., the Isle Royale, shows a gross operating profit of \$23,000 or

net operating profit, after consideration of depreciation charges and seven per cent interest on stock, of \$9,100. The hotel accommodated over 4,500 for the first five and a half months of its operation. It was opened the middle of May and the figures given are as of October 31st. Mr. Kearns suggests early enlargement of the hotel to meet the increasing traffic, and his whole report suggests that there is an excellent field for investment of private capital in the hotel business in the Maritime Provinces.

L. E. Shaw, Limited, of Avonport, Nova Scotia, a firm making hollow clay tile for building purposes, are planning to establish a plant at Chipman, Queens County, New Brunswick. The plant will have a daily capacity of one hundred tons and is expected to afford continuous employment for from thirty-five to fifty men.

More than three thousand Railway cars of various types have been ordered to be added to the rolling stock of the Canadian National Railways, it was stated by Vice-President R. C. Vaughan. The orders have been divided between three companies. From the Canadian Car and Foundry Company Ltd., the Canadian National has ordered 1600 box cars of 50 ton capacity, 50 tank cars and 30 standard sleeping cars of which five are the single room sleeping cars introduced into Canada by the Canadian National. The National Steel Car Company have received orders for 25 first class coaches and for 750 box cars of 50 tons capacity. The Eastern Car Company have received the order for 500 refrigerator cars of which 150 will be fitted with wire baskets for holding ice, these cars being designed for the handling of bananas, the trade in which is expected to be greatly increased through the operation of the new steamships between Canadian and West Indies Ports by Canadian National Steamships. The balance of the cars on this order will be equipped with brine tanks.

An order was placed with the Canadian Car and Foundry Company recently for thirty tank cars to be used chiefly for conveying creosote oil between producing plants and creosoting establishments, two of which are located along the lines of the Canadian National Railways in the Maritimes, one at Newcastle, N. B., and the other at Truro, N. S., where in addition to other material, railway ties are treated. Creosoting about doubles the life of a railway tie.

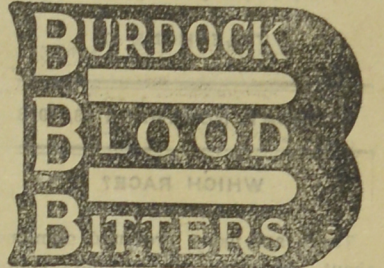
The potato movement from Prince Edward Island continues heavy, according to information furnished by Regional headquarters of the Canadian National Railways. Approximately double the number of cars have been handled to date this season over last. Fifteen hundred cars have been moved to date. On Saturday last 70 cars were ferried from Prince Edward Island across the Strait of Northumberland to the Mainland and on Sunday 52. Potatoes are consigned to Upper Canadian Provinces, United States Points, and for export via Saint John and Halifax to the West Indies, Cuba, etc.

The potato trade with the West Indies should receive a decided impetus by reason of the inauguration of the new service by the five new steamships of the Canadian National Steamships Limited, which are specially fitted for this trade, and a great increase in the quantity shipped from Maritime Province points may be looked for. The first of these new steamers, the "Lady Nelson" sailed from the Clyde, where they are being constructed, on Friday last, and is due in Saint John the latter part of the week. The first sailing in the new service commences from Halifax on December 14th with the "Lady Nelson".

Representatives from Northern European countries still continue to come to the Maritime Provinces looking over the prospects for settlement of their people on lands in these Provinces. Mrs. Ruth Gustafsson, a journalist of Sweden, was in Moncton recently on a tour of New Brunswick, Nova Scotia and Prince Edward Island. After consulting with the Provincial authorities and representative people of New Brunswick, Mrs. Gustafsson left for Nova Scotia. She will visit Prince Edward Island later. While in the Maritimes, Mrs. Gustafsson is travelling under the auspices

Suffered From Indigestion Was Afraid To Eat

Mrs. E. Proulx, 10548-96th St., Edmonton, Alta., writes:—"I suffered from indigestion and was afraid to eat I suffered so after. A friend told me how she used to suffer with the same thing and how."



had relieved her. I took two bottles and I will never regret the day I did as I am happy to say I can now eat anything and not be bothered with indigestion after."

Manufactured only by The T. Milburn Co., Ltd., Toronto, Ont.

of the Colonization Department of the Canadian National Railways at Moncton.

"Say Joe where's your girl that you were going to bring to the prom?"

"Aw, I had a date with one of the Siamese Twins. She couldn't get away."

FIRE ALARM LOCATION IN THE CITY

- 6 Argyle and York Sts.
- 7 Victoria Public Hospital.
- 8 Children's Home.
- 12 Westmorland and Aberdeen Sts.
- 13 Northumberland and Saunders Sts.
- 14 Brunswick and Smythe Sts.
- 15 Charlotte and Smythe Sts.
- 16 George and Northumberland Sts.
- 17 King and Northumberland Sts.
- 21 York and Queen Sts.
- 23 York and George Sts.
- 24 Queen and Westmorland Sts.
- 25 Brunswick and Westmorland Sts.
- 26 Charlotte and Westmorland Sts.
- 27 King and York Sts.
- 28 Saunders and York Sts.
- 31 Queen and Regent Sts.
- 32 Needham and Regent Sts.
- 34 Queen and Carleton Sts.
- 35 Brunswick and Carleton Sts.
- 36 Charlotte and Carleton Sts.
- 37 George and Regent Sts.
- 38 King and Regent Sts.
- 43 Aberdeen and St. John Sts.
- 44 Queen and St. John Sts.
- 45 Brunswick and St. John Sts.
- 46 Charlotte and St. John Sts.
- 51 King and Church Sts.
- 52 George and Church Sts.
- 53 Union and Church Sts.
- 54 Shore Street and Waterloo Row.
- 55 George Street and University Avenue.
- 56 Lansdowne and Waterloo Row.
- 57 Grey Street and University Ave.
- 112 Aberdeen and Smythe Sts.

NOTICE OF SALE

To the Heirs of Coburn Allen, late of the Parish of Douglas, in the County of York and Province of New Brunswick, Labourer, deceased, and to all others whom it may in any wise concern,—

Notice is hereby given that by virtue of a Power of Sale contained in an Indenture of Mortgage bearing date the second day of June, A. D. 1928, and registered in York County Records in Book 206, pages 118-123, the eleventh day of October, A. D. 1928, and made between the said Coburn Allen, of the one part, and Kitchen Bros., Ltd., of the other part, incorporated under the laws of the Province of New Brunswick having its head office at the City of Fredericton in the County of York aforesaid, of the one part, there will, for the purpose of satisfying the moneys secured by the said mortgage, default having been made in the payment thereof, and in pursuance of the said Power of Sale, be sold at Public Auction in front of the Post Office in the City of Fredericton in the County of York aforesaid, on Saturday, the twelfth day of January, A. D. 1929, at twelve o'clock noon, the lands and premises mentioned therein and described in the said mortgage as follows:

"All that certain lot, piece or parcel of land situate, lying and being in the Parish of Douglas, County of York, and Province of New Brunswick, and more or less. Being the same lands and premises conveyed by Deed from Thomas W. Fowler and wife to Coburn Allen, and recorded in York County Records in Book 185, pages 185 and 186, under official number 74254, and bearing date the 22nd day of August, A. D. 1922."

Together with all the buildings and improvements thereon and the rights and appurtenances thereto belonging or appertaining.

Dated this ninth day of November, A. D. 1928.

KITCHEN BROS., LTD., per H. A. Peters, Sec'y-Treas.

Viceroy
CIGARETTES
are winning new friends every day!
1. High in quality.
2. Blended for mildness.

PLAIN-BLUE PACKAGE

CORK TIPPED - RED PACKAGE

Twenty for 25¢