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FOR THE STOMACH, BLOOD AND SKIN**BURDOCK
BLOOD
BITTERS****AS SEEN FROM LONDON**

LONDON, April 24—In this much-changed and continuously changing land there is still an abiding respect for place names, the quaint is particular, and general acceptance of the practice of keeping green the memory of the nation's worthies by naming ships, locomotives, buildings, streets and whatnot, after them. Just how jealously guarded are some place names was revealed in an incident a few days ago in the council chamber of one of London's satellite towns. A proposal was made to rename one of the streets Marina in honor of the Duke of Kent's bride. But while the majority of the councillors showered bouquets on the name, they were averse to giving sentiment and romance rein to the jeopardy of the somewhat commonplace designation which the street already bore. This independence of the councillors evoked considerable approval in the country at large, for most of King George's subjects feel that street names should not be the victims of every whim, sentimental or political. Then, too, they are aware that certain continental cities have had to give a street or a square its old name again following upon disillusionment about the merits of some one after whom it had been renamed. Several other things have also contrived of late to attract attention to the ever-increasing and provocative problem of labels in this kingdom. The Post Office has been warning householders once more that if they expect prompt delivery of letters they should help postmen by making more use of house numbers and less use of house names. In London suburbs it is the "high hat" practice to place all the emphasis on the name. Despite much brain cudgeling it is often difficult to hit upon an exclusive designation. In some neighborhoods there may be several houses with identical names. But further interest in the problem has been aroused by the decision of the Admiralty to do more honor to British names and not so much to those of a mythical character, and what the railway

companies intend doing in respect of designation for their newest engines.

So long as the navy names ships after counties, or cities and towns of the first or second rank, there will be no complications or levity. But should it draw upon the rich fund of the quaint and the odd there is no knowing what would happen, for not even the captain of a tugboat or a trawler would like to have his craft bear any one of a wide range of this country's most peculiar place names. Two of these oddities have just been in the limelight, but not for the same reason. It was natural during the yuletide that reference should be made to Christmas Pie, the smallest hamlet in Surrey. But a few days later the limelight switched to Wit's End, in the north of England, where a woman motorist was fined for leaving her car in the street too long, an offense which her lawyer sought to palliate by stating that his client had remained in the dentist's chair longer than she expected, and had then come away at her wit's end. Of course, there are debunkers who would like to be given the job of scrapping scores of queer place names of varying antiquity and substituting something with a modern ring to it, but the inhabitants of most of them would don war paint at the first threat of such depopulation. The native of Barton-in-the-Beans may never hope to see such a designation on a battleship or a locomotive, but he is as satisfied with it as the native of Long Itchington is with his. When King George was heard at the ends of the earth in his Christmas Day broadcast, he was also heard by his subjects in places in Britain bearing such strange appellations as Bay Horse, Beer, Brianspuddle, Higher Sticker, Four Throws, Dry Street, Benwhat, Crank, Little Snoring, Ugley and Stormy Corner.

It has become traditional to bestow names on locomotives, but it has become possible to escape embarrassing appeals from communities afflicted with odd names by employing

the names of kings, castles, ancestral halls, regiments, famous schools, some notable individuals and pioneer locomotives. The legion of adult and juvenile train fans or hobbyists in this country would have much of their enthusiasm quenched if the principal passenger train engines were known only by numbers. Of the Royal Scot class of engine on the London, Midland and Scottish at least forty-three will eventually be named after regiments with the approval of the War Office. Two of the most powerful engines bear the names of territorial regiments. One is the "Queen's Westminster Rifleman" and the other the "Civil Service Rifleman." Several of the regiments have requested that the regimental crest be mounted on the engine named after them. Where it is possible the railway company, when transporting a regiment uses the engine bearing that regiment's name. In the near future ten engines of a powerful new class, the "Princess Royal," will be in use on this railway's lines. Among the more up-to-date types on the Southern Railway are the King Arthur class, which includes the Knights of the Round Table, and the public schools' class, which includes an engine named "Westminster" and another the "Winchester." On the Great Western are to be found the King and Castle classes, of which several score new ones are soon to be placed in operation. The latest engines of the London & North Eastern Railway are the streamlined "Cock of the North," now undergoing tests in Vitry, France, and its mate, the "Earl Marischal," christened in honor of Aberdeen University. The real locomotive fan collects information about his favorite engines with as much avidity as the race track "dooper" piles up information about fancied thoroughbreds.

**WORRY IS DEADLY
ENEMY OF BEAUTY**

What the worrying name does to one's looks is just too bad. A well known cosmetician told one once that if women stopped worrying it would be worse than too bad for her business. Her specialty happens to be a wrinkle eradicating product. Ask any hair specialist or neighborhood shop owner what worrying does to the hair. At one out of the way hairdressing place my attention was called to an actual bald spot brought on through incessant worry. This woman did have a terrific grief in the arrest and imprisonment of one near and dear to her. But the attendants will tell you that they see how worry takes the very life of the hair. The complex-

ion turns, another color, oftentimes, and naturally, with these local features depending upon a healthy, stable system for proper maintenance.

Well, it's idiotic to admonish people not to worry. We all will do it more or less. And we'll worry about the worst that will never happen, knowing full well that the worst never will happen. We're like that. And we'll probably continue so.

But I do know a woman who has learned how to curtail her worry entertainment. She was getting the jitters for her over-indulgence in the pastime. She looked jittery, too, from head to foot. When you have the worrying habit badly enough, you know you can alibi yourself out of personal upkeep. You haven't the heart, you say. That's when you take on the jitters look from head to toe.

Well, a husband chasing a dashing blonde may have its good points, after all. Anyway, it brought this woman I speak of up with a start. And she got busy, my sisters. And how busy! Both with her person and her mind.

Margaret Wylie, professor of child development and parent education at Cornell University, offers time-filling as the sure-fire panacea for the worry habit. "Unfilled time" she says, "possess slowly and it gives opportunity for this unwholesome reaction in the way of imagination".

Actively doing something is your only hope, even if it means taking to the washboard or scrubbing brush—do something!

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Of Interest to Women**VARYING SPRING SALADS**

Following are suggestions that will help the homemaker to plan her salad course during the difficult season, when the usual salad materials are scarce.

POTATO SALAD

2 cups boiled potatoes, diced
1 cup boiled peas, fresh or canned
1-2 cup French dressing
Lettuce leaves
Mayonnaise

Pour two-thirds of the French dressing over the diced potatoes, and the other third over the cold peas, and set where they will be chilled. After an hour, combine them and arrange on lettuce leaves. Garnish with mayonnaise.

SPINACH SALAD

2 cups boiled spinach
2 hard-cooked eggs
French dressing

Chop the spinach. Chop separately the whites and yolks of the hard-cooked eggs; arrange them, mixed, in little mounds on the spinach. Pour French dressing over the salad. This may be served with roast meat or game.

HOUSEHOLD HINTS

Sugar sprinkled over the tops of cookies before putting them into the oven forms a sweet crust and makes a richer cookie.

**BENNETT WILL
REACH PLYMOUTH
ON FRIDAY**

LONDON, April 24—Premier R. B. Bennett, en route here from Canada to attend the Royal Jubilee celebrations, is expected to reach Plymouth aboard the liner Paris about mid-day on Friday.

His immediate plans are not known here as yet, but he will have a full week before participating in the actual Jubilee program, the anniversary being May 6.

Hon. G. Howard Ferguson, Canadian High Commissioner in London, who has been under the weather for some weeks, is at present taking a short holiday in Bournemouth and it is possible he will be asked to be excused from meeting Premier Bennett at Plymouth, instead waiting for his arrival in London.

THE DAILY MAIL

Is on sale at the following places of business in the city—

UP-TOWN:
W. G. Quinn, 147 Westmottand St.
F. Denahoe, Smythe, & Charlotte St.
Geo. A. Farris, 332 York Street.
W. A. Erb, grocer, York St.
Alonso Staples, York Street.
S. Keetch, grocer, Charlotte-York St.
J. E. Saunders, 199 Northumberland Street.

DOWN-TOWN:
Crowley's Cigar Store, Queen St.
Royal Cigar Store, Queen street.
Hawthorne's Cigar Store, Queen St.
A. E. Eardley, Grocer, St. John and Brunswick Streets.
H. C. Jewett, cor. Charlotte & Regent.
VanWart Grocery, Cor. Charlotte and St. John Streets.

A. T. Sweed, Grocer, Charlotte St.
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White's Grocery Store, George St.
John F. Timmins, Grocery, King St.
Devon, N. B.
Claude J. MacDonald, South Devon.
J. R. Monteith, North Devon.
and from the carrier boys in the city and in Devon and Marysville.
If you have any trouble in the delivering of your paper, please complain to us. Ring Phone 67 and we will have your paper at your door at ONCE!

TO OUR ADVERTISERS

In order to be sure that your advertisement gets in The Daily Mail all changes should be handed into the business office of this paper at 9 a.m. Short transient notices will be taken up to 10.30 a.m. Advertisements requiring extra space and requiring to have mats cast for same should be handed in the day previous to publication.

Never allow cold water to run into an aluminum pan while it is hot. If done repeatedly the rapid contraction metal will cause the pan to warp.

Use adhesive tape when turning up the hem of a rubber raincoat. This is especially good when lengthening children's raincoats at the hem. It may be easily ripped when the coat has to be lengthened.

Pieces of old velvet should be washed and used for polishing. They are an excellent substitute for cham-ois and may be washed as easily as an ordinary duster.

If you have a willow or upholstered chair that looks shabby make a cretonne slip cover for it. Glazed chintz makes attractive covers.

When stuffing a turkey do not fill bird too full. Filling about three-quarters full is better. The dressing in cooking, will have a chance to expand.

Salads are more easily served when prepared with shredded lettuce. To shred lettuce, first wash it, then roll each leaf, and cut it crosswise with a sharp knife.

To remove print from flour sacks rub print with lard and let stand over night. In the morning boil in water with soap in it, then rub until print has all disappeared.

Green bananas may be ripened by placing in a paper bag and keeping in a dark closet for a few days.

When hanging pictures remember that the center of the picture should be on the level with the eyes. If you are unusually tall, this rule does not hold good.

The Daily Mail is the only "daily" in New Brunswick with a full radio page and programme.

Notice of Mortgage Sale

To the heirs-at-law and next-of-kin, executors or administrators of Thomas Johnston, late of McAdam Junction, in the County of York, and Province of New Brunswick, and Nancy Isabel Johnston, his wife, both deceased, and to all others whom it may concern:

TAKE NOTICE that by virtue of a mortgage bearing date the ninth day of November, A. D. 1922, and recorded in the office of the Registrar of Deeds in and for the County of York, in the Province of New Brunswick, on the 14th day of November, A. D. 1922, in Book Number 186 at pages 142-145 as Number 7464 and made between the late Thomas Johnston and the late Nancy Isabel Johnston, his wife, of the first part, and Thomas Williams of Lawrence Station, in the County of Charlotte, and Province of New Brunswick, of the second part, and by virtue of the power of sale contained in said mortgage, there will, for the purpose of realizing payment of the moneys secured by said mortgage, same having become due and default having been made in the payment thereof, be sold at Public Auction at McAdam, in the County of York, and Province of New Brunswick, in front of the premises to be sold and hereinafter described, on Thursday, the Twenty-seventh day of June, A. D. 1935, at the Hour of Ten o'clock in the Forenoon the lands and premises described in said mortgage as follows: All and singular that certain lot or tract of land and premises situate, lying and being at McAdam Junction, in the Parish of McAdam, County of York and Province of New Brunswick, containing an area of twenty-eight hundredths (0.28) of an acre, more or less, being known as lot number 20 on the Canadian Pacific Railway Company's plan of McAdam, Townsite dated March 30, A. D. 1903, and recorded in the office of the Registrar of Deeds in and for the County of York on the 11th day of June, 1903, the limits of said lot being more particularly described as follows, viz: Commencing at a point, being the south-easterly corner of Lot 20 as shown on said plan, said point of commencement being one hundred and fifty feet, on a course south sixty-five degrees west from a stake in the south-westerly corner of Lot No. 17 as shown on said plan, and proceeding from said point of commencement on a course north 25 degrees west one hundred and sixty-two (162) feet, thence westerly on a curve along the front of said lot 20 seventy-eight feet and ten inches (78 ft 10 in.), thence on a course south 25 degrees east one hundred and seventy-eight (178) feet, thence north 65 degrees east seventy-five (75) feet to the point of commencement.

Dated this Seventeenth day of April, A. D. 1935.

THOMAS WILLIAMS, Mortgagee.

W. MARK MILLS, Solicitor for Mortgagee.

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