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and sleep soundly beneath our

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Blue and Pink—Pink and Yellow  
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At \$7.95 each  
Plain Single Color Blankets  
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\$4.00

# J. Stanley Delong

63 Carleton St. Phone 68-11

# City Wishes Government Assistance For Proposed Game Sanctuary Here

## CAPT. G. ALVAH GOOD, THE DAILY MAIL CORRESPONDENT ON THE VIMY PILGRIMAGE

Second Letter Tells of Life on Board the Ship  
and How the Party Wore the Berets, and  
Other Incidents.

Capt. G. Alvah Good, The Daily Mail's correspondent on the Vimy pilgrimage writes of life on board ship en route to the Old Country. Mr. Good will continue to write from day to day. He says:

July 16, 1936.  
All day, practically, was taken up in orderly confusion, getting the seating allotted for the dining tables. The scribe took his place in a queue for the issuing of the beret, badge,

book and haversack, advanced slowly a few feet towards the window where attention was to be paid to his needs, when the whole line-up was dissolved and re-arranged in three or four groups of initials A-G, H-N, etc. This speeded matters up, but Capt. G. A. Good

the noon meal being not so far distant, and a cordial welcome being prepared for it, where it would do the most good, your scribe decided that these trappings could be collected at any time but that systematic attention to meals was truly important, so joined in at the foot of the other queue. Hours seemed to pass as each individual in line was given careful attention and the tail of the line slowly became the head. As the goal came encouragingly nearer, stronger grew the determination to stay with the job till it was completed and sadly fell the heart when the door was closed and word was passed that the listing would be completed after lunch (about 2 p.m.).

Lunch was a very enjoyable meal, the second on the boat. It probably is not in the first of this record that breakfast was served in the third class dining room to all on arriving. This meal was thoroughly excellent and well served, the only indication of the third class accommodation being slightly crowded arrangement of the 'arm chairs' on each side of the somewhat narrow tables. However, as the sportsman says "The game's the thing," so this chronicler remarks "The meal's the thing," and extends that remark by saying it was the thing most needed at that time and was of good and sufficient quantity and quality. Lunch, in the dining room, left nothing to be criticized in

quantity, quality and variety, while the accommodation, without wasting necessary room, truly verged on the luxurious.

After lunch the former line-up was reformed, but not in the order in which it was suspended, so this "recording angel" found himself at the foot of the deck-long line slowly shuffling forward to the chant of "Half an inch, half an inch, half an inch inward." The passing of time and of the deck's length, came to an end at last, and Table 29, Seats 149 and 151, were allotted in the second sitting. At the next meal the discovery was made that an English registered ship, afloat, is considered as "English soil," by a stretch of imagination, and travel takes the English rule of the road, "keep to the left." It was noticeable that old habits on this side of the water caused considerable conflict of ideas and the confusion resulting might have been avoided by a notice posted here and there, this being the only criticism of the arrangements that has seemed worth noting.

The first queue having been passed, a return was made soon to the queue for the issue of beret, etc. Here was met another bit of confusion, namely as to what to call it. Some gaily call it a "berry," others a "bare A," and a few say "bare-et" or "bare," and close with a self-conscious grunt or grin and a deferential glance of "I hope you know what I mean. I mean what you mean when you say what I've just said and say it as you know it should be said, which, of course, is the only right and proper way of saying it." Taken all around, "berry" seems the accepted favorite.

If this account repeated for the readers benefit the sensations of the former queue, the repetition would be almost as tedious as the action for the writer, so, let's jump in time and space, to the window where the writer secured for his father and himself one, each, beret, handbook, souvenir medal and haversack. Comment on these may be made later but, for the present, suffice it that the lady pilgrims and soldiers near relatives, not in the war, are given the choice of scarlet or navy blue berets, those who had been in the army, navy, air force or nursing service being given a khaki beret. A green maple leaf, about three inches square, is seen on all and the approved mode of wearing (see handbook for recommendation), is with the maple leaf slightly in front of, and above, the left ear, with the fullness pulled loose over the right

July 17, 1936.  
Last night a very enjoyable concert by members of the Montrose String Quartette, was held for the entertainment of all while the ship slipped on through the ever-widening course of the mighty St. Lawrence. Any discomfort of shipboard life has still to appear as there is no rolling, the "Mont" boats being noted as stable and comfortable sailers. A constant hum and tremble, as of distant machinery operating in the building, is practically the only evidence a blind man would have of his being afloat. It must be remembered that our course takes us north of Anticosti Island and through the Straits of Belleisle—that familiar opening stanza of the Radio Commission's weather forecast. This gives us two full days and nights in the St. Lawrence River, Gulf and the Straits of Belleisle, leaving us only 4½ days to the free roll of the broad Atlantic.

This morning, at 11.45 a.m., a Muster practise was held. A notice that it would be held was posted at the head of the dining room stairs and at 11.45, the whistle gave a long blast, a short blast, another long and, another short one and everyone got down the life preserve, from the rack above his berth, slipped his arms through the arm holes and tied it on, just like buttoning up a vest. He then followed the arrow painted on the wall outside his cabin to the three Muster stations. This system enables an orderly abandoning of the ship in case of accident and this type of practise acquaints everyone with just what he is to do in case of such an emergency. It was announced that the next practise would include everyone getting into a lifeboat. These practises are possibly unpleasant for nervous or hysterical people but it cannot be overestimated how much value they would have in case of any unexpected disaster.

The late years have made many outstanding changes elsewhere—even in the tradition that an engineer is usually a Scot and a Scot—but one can't complete that wisecrack for a Scot has usually got most of the good things everywhere. A friend in a large seaport used to save a large share of his cigar money—you see he must have been a Scot also—by betting the cigars that he could go on any ship that arrived in port and shout down the engine-room hatch, "come on up, Mac," and get someone to come up or to call up that Mac was away or ill—or, lost the cigars, which last seldom happened. The captain of this ship says that there are very few Scots in his engine-room and probably not one to answer to the hall of "Mac." Aweel, aweel, Tempus fugit, the impatient fidgets and most of us forgets.

(To be Continued)

Believe It Would Be Good Thing But Too Expensive at Present Time Unless Gov't Assists—Ald. T. Earle Doohan Scores Tourist Trade as "Over-estimated"—Municipal Home Matters, Paving Programme Discussed—Commission Car Bill Paid.

The bill of the police commission for a new car purchased by the commission as the cost of \$450 from the Valley Motors was amongst the items passed through the council last evening. The bill for the entertaining of Sir Edward Beatty and others at D-Coy Inn, was also passed. The city council at its August committee meeting last night in the mayor's office of the city hall also discussed the matter of the proposed game sanctuary, or "zoological garden" for Wilnot Park and launched into a discussion on the value of tourist travel to the province and city, as well as discussing the matter of direct relief, and the cost of maintain-

The weather was perfect with the sun smiling an indulgent benediction on the large number of cameras that were brought into action. It is quite possible that as much film was used on this occasion as for the spectacular features of the embarkation yesterday.

The 'Montcalm,' 'Antonia' and 'Ascania,' which followed us from Montreal yesterday, were in sight this morning, it is said, but only a tiny trawler now breaks the surface of the sound, and the other boats are twenty or more miles astern. Sporting blood is following the progress of all boats and bets are being laid on whether one of the boats will be sighted again today, or two, or three boats or if either or all, will be in sight during the rest of the trip.

But the boy is ringing the gong for tea. The customary warning for each sitting of each meal is for a lad to go round all decks and corridors playing a tattoo on a gong of five brass bars. The tune seems to be a variation on 'Cook House' and 'Officers' Mess' calls. It is a cheerful and welcome variant of bugle calls or the familiar dinner horn.

The position of the ship has been posted in the library and the distance run. The last observation posted places us 406 nautical miles from Montreal, 267 miles from Quebec, and a sweepstake is, according to old custom, being organized for the nearest guess to the day's run.

Another concert this afternoon gave much entertainment to the passengers. The weather being so delightful deck games are occupying much attention from the sportively inclined, and shuffle board, deck tennis, ping-pong and deck quoits are very popular.

Between the funnels, raised above a pedestal, is a pair of iron rings at right angles to each other, facing directly across and parallel to the ship's course. This, Captain Richardson, the commander, informs your correspondent, is the Wallace Direction Finder. Each lighthouse sends out radio waves in a directional beam and, with the aid of this instrument, navigation is possible, though perhaps not at full speed, in the densest fog and darkness.

For about ten hours we have been steaming past Anticosti Island, grown all over with dark forest and margined quite largely by sheer cliffs of 100 to 500 feet in height. It is interesting to consider that we are seeing the land in the same state as did Cartier and Champlain, since it is entirely unsettled except for Port Mounier on the south side of the island. We are viewing the north shore and except for the establishment of an occasional white lighthouse, the hand of time and not the hand of man, has made the only changes in the past, since man first set eyes on it.

The late years have made many outstanding changes elsewhere—even in the tradition that an engineer is usually a Scot and a Scot—but one can't complete that wisecrack for a Scot has usually got most of the good things everywhere. A friend in a large seaport used to save a large share of his cigar money—you see he must have been a Scot also—by betting the cigars that he could go on any ship that arrived in port and shout down the engine-room hatch, "come on up, Mac," and get someone to come up or to call up that Mac was away or ill—or, lost the cigars, which last seldom happened. The captain of this ship says that there are very few Scots in his engine-room and probably not one to answer to the hall of "Mac." Aweel, aweel, Tempus fugit, the impatient fidgets and most of us forgets.

(To be Continued)

# NOTICE OF SALE

IN THE SUPREME COURT—CHANCERY DIVISION

BETWEEN Hazel H. Lumbert, Executrix of the Last Will and Testament of Ansel L. Lumbert, late of the Town of Houlton, in the State of Maine, deceased, Plaintiff,

and Hazel H. Lumbert, Robert H. Williams et al. Trustees of the Estate of the late Ansel L. Lumbert, and others, Defendants.

AND BY AMENDMENT BETWEEN: Hazel H. Lumbert, Executrix of the Last Will and Testament of Ansel L. Lumbert, late of the Town of Houlton, in the State of Maine, deceased, Plaintiff,

and Hazel H. Lumbert, Robert H. Williams et al. Trustees of the Estate of the late Ansel L. Lumbert, and others, Defendants.

There will be sold at public auction in front of the City Hall in the City of Fredericton, in the Province of New Brunswick, on Wednesday, the twelfth day of August, 1936, at the hour of 2.30 o'clock in the afternoon, by the undersigned Master of the Supreme Court, pursuant to the directions contained in a certain decretal order made in the above suit, on Friday, the sixteenth day of August, 1935, and by supplementary decrees made in the said suit on Tuesday, the eleventh day of February, 1936, the lands and premises which are in part described as follows:

1. All the undivided one-half interest of the late Ansel L. Lumbert in and to all that parcel of land beginning at an ash tree standing on the eastern bank or shore of Monument Brook, at the south-west angle of Lot Number 40, granted to John McAdam, north-west of Belle Lake, containing twelve hundred and thirty-two acres more or less and situated between Monument Brook and Belle Lake; the above mentioned lands having been granted by the Crown to John E. Haley, by Grant dated the twelfth day of September, A. D. 1902, Registered the fifteenth day of September, A. D. 1902, Grant Number 24,682, Book Number 148.

2. Also that certain lot or tract of land situate in the Parish of McAdam in the County of York and Province of New Brunswick, together with the improvements, privileges and appurtenances to the same belonging or in any manner appertaining, commonly known as the "Brown & Sawyer Lands" situated in the Parish of McAdam, in the County of York and Province of New Brunswick, described in a Deed thereof to Irvin R. Todd by Freeman H. Todd and F. A. Pike, by Indenture bearing date January 23rd, 1917, registered in York County Records in Book 1-7, page 117 et sequitur, as by reference thereto or the Registry thereof will more fully appear; said tract of land containing 5,262 acres more or less (excepting therefrom the Maudslayi Ballast Pit so-called, situate on the easterly side of the right-of-way of the Canadian Pacific Railway leading from McAdam to Woodstock, containing thirty-eight acres more or less.)

3. Also the undivided half-interest in all those certain lots or tracts of land situate in the Parishes of Dumfries, Prince William and McAdam, in the County of York and Province of New Brunswick, and commonly known as the "Railway Lands" near McAdam Junction, described in the Deed thereof from Christiansa H. Bolton et al to Freeman H. Todd, dated June 18, 1879, registered in York County Records in Book M-3, page 29 et sequitur, (also referred to in Conveyance dated December 30th, 1898, made between the New Brunswick Railway Company, of the first part, and the Canadian Pacific Railway Company, of the second part, registered in York County Records in Book H-5, pages 483 and 484, containing 10,720 acres in the Parish of Dumfries and 6,261 acres in the Parishes of Prince William and McAdam; excepting however from the said lots of land, certain portions thereof, as by reference thereto or the Registry thereof will fully and at large appear.)

For terms of sale and other particulars apply Hanson, Dougherty & West, Carleton Street, Fredericton, N. B., Solicitor for the Plaintiff.

Dated this fourth day of June A. D. 1936.

F. H. PETERS,  
Master of the Supreme Court  
of New Brunswick.

10-6-ew-t July 29; Aug. 1-3-4, 5, 6, 7, 8, 10, 11.

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a Game of  
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SNOOKER**

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PRICE: 100 and interest, to yield 4%

Denominations \$1,000 and \$500

These bonds are a legal trustee investment in the

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