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CANADA'S RAILWAY CENTENARY CELEBRATION

Sixteen Miles of Railway One Hundred Years Ago
Has Now Developed Into 42,000—Interesting
Facts in Development

The celebration of the centenary of the first railway in Canada, an event of historic significance to an important section of the Canadian National system, affords opportunity to review briefly the development and progress of transportation generally throughout the Dominion. At the start that progress was slow. The sixteen miles of railway which constituted the pioneer line between Laprairie and St. Johns, Quebec, was not added to until ten years later when extensions made it possible for Canada to boast of forty-four miles of line. It was not until 1851 that our railway mileage exceeded one hundred miles. By 1875 it had grown to 4,804, and at the turn of the century 17,657 miles were in operation. During the subsequent period there was admittedly over-expansion of railway construction, and today the total single-track mileage of Canadian railways exceeds 42,000, of which the Canadian lines of the National system account for about 22,000 miles. Similarly the single locomotive of the pioneer line has given place to more than 5,000 locomotives of a type and size undreamed of a century ago and still in process of evolution and development. At the same time the two original passenger coaches have grown to more than 7,000 cars adapted for days and nights of continuous travel, while the few original freight cars have grown to about 200,000.

The physical expansion of the railways of Canada over the century has thus been tremendous, and so has the growth in all other branches of railway service. The combined capital investment of Canadian railways is now almost 4½ billions, the annual gross earnings in excess of 300 millions and operating expenses 261 millions. Of this latter sum no less than \$164,000,000 is pay-roll expenditure, covering approximately 130,000 employees, from which may be estimated the contribution which the railways make to the economic well-being of the country as a whole.

But growing out of the railway industry are other important considerations both local and national. Without the railway to give effect to the Confederation of our widely distributed provinces, the Dominion could not have made progress as a nation, our trade and commerce could not have expanded as they have, nor could the great Canadian prairies have been settled and developed as they have been. Notwithstanding the great and continuing cost of the railways to Canada, the plain truth is that the country owes a great debt to the railways, and it is but fitting that there should be appropriate acknowledgement of that debt on the occasion of the celebration of the present centenary.

The supremacy of the railway has not been seriously challenged until within comparatively recent years. The first threat came from the extension of electric lines about forty years ago in inter-urban service, and there were those who felt that steam would shortly give way to electricity in the movement of the country's commerce. That did not prove to be the

case, not because of any lack of electrical energy but because the development of the internal combustion engine and its application to the automobile led to the rapid rise of still another form of transport which has largely supplanted electric railways, and, through the wide-spread construction of motor highways, is now menacing the supremacy of the railway in both passenger and freight services. The implications of this newer system of transport were not at once seen, nor properly appreciated until recently when the railways have found themselves engaged in a competitive struggle with automotive transport for business the movement of which was formerly more or less of a monopoly of the steam lines.

In the field of transport, as in most other callings, it will be, in the long run, a case of the survival of the fittest and most efficient, and in the present period of evolution and adjustment it will be necessary for the railways to have regard to present trends and to anticipate the future unless they are satisfied to become a gradually lessening influence in a field which for many years was peculiarly their own. It must be accepted that the automobile, the motor coach, and the motor truck, are here to stay until they in turn may be superseded by newer developments. What the future will be for the automobile or the railway only time will tell. The adjustment of such changes is of slow, rather than of rapid progress, and it may well be some years before the new alignment is definitely completed. When that time comes it will probably be found that there is a certain distinctive field in which the motor car will be admittedly the most suitable instrument of transport. There will be another field in which the railway, as in the past, will be unrivalled. In still another field, and probably auxiliary to the railway, rather than the highway, the airplane will have its distinctive place, and, within well defined lines, and in the handling of bulk seasonal commodities, in the movement of which time is not of first importance, the waterways will have their place.

That is the direction in which we are trending as we celebrate the centenary of the establishment of the railway in Canada. At the moment there is a lack of uniformity in the control and regulation to these diverse forms of transport. This is partly due to conflict of jurisdiction and to lack of agreement as between government agencies, as well as to lack of legislative authority where there is no conflict of jurisdiction. Having this in mind, and as a first and necessary step in an effort to bring some sort of order out of our transportation confusion, the government has set up a distinctive department of Transport of which I have had the honour to be selected as the first minister. It is my hope that we may be able to accomplish something worth while along constructive lines, and that long before the second centenary of transportation in Canada comes to be celebrated the influence of the transportation policies of the present

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AWAY OFF THE BEATEN PATH

Adventurers and Missionaries Return From Fascinating Africa With Many Curios and Strange Animals

period may be found to have been helpful in the establishment of the new order which we all hope will gradually replace the old, so far as our transport industry is concerned. C. D. Howe, Minister of Transport.

MESSAGE FROM THE
PRIME MINISTER



RT. HON. MACKENZIE KING
Premier of Canada

On the occasion of the one hundredth anniversary of the establishment in Canada of transportation by rail, I desire to extend heartfelt congratulations to the officials and men of the Canadian National Railways, within whose system is included the original line over which the first train in Canada made its journey, and my cordial greetings to all who are engaged in providing for the community safe and efficient railway service. During the century which has elapsed since the first train operated between Laprairie and St. Johns, the steam railway has played an essential and all-important part both in the foundation and in the development of our Dominion.

I should like to avail myself of this centenary occasion to convey to the Canadian National, and to the railways of Canada as a whole, my best wishes for continued opportunities of national service and for their prosperity in the years that lie ahead. (Sgd.) W. L. Mackenzie King.

NEW YORK, July 18—There are still many worlds left for the American traveler to conquer, and one of them is the west coast of Africa by way of Brooklyn. The borough of baseball and churches enters the picture, because the American-West African ships of the Barber Steamship Lines land and take on passengers and cargo at docks on its extensive and colorful water front.

Off the beaten tourist lanes, Africa's western coast opens up another world of sights, sounds and experiences for those who don't insist on having their ships floating hotels and their ports of call Havanas, Rio de Janeiro and Southamptons.

Operating eight former United States Shipping Board vessels of 12,500 and 10,750 tons displacement under the American flag, the American-West African Line puts New York in direct and easy contact with such well-known islands as the Madeira, Canary and Cape Verde; and such little-known ports as Takoradi, Salt Pond, Duala, Opofo, Cotonou, Koko, Grand Popo, Bonny, Bata, Sassandra and Half Assinie. And that is no more than a third of the American-West African Line's stopping places in Senegal, Liberia, French West Africa, the British Gold Coast, the Ivory Coast, Nigeria, French Cameroon, the Belgian Congo and Angola.

When the West Humhaw sailed Wednesday evening, she carried "letter and prints mails" and parcel post for the Canary Islands, French Guinea, the Gold Coast, Senegal, Sierra Leone and Liberia; freight for Tenerife, Las Palmas, Dakar, Conakry, Freetown, Monrovia, Marshall, Port Bouet, Grand Bassam, Takoradi, Cape Coast Castle, Accra, Cotonou, Lagos, Apapa, Burutu, Warri, Koko and Sapele.

Some Passengers Listed

Her passengers were William H. Williams an American engineer going to Tenerife in connection with the construction of an oil refinery in the Canary Islands; Owen V. Lee, a British Government official returning to Nigeria after spending his vacation in this country; Mrs. L. T. Bremmer, wife of the Barber Line's assistant general agent for the west African coast, her destination Accra; Miss Emma Hyer, a nurse being sent out to Sherbro, on the island of Bonthe, by the Domestic, Frontier and Foreign Missionary Society of Huntington, Ind.

Also the Rev. and Mrs. E. P. Howard, missionaries going to Conakry for the Christian and Missionary Alliance of this city and accom-

panied by their seven-year-old son, Ernest, and the Rev. A. A. Adjahoe, booked to the Gold Coast for the department of foreign missions of the African Methodist Episcopal Zion Church of Washington, D. C.

When the West Humhaw arrived from Africa she had among her passengers an American woman missionary, an agent of the Barber Steamship Lines, and an American animal trader with a lot of live African fauna, while the Padmsay, of the same line, which arrived at the same time, landed missionaries and an animal trader too. And they all talked their "shop" of the west coast of Africa.

One of the animal traders, Warren E. Buck of Camden, N. J.—no relation of and no connection with any other animal-famous Buck—had a lot of shop to talk about. By measurement he had twenty cubic tons of birds, beasts and reptiles as cargo aboard the West Humhaw. Numbering around 500, they included ocelot and civet cats, a spitting cobra, green mampas, pythons, gapoon vipers with a set of five flangs on each side of a triangular mouth, and about 350 members of the monkey family—among them a mandrill baboon which is terribly sore at the whole world, especially members of the human race.

In addition, this African trader from Jersey brought back on the West Humhaw about 3,500 objects made and used by natives in their daily and ceremonial life, to be added to an already large collection which he has on exhibition near his animal quarters on Mariton Pike, just outside of Camden.

7,000 Miles by Truck

All the fauna and the collection of native curiosities brought back on the West Humhaw were gathered together by Mr. Buck himself through trading in Nigeria, Sierra Leone and the French Cameroon. This was his tenth annual trip to the west coast of Africa—his father was in the same business for 40 years—and in the course of it he traveled 7,000 miles by truck.

"I don't know of anything else that I would rather do," said Mr. Buck, "than what I have done on my ten trips to Africa. I find the animals interesting—each one is an individual with his own peculiarities—and looking for native wood carvings, articles of adornment, musical instruments and other oddities is a different kind of sight-seeing from what most travellers go in for."

"I get a big kick out of visiting a curious native village and seeing things and tribal customs which I have never run across before."

"I travel alone on every trip. On shipboard members of the crew help me feed the animals, and in Africa I get around mostly in a truck which I have garaged in the French Cameroon until my return next winter. Driving this truck on a so-called road in the so-called jungle I have seen as many as 500 wild animals in the course of a day. I acquire practically all my animals by trading. It wouldn't pay for me to take all the time and trouble necessary if I set out to catch them myself. My trips have varied in length from five to nine months, from Camden to Africa and back."

"Yes," said Mr. Buck, "I have picked up fevers in the course of my traveling around, but this trip I suffered from no fevers. Once I had African fever in New Jersey on my farm."

Mr. Buck's ethnological acquisitions include a multitude of different things—canoes, baskets, mats, horns, spears, poisoned arrows, car-

ved tables, large cowhide shields, carved door panels, wooden pillows, brass collars weighing five pounds and more, necklaces weighing as much as ten pounds, mortars and pestles for grinding rice, &c., &c.

"These peculiar looking boards," said Mr. Buck, "are for a game that is highly popular among natives in western Africa. It is played by placing shells in holes, and the holes are in anything from the ground to elaborately carved boards, with human figures and animals, especially elephants, represented on the sides."

Drum Sounding Code

"This is a call drum from the French Cameroon. As you see, it is a five and a half foot section from a large tree trunk, about three and a half feet in diameter. The ends of the section have been retained intact, while all but the two-inch thick shell has been burned and cut out through this slit at the top."

"The tones vary in accordance

(Continued on Page Six)

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