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HANDLE"  
"TO LET"  
"FLAT TO LET"  
"ROOMS FOR  
TOURISTS"  
"TAXI"  
Price, 10c each

## NOTICE OF SALE

To Myrtle M. Bamford at present of  
Oldtown in the State of Maine, in the  
United States of America, Nurse, and  
to all others whom it may otherwise  
concern:

Notice is hereby given that under  
and by virtue of the power of sale con-  
tained in a certain Indenture of Mort-  
gage bearing date the Thirteenth day of  
July, A.D., 1935, and made between  
Myrtle M. Bamford, of the First Part,  
and the undersigned Frank Gunter, of  
the Second Part, which said Mortgage is  
recorded in the Office of the Registrar  
of Deeds for the County of York in  
Book 224, pages 219 to 221, inclusive, de-  
fault having been made in the payment  
of interest monies secured by the said  
Indenture of Mortgage, there will for  
the purpose of satisfying the said monies  
be sold at Public Auction in front of the  
City Hall, in the City of Fredericton, in  
the County of York, on Tuesday the  
Eighteenth day of August, A.D., 1936,  
at the hour of Twelve o'clock noon, the  
lands and premises 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 in the County of York,  
conveyed to said Mortgagee by John  
D. Brewer, Senior, and wife, by inden-  
ture bearing date the sixth day of June,  
A.D., 1935, registered in York County  
Records in Book 224, page 140 et sequen-  
tial, and therein described as follows:  
"Starting at a cedar post standing on  
the Northwest of Ernest W. Brewer's  
house; thence running up the Stone  
Ridge Road to Randolph Christie's lower  
line; thence running out on said line  
one hundred and thirty-eight feet to  
Albert C. Estey's line; thence running in  
a southerly direction along said Albert  
C. Estey's line one hundred and ten feet  
to Ernest W. Brewer's line; thence run-  
ning southwest one hundred and thirty-  
two feet to the place of beginning, con-  
taining sixty-four square rods more or  
less, situated on the northwest side of  
the Stone Ridge road, and near the  
mouth of the said Stone Ridge road; be-  
ing part of the same piece or parcel of  
land conveyed to Jeremiah Burt, Jr., and  
being part of the said piece or parcel of  
land having been conveyed by Deed bear-  
ing date the twelfth day of August, A.D.,  
1869, and made between Edward D.  
Brewer and Jacob Henry Barker. Being  
the same lands and premises conveyed  
to said John D. Brewer, Jr., by Deed  
bearing date the twenty-fifth day of  
April, A.D., 1924, and registered in York  
County Records in Book 207, pages 344-  
345, the twenty-fifth day of March, A.D.,  
1929, under official No. 31463."

Together with all and singular the  
buildings and improvements thereon and  
the appurtenances to the said lands and  
premises belonging.

Dated the Eleventh day of July, A.D.,  
1936.

(Sgd.) FRANK GUNTER,  
Mortgagee.

(Sgd.) PETER J. HUGHES,  
Solicitor for Mortgagee.  
7, 14-21-28; 8, 4-11; 5, 1.

## CANADIAN PACIFIC RAILWAY'S JUBILEE

Sir Edward Beatty and Mayor Houde of Montreal  
Praise Advanced Construction

(Special to The Daily Mail)  
MONTREAL, July 27.—Crashing  
through a painted canvas illustrating  
an early engine of more than half a  
century ago, the Canadian Pacific  
Railway's new light weight semi-  
streamlined locomotive No. 3000 was  
greeted by the enthusiastic cheers of  
spectators at today's colorful cere-  
mony at the Montreal Locomotive  
Works as the Canadian Pacific Rail-  
way formally accepted Canada's most  
modern locomotive.

The new locomotive, which has  
been named Jubilee because it is be-  
ing put into operation in the Jubilee  
year of the Canadian Pacific Railways  
transcontinental passenger service,  
was praised by Sir Edward Beatty,  
G.B.E., K.C.C., LL.D., chairman and  
president of the company; Mayor  
Houde of Montreal; William C. Dick-  
erman, President of the Montreal  
Locomotive Company, where the new  
locomotive was built; and J. N. Burke  
Canadian Pacific veteran, in ad-  
dresses which were heard by a dis-  
tinguished assemblage of guests, and  
broadcast on a country wide radio  
network through the facilities of the  
company's communications depart-  
ment. Jubilee and her special trains  
of new style coaches, completing Can-  
ada's first train of this light weight  
type, will be on view to the general  
public in Windsor Station, Montreal,  
commencing August first. This en-  
gine is the first of five. The others  
are nearing completion and will be  
in active service in the near future.

After the stage has been set for the  
appearance of the engine by a de-  
scription of old time engines by ve-  
teran J. N. Burke, showing by com-  
parison the advances that have been  
made in the past half century and the  
addresses of Mayor Houde, Mr. Dick-  
erman and Sir Edward Beatty, a sig-  
nal was given and Jubilee crashed  
her way through the painted canvas  
completely covering the door. The  
picture on the canvas was old engine  
371, which reached the height of its  
glory during the passage of the first  
transcontinental train in 1886, and  
which was put into service again this  
year to play an important part in the  
re-enactment of the first trains ar-  
rival at Port Moody in 1886. It well  
illustrated the progress in locomotive  
construction when the painting of the  
old engine "hayburner" smoke stack  
and all, was torn to shreds and Jub-  
ilee, sleek and shining, moved into  
sight.

As His Worship Mayor Houde  
said, "this new type engine marks a  
tremendous advance in the technique  
of rapid passenger transportation. For  
half a century the railways of Canada  
have constituted the main link which  
held the Dominion together," stated  
His Worship. "Now that depression  
has put confederation under a severe  
strain, the Canadian Pacific is tak-  
ing a new step to improve communi-  
cations between west and east. For  
its initiative and success I compli-  
ment the railway company. For its feat  
in producing the swift locomotive we  
shall see in a few minutes, I congrat-  
ulate the Montreal Locomotive Works.  
The new engine is a symbol of what  
Canada can do and will do in the  
years of reconstruction ahead."

An idea of the advanced construc-  
tion of the new locomotive, and what  
the building of it really means, was  
given by Wm. C. Dickerman, Presi-  
dent of the Montreal Locomotive Com-  
pany.

After explaining that the locomot-  
ive was designed particularly for  
ultra high speeds with a deluxe light  
weight train, Mr. Dickerman spoke of  
the many advantages of steam opera-  
tion in good railroad, saying that  
all the speed that any railroad will  
ever dare use can be secured most  
easily with steam.

Recalling that in its 34 years of ex-  
istence, the Montreal Locomotive  
Company has built some 2,900 loco-  
motives, Mr. Dickerman said, "how-  
ever, aside from this last order,  
which is now being completed, very  
few of these engines have been built  
in the last five or six years. It was  
becoming a serious problem as to  
what was to become of the locomot-  
ive builders, and the organization of  
specialists, engineers and mechanics  
which we had built up."

He went on to say that very few  
items bought anywhere offer any-  
thing like the same opportunity for  
such a wide distribution of employ-  
ment so quickly obtained as an order  
for new locomotives. Orders are  
placed from one end of the country to  
the other for materials freight move-  
ment is stimulated and new money  
is put into circulation.

"This stimulation means that Cana-  
da is progressive and not accepting  
defeat," he declared, "and is a fur-  
ther evidence of the substantial part  
the Canadian Pacific Railway is  
steadily taking in the upbuilding of  
Canada, these engines, I feel, sound  
an especially appropriate note in this  
the jubilee year of the company's  
transcontinental train service. In  
accepting the new flying ace of the

steel rails on behalf of the company,  
Sir Edward Beatty, said that it is un-  
usual to have a celebration for the  
acceptance of a new locomotive, but  
that this occasion marked a new era  
in the Canadian transportation field.

"This event is notable," he said,  
"because it marks the completion of  
the first order for locomotives given  
by the Canadian Pacific Railway in a  
period of five years. At no time in  
the past fifty years has there been  
such a lull in locomotive construc-  
tion. It is my sincere hope that this  
order combining with a continued  
sound recovery from the depths of the  
depression may presage better  
times, not only for the locomotive  
builders, but for our heavy industries  
in general."

Sir Edward stated that extremes in  
streamlining the locomotive com-  
two—C P R n II  
pletely as has been done by other  
railways was avoided for mainte-  
nance considerations.

"The jubilee type," he said, "marks  
a reversion to the use of lighter loco-  
motives for passenger service. For  
use with these locomotives our com-  
pany is constructing cars of light  
weight. These light weight trains  
will provide a greater degree of com-  
fort, without any sacrifice in safety  
for passengers, than at any time in  
the past. While we are not the pion-  
eers in reverting to the use of lighter  
and faster trains, we are pioneers in  
Canada, a country not so well suited  
to their use as are other countries  
with densely populated areas, never-  
theless we feel that we are taking a  
step which work out to the mutual  
benefit of our passengers and our-  
selves."

He paid tribute to that small body  
of engineers and draughtsmen who  
drew up the specifications, decided on  
the materials to be used, and prepared  
the drawings. They carried the  
responsibility of safety of design that  
all parts fitted together correctly and  
that the completed engines would  
perform satisfactorily. To this group  
of men of the Canadian Pacific Rail-  
way and to the builders, he gave his  
heartiest congratulations.

## SINGING HIKER LANDS CONTRACT AS OPERA LEAD

LONDON, Ont., July 28.—Norman  
Eddy, 16, of Strathroy, 6 feet 2 inches  
tall, hitch-hiked from London to  
Toronto, with great expectation in  
his heart and a golden baritone voice.

The expectations were realized  
when he was chosen to play the bar-  
itone lead in the Canadian Grand  
Opera Association's production of  
"Carmen" this week, at the Hanlan's  
Point Stadium on the Toronto island.

Norman, who looks ten years older  
than he actually is, comes of a sing-  
ing family. His mother was an opera  
singer. The Hanlan's Point engage-  
ment is his first professional engage-  
ment.

For the past year, he has been a  
pupil of Keith MacDonald, London.

## AT VIMY RIDGE

Out of the heart of the North they  
came,  
Full of the ardor of plain and sky,  
The boys of the Maple in khaki clad,  
Ready to do and ready to die;  
Theirs was a courage of freedom born  
Crimson'd with faith of an ancient  
day;  
Like tigers they stood on that April  
morn,  
Ready to spring at their hostile prey,  
At Vimy Ridge.

Easter had shed its halo of light  
Where the village spires were dream-  
ing of prayer,  
And the faith that had lifted each  
soul from the sod  
Blossom'd anew in the morning air;  
Across the sky a serpent of fire  
Lifted its head with a hiss and a  
roar,  
And sweeping the Ridge from trench  
to trench,  
It lifted and poised and dropped  
and tore.

## At Vimy Ridge.

The boys of the Maple pressed on and  
on,  
Through mud and shell-holes, 'mid  
smoke and din;  
Trench by trench was emptied of  
Boches,  
For steel is sure in the end to win.  
Then honor the heroes that won that  
day  
A fame that shall live with the  
burning stars;  
Whose courage and faith were born of  
heaven,  
As they knelt in duty at the altar of  
Mars.

## At Vimy Ridge.

—Thomas O'Hagan, in 'Songs of  
Heroic Days.'

## THE PRESIDENT OF FRANCE PAYS TRIBUTE TO OUR CANADIAN HEROES

He Also Extended Welcome and Sympathy To  
Canadian Pilgrims Who Paid Visit  
To Vimy

VIMY, France, July 28.—The text  
of President Lebrun's speech at the  
unveiling of the Canadian war mem-  
orial here on Sunday, which he  
opened by addressing His Majesty  
King Edward, follows:

"Sire: Four years ago we met a  
few leagues from here at Thiepval.  
We inaugurated in a community of  
spirit and heart the memorial built  
by the care of the Imperial War  
Graves Commission in honor of the  
dead of our two armies left without  
individual graves after the battle of  
the Somme.

"I still recall the noble and so  
moving address which as Prince of  
Wales, in the name of your august  
father, you made at that time.

"How much more than any other  
must you have felt the beauty and  
the grandeur of the hour when we  
commemorated the sacrifice of the  
unnamed victims of our two coun-  
tries fallen on this battle front, you  
who as a young Prince received from  
the war your first training, who have  
been an anxious and watchful wit-  
ness time and time again. You were  
in close touch with it, not fearing the  
risks, and since then you have never  
ceased to interest yourself in your  
former comrades in arms.

"Today for a similar ceremony, it  
is the King and Emperor of the  
Great British Empire who is our  
guest, and whom I have the honor  
and happiness to greet for the first  
time on French soil.

## To Late King George

"I would like to be allowed, in wel-  
coming Your Majesty, to speak my  
first words of him who preceded you  
on the throne and who was our great  
friend. Our whole country learned  
with infinite sadness of his demise.  
It joined with brotherly sympathy in  
the grief of the English people of  
which I myself was a moved wit-  
ness when I accompanied the remains  
of the late Sovereign through the  
mourning avenues of London.

"Gentlemen, here we are united to  
consecrate, in the presence of the  
head of the British dynasty, the rep-  
resentatives of the Ottawa govern-  
ment and the first magistrate of the  
French Republic, the monument  
which the tender care of the Cana-  
dian people has erected to the mem-  
ory of its 60,000 sons who fell fight-  
ing far from their homeland, and in  
honor of the army corps command-  
ed by General Byng which in 1917  
took Vimy Ridge in action as glori-  
ous as it was bloody.

"The masterpiece which rises be-  
fore our eyes, by its grandiose di-  
mensions, its proud and pure sym-  
bolism, is one of the most remark-  
able among the many which com-  
memorate on the field of battle the  
valor and abnegation of warriors.

"See at the top of those two pylons  
representing the Canadian and French  
armies, Peace, Justice, Honor and  
Loyalty for which they fought, send-  
ing up to them a triumphal hymn  
while at their feet the Angel of Vic-  
tory holds aloft in the supreme spirit  
the flame of sacrifice.

"Here the veiled Virgin, a touch-  
ing image of the faraway land, de-  
voutly weeps over the tomb where,  
under helmet and laurel the host of  
sacrificed warriors sleeps its last  
sleep, while to the right and left of  
the powerful stronghold a son of  
Canada lays down his sword and ex-  
tends his arms in sympathy to the  
oppressed.

"May this monument henceforth  
dominate with its imposing mass the  
immense plain which lies before us.

"Here, where during four years the  
distressed cries of battle echoed and  
the smoke of combat arose above the  
earth tortured by artillery and fur-  
rowed by trenches, there no longer  
rise to the peaceful skies anything but  
the tops of chimneys. One no longer  
sees anything but the carpet of the  
countryside and the reaping of the  
harvest.

"To the laborer lying on the green-  
sward resting his tired body, to the  
miner coming out from the earth's  
entrails, the majesty and severe as-  
pect of these stones will recall the  
urgent lessons which are to be learn-  
ed from the past.

## Willing Sacrifice

"It will recall to them that here  
several hundreds thousand men, come  
from a faraway land, spilled their  
blood to defend their hearth, that they  
were willing to sacrifice their lives  
not for the satisfaction of material  
interests but for the beauty of an  
ideal and the mobility of a memory.  
that many of them faithful to the call  
of blood, recalling the Champlains, the  
Maisonneuves and the Cavaliers de la  
Salle, the Montcalms, returned to  
their ancient Motherland to defend  
and revivify it by mingling with it  
again.

"It is a noble and great example.

driving parties sought. With the com-  
ing of the automobile the demand for  
"Nettie" decreased so she grew old in  
the security of work well done.  
Surviving her is one daughter,  
"Sonora", aged 25 years, a veritable  
colt, who remained by the side of  
her mother until the end.

**G. I. NUGENT, M. D.**

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