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We Make**

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WOOLLENS**

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CAPT. G. ALVAH GOOD DESCRIBES OCEAN TRIP

Daily Mail's European Correspondent's Voyage is Completed—Incidents of Homeward Bound Trip on Empress Australia.



(Continued)
I was told we had passed the 'Aquitania' and 'Berengaria,' but the Aquitania (4 funnels) lies at anchor here so I discount the former tale. The Majestic, to be a training vessel for the navy, black hull and two yellow funnels, short, large diameter, was lying at a pier farther up the 'Solent.' The 'Kenilworth Castle' was at anchor in the stream, two slim red funnels, and mauve hull. A ship came steaming in 'Isle of Wight,' I thought, but a man told me it was 'Sark.' At any rate I can settle this question as I photographed it as it passed.

At 6:00 p.m. we pulled in to lie at anchor here at Cherbourg. Two lighters came off to upload, one passengers, the other luggage, and five cars. It was the 'Ingenieur Jean Rimmiel' and I got two or three photographs of Cherbourg harbour and of the lighter with cars. The light was fading so fast that I didn't risk waiting to get a picture of the actual unloading, but took the best shot that offered of the car-loaded lighter.

Dinner might have been a fair sort of meal but the waiter brought me almost nothing with considerable delay. I killed time by eating oranges and it was after the third sitting started coming in—we were second sitting that I rushed the pudding and coffee and left.

On Board Ship, August 27—Coming up to breakfast at 8:15, I was told the clock had been put back an hour, though no notice was posted, so I have 'found' an extra hour for writing this diary.

An improvement in the service was

Delinquent Taxes

"Simon Stairs Estate,"
Parish of Queensbury
York County, N. B.

Notice is hereby given that unless the Rates and Taxes assessed in the Parish of Queensbury, in the County of York, N. B., together with expenses of advertising, etc. are paid to me within twenty days (20) from the first publication of this notice, the Real Estate of such property therein mentioned will be sold for the recovery of the said taxes and expenses.

Delinquent Parish and County Taxes.
Delinquent Road Taxes.
Delinquent School Taxes.
The amount is on file at the office of the Secretary-Treasurer, County Court House, Fredericton, N. B.

J. S. SCOTT,
Secretary-Treasurer,
Municipality of York.
Fredericton, N. B.,
September 12th, 1936.

just noticeable but a very mouthy woman of slim type made the neighbourhood very distasteful with a barrage of noisy sarcasm and invitation to the steward 'not to forget the old cow' when she wished some milk—or was it her paraphrase of "Forget-Me-Not." Other similar elegances that followed were such I asked the steward who had arranged the seating if a change might be made without putting anyone out. He changed us to Table No. 2, seats two and four, and told us to occupy the new seats at dinner. This may be a change for the worse though it hardly seems possible.

About 2:30, while writing in the lounge, I was invited to add my signature to a petition of protest to the Captain with regard to:

(1) Dirty table appointments and tableware;
(2) Lack of sanitary conveniences or running water on the lowest two passenger decks.

(3) Approach to the latrine and bathroom from lower decks through the dining room and to the upper deck past the steward's pantry;

(4) No clean towels in staterooms, sometimes only one towel in a state room occupied by four, etc.

About 5:50 I went down from the deck to our cabin and passing through the dining room, found the whole staff there with the Captain "giving them hell." It looks as if the slackness had just been brought to his attention and, in place of straining the blame and cussing as most appropriate, he, possibly, realizing that the staff were used to the 'dumb, driven cattle' type of passengers, has jumped with both feet to make his protest most emphatic. He did not look to me like a young and inexperienced officer who would break this conventional channel of communication unless it seemed an important matter.

To our seats for dinner where we had everything spic and span, a waiter of the brightest, food hot and everything lovely in the garden. Halfway through the meal a young chap came in and we had to get up to let him in, as our seats are the row against the wall. He sat just beyond me and conversation soon brought out that he was returning from a hiking tour of the Black Forest, that he had outgrown Scouting because he had criticism of the slackness with which a boy could "go right through the proficiency badges, in a year be an Eagle Scout and then have nothing much to do but paw the air." I pointed out that with his ideas he was just the assistant some Scoutmaster was crying aloud for and he said he would get his shoulder back to the wheel again.

In the crow's nest this afternoon in conversation with the lookout I got several questions answered. The Aquitania WAS in Southampton Harbour and sailed before we did, so was at Cherbourg to await us. The large vessel with black hull and two short yellow funnels up the harbour was the 'Majestic.' He told me that the 'Australia' was a German ship, the 'Von Tirpitz,' handed over under the reparations scheme, as were also two other ships in Southampton Water as we left, the 'Majestic,' formerly the 'Deutschland,' now to be used as a training ship for the Royal Navy, and the 'Berengaria,' the erstwhile 'Imperator.'

The lookout has a monotonous time in the crow's nest, three trained men

SHERIFF'S SALE

The following property will be sold at Public Auction in front of the County Court House, Fredericton, at twelve o'clock noon

SATURDAY, OCTOBER 3rd, 1936.
For assessed taxes and cost, property of Charles Connell, Estate, Southampton, York County, N.B.

All that piece or parcel of land situate in the Parish of Southampton, in the County of York, and Province of New Brunswick, and known and distinguished as the East half of lot number one hundred and fifty-six, containing fifty acres more or less, and being part of the land granted to Charles Connell on November 23, A.D. 1853. The west half of said lot number one hundred and fifty-six was conveyed with other property to Edward E. Lockhart by deed dated March 18, 1862, said deed recorded in York County Records in Book 47, Pages 236-237, under official Number 18034.

Del. Parish & County Taxes, 1926-36 \$ 9.87

Del. Non-Resident Roads, 1926-36 \$ 2.66

School District No. 14 Percy Stewart, Sec. Del. School Taxes, 1926-36 \$26.48

Total \$39.01

CLARENCE N. GOODSPEED,
High Sheriff for York County, N.B.

Fredericton, N.B.,
Sept. 1st, 1936

High Sheriff for York County, N.B.

Sept. 4th, 1936

Fredericton, N.B.,
Sept. 1st, 1936

Fredericton, N.B.,
Sept. 1st, 1936

Fredericton, N.B.,
Sept. 1st, 1936

Fredericton, N.B.,
Sept. 1st, 1936

FIRST LADY IN CANADA TO LAND TUNA FISH

Truro Lady Pulled in a Fish Weighing Over Seven Hundred Pounds

Miss Edna Jamieson of the Junior High teaching staff of Alice Street School has resumed her duties following a most enjoyable vacation at Seabright, Shelburne, and other South Shore points where she distinguished herself in the last few weeks of her vacation by gaining the title of Canada's first lady to land a tuna fish, the second lady in the world to accomplish such a feat, and the catcher of the second largest tuna and the third largest fish caught by a woman in the world. This event which all took place within a short time between sunrise and sunset placed Miss Jamieson to the forefront among sports people from all parts of America who summer along the South Shore.

Tuna fishing is fast becoming one of Nova Scotia's best tourist attractions and a descriptive account of Miss Jamieson's feat of landing this 725 pound monster following a six hour battle is quite in order.

Miss Jamieson in conversation with a representative of this paper chatted of her experience and gave a wonderful and vivid description of her accomplishment from the time she saw her first tuna breaking the surface of the water until she stood by at the scales at Shelburne, and saw the fish that for almost six hours tried to outwit her in all ways peculiar to its crafty species.

Miss Jamieson, to speak frankly, became tuna minded, an easily catching disease, that gets one especially at points along the waterfront. While summering for a few weeks at Seabright she saw her first tuna while a passenger in a harpooning boat a short distance from shore. The crafty fish sighted the craft in time to avoid the fatal thrust of the harpoon. This was her first experience and paved the road to a real adventure.

Holding fast to a vow she made when she saw this tuna, Miss Jamieson soon availed herself of the opportunity of fishing off Shelburne at Jordan Ferry. With Cecil Baptiste as guide she set out for the tuna grounds at about five thirty o'clock in the morning of August 29. Her equipment consisted of a large ash pole with a large hand reel holding

on the ship sharing the responsibility two hours on and four off. Their duty is to watch for obstructions to navigation and call the attention of the officer on the bridge by strokes of the bell, one for the starboard bow, two for port and three for sherry—my mistake!—I mean "dead ahead."

"Starboard" having an even number of "r's", all staterooms, tables, and seat numbers in the 'even' category are on the starboard side. Odd numbers go to the port side of course. A seasick Oddfellow however has his own choice which rail to go to, if he can reach either.

August 30—Last night the horse race for the benefit of the Sailors' Orphanage, ten percent of the bets being devoted to this charity, was run by the sedate and bearded Bo'sun's mate, assisted by three uniformed and brass-buttoned cabin boys from the first class cabins. A spectator officiated with the dice box: Bill the Bo'sun sung out "No. 2 horse to 4" and Buttons stepped out with a hobby-horse mounted on a stand around a racecourse marked out on the floor to No. 4. Sometimes No. 3 horse stumbles, loses 6 or one comes next to one of the hurdles where he has to wait for a throw of just 'one' to enable him to leap the barrier. The last was a 'Dutch' race where the last horse was winner.

All of which recalls the romance of Alfred, the only leopard-skin ever to win a horse race. His hide, dried, stretched and pierced in two places by entrance and exit of the last bullet he met in this world—forms part of the ceiling decoration of the den of the 3rd Fredericton (St. Anne's) Rover Scout Crew. Would you have the tale? On your head be it, then.

A cousin, missionary, returning on furlough from Burma, was bringing as a present the spotted pelt of a leopard shot by a farmer near her mission station. In the course of the voyage she showed this to a similarly returning missionary bishop.

One of the pastimes to wile away the hours of blistering tropical tedium was a deck 'horse-race,' where passengers were entered as 'horses,' and fantastic pedigrees and handicaps were posted, to add interest to the game.

Among the entries was: No. 1, Alfred, by Stealth, out of Cabin, and at the starting post a charming young accomplice of our friend, the bishop, appeared with the leopard skin draped about her shoulders. To shorten a tale already too long 'Alfred' won before most of the starters had made one move from scratch and so won the title of "The Only Leopard-Skin Ever to Win a Horse Race."

(THE END)

3,000 feet of special tuna fishing line, a leather collar attachment which fastens around the shoulders with snaps catching a hold of the reel on the pole which is held in an upright position with the butt placed in a socket in the swivel chair in which the fisherman or in this case, fisherwoman, sits. The 3,000 foot line is attached to the eight inch hook by a twenty five foot wire leader. The usual can of worms is supplanted by a fairly large supply of mackerel or herring usually about three bushels being used by one fisherman. The bobbing of a cork float on the surface of the water is the first indication of a catch which is followed by an evident tug as the fish starts his getaway. Miss Jamieson felt this welcome tug just fifteen minutes after she had cast. From then on her work was cut out as she reeled and played her line in an attempt to tire the fish. After five hours and fifty-five minutes of this swerving around during which it was feared that the line would have to be cut in order to save the boat, the fish gave in and Miss Jamieson was acclaimed, but not until she had brought the dead weight up to the surface of the water, where, it was hooked by the guide.

The fish when weighed at Shelburne tipped the scales at 725 lbs. which came within a few pounds of the 749 record catch by Mrs. Low of New York City. There is an unwritten rule among tuna fishermen and guides that a person will not be credited with the catch until he or she has brought the fish to the surface without the assistance of any other person in any way, shape or form.

Here are some interesting facts about tuna fishing. As a rule only one tuna in six hooked is ever landed. The flesh of the fish demands a good price on the New York market and rewards the purchaser with palatable repast. The 3,000 foot line used is tapered from a 36 thread to a 72 thread, the finer line being wound next to the reel. This permits the fisherman to play the fish with his heavier line with the finer line in reserve in case of the fish taking a good lead on the line. The fisherman holds the reel with the left hand with the right hand on the reel. When playing the fish the pole is drawn backward with the body motion and in a quick movement forward three or four feet of line is reeled in showing the difficult and painstaking task of reeling in almost 300 feet of line. Miss Jamieson as is the custom with all persons seeking tuna just went in for the game from a sporting standpoint so that the guide was presented with the flesh of the fish to dispose of it. To hire a boat and guide such as Miss Jamieson had costs \$25 with \$20 extra for the use of the gear. Interrogated about this expenditure Miss Jamieson frankly stated that it was a small fee for over six hours of real sport, punctuated with some real thrills.

—Truro News.

VEGETABLE OILS

Vegetable oil imports were valued at \$843,490 in July, a decrease of \$342,096 from the same month last year. Imports from the United States were valued at \$236,914. United Kingdom, \$207,882, China, \$118,803, Straits Settlements \$82,719, France \$53,006, Philippines \$50,775, Nigeria \$22,780, Netherlands \$21,487, Spain \$14,769 and Ceylon \$13,386. Domestic exports of vegetable oils amounted to \$9,314 compared with \$24,420, of which \$6,515 went to the United States and \$1,739 to United Kingdom.

SHERIFF'S SALE

The following property will be sold at Public Auction in front of the County Court House, Fredericton, at twelve o'clock noon SATURDAY, October 3rd, 1936, for assessed taxes and cost, property of Raymond Hayes Dickinson.

All that lot or parcel of land deeded by Charles Connell of the Town of Woodstock in the County of Carleton and Province of New Brunswick to Edward E. Lockhart of the City of Saint John in the City and County of St. John, and Merchant, by deed dated the 15th day of March, A.D. 1862 and recorded in the York County Records in Book R-2, pages 236 and 237, and therein described as follows: All that piece or parcel of land situate in the Parish of Southampton in the County of York and known and distinguished as follows: Fronting on what is known as the Connell Road and on the north side thereof and known as Lot No. 154 and the west half of Lot No. 156 comprising a front on the road twenty-two and one-half chains and containing one hundred and fifty acres, more or less, and more particularly described in a grant from the Crown to C. Connell dated the 23rd day of November, A.D. 1852, and being the same lands and premises conveyed by Emma J. Lockhart and others to one David Colwell by deed dated the 4th day of October, A.D. 1918.

Delinquent Parish & County Taxes, 1926-36 \$23.60

Delinquent N.R. Roads, 1926-36 \$ 9.12

Delinquent Road Taxes \$34.66

Total \$67.37

C. N. GOODSPEED,
High Sheriff for York County, N.B.

Fredericton, N.B.,
Sept. 4th, 1936

Fredericton, N.B.,
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Fredericton, N.B.,
Sept. 4th, 1936

FREDERICTON WOODSTOCK

BUS SERVICE

Effective Sept. 10, 1936

Daily Except Sunday

Leaving Woodstock in morning

Read Down	Woodstock	Read Up
Lv. 8.30 a.m.		Ar. 6.20 p.m.
Lv. 9.00 a.m.	Meductic	Lv. 5.50 p.m.
Lv. 9.20 a.m.	Pokio	Lv. 5.30 p.m.
Ar. 9.40 a.m.	Moonlight Inn	Lv. 5.10 p.m.
Lv. 9.50 a.m.	Moonlight Inn	Ar. 5.00 p.m.
Lv. 10.30 a.m.	Kingsclear	Lv. 4.30 p.m.
Ar. 11.00 a.m.	Fredericton	Lv. 4.00 p.m.

Fare to Woodstock: One way \$2.25 Return \$3.50

Bus leaving Woodstock 10.00 a.m. daily for Bangor, Boston and New York

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