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The Finest Goods at the Lowest Prices
A lot of elegant new shapes in millinery at
MISS MORGAN'S
YORK STREET

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\$30,000-- 6 per cent Second Mortgage Bonds of the
Maine and New Brunswick Electrical
Power Co., Ltd.
CAPITALIZATION :
1st Mortgage 5 per cent Bonds - - 175,000
2nd " 6 " " - - 75,000
Stock - - - - 200,000
Total Capitalization - - - \$450,000
PLANT AND EQUIPMENT COST NEARLY \$500,000

Net earnings at present time, sufficient to pay all bond interest and over 6 per cent. on the \$200,000 of stock.
Company supplying light and power to Fort Fairfield, Presque Isle, Houlton, Maple Grove, Easton, Mars Hill, Blaine, Bridgewater, Monticello, Washburn, Andover, Perth, Aroostook Valley Railroad. Apply to
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THE MAIL PRINTERY

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SEALED TENDERS addressed to the undersigned and endorsed "Tender for Public Building, Campbellton, N. B." will be received at this office until 4:00 p. m. on Tuesday, October 18, 1910, for the construction of a Public Building at Campbellton, N. B.
Plans, specifications and form of contract can be seen and forms of tender obtained at the office of Mr. D. H. Watterbury, Clerk of Works, Custom House, St. John, N. B., on application to the caretaker Post Office, Campbellton, N. B., and at this Department.
Persons tendering are notified that tenders will not be considered unless made on the printed forms supplied, and signed with their actual signatures, stating their occupations and places of residence. In the case of firms, the actual signature, the nature of the occupation and place of residence of each member of the firm must be given.
Each tender must be accompanied by an accepted cheque on a chartered bank, made payable to the order of the Honourable the Minister of Public Works, equal to ten per cent (10 p. c.), of the amount of the tender, which will be forfeited if the person tendering declines to enter into a contract when called upon to do so, or fail to complete the work contracted for. If the tender is not accepted, the cheque will be returned.
The Department does not bind itself to accept the lowest or any tender.
By order,
R. C. DESROCHERS, Secretary,
Department of Public Works,
Ottawa, September 22, 1910.
Newspapers will not be paid for this advertisement if they insert it without authority from the Department.

SEALED TENDERS addressed to the undersigned and endorsed "Tender for additions and alterations to the Public Building, Moncton, N. B." will be received at this office until 4:00 p. m. on Monday, October 17, 1910, for the work mentioned.
Plans, specifications and form of contract can be seen and forms of tender obtained at this Department and on application to the Caretaker, Public Building, Moncton, N. B.
Persons tendering are notified that tenders will not be considered unless made on the printed forms supplied, and signed with their actual signatures, stating their occupations and places of residence. In the case of firms, the actual signature, the nature of the occupation and place of residence of each member of the firm must be given.
Each tender must be accompanied by an accepted cheque on a chartered bank, made payable to the order of the Honourable the Minister of Public Works, equal to ten per cent (10 p. c.), of the amount of the tender, which will be forfeited if the person tendering declines to enter into a contract when called upon to do so, or fail to complete the work contracted for. If the tender is not accepted, the cheque will be returned.
The Department does not bind itself to accept the lowest or any tender.
By order,
R. C. DESROCHERS, Secretary,
Department of Public Works,
Ottawa, September 21, 1910.
Newspapers will not be paid for this advertisement if they insert it without authority from the Department.

MOVEMENT FOR GOOD ROADS IN PROVINCE OF NOVA SCOTIA

Attorney General McLean Announces Forward Policy--A Complete and Exhaustive Survey of Highway Conditions to be Made--Large Expenditure to be Made on Capital Account.

(Halifax Chronicle)

The great forward movement forecasted in Attorney-General Maclean's announcement of the new Provincial road policy has made a strong appeal to the thoughtful public, because, first of all, it deals in a bold and progressive way with a question of paramount importance to all sections of the Province, and because, too, it offers a particular and reasonable solution of the problem of permanent highway improvement. No announcement of greater moment and promise for the uplift of Nova Scotia as a whole, and especially the rural communities, has been made in recent years, and it is in some measure a tribute to the wisdom of the policy as enunciated that while, perhaps, it has not been received with enthusiasm in Opposition quarters, it has evoked as yet no serious or thoughtful criticism.

The plan, as outlined by the Attorney-General, has been well conceived and carefully thought out. In the first place, it is proposed to make a complete and exhaustive survey of the highway conditions and needs of the Province. This survey will be conducted by a staff of experts who by reason of their training and experience will be able to lay before the Government the fullest information as to the road situation and to formulate a precise workable scheme for adoption. The plan provides for the expenditure on capital account of a considerable amount, possibly several millions of dollars, in improving and reconstructing the highways of the Province, and it is an essential feature of this new policy that all highway work shall be performed according to a scientific plan and under skilled supervision, and that the whole road system of the country shall be brought under common direction and management. It may be that when the scheme is worked out in detail some modifications may be necessary, but that will depend largely upon the report of the experts whom the Government will call to its assistance.

The step which Nova Scotia proposes to take is in line with the policy of progressive countries everywhere. The Good Roads Movement, particularly in the United States, is making notable progress, and there is far greater popular recognition of the supreme importance of a good system of highways than ever before. Within a few days there will assemble at St. Louis the third National Good Roads Convention, an organization covering the United States, which has already done much and is expected to do still more in awakening public interest in the movement. As a direct result of the public sentiment which has been aroused by the National Good Roads Convention, there have been formed in many of the States in the Middle West organizations to carry on the work of highway improvement. In several States this sentiment has crystallized into the construction of definite projects. In the State of Iowa the highway extending for hundreds of miles--which was temporarily built or repaired for the Glidden motor tour--has attracted so much interest that associations have been formed to bring about the construction of a permanent highway which shall be of standard width and cross section, and on which there shall be a minimum grade. All sharp turns will be eliminated and it is proposed, as rapidly as money becomes available, to construct a permanent resilient and dustless road surface of the most approved bituminous material.

In Missouri a similar movement is under way for the construction of a trunk line of highway from the city of St. Louis to Kansas City. In Louisiana, it is proposed to construct a thoroughfare from the city of New Orleans to the Gulf of Mexico; also a marginal road along the Gulf, topping this road by longitude lines which will connect with the adjoining States. In the State of Illinois, which has heretofore been most backward in its interest in highway improvement, especially considering the vast resources and assets of its Commonwealth, there has been formed an association to prepare a main trunk line, seeking the ultimate improvement of the main arteries connecting the cities and larger villages of the State.

The great interest the Governor of Colorado has shown in the Good Roads Convention has resulted in the forming of good roads associations in the State. These are co-operating with organizations of motorists to secure the enactment of legislation which will centralize the control of Roads Convention is to educate the people as to the value of good roads

both from an economic and a social point of view. Attorney-General Maclean has very properly emphasized that it should be essential to the success of any policy calculated to improve roads in a State highway commission, with the result that money heretofore expended without satisfactory results will now be systematically and economically used in perfecting permanent improvement of the highways.

The primary purpose of the Good highway system of the Province that it should be supported by an enlightened and enthusiastic public opinion. He recognizes, as we all must recognize, that we cannot have a system of good roads, any more than we can have any other public betterment or improvement, unless the people come to understand that it is to the public advantage to bring it about.

It is particularly desirable at this time, when in all countries the movement of population is away from the rural communities to the cities and towns, that everything within the resources of the Government and the people should be done to make rural life as attractive and profitable as possible. Nothing will contribute more to this desideratum than good roads. Good roads will cheapen the cost of transportation of farm products, thereby increasing the profit to the farmer and reducing the cost to the consumer.

The good roads policy upon which the Government of Nova Scotia has embarked is one which deserves the enthusiastic support of all who are interested in the welfare of the Province, and it is gratifying that in this matter, as in others, the Government is keeping pace with the movement of progress elsewhere and has courageously announced that it is prepared to make the expenditure which will give Nova Scotia the boon of a system of permanent highways.

Recent excavations on the summit of the Mount of Olives have resulted in the discovery of the remains of a Christian church dating from about 330.

FINDS GOLD COINS A CENTURY OLD

North Sydney, October 4--Every now and again are found reminders of the early days of Cape Breton, when ships from foreign lands came to grief on the bleak, rocky shores of Cape North and along the shore, says The Herald. Years ago it was not an uncommon thing for people living in the vicinity of the seaboard to pick up gold coins, and afterward dispose of them at auction both here and in Sydney.

Last week Superintendent Stan. Hackett, in charge of the fog alarm station at Money Point, while walking along the shore in the neighborhood of the station, discerned something shining in the crevice of a rock, over which the waters of the Atlantic for years washed. Picking it up he found it to be a gold coin with the date "1810" plainly visible, although the other marks or figures are hardly perceptible. About twenty feet further away from the summit of the cliff Mr. Hackett found protruding from the earth a part of an old oak chest, which no doubt once belonged to some shipwrecked passenger. Digging some little distance around the piece of box Mr. Hackett unearthed several other coins, whose worn and rusted condition plainly telling that a generation or more had passed since they were coined.

Of course there is nothing novel about the finding of golden coins at Money Point. It was from frequent picking up of money in the waters and vicinity of the place that the present name was derived. For a long time the late John Young, who used a long pole with tar in liberal quantities at the end took from the bottom of the sea at Money Point golden coins that were afterwards sold at good prices to parties in the Sydneys and other places. Forty years ago the late William Young unearthed a small casket filled with Spanish money, and it is the opinion of the older residents of the place that considerable gold and silver yet lies buried in the earth, that was the property of some shipwrecked passenger or buccaner whose vessel came to grief at this treacherous locality.

A paper mill, soon to be built in Old Town, Me., will be the first to be devoted exclusively to the manufacture of tissue paper.

A freight car loaded entirely with from the railroad station at Mattituck, L. I. The carload is valued at \$17,000.

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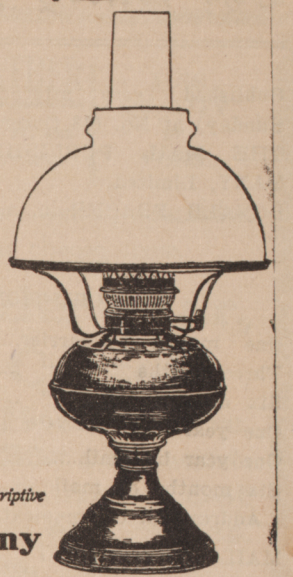
because it gives the best light of all lamps. The Rayo gives a white, soft, mellow, diffused light--easy on the eye because it cannot flicker. You can use your eyes as long as you wish under the Rayo light without strain.

The Rayo Lamp is low-priced, and even though you pay \$5, \$10 or \$20 for other lamps, you may get more expensive decorations but you cannot get a better light than the low-priced Rayo gives. A strong, durable shade-holder holds the shade on firm and true. This season's new burner adds strength and appearance.

Once a Rayo User, Always One.

Dealers Everywhere. If not at yours, write for descriptive circular to the nearest agency of the

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THE COLD CURE

Larewell to hacking coughs that used to grind my frame to bits; farewell to measly colds that make me throw a million fits; snortly breezes that would make me cut up rough and splutter like a tom cat with his whiskers full of snuff; farewell to the fear of draughts and open windows that I had; farewell the bad cold in my head that made me feel so sad; for I mean to have the treatment that I read of yesterday, and get myself pumped full of bugs to keep the colds away.

The wise guys in the hospitals have got it doped out fine, how they'll sneak a bunch of microbes from this worn old throat of mine and breed them very carefully within a glazed tube, till they've got a few odd millions in a centimetre cube. Then they'll take a little bottle and they'll mix a little brew, and chuck the microbes in it just like oysters in a stew, and they'll turn the Bunsen

burner on and heat it till it's red, till the stew is madly steaming and the bugs are good and dead. Then they'll clap it in the ice chest like the cooling lager is, till the brew is chilled to jelly and the microbes they are friz.

Then a sawbones with a dagger will bore punctures in my wing, and he'll squirt the bug-juice into me with some aseptic thing, and I'll be inoculated and immune to vulgar ills that beset the rude hoi polloi, such as rheumatiz and chills.

Then I'll stand by open windows and I'll walk in rain-soaked duds, just as happy as a baby sucks a sponge that's full of suds, and I'll dare the icy breezes with a heart that's gay and free, and I'll say to old pneumonia, "Pass along--you can't get me."

Oh, I used in dreary winter to envelop myself in rugs; now I'll run around in flannel, strengthened by my million bugs, and while I hear their corpses go a rattling through my veins, I'll laugh at puny pleurisy and old neuralgic pains. No chilling blight shall fasten then its grip on little Willie, when I'm fortified by science with science with some million dead bacilli.

W. F. S.

*A London dispatch says experiments are being made in London hospitals with a system of inoculation against colds.

Girls in some parts of China are thought so little of that very often their parents do not take the trouble to find a name for them. They simply number them, daughter No. 1, No. 2 and so on.

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restores every nerve in the body to its proper tension; restores vim and vitality. Premature decay and all sexual weakness averted at once. PHOSPHONOL will make you a new man. Price \$3.00 a box or two for \$5.00. Mailed to any address. The Scobell Drug Co., St. Catharines, Ont. A. J. Ryan, Central Pharmacy, special agent.

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