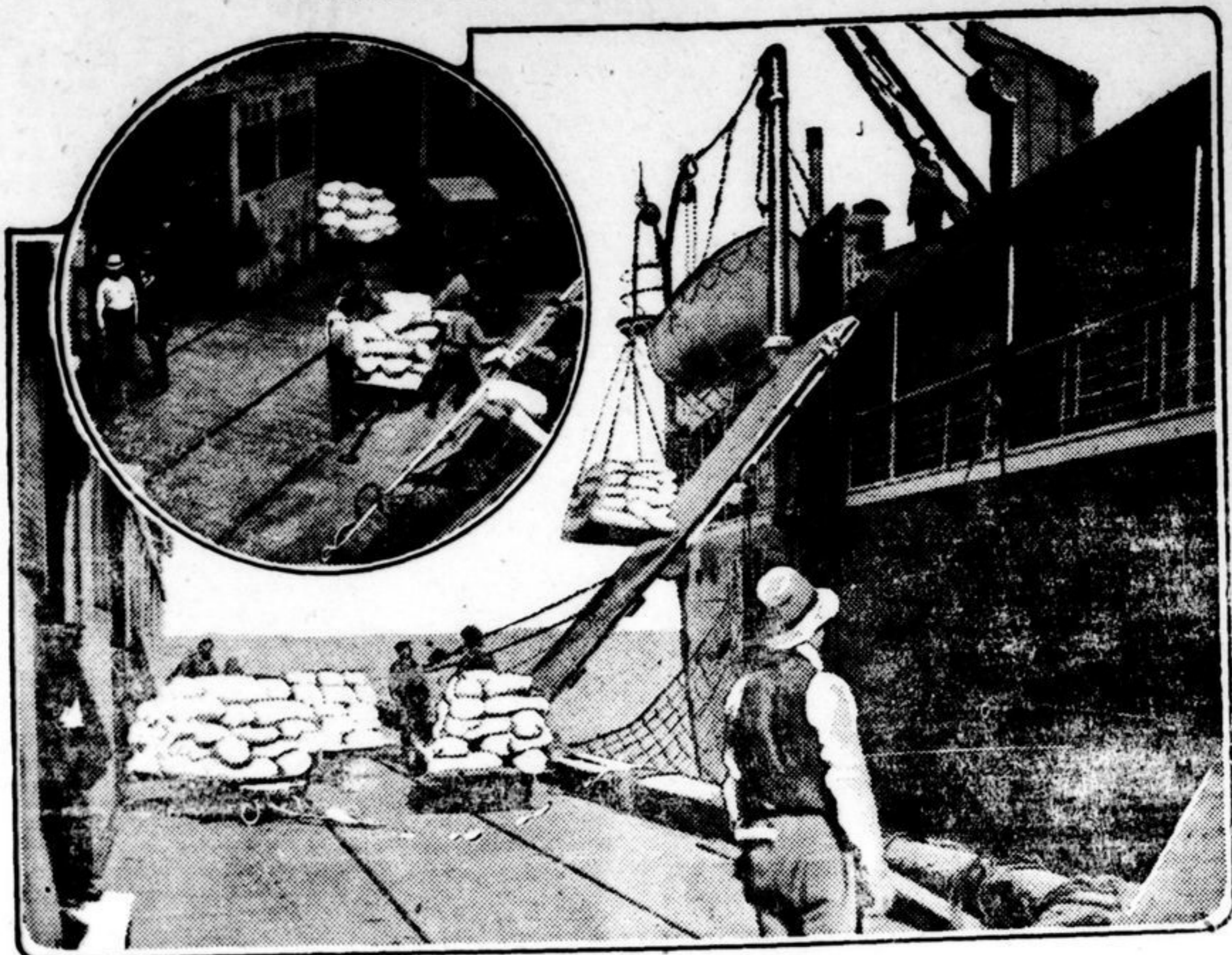


Relief for Famine Sufferers



Empress of Russia at Vancouver loading supplies for the earthquake stricken thousands of Japan.

With every available inch of her cargo space crammed with foodstuffs and a capacity stock of ship stores, sufficient to replenish the supplies of the Empress of Canada and the Empress of Australia, on relief duty off the Japanese coast, the Canadian Pacific S.S. Empress of Russia was the first relief ship to arrive. She carried consignments of flour, canned milk and canned salmon amounting to 350 tons, from the Canadian government. The British Columbia branch of the Canadian Red Cross sent twenty tons of canned milk and fifty tons of other canned food-stuffs, while the Vancouver Japanese Association contributed an initial shipment of fifty tons of flour for their famine stricken countrymen. More than two hundred & twenty-five of the "Russia's" three thousand tons of cargo was of flour.

WITH THE WEEKLY PRESS IN THE MARITIMES

After leaving Moncton our course was in a northerly direction and in the course of two or three hours we reached Newcastle, situated on the north shore of the Mirimachi River, which soon empties its waters into a bay of the same name. From here, for an hour or two, the party was taken in motors through the town, and then to the town of Chatham, a few miles further down the river. These towns are engaged in the lumbering business and are a centre of the industry. The river is literally full of logs that are converted into lumber and loaded on vessels for different parts of the world. A few miles down the river and across the Mirimachi takes us to the Gulf of St. Lawrence. Loggieville, farther down, is also an important lumber-shipping centre.

Leaving Newcastle, we go almost due north to Bathurst, at the head of the Nepisiguit Bay, a part of the Bay of Chaleur. Bathurst, with its population of 3,000, was not in our itinerary, but we stopped at the station for a few minutes to make a presentation to Manager Sayles and Mrs. Sayles. This is of no general interest to our readers more than to show the way in which the members of the company appreciated the success of Mr. Sayles' efforts in securing so grand an outing. Bathurst is described as a beautiful little city with broad streets, beautiful shade trees, handsome residences and well-kept grounds. During the last year or so it has come in for some prominence in respect to the development of its industrial life. It has long had importance as a lumbering centre, employing over a thousand men, but now it has a large pulp mill with a capacity of a hundred tons a day, a large part of which is exported to the United States. Of late, preliminary steps have been taken for the establishment of a paper mill.

From Bathurst to Dalhousie Junction, a distance of about 54 miles, the railway skirts the beautiful shores of the Bay of Chaleur, giving the tourist a continuous and ever-changing scenery that would be hard to surpass anywhere. A few miles farther on, but now going almost straight West we reach the thriving town of Campbellton. It is situated at the head waters of the Bay of Chaleur and near the mouth of the Restigouche River. The town is beautifully situated and has a population of 4,000, and is noted as a prosperous business centre as well as an attractive summer resort. It is a well built town with paved main streets, and others to follow. About twelve or thirteen years ago the whole town, with the exception of three or four houses, was destroyed by fire and the Campbellton of to-day has since risen from the ashes and will be a very attractive place in the near future. We had only a short stop and were warned not to get far away from the train. In a swift motor trip through the town the party was shown the chief points of interest but the time was all too short. The motorist who had the writer in charge had a bag half full of fish in the car and was very anxious that we should take it as a present from him to remind us of the place. It seems from what we

learn that fishing as well as lumbering is an important industry. We were reluctantly obliged to decline the generous offer of the fish as we had no way of preserving them, and without ice they would be spoiled before our arrival home. We do not know that other visitors were similarly treated by their drivers. Campbellton is near the northwestern corner of Nova Scotia and only thirteen miles from the Quebec boundary line. The run to Metapedia possesses a lot of fine scenery, but darkness had arrived and little more was to be seen by the company till the train reached Point Levis about six o'clock in the morning.

From Point Levis we had a fine view of the quaint old city of Quebec. The citadel and the Chateau Frontenac are in full view, with the mighty St. Lawrence intervening. We had the day to spend in the ancient capital and a day is far too short to see the beauties of the quaint old place.

During the night we missed a lot of fine scenery and anything we say about it must be from the pen of others. Over thirty years ago we sailed down the St. Lawrence from Montreal, crossed the ocean to Liverpool and back over the same route. Then as now it was a beautiful trip, and we have never forgotten it. We regret our recent trip by rail along the north shore was not made in daylight, as we are sure it would have given us many new pleasures and for the balance of our life leave us many additional memories.

Metapedia, passed in the night, is famous as the point where the rivers Restigouche and Metapedia join their respective waters as they flow onward into the Bay of Chaleur. Metapedia is the first important point touched in the Province of Quebec after leaving New Brunswick, and from here a railway runs to the Gaspé Peninsula, skirting the shore of the Metapedia River and the northern coast of the Bay of Chaleur. From Metapedia north, the direction travelled, at a distance of 92 miles, Mount Joli is reached. This is a divisional point on the Canadian National Railways and from here the railway turns west along the southern shore of the St. Lawrence, of which magnificent views are obtained.

Eighteen miles farther east brings us to Rimouski, better known as Father Point, where steamers call during the summer months and put off the mails for the more rapid transport going westward by rail. It is a delightful summer resort, the Rimouski River being the first important salmon stream encountered below Quebec city. Another feature of Rimouski is its pier, nearly a mile long, running out into deep water and serving as a pier as well as a pleasant promenade. The town has a population of 3,000 and is a thriving business centre.

A run of sixty-five miles brings us to Riviere du Loup, a name it obtained because of the numerous seals that once sported at the mouth of the river there. The town is pleasantly situated at the confluence of the St. Lawrence and the river whose name the town bears. The district abounds in fine scenic effects and is a great resort for tourists. It has a population of about 8,000, is well provided with hotel accommodation, and is a divisional point on the Canadian National Railways. It

possesses some of the best lumber and pulp mills in the Province, and as a result several large mills are to be found in the vicinity. Though the name has been familiar to the writer from his boyhood studies in geography, it was known in little more than name, and in thinking of the place we never thought of it as a town of so large a population. Several million feet of lumber and pulpwood are exported annually, and among other industries are a furniture factory, a foundry and the shops of the Canadian National Railways.

At Riviere du Loup the line of railways swings south from the river and an interesting agricultural country is passed through. The long, narrow farms and the low, quaint dwellings are interesting to the tourist. In the early days the French habit had strips of land facing on the river and running back to a certain limit fixed as a boundary. When a son got married it was the custom to divide and again subdivide the original holding into strips till at length the farms of the holders became narrow lanes—like strips—each running back from the river, which was regarded as the fronts of the different holdings. Each new holder built his home on the narrow strip assigned with the result that the houses are close together and in a continuous string, parallel to the front of the lots. This comes down to us from the old seigniorial system adopted in the province many years ago.

Seventy-eight miles west is Montmagny, a prosperous town of 3,000, whose boundaries extend to the St. Lawrence. It, also, is noted for its lumbering operations. Another 36 miles westward and we come to Point Levis, with a population of 3,000. (Continued next week.)

Priceville.

(Our own correspondent.)

Again we are favored with some exceptionally fine weather after a week of real cold. This week included, of course, the days set apart by the powers as Pricerville Fair days. The spirit of the community, however, was more than equal to the occasion as our hall exhibit will prove, while the stock was considered much superior to that of previous years. The hall especially was considered by judges to be very superior in quality and quantity and although the days were cold and almost everything that the executive would not wish for, yet the whole can be considered a success. The concert was well attended and the company appeared to please the audience if applause can be taken as a basis for judgment.

Mr. and Mrs. John A. Nichol returned from their honeymoon toward the end of last week and we understand they will soon settle in the home on the north line which Mr. Nichol has rented from Messrs. Angus and John McLachlan. We wish them every happiness.

Carpenters are busy building a small stable and garage on the back of R. H. McConkey's lot. Building operations are also rapidly proceeding on the fox ranch.

Mrs. John Burnett of the South Line, Artemesia, was taken to Owen Sound last week and underwent a serious operation. We are glad to report that Mrs. Burnett is doing very well, according to last reports.

Mrs. Archie McLean, also Mrs. T. McKeown of the Gravel Road, West, are reported as slightly improved in health. We hope that both these ladies will soon be around again.

Mr. Jack McKeown and sister, Mrs. (nee Sadie McKeown), are home from the West owing to the illness of their mother.

Rev. W. E. Curran is in Toronto for a few days this week.

Messrs. Donald and William Cameron and Mr. Ed. Bushell of Toronto, spent the week-end with friends in and around Priceville.

Mr. and Mrs. Mins of Owen Sound are visiting the old home here and renewing acquaintances. Mrs. Mins is a former Priceville girl and we are always glad to see her again.

Mr. Harry Hazard has gotten himself a fine horse for his mail route, having traded his old one. Harry is quite a horseman.

Bobs McKinnon is holidaying here for a few weeks. We like to see him and evidently he still appreciates the place of his birth, as he always holidays here. Come often, Bobs.

Miss Bertie Aldcorn, R.N., is home again from Durham, where she was called hurriedly to take charge of a case of sickness. Miss Aldcorn

should make an excellent nurse with her cheery, affable manner.

Quite a number of our people attended the special services in the Baptist Church, Durham, and all seemed greatly impressed with what they learned there.

Mr. Ed. Hogg, C.P.R. Agent, is back on the job again after spending two weeks with friends at Hamilton and Shelburne.

Mr. H. Carrington, painter, Flesherton, is in the village this week renovating some of the residences.

Mrs. Buckham is around again after an illness of several weeks.

Rev. Mr. Wright occupied the Presbyterian pulpit last Sunday and gave a very able sermon. We understand Mr. Wright is preaching for a call.

Meantime the flapper can put on the last rouge of summer.—Brandon Sun.

When Germany lost her religion she apparently also lost the collection plate.—Kingston Standard.

COW FOR SALE

Young Holstein springer. Apply to John Bogle, R.R. 1, Varney. 1pd

COW FOR SALE

Polled Angus, due in April. Apply to A. G. Webb, Durham. 1p

Here and There

The total quantity of sea fish landed on both the Atlantic and Pacific coasts during the month of July was 822,043 cwts., valued at \$2,771,440 to the fishermen, compared with a catch of 873,382 cwts. valued at \$2,596,730 in July, 1922.

Cattle in north Alberta's livestock herds now number more than 2,000,000. This industry and also the swine industry have increased amazingly in the northern part of the Province in the last few years.

Carrying large consignments from the Dominion Government and the British Columbia branch of the Canadian Red Cross, the Canadian Pacific S.S. Empress of Russia was the first ship from the American continent to arrive with relief for the earthquake and famine stricken people of Japan.

Nearly \$10,000 in fur royalties was collected in The Pas, Man., by the chief game warden last winter. This does not include the royalties collected from the Hudson Bay Company and Revillon Freres, which will more than double this amount. This does not include moneys secured through taxes, licenses and other sources of revenue.

Creamery butter made in Alberta took a total of 149 prizes out of 236 prizes offered, or 63 per cent., at exhibitions at Edmonton, Calgary, Regina, Brandon, Saskatoon and Vancouver this year. Out of 11 open championships offered, Alberta butter took 8. In the Calgary exhibition six provinces competed, in three others four provinces competed, and in two others three provinces competed.

British Columbia has reached the peak of the biggest tourist season in her history, and it is estimated that as a result of the enormous travel and the expenditure of transients while in the province this summer, will be worth at least \$30,000,000. The opening of the Banff-Windermere motor highway through Canada's rock garden was largely responsible for this increase in tourist traffic through the Pacific province.

Gold producers in the Province of Ontario during the first six months of 1923 report production of 384,446 ounces gold and 65,444 ounces silver, of a total value of \$7,244,081 shipped by the Porcupine producers, and from the Kirkland Lake producers 69,691 ounces gold and 6,515 ounces silver, of a total value of \$1,402,873, or from the two camps a total value of \$8,646,954.

The Canadian Pacific Railway will contribute \$25,000 for the relief of the sufferers in Japan and have also decided that supplies of Canadian food-stuffs and clothing donated, or purchased with money donated for relief work, will be transported free over the Company's rail and steamship lines. President E. W. Beatty made this announcement while making a tour over the Company's lines in the West with a party of directors. He added that this action had been taken because of the reports of the intense hardships due to the disaster, and notwithstanding the fact that the Company had lost heavily by the catastrophe.

The following editorial recently appeared in the Windsor "Border Cities Star": A recent cargo of silk, en route from China to New York, was shipped via Vancouver and the Canadian Pacific Railroad and crossed the St. Lawrence to Ogdensburg, New York, instead of being sent across the United States from San Francisco. The incident offers something for Canadians to think about. It proves what a splendid service the Canadian Pacific offers in its rail and steamship lines. In a country like Canada, transportation is all essential, and the way the Canadian Pacific has carried on, in spite of the business difficulties which began with the war and are not yet smoothed out, is a credit to the nation which conceived it.

Again, the incident calls attention to Canada's splendid gateway to the East. Although China is in a chaotic political condition just now, the huge Oriental nation offers wonderful trade chances in the future. No nation is better placed for getting its share of this business than Canada.

BORN

Ball.—At Durham Hospital, on October 3rd, to Mr. and Mrs. James Ball of Orchard, a son.

Eckhardt.—In Geneig, on Monday, October 8, to Mr. and Mrs. John Eckhardt, twin son and daughter.

Town.—In Durham Hospital, on October 3, to Mr. and Mrs. D. C. Town, a daughter.

DIED

Ball.—At Durham Hospital on October 3rd, infant son of Mr. and Mrs. James Ball of Orchard.

MARRIED

Wright—Firth.—At Christ Church, Brampton, on Saturday, October 6th, 1923, at 3 p.m., by the Rev. R. W. Allen, Miss Kate A. Firth, youngest daughter of the late Mr. and Mrs. Christopher Firth of Durham, to Captain J. F. Wright of the Canadian Mercantile Marine, Toronto.

No. 2. Bentinck and Glenelg. IV.—Alister Lawrence, Beatrice Grady.

Mr. H.—Catherine McLean, Mr. H.—John Clark, Margaret McLean, Corinne Lawrence, Mr. H.—Myrtle McLean, Willie Legate, Mr. H.—Herbie Miller, Clarence Ritchie, Mr. Pr.—Muriel Brown, Rhena Clark, Chester Miller, Mr. Pr.—Archie McLean, —M. E. Lamb, Teacher.

FALL SILKS

Owing to the Japan disaster Silks of all kinds are bound to advance from 20 to 40 per cent. Our stock is large in DRESS SILKS, CANTONS, CREPE-DE-CHINES & SPORT SATINS. We urge our customers to buy now and save paying the big prices.

Watson's Underwear

Watson's famous Spring Needle Knit Underwear for comfort and wearing qualities, a full line to choose from.

Penman's Hosiery

The standard of excellence. A larger and better assorted stock than ever. We lead the way for Good Hosiery.

NORTHWAY'S COATS

Have you seen our New Coats?

Every Coat Guaranteed to Keep its Shape. Stylish and up-to-date

Griffin's Gloves

Real snappy line of the famous Washable Suede Griffin Gloves in the newest shades and styles.

Sport Flannels

Nothing Newer for Fall Dresses 54 inches wide and all wool in Navy, Green, Brown and Red.

H. MORLOCK & SONS - DURHAM

FANCY BED COVERS  
BLANKETS, YARNS  
WOOLS, FLANNELS

O.V. Brand Pure Wool Products

Blankets

Light, Medium & Heavy Weight in Pink or Blue Trimming.

Fancy Pure Wool Bed Covers

In Pink, Blue and Tan Checks.

Pure Wool Yarn

All staple colors in 2 or 3 ply.

Flannels and Pure Wools

Light Grey, Dark Grey & Khaki

J. & J. Hunter