

Canadian National Railways CHANGE OF SERVICE VALLEY RY EFFECTIVE MARCH 10th.

Trains on Valley Railway between Fredericton and Centreville will run as follows:

No. 47 Passenger Train will leave Fredericton at 5.00 p. m. (daily except Sunday) arriving at Woodstock at 7.45 p. m. and at Centreville at 9.00 a. m.

No. 48 Passenger Train will leave Centreville (daily except Sunday) at 6.00 a. m.; leave Woodstock at 7.12 a. m., and arrive at Fredericton at 10.00 a. m.

Mixed Train No. 243 leaves Fredericton at 6.30 a. m. Monday, Wednesday and Friday, arriving at Centreville at 1.30 p. m.

Mixed Train No. 244 leaves Centreville at 6.30 a. m. on Tuesday, Thursday and Saturday, arriving in Fredericton at 1.00 p. m.

Service between St. John and Fredericton daily except Sunday as per current time table.

NOTE—Trains on the Valley Railway are operated on Eastern Standard Time.

For further information apply to Ticket Agent.

ADVERTISE IN THE MAIL

Canadian Pacific GENERAL CHANGE OF TIME EFFECTIVE NOVEMBER 28. Eastern Time—Daily Except Sunday.

DEPARTURES

- 6.55 A. M.—For Fredericton Junction, connecting for McAdam and points North and South.
- 7.00 A. M.—For Woodstock via Gibson.
- 9.15 A. M.—For Fredericton Junction, connecting for St. John and East.
- 12.15 P. M.—For Millville, etc., via Gibson.
- 3.25 P. M.—For Fredericton Junction, connecting for Montreal and West, also connections for North and South, McAdam Junction.
- 5.35 P. M.—For Fredericton Junction, connecting for Boston, etc., St. John and East.

ARRIVALS.

- 8.55 A. M.—From St. John and points East, etc.
- 10.05 A. M.—From Gibson Branch.
- 12.00 N. N.—From Montreal, Boston, etc.
- 5.20 P. M.—From St. John, etc.
- 6.20 P. M.—From Gibson points.
- 7.40 P. M.—From St. John, etc.

N. R. DesBRISAY, District Passenger Agent.

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House Furnishings For Everybody

Lace Curtains, Screen Curtains, Curtain Muslins and Draperies of all kinds.

Oretonnes and Casement Cloths.

White Bedspreads. Towels, Napkins and Table Linens.

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CARPETS, RUGS AND SQUARES

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ELECTRICITY THE WONDER WORKER has been trying to get acquainted with you for some time now. Enjoy the comfort that various electrical necessities will bring to yourself and wife. Each day is an electric opportunity day here.

THE MARITIME ELECTRIC CO.

FREDERICTON, N. B.

LAST ITEM OF SUPPLY PASSED IN THE HOUSE

(Continued From Page Five.)

this refund, and also whether in the other four cases he did not recommend a refund."

HON. MR. BYRNE—said he did not know what other four cases the hon. member referred to—If Mr. Wilson recommended a refund in those four cases would the hon. member say that he did wrong?

MR. BAXTER said he would not say that, but he would say that the hon. member had done wrong in not getting Mr. Wilson's recommendation in all cases.

HON. MR. BYRNE—"The hon. member has disposed of the four cases and the case of Dr. Sullivan is the only one left."

MR. BAXTER—"Will the hon. member give the name of the man from Charlotte County who came up to interview the government on the question?"

HON. MR. BYRNE said he knew of no man from Charlotte county who had interviewed the government with respect to the case.

MR. BAXTER said that it might be news to his hon. friend to learn that Dr. Sullivan was fined twice.

HON. MR. BYRNE said that the Medical Society had taken up the case and that body should know whether Dr. Sullivan was reputable or not. The Society had adopted a resolution because of the injustice, pledging its members against signing prescriptions for medical purposes. While the hon. leader of the opposition had offered strictures on the government, he took it that the Sullivan case was the only one he could refer to.

MR. BAXTER wanted to know if the hon. member was present at a meeting of the government, when a minister made the statement that if a license was not granted to the Drayley Drug Company, an order in council would be passed issuing one over his head. He said that the Sullivan case had been mentioned before the Public Accounts Committee, and an effort to secure the papers had been unsuccessful.

HON. MR. BYRNE said that the hon. member could have moved for them in the House.

MR. BAXTER said that the Public Accounts Committee were entitled to the papers.

HON. MR. BYRNE said he had not heard of anybody asking for the papers in the Public Accounts Committee.

MR. JONES—"Yes I asked for them."

MR. MAGEE—"If the hon. member asked for the papers I certainly did not hear him. No papers were withheld by me from the Committee."

MR. JONES said that he had asked for the papers in the Sullivan case when the Comptroller General was present, and no notice was taken of his request.

MR. SCULLY said he was a member of the Committee and he did not know of the hon. member for Kings asking for any papers which he did not get. He felt sure that he could have got the papers had he asked for them.

MR. JONES said he had asked for the papers, including the petition, but did not get them.

MR. MAGEE said that if the hon. member asked for the papers he evidently did not hear him, otherwise he certainly would have granted his request.

HON. MR. BYRNE said that the government could have have no object in holding back the petition. If the hon. member asked for it in Committee and had been unsuccessful in obtaining it, all he had to do was to bring the matter to the notice of the House.

MR. BAXTER wanted to know if Mr. Wilson had made a recommendation in the Sullivan case.

HON. MR. BYRNE said that he had no recollection of the matter at that time. The papers were all in his possession and he would be glad to lay them before the House so hon. members could have all the facts. He felt that under the circumstances the action taken by the Governor-in-Council in remitting the fine was justified by the facts of the case.

MR. PINDER said he remembered Mr. Jones asking the Comptroller General about the petition in the Sullivan case, and the Comptroller merely shook his head. He thought if there was a petition it should be produced.

MR. FAWCETT said he wished to impress on the hon. minister of public works the necessity of spending a greater proportion of the money on the country roads than had been done during the past few years. The province was facing serious problems, and he would not advocate the lavish expenditure of money, but he thought there should be a more equal division.

It had been said that he (Fawcett) had been concerned in road expenditures in the parish of Sackville. So far as his parish was concerned he had no fault to find and he thought the man in charge of the work had done very well. One of the Commissioners had consulted him about certain expenditures, but he had been cautious about giving his advice. Some of the roads in his parish were in need of attention and he hoped the hon. minister would look after them.

MR. WETMORE said he wished to

refer to one road in particular, that between St. John and Rothesay. During the past few weeks he had received numerous complaints to the effect that farmers could not get over it with their teams. It was a good road for motors and a motorist who had come from Boston had said that it was the best stretch of highway he had covered east of that city. The trouble was that the contractors in parts of it had used too much tar in finishing the surface with the result that it was very slippery. The Chief Road Engineer when told of these complaints had said that the horses were not shod properly. However, change in shoeing of horses had not solved the problem. St. John people as well as those from Kings County complained that their horses could not stay on their feet. He placed no blame upon the Minister of Public Works as he believed he was willing to rectify conditions. It was his own belief that something could be rolled into the surface to make a footing. It was an excellent road for hauling, but the horses would slip. In places provision had been made for horses to get footing on the side of the road, but in narrow places that could not be done. He knew of no horse shoes which would hold.

MR. YOUNG said their might be an inspector of horse shoes under the Department of Public Works. Last year \$150,000 had been voted for Ordinary Roads but \$225,000 had been expended. This year the appropriation asked for was \$150,000. Last year where would the Province have landed if there had not been an extraordinary revenue from Crown Lands. He would ask the Hon. Minister if he would keep the expenditure within bounds. Last year within two months of the end of the session there had been a special warrant issued, and on August 8th there had been a special warrant for Public Works. The reason for this advanced by the Hon. Minister had been damage done by freshets, but the freshets had not taken place until September.

HON. MR. FOSTER—"We did not even know then there was to be an election."

The Back Roads

MR. YOUNG said he wished to corroborate what the Farmer Leader had said concerning the roads in back farm districts. He was not grinding his own axe as the trunk roads passed his door. The trouble was that trunk roads parallel railways. The farmers of York County who came thirty miles over mud roads to Fredericton deserved better highways. They paid their share of the Auto Tax. He hoped that the Department would supplant those roads even if he had to take from the trunk roads. It was said that the trunk roads were built for tourists. Ten good farmers coming into Fredericton twice a week were worth more than all the tourists who would come in years.

Between Fredericton and his home at Taymouth he had noticed several pieces of road machinery which had been left in the open all winter. He hoped that the Hon. Minister would see that better care was taken of such machinery. Concerning the winter road-roller he would like to say that it was the only thing which was effective in breaking winter roads. He had used it on the road between his mill and the railway station a distance of one-half mile with fine results. He also had used it in the lumber woods with good effect. One pair of horses could handle it in a foot and a half of snow, and it made no ridges which would cause drifts in later storms. He hoped that the Department would supply these rollers as far as funds would permit. With regard to the Workmen's Compensation Act he did not know what to say, except to ask the Government to dispense with the whole Act. He was not opposed to compensation, but believed the old act was the better. He was opposed to the Compensation Board. An employee could be compelled to insure himself, as had been done, or his employer could insure him. He believed that the employer should have the right to tax the employee. The Canadian National Railways did that.

MR. MARTIN—"Wages will have to be raised to do that."

HON. MR. VENIOT—"Does the hon. gentleman not know that the C. N. R. has transferred everything to the Compensation Board?"

MR. YOUNG said that the C. N. R. had not done away with that assessment. Employers should not be asked to pay for insurance on employees. The latter could insure themselves. The amount paid for it was under this Act was \$35,000 which was too much. Arrangements with insurance companies should be made instead. This year the total charge on those engaged in lumbering had been three per cent under this Act. If there was an unpopular thing in the Province it was the Compensation Act. The laboring men themselves were against it. He had had employees who had said that they would rather pay their own insurance. Prices of commodities were declining and he believed that a change should be made in regard to this matter.

The Labor Member

MR. MARTIN said that the hon. member for York had said that the Workmen's Compensation Act was unpopular. It was unpopular with a certain class, but that class was not twenty per cent of the people. Mr. Young had intimated that his employees had not been satisfied with the Act. He (Martin) had had considerable experience among laboring men and had not encountered a man who was not satisfied and tickled to death with the Act. In Chatham he

(Continued on Page Six.)

SEEDS

Timothy Seed

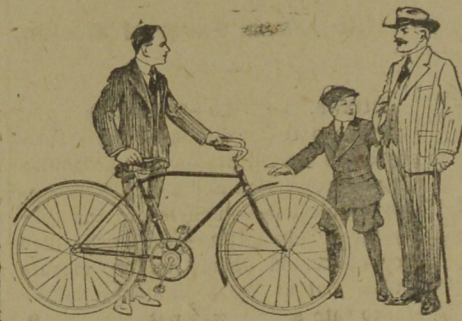
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Also a few lines of Heavy Blue Cheviot Serges at \$55.00 while they last. Excellent values. Call and inspect the goods. Fit and workmanship the best.

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Ever Held in Fredericton at
This Time In The Year.

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PIKE'S PEAK is only 14,108 feet high—but it gets credit for being higher because it is advertised.

ADVERTISING will bring many unknown things into prominence during the coming years.

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People of moderate means can never hope to stage a sensation like that of the Stillmans.

MONDAY

APRIL FOURTH

Is the day on which the
SPRING TERM begins at

FREDERICTON

BUSINESS COLLEGE

It is a GOOD TIME to enter for a Shorthand or Commercial Course. For full particulars apply to Lt. Colonel W. J. Osborne, President, Fredericton, N. B.

NOTICE OF MEETING

The annual meeting of the Farmers' Co-operative Dairy Co., Ltd., will be held on Wednesday, April 20th, at 2 p. m. at the G. W. V. A. rooms, York street. All shareholders and patrons are invited to be present.