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The truth of this statement has been proved in thousands of cases of Indigestion, Dyspepsia, Torpid Liver, Constipation, Kidney and Bladder Troubles, Skin Diseases, Rheumatism, Neuralgia and Chronic Headaches.

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DATES OF OPENING AND CLOSING OF ST. RIVER

The official date of the opening of the St. John river at this point in 1916 is April 12, the same as last year. This is about the average for the opening date.

The dates of the opening and closing of the river at this point for the past ninety years, with the days of the season of navigation, are as follows:

Year.	Opened.	Closed.	Days
1825...	April 15...	November 20...	219
1826...	April 17...	November 14...	215
1827...	April 6...	December 3...	241
1828...	April 20...	November 19...	213
1829...	April 17...	November 15...	212
1830...	April 18...	November 29...	225
1831...	April 10...	December 1...	235
1832...	May 3...	November 15...	196
1833...	April 10...	November 5...	209
1834...	April 11...	November 17...	220
1835...	May 1...	November 23...	205
1836...	April 28...	November 19...	205
1837...	April 17...	November 9...	205
1838...	May 1...	November 25...	208
1839...	April 25...	November 23...	212
1840...	April 16...	November 23...	221
1841...	April 27...	November 27...	214
1842...	April 24...	November 22...	212
1843...	April 26...	November 13...	201
1844...	April 14...	November 27...	227
1845...	April 23...	December 4...	225
1846...	April 6...	November 28...	236
1847...	May 2...	November 30...	212
1848...	April 19...	November 10...	205
1849...	April 8...	December 2...	238
1850...	May 2...	November 27...	209
1851...	April 16...	November 17...	215
1852...	April 26...	November 25...	213
1853...	April 7...	November 25...	222
1854...	May 17...	December 10...	217
1855...	April 25...	November 22...	208
1856...	April 25...	November 17...	206
1857...	April 18...	December 5...	231
1858...	April 22...	November 13...	206
1859...	April 15...	November 29...	227
1860...	April 23...	November 27...	218
1861...	April 20...	December 3...	227
1862...	April 18...	December 3...	229
1863...	April 22...	November 17...	209
1864...	April 20...	December 9...	233
1865...	April 6...	November 10...	218
1866...	April 14...	December 12...	242
1867...	April 22...	November 17...	209
1868...	April 22...	November 16...	208
1869...	April 20...	November 26...	220
1870...	April 11...	November 22...	225
1871...	April 10...	November 24...	228
1872...	April 22...	November 29...	221
1873...	April 23...	November 12...	203
1874...	April 21...	November 22...	215
1875...	April 27...	November 19...	206
1876...	April 22...	November 30...	222
1877...	April 13...	December 4...	235
1878...	April 5...	December 18...	257
1879...	April 27...	November 22...	209
1880...	April 22...	November 21...	203
1881...	April 2...	November 22...	234
1882...	May 1...	November 26...	210
1883...	April 18...	November 15...	211
1884...	April 16...	November 19...	217
1885...	April 23...	November 27...	218
1886...	April 21...	November 23...	216
1887...	April 27...	December 1...	218
1888...	April 26...	November 21...	209
1889...	April 16...	December 1...	229
1890...	April 21...	November 24...	217
1891...	April 14...	November 29...	228
1892...	April 15...	December 6...	235
1893...	April 14...	November 21...	221
1894...	April 21...	November 20...	213
1895...	April 19...	November 22...	217
1896...	April 18...	November 21...	217
1897...	April 21...	November 21...	214
1898...	April 20...	December 9...	233
1899...	April 26...	November 13...	201
1900...	April 21...	November 13...	206
1901...	April 17...	November 24...	221
1902...	March 23...	November 29...	251
1903...	March 24...	November 27...	247
1904...	April 25...	November 10...	199
1905...	April 20...	November 21...	215
1906...	April 15...	November 26...	225
1907...	April 17...	November 20...	217
1908...	April 21...	November 23...	216
1909...	April 19...	November 30...	225
1910...	April 6...	November 29...	237
1911...	April 19...	November 17...	213
1912...	April 16...	November 27...	227
1913...	April 1...	December 11...	214
1914...	April 27...	November 19...	206
1915...	April 12...	December 11...	243
1916...	April 12...		

When a woman is frightened she has palpitation of the heart, when a man is scared he has palpitation of the knees.

ANSWERS TO ENQUIRIES IN THE LOCAL LEGISLATURE

No Offer of Free Potatoes From Gloucester --Stewart's Unpaid Stumpage to Receive Attention From the Government.

Hon. Mr. Murray, in reply to Mr. Pelletier's inquiry in the House on Wednesday, said:

1. Did the Department of Agriculture receive an offer of potatoes as a free contribution to the Belgian Fund or Patriotic gift to the mother country from persons in Gloucester county?

Answer—No.

2. Was such offer accepted?

Answered by answer to question 1.

The Iron Mines.

Hon. Mr. Murray in reply to Mr. Dugal's inquiry:

1. Is anything due the province for royalty on iron ore mined by the Canada Iron Corporation, now in liquidation?

Answer—No.

2. If so, what is the amount and what steps have been taken to protect the interests of the province?

Answered by answer to question 1.

3. The honorable Acting Premier, having in reply to a question stated that he "is not aware that any interest on guaranteed bonds of the Northern N. B. and Seaboard Railway is unpaid," has the government taken any steps to assure itself that there is no interest now due and that no demands will be made upon the province for the payment of any interest on these bonds?

Answer—The Government has taken steps to assure itself that there is no interest on the above mentioned guaranteed bonds unpaid.

The Stewart Case.

Hon. Mr. Murray in reply to Mr. Pelletier's inquiry:

1. According to answer given in this House that the Government proposes, because of the findings of Royal Commissioner W. B. Chandler, to institute proceedings to recover moneys paid to John Sheridan in connection with Little Buctouche bridge, is it also the intention of the Government to institute proceedings against A. J. H. Stewart to recover money properly due the Province because of lumber cut by him or for him upon Crown lands under lease to him, for which no return has been made to the Department? Also to recover the sum of \$25 which was paid to Frank Robinson for stone delivered to Nepisiguit steel bridge, which stone, Commissioner Chandler found had never been delivered? Also to recover the sum of \$131 paid to Edward Jennings for material charged to the Edward Dempsey bridge, which Commissioner W. B. Chandler found did not enter into the construction of the bridge?

Answer—The matters referred to in this inquiry will receive attention by the Government.

A Kings County Farm.

Hon. Mr. Murray, in reply to Mr. Pelletier's inquiry:

1. Did the Farm Settlement Board of the Department of Agriculture purchase a farm from Michael Guilfoyle in the Parish of Studholm, in Kings county? Is so, when and at what price?

Answer—The Farm Settlement Board purchased a farm from Michael Guilfoyle, Parish of Studholm, Kings county, on July 22nd, 1915, for \$850.

2. Was the farm recommended by George B. Jones, M.P.P., verbally, or in writing?

Answer—The farm was not recommended by Geo. B. Jones, M.P.P., either verbally or in writing.

3. Was the Department or the Board aware that the lumber on this farm was sold to Geo. B. Jones, M.P.P., or to Jones Bros., of which he is one?

Answer—No.

4. Was Guilfoyle induced to sell his lumber, because if he did so the Department or the Farm Settlement Board would buy his farm?

Answered by answer to question 3.

5. What is the description of the farm, and is it occupied?

Answer—The description of the farm is as follows:

"All that lot of land conveyed to the said Michael Guilfoyle by John Kilfoil by deed bearing date the fourth day of June, A.D. 1900, and recorded in the office of the registrar of deeds in and for the county of Kings as No. 54739 in Book "V" No. 5, pages 518 and 519, on October 17th, A.D. 1902, and therein described as follows:

"A certain piece or parcel of land situate, lying and being in the Parish of Studholm, in Kings county, and

bounded as follows: Commencing at the southwestern side line of the grant of lands to William Hawson, on the Millstream, at a distance of thirty-three chains and thirty links north-westerly from a rock maple post standing at the southwesterly angle of the said grant, thence north forty-seven degrees and thirty minutes east sixty-five chains, thence north forty-two degrees and thirty minutes west sixteen chains and sixty-five links, thence south forty-seven degrees and thirty minutes east sixteen chains and sixty-five links to the place of beginning; containing one hundred and eight acres, more or less, and being lot number four in the Hewson grant. And being the same lands and premises conveyed to the said John Kilfoil by John Frazee by deed recorded in said Kings County Records by the No. 24033 in Book "D" No. 3, at pages 447 and 448 of records."

The farm is occupied.

Hon. Mr. Murray, in reply to Mr. Pelletier's inquiry in the House, said:

1. Was the deposit of any one of the tenderers for the construction of the uncompleted portion of the St. John & Quebec Railway (as advertised in December last) retained?

Answer—Yes.

2. If so, what deposit or deposits were so retained, and why, and what were the amounts of those so retained?

Answer—One deposit was retained on account of it being the lowest tender. The amount was five per cent. of the amount of tender.

3. Is it a fact that the tender of Kennedy & McDonald was rejected and returned unopened because it was some hours late in reaching its destination?

Answer—The tender of Kennedy & McDonald was returned unopened by the St. John & Quebec Railway Company because it was not received until after the meeting at which tenders were received had adjourned.

4. Did Thomas Cozzolino make any tender for this work either by himself or through the Nova Scotia Construction Co., or through any other person?

Answer—The Government has no knowledge of Thomas Cozzolino making any tender for this work. A tender was received by the St. John & Quebec Railway Co. from the Nova Scotia Construction Co.

5. Did Thomas Cozzolino, with or without his associate, H. Lindsay, of Halifax, on or about Nov. 19, 1915, when in Fredericton, have any conference or conferences with the Government or with any member of the Government, or with the railway company or any official of it, in connection with the construction of the uncompleted portion of the Valley Railway?

Answer—Thomas Cozzolino did not have any conference or conferences with the Government or with any member of the Government on or about Nov. 19, 1915, and the Government is advised by the St. John & Quebec Railway Co. that they had no interview with Thomas Cozzolino.

6. If so, what was the object and nature of this conference or conferences?

Answered by answer to question No. 5.

7. Has the Government any report upon or knowledge of Cozzolino's methods in securing public contracts, or any information as to his relations with other large contractors for Government work?

Answer—No.

8. Has the Government any information as to what parties in St. John are associated with Thomas Cozzolino or with the Nova Scotia Construction Company for the construction of the uncompleted portion of the railway?

Answer—No.

9. Is it true, as stated, that the Nova Scotia Construction Co. or Thos. Cozzolino and his associates have secured the construction contract, no matter whether the Westfield or the Rothesay route be chosen?

Answer—No.

The Suspension Bridge.

Hon. Mr. Morrissey, in reply to Mr. Dugal's inquiry:

1. What was the cost of dismantling the old Suspension Bridge, St. John?

Answer—\$2,325.

2. Was there more than one tender for the work? If so, from whom and what were the figures of each?

Answer—Following is a list of parties tendering and figures of each:

J. McVay & Son \$2,325
F. M. Leachy 2,360

GOING

to the front?—Then don't forget you will need some Zam-Buk! The soldiers at the front are asking for more of it. Pte. J. R. Smith, of the "Princess Pats," writing home, says: "Tell my friends there is one thing I should be glad to get—that's Zam-Buk." Also Corp. Fremlin, of the 10th Field Ambulance, writing from France, says: "We are finding Zam-Buk splendid for injuries and ailments, but we haven't enough of it."

Zam-Buk cannot be equaled for the injuries and ailments incidental to trench life. There is nothing that ends pain and heals so quickly. For cuts, scratches, bruises, stiff joints, and all skin ailments it is equally good. For sore and blistered feet, caused by long standing and marching, there is nothing brings such relief as Zam-Buk, and for sores of all kinds Zam-Buk is invaluable. Having some Zam-Buk on hand to apply immediately an injury is sustained will save a man much unnecessary pain.

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R. C. Donald and R. M. Ritchie 2,375
S. H. Mayes 2,850
J. A. Gregory 3,980
H. H. Burley 4,000
R. Retallick 4,385
T. F. Mooney 4,900
Edwd. Bates 5,500
Dominion Bridge Co. 6,400
J. A. Adams 7,440

3. Was the material from the old bridge the property of the successful tenderer, and did it include the granite blocks in the piers?

Answer—Yes, everything excepting the footing courses of the towers and the inscription stones.

4. What use is being made of these granite blocks?

Answer—The Department has no knowledge.

Mr. F. Curran's Work.

Hon. Mr. Murray, in reply to Mr. Dugal's inquiry:

1. What lumber operations were examined by F. Curran as special scaler in 1915?

Answer—Mr. Curran reported on a large number of lumbering operations, especially in the northern section of the Province.

2. Did he submit a report on the work done? If so, what did the report contain?

Answer—Yes, as this report was of a confidential character it is not deemed advisable in the public interests that its contents be made public at present.

3. Why was it necessary to employ F. Curran to obtain "a more accurate accounting of the logging done in the season of 1915?" Has the Department of Crown Lands any reason to believe that the regular scalers were not reporting fully on the logging operations in the districts visited by F. Curran?

Answer—The Department believes it wise to obtain all possible information concerning the lumber cut on the Crown Lands of the province from year to year, in order that full stumpage dues may be collected. Following out this policy, it was thought advisable last season to employ Mr. Curran to make the investigation in which he was engaged. In so far as the Government is advised, the regular scalers are competent and reliable men and perform their duties to the best of their ability.

Macadamized Road.

Hon. Mr. Morrissey, in reply to Mr. Dugal's inquiry:

1. What was the total cost of the Macadamized road in St. John County from the county line on the Rothesay road to the overhead bridge crossing the I. C. R.?

Answer—\$8,332.90.

2. Is the work completed, or is it the intention of the Department to continue construction toward Rothesay and St. John?

Answer—Yes.

3. What is the length of the road built?

Answer—5,080 feet.

4. How much was paid to C. H. Peters & Son for lime rock and other materials?

Answer—\$374.24.

Has No Knowledge.

Hon. Mr. Morrissey, in reply to Mr. Dugal's inquiry:

1. Is it true, as reported in the press, that Hon. J. A. Murray, in the campaign of 1912, when addressing the electors in Kingston, pledged himself in effect to resign his seat in the Legislature if the Valley Railway did not take the Rothesay route?

Answer—The Government has no knowledge as to the truth of newspaper reports regarding statements alleged to have been made by Hon. J. A. Murray during the campaign of 1912.

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Tones and invigorates the whole nervous system, makes new blood in old veins, cures Nervous Debility, Mental and Brain Worry, Despondency, Loss of Energy, Palpitation of the Heart, Failing Memory. Price \$1 per box, six for \$5. One will please, six will cure. Sold by all druggists or mailed in plain pkg. on receipt of price. New pamphlet mailed free. THE WOOD MEDICINE CO., TORONTO, ONT. (Formerly Windsor.)

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