

## TO SUFFER FROM HEADACHES

Makes Life Miserable.

Headache seems to be habitual with many people. Some are seldom, if ever, free from it, suffering continually with the dull throbbings, the intense pain, sometimes in one part, sometimes in another, and then over the whole head, varying in its severity by the cause which brings it on.

The varieties of headache most common are sick or bilious headache, nervous headache, headache from constipation, debility or indigestion and periodical and spasmodic headache, and undoubtedly the cause must be removed before permanent relief can be had.

Burdock Blood Bitters, that has been on the market for over 40 years, removes the cause of the headache, and not only does this but also restores the entire system to healthy action and buoyant vigor.

Miss Emily Smith, 204 Bellwoods Ave., Toronto, Ont., writes: "I can speak too highly of Burdock Blood Bitters. For two years I was greatly troubled with violent headaches, particularly in the morning. I tried everything to cure me until a friend recommended B. B. B. I tried it and now I am completely cured."

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British women soldiers at the bases in France and on the lines of communication are paid from \$100 to \$150 a year with free board and lodging.

Girls who enrolled as second class yeomen in the United States navy receive \$85 per month salary.

**Wood's Phosphodine.**  
The Great English Remedy.  
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 Watson.)

**MAGIC READ THE LABEL**  
**BAKING POWDER**  
NO ALUM

## THE NEW HIGHWAY ACT PASSED IN THE HOUSE

### An Interesting Discussion on the Measure in Committee---The Winter Road Problem Looked Upon as a Serious One---Members on Both Sides Vote to Change the Rule of the Road From Left to Right.

The new Highway Act was further considered in the Legislature on Wednesday afternoon and evening, and was agreed to with some amendments submitted by Hon. Mr. Veniot, which he had prepared in accordance with the views of members on both sides of the House. There was an interesting discussion on the act, especially on the section which proposed to change the rule of the road. Following is the official report of the proceedings:

The House then went into committee with Mr. Leger (Westmorland) in the chair and took up further consideration of the Highway Act.

HON. MR. VENIOT moved an amendment making the defaulters for road tax ineligible to attend ratepayers' meetings. He said that he had given further consideration to the section referring to statute labor on trunk roads and had come to the conclusion that hardship might be worked in the case of ratepayers having to attend two meetings when a trunk road might be within the boundaries of a branch road division. He moved an amendment to meet the difficulty.

MR. SUTTON asked if the Act contained anything with regard to the width of tires.

HON. MR. VENIOT replied that the old Highway Act had contained a clause covering the matter and that clause had been incorporated into the new Act.

Width of Tires.  
MR. SUTTON said that many of his constituents had urged upon him that there should be a provision for three inch tires for heavily loaded vehicles.

HON. MR. VENIOT replied that the Act contained a provision sufficient to cover the matter although the width of tire was not specified. Continuing he took up the breaking of winter roads. He said he had considered this matter and many suggestions had been made to him. He was prepared to submit an amendment on which he desired free and open discussion. In the past the law with regard to the breaking of winter roads had never

been carried out and it never would unless steps to enforce it were taken. He moved an amendment providing for the issuing of an execution by a magistrate on the complaint of a supervisor of the failure of any person to obey the law with regard to the breaking of winter roads. The amendment provided penalties. The minister also moved an amendment empowering roadmasters to employ outside labor in districts where there were no male inhabitants to break winter roads.

MR. BAXTER drew attention to the fact that provision should be made for an opportunity for a delinquent to appear before a magistrate before execution should issue. He said that within the last few weeks a man had been in his office objecting that during the past winter he had been ordered out three times to break roads while his neighbors had not been called out at all. The man said it was a case of personal spite against himself. Cases like that should be avoided and no chance should be given for complaints to be made to a magistrate unless the delinquent were given an opportunity of being heard.

HON. MR. VENIOT said that he had intended that such provision be in the amendment and would see that it was inserted.

MR. MERSEREAU said that in Sunbury county there was a mail route some twenty miles in length on both sides of the river. At times during the past winter the mail driver could not get over the road. Complaint had been made and the residents had turned

out and broken a road on the river in some cases half a mile away from the houses at which the mail driver had to deliver mail. Did that action satisfy the law? He also said that he realized that there might be danger of abuse of this law as the ex-attorney general had intimated.

Winter Roads.  
MR. HUNTER said the problem of breaking winter roads was a difficult one to solve. It was as imperative to keep roads open in winter as to keep them in repair in the summer. In his own section it was difficult to get roadmasters to serve in winter time. To his mind the only right way to get at the matter would be by general assessment. Under such a system absentees would have to bear their fair share of the cost of breaking winter roads. Small districts could be made and the supervisors in the autumn could let them out by tender. He believed that the provision for going before a magistrate would cause too much trouble and waste of time.

MR. SMITH (Carleton) said that everyone recognized the difficulty and he believed the amendments proposed by the minister would not meet it. The keynote had been struck by the hon. member for York in his suggestion for a general assessment. This was a case in which the strong must help the weak.

HON. MR. TWEEDDALE—"How would you determine the amount?"

MR. SMITH—"From the actual expenditure."

HON. MR. VENIOT moved a section under which it would be optional for the people of a division to assess for the breaking of winter roads instead of furnishing labor.

MR. YOUNG said he knew of districts in which the proposal would not work. The assessment should be by parishes and not road divisions.

HON. MR. VENIOT said he believed this provision of the Act would work out all right and it should be given a trial for one winter at any rate. He also moved an amendment permitting clergymen to use motor vehicles upon the highways in the spring during the period when the frost was coming out of the ground.

MR. MERSEREAU said he knew of an instance during the past winter of a physician on his way to an urgent case being held up by a loaded sled which would not let him pass. He thought there should be some provision to meet cases of this kind.

It being six o'clock the Committee rose to resume at 8 p.m.

The Committee resumed at 8 o'clock.

Rule of the Road.

HON. MR. VENIOT said that when section 15 was stood over he had announced that he had received many requests from all parts of the province to change the rule of the road from the left to the right in conformity with the rule in force in Quebec and Ontario and the United States. The reason given was that a large number of tourists came from the United States in automobiles and the

confusion resulting from different rules had endangered life. He had received many petitions from individuals and municipalities. He had thought at that time, as the matter was before the Nova Scotia Legislature that corresponding action might be taken. He did not know what had been done in Nova Scotia but a decision must be made and he would like a frank expression of the opinion of the House.

MR. MURRAY (Kings) had always favored the change, contingent upon Nova Scotia making the same change. As he understood Nova Scotia had decided against the change he would favor the retention of the old rule.

Mr. Baxter in Favor.  
MR. BAXTER favored the change. It might make confusion at the Nova Scotia border but would remove it at the Maine boundary. The only difference would be that tourists would come more readily to New Brunswick. If they stopped at the Nova Scotia border another session would see the change made in the sister province.

MR. DICKSON read a letter from a resident of Norton, a supporter of the government, who urged that the change should not be made as it would inconvenience a million people for the benefit of a few from the United States. The letter continued: "Other provisions of the new Highway Act appear to be practical and up to date." Continuing Mr. Dickson said he agreed with the first portion of the letter but not with the last.

HON. MR. MURRAY heartily favored the change. He said people should control their horses and automobile drivers should not be asleep. The change need not be a serious matter.

(Continued on page 3)

## AWFUL ATTACKS OF HEART TROUBLE

Eased by Second Dose of Milburn's Heart and Nerve Pills.

One of the first danger signals announcing something wrong with the heart is the irregular beat or violent throb. Often there is only a fluttering sensation, or an "all-gone" sinking feeling, or, again you may experience a smothering sensation, gasp for breath and feel as though about to die.

In such cases the action of Milburn's Heart and Nerve Pills in quieting the heart, restoring its normal beat and imparting tone to the nerve centres, is, beyond question, marvelous.

Mrs. Frank Areseneau, Newcastle, N. B., writes: "I had awful attacks of heart trouble for the past five or six years, and as I had tried many kinds of medicine without getting any better, I decided to give Milburn's Heart and Nerve Pills a trial, and to my surprise I found ease from the second dose I continued taking them until I had used six boxes, and now I feel as well as can be."

"At present my sister is taking them for nervousness, and finds great comfort by their use."

Milburn's Heart and Nerve Pills are 50c a box at all dealers, or mailed direct on receipt of price by The T. Milburn Co., Limited, Toronto, Ont.

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Will be sent to any address in New Brunswick, For One Year

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[At lowest market rates.

**G. W. HODGE**

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Will check a cold in a few hours. Does not cause ringing in the head.

Price 25 cents. Sent by mail to any address on receipt of price. Sold only by

**C. FRED CHESTNUT** THE QUALITY DRUG STORE  
572 Queen Street.

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For the purpose of conserving coal, electric light and power will be shut off on Sundays from daylight to dark until further notice. It is not anticipated that this curtailment of electric service will continue for more than two months, probably not so long.

By order of the Directors of Fredericton Gas Light Co.  
**HARRY D. WHITE,**  
51ns Manager.

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AND PARTICULARLY

### Dunlop "Gibraltar RedSpecial" Frictioned-Surface Transmission Belting

A Worthy Product

Years of careful study of the high-power belt problem have enabled Dunlop Laboratory experts to create "Gibraltar RedSpecial" Belting, the original Red Face Rubber Belting of Canada—a product worthy of the Dunlop Factories and of the quarter-century record of success back of them.

"Gibraltar RedSpecial" Virtues Are Real

Dunlop "Gibraltar RedSpecial" Belting is to-day widely used in a multitude of ways in the many varied industries in this country. It owes its success, not to any illogical deductions or fantastic analyses, but to the simplest causes—causes so

simple that they are now, always have been, and always will be, in our opinion, the bedrock of success in belt-making—Power, Speed, Service—in actual use as well as in the test-room.

Permanent Elasticity Means "Life" in Belting

In producing this new, this original, this master, red belt, our object has been to have the friction coat of rubber between the plies such as will retain its life indefinitely, and to have a quality of rubber

with long "fingers," and not a quality of rubber the elasticity of which has been sacrificed to obtain the so-called high-pulling test.

That "Friction Pull"

When you are informed that such-and-such a belt has a "friction-pull" of abnormal poundage, do not imagine that you are getting a quality friction. What you have to secure in a belt is a friction full

of elasticity. There must be between the plies of duck only a certain class of rubber to give uniform strength and pliability.

Resilient Quality Must Not Be Sacrificed To Excess of Friction Strength

To obtain high figures, such as referred to above, in belt frictions you have to take away from the elasticity of the friction; hence, there is a happy medium, and this medium we have obtained through our laboratory experts. It ensures for

you a belt, the friction of which will hold the plies together and will be sufficiently elastic in its properties to allow for the give and take necessary in rounding the pulleys.

Duck Finest Obtainable, Made to Highest Specifications

A highly important feature of "Gibraltar RedSpecial" is the duck which enters into its construction. Only the finest quality of specially-selected duck, having the proper tensile strength in the right direction, is used. And this, in combination with a superior rubber friction between the plies, ensures absolute uniformity of service.

Fills The Bill

"Gibraltar RedSpecial" Belting is to be found in practically every industry in Canada, and if it is Power, Speed and Service that you want, then it is "Gibraltar RedSpecial" Frictioned-Surface Belting that you require for your work.

Universal Recognition of "Gibraltar RedSpecial"

To cite the names of users of this famous, red frictioned-surface belt would necessitate the use of much space. We have on file recommendations from almost every type of industry requiring "Gibraltar RedSpecial" Belting in widths varying from 1½" to 48". These testimonials are available for your perusal at any time.

The Original "Red"

"Gibraltar RedSpecial," as noted previously, is the Original Red Rubber Belt—and like most things that are original, its success is of the kind that endures.

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