

## Cleanses Your Hair, Makes It Beautiful, Thick, Glossy, Wavy

Try this. All dandruff disappears and hair stops coming out.

Surely try a "Danderine Hair Cleanse" if you wish to immediately double the beauty of your hair. Just moisten a cloth with Danderine and draw it carefully through your hair, taking one small strand at a time; this will cleanse the hair of dust, dirt or any excessive oil—in a few minutes you will be amazed. Your hair will be wavy, fluffy and abundant and possess an incomparable softness, lustre and luxuriance.

Besides beautifying the hair, one application of Danderine dissolves every particle of dandruff; invigorates the scalp, stopping itching and falling hair.

Danderine is to the hair what fresh showers of rain and sunshine are to vegetation. It goes right to the roots, invigorates and strengthens them. It is exhilarating, stimulating and life-producing properties cause the hair to grow long, strong and beautiful.

You can surely have pretty, soft, lustrous hair, and lots of it, if you will just get a small bottle of Knowlton's Danderine from any drug store or toilet counter and try it as directed.

### Balance of Grant Forwarded

A communication was read at the committee meeting of the City Council Monday from the chairman of the Wilmot Park Board asking that the balance of the grant of \$900 which was issued last year to the board for the removal of the gate house, at the Old Government House for use as a lodge for the keeper of Wilmot Park be forwarded by cheque. It was moved by Ald. Wilkinson and seconded by Ald. Burpee that a cheque for the balance amounting to about \$500 be forwarded to the chairman of the Board.

### Inspected Farm

An officer of the Soldiers' Settlement Board was here last week and inspected the farm of Mr. Harvey Cook on the Kilarney Road. Mr. Cook wants \$4000 for his place and believes it to be worth the money.

Mr. Baxter boasted in the Legislature a few days ago that he had stood by his friends when informed of what was being done to conceal the loss on the potato transaction. The ex-Attorney General certainly stood by Mr. Tennant in a practical way, but he did not indicate that he would do the same thing again if occasion should arise. Indeed, he is on record as saying that he will have no truck in future with preachers who have withdrawn from the pulpit.

## SOME EXCELLENT SPEECHES ON THE BUDGET DEBATE

(Continued from page 5)

the expenses and salary of Chief Game Warden Gagnon, with George F. Burden performing the duties a portion of the time, had been \$2,265. In 1916, with two officials, fines collected had been about \$3,000. The present official was attending well to his duties and saving some hundreds of dollars to the province.

MR. MURRAY (Kings) asked for a comparative statement of the cost of game protection in 1916 and 1918. HON. MR. SMITH said he could not give it, but if the hon. member would put his question in the form of an inquiry, the information would be secured.

Continuing, the speaker said that the hon. member for St. John had made reference to the timber sale of last October and the hon. member for Northumberland (Burchill) also. He agreed with the latter that all the Crown Lands could not be administered on the basis of that sale. On some 400 sq. miles of timber berths for which renewals had not been made it had been thought best to sell the stumpage. Such procedure often was adopted in the United States.

The results of the sale had justified that opinion. Out of 400 square miles 150 were sold. The better lands were not sold and their value was increasing. An upset price of \$5.50 per thousand feet was fixed and bids ran as high as \$7.75 per thousand. These lands were easily accessible by rail and the high price of lumber justified the high rate of stumpage. The sale was greatly to the advantage of the province. It had been said that the stumpage on railway ties was unfair. Surely it was proper for the province to get all possible out of its resources. It was only fair that as lumber prices rose, stumpage should go up also. In 1900 he himself sold ties as low as 15 and 17 cents apiece. He was informed that 80 cents and upwards was being paid now and he was disappointed to hear the hon. member for York (Hunter) say that only two cents stumpage was charged on an undersized tie. Prices for ties were ruling 85 cents for No. 1, 60 cents for No. 2 and 45 cents for the third class. Why was not the province entitled to its share of that money? He was surprised that anyone should object. During the year coal mining had been successfully prosecuted and royalties from the Grand Lake fields had amounted to \$40,000. In 1917 royalties had amounted to only \$21,000. It was a matter of regret that there had been a recent curtailment in mining operations, but like conditions prevailed in Nova Scotia and other countries. However, a proposition had been put to the government during the past week which was expected to result in the finding of a market for the Grand Lake coal. Hon. members of the opposition had said the government had been dilly-dallying. He

took issue on that. The Public Health Act was most important for a country was known by the health of its people. Any ridicule directed at that act was for political purposes and did not come from the heart. In the new compensation act the government had given the province a measure which protected both employer and employee. It replaced an act which had not been satisfactory to either class.

In regard to vocational education, the government, although producing nothing original, had shown that it was alive to its duty. The Forest Fires Act had been in the country's best interests. In 1917 it had been found necessary to increase the revenue. The wild land tax had been imposed without protest and a tax also had been imposed from the license lands. A water powers commission had been appointed which had done much valuable work gratis. This year a vote would be asked to continue that work. Within a few years a complete report would be available. He hoped that the government would see that the water powers of the province were not handed over to companies for the purpose of making huge profits. The speaker strongly criticized the removal of the headquarters of the C. N. R. from Moncton to Toronto. It appeared as if the Canadian Government Railways had been absorbed in the Canadian National Railways and it was rather a surprise to him that representatives at Ottawa had not made a strong protest against this.

Some criticism had been levelled at members of the Government for the stand they had taken during the last Federal election and the insinuation had been made that they had not stood by the boys in the trenches. He wished to say that he had been against Union Government as he considered it one of the greatest forces ever perpetrated in the Dominion. It had broken its promises even to those Liberals who had entered the cabinet. They had promised that the Government would be on a fifty-fifty basis but that promise had not been carried out. It had violated that promise just as it had violated other pledges made to the people of the Country.

### MR. DICKSON

MR. DICKSON after extending congratulations to Hon. Mr. Speaker said he considered the Department of Agriculture the most important in the Government. During the last session of the House he had heard some of the younger ministers complain that it had been neglected by the old administration. As an agriculturist who had been a member of the House since 1912, he felt that he was in a fair position to express an opinion on the matter. When the old Government took office in 1908 the Agricultural Dept. was in a chaotic condition. The staff consisted of a Deputy, Clerk and

two chairs. Under the administration of his hon. colleague (Murray) the staff increased to sixteen members and experts were employed who looked after every branch of Agriculture. Personally, he had no fault to find with the present head of the Dept. but would remind him that he had a great heritage left him by his predecessors. One of those heritages was the introduction of school gardens in the rural districts of the Province. He considered those gardens of more benefit to the cause of agriculture than anything else he could think of. With new ideas constantly coming up they had to depend to a large extent on the boys and girls to take hold and do the work. He considered the Agricultural Department of more importance than the Crown Land Department which in the past had been made a foot-ball by both political parties.

They were always told by authorities on agriculture of the great importance of buying pure bred stock. Last year the Government had advertised in the newspapers that they were going to place sheep on every hillside in the province. Following up that idea the Department sent men out to buy the sheep, but instead of buying pure bred stock they had bought a lot of first-class mongrels. They had paid a good price for them but they were so unsatisfactory that some of the purchasers refused to accept them.

Another matter to which he wished to refer was the proposal to place soldiers on the Blue-Bell tract and on worn out farms. He considered that men who had fought and risked their lives for their country were deserving of something better than that. They should not be asked to go on the Blue-Bell tract or on farms that had long ago become worn out.

HON. MR. TWEEDDALE—Did you ever see the Blue-Bell tract?

MR. DICKSON—No, and I don't want to see it.

Continuing, he said he did not think that returned men should be asked to go to work on farms under conditions that had prevailed 150 years ago.

In regard to road expenditures he wished to say that in his County the Government had looked after the interest of the autoists and had spent the money on the great roads to the detriment of the by-roads. No consideration was given to people who lived in remote sections of the Country. A large sum had been expended on the Park Road in the Parish of Rothesay which he thought could have been used to much better advantage in other districts. He had been told that there were a few building lots in the Park which were still unsold.

Before closing he wished to touch on the subject of Royal Commissions. He had also thought that those commissions should be presided over by judges or by men without political leanings, but that course had not been followed with the Commission that had conducted the Potato Inquiry. He believed that it would have been better for the Government party if they had appointed a commissioner who would have acted fairly and impartially. The plan followed looked to him like dirty politics. He thought there had been a great display of hypocrisy in the Assembly Chamber a few days ago when the McQueen report was under consideration. When the late Government took office in 1908 they discovered that two men, both of whom had since filled the same office, had made use of suspense accounts. In one case a cheque had been sent in after the change of administration, but the date on the envelope gave the thing away. The other was compelled to make good the suspense account. The old Government also found that there had been a deficit of \$134,000 in connection with the Central Railway. Those responsible for that had squealed and had been let go. Now they had the spectacle of political associates of those responsible for the Central Railway deficit standing up in their places and condemning four members of the house. He felt hot under the collar because two of his hon. colleagues were among those condemned. They all knew that there had been nothing wrong; it was only business ability not well displayed and no money went into their pockets.

Last year the Government had assessed the Municipalities for the sum of \$518,000 for patriotic purposes when only \$400,000 was required. Of that amount \$118,000 had gone into the Provincial Treasury, and only a small portion of it had been expended for patriotic purposes. Why had not the Government called a spade a spade and taken the people into their confidence? If they wanted the money for other purposes they should have said so and not attempted to deceive the people.

Amendments to the Game Law last year had proven very unsatisfactory and he was at a loss to understand why they had been made. The hon. Minister of Lands and Mines had stated that the Bill had passed without opposition. There was opposition to it, yet it had been carried. There was a food shortage last year and he was at a loss to understand why under such circumstances the Government had prohibited the sale of game.

He approved of the Workmen's Compensation Act but was at a loss to know why the lumber-jacks of the Province were not allowed to share in its benefits. It looked to him as if there was a colored gentleman somewhere in the woodpile.

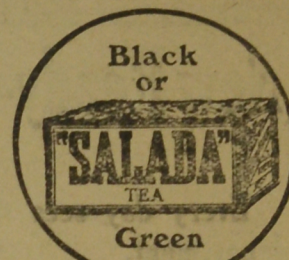
MR. MELANSON moved the adjournment of the Debate which was made the order of the day for tomorrow at three o'clock.

MR. MURRAY (Kings) said he regretted that he was not present on the previous evening when announcement was made of the death of the Clerk of the House, George Y. Dibblee. He wished to say that the news had come to him as a great personal loss. His acquaintance with the late Mr. Dibblee extended over a period of thirty years and when he came to the House as a new member in 1908 without experience in Legislative work he had found the late Clerk a friend indeed. Mr. Dibblee had performed his duties in a most efficient manner and in every way measured up to the highest standard. He merely wished to give expression to the great sorrow he felt at his death and to add his tribute of respect.

Adjourned at 11.15 p. m.

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Which is going to do it.

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OPERATING ONE HOUR EARLIER

Important Daylight Saving Change of Time at Two a. m.  
Sunday, March 30th, 1919.

All clocks and watches used in operation of Canadian National Railways will at 2 a. m. Sunday, March 30th, be advanced one hour. To prevent serious confusion and inconvenience to the public the attention of all concerned is directed to the following conditions resulting from the important change of time.

If cities, towns, villages and other municipal bodies do not change their local time to correspond with the new railway time, all concerned should keep in mind that while trains continue to leave railway stations on present schedule, such schedule will be operated one hour ahead of present local time.

Therefore, any municipality where local time is not changed to correspond with the new railway time, passengers must reach railway stations one hour earlier than shown in current folders and public time posters.

Where municipal time is changed to correspond with the new railway time, passengers will not experience difficulty growing out of the change.

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