

New Ready-to-wear Every Day

Every day sees something new coming in for this department.

This week we have received some very pretty new Silk Dresses in Taffeta, Silk Poplin and Satin.

These are made in the most up-to-date styles, some being nicely braided. Colors black, Navy, Taupe, Sand, Burgandy and Green, sizes 16 yrs to 42.

We also have a nice showing of new Cloth Dresses sizes 16 yrs. to 42. Colors black, navy, brown, copen blue and burgundy

New Colored Silk Poplin Skirts in black, plum, paddy and grey at \$7.50.

New Suits in all sizes and cloths, 16 yrs to 44 ins from \$12.75 to \$47.25

New Spring Coats from 15 yrs to 42 ins. \$14.25 to \$43.00. All Good Styles.

Wm. R. Fraser & Co.

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Rowntree's Menthol & Eucalyptus Pastilles

Paraformic Throat Lozenges, Cough Drops just received

ARTHUR J. RYAN, - Central Pharmacy

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WE DO NOT

MAKE MUCH NOISE OR SHOW, but we have the Garments you require at Prices to suit you. Our SPRING SUITS, COATS, DRESSES, etc., are smart in style, serviceable in quality and workmanship, moderate in prices.

SUITS, \$13.00 to \$42.00; COATS \$7.50 to \$49.00; SERGE DRESSES \$15.00 to \$38.00; SILK DRESSES \$15.00 to \$39.00; POPLIN SKIRTS \$4.50 to \$10.00; SILK SKIRTS \$8.00 to \$13.00; SERGE SKIRTS \$5.00 to \$10.50; GIRLS' SILK POPLIN DRESSES, aged 10 to 14, \$5.50 to \$12.

Lots of Hosiery, Gloves, Underwear, House Dresses, Raincoats, etc., for everybody.

R. L. BLACK, YORK STREET AGENT for STANDARD PATTERNS

Canned Tomatoes

Large sized Best Quality, 19c can. \$2.00 doz.

Canned Salmon

GOOD SALMON 22c. can
BIG HORN SALMON 25c. can
CARNIVAL SALMON (1/2 lb. tin) 12c. can

TEA		CORN SYRUP	
BLUE BANNER	60c. lb.	2 lb. Tins	23c.
KING COLE	60c. lb.	5 lb. Tins	50c.
LIPTON	60c. lb.		
COFFEE		BAKER'S COCOA	
Try our fresh ground CHASE & SANBORN, only—		Same Low Prices.	
49c. lb.		1/2 lb. Tins	24c.
		1 1/2 lb. tins	10c.
		1/4 lb. Tins	13c.
		In bulk 37c. lb.	

Blue Banner Flour

Makes Nice White Bread

Barrels \$12.25 Half-barrel Bags . . \$6.00

Some Good Quarter Trades

3 lbs. Buckwheat Meal	25c.	2 pkgs Lipton Jelly	25c.
6 lbs. Common Cornmeal	25c.	3 lbs. Sulphur	25c.
7 lbs. Onions	25c.	4 lbs. Barley	25c.
3 cakes Maple Sugar	25c.	2 lbs. Split Peas	25c.
3 pkgs Snowflake Ammonia	25c.	3 cakes Rising Sun	25c.

Yerna's

THE WOMAN SUFFRAGE BILL BEFORE THE LEGISLATURE

(Continued from Page Two)

to interfere with such use of sleds in winter.

MR. YOUNG said that farmers would be prevented from hauling loads on the roads with tractors.

MR. BURCHILL said the bill did not prevent the farmer from using tractors in that way. All that was necessary was to secure a permit from the Minister of Public Works by application to the supervisor. In Northumberland caterpillar tractors had been used to haul logs in the winter to the marked improvement of the roads. However, the provision requiring the owner of a tractor to put up a bond against possible damage to the highway was questionable. A difference of opinion might arise between the supervisor and the owner. It might be well to appoint an independent person to act in such a case.

MR. SMITH (Carleton) said that provision should be made for permits to use tractors to extend over long periods.

HON. MR. VENIOT said that the bond required to be furnished by the owner would be to the Minister of Public Works, who would be the final judge in the matter. The suggestion of the hon. member for Carleton could be met.

MR. McGRATH asked what could be done for the farmer who with two farms some distance apart might want to haul loads between the two by means of tractors.

HON. MR. VENIOT said it was all very well for hon. members to ask for protection and privileges for certain classes of people, but he as Minister of Public Works must protect the highways. During the last year he had found culvert after culvert broken down by traction engines. Tractors with long blades on their wheels tore solidly built plank culverts to pieces almost at once. Caterpillar tractors damaged the roads only in very dry weather. Last session the hon. member for York (Young) had objected to the limit placed on the loads of lumber carriages, but experience had shown that the measure was not sufficiently stringent. He recollected a section of road in a certain part of the province on which work to the value of \$1100 had been done, destroyed by the hauling from a portable mill in four weeks. The Act should be amended to prevent such loads, except on very wide tires. Six inch tires would not be too wide for some of the loads with which many lumbermen were killing their horses by hauling with narrow tires.

MR. POTTS—Mr. Minister, you are quite right for once in your life.

MR. PINDER asked if any provision was made for the weighing of loads.

HON. MR. VENIOT replied that no weight was specified.

MR. SUTTON, referring to the section of the act relating to the breaking of winter roads, said that too much power was placed in the hands of the supervisors and easily might cause hardship.

HON. MR. VENIOT said that matter had been discussed for more than an hour, at the last session, and the clause to which he objected had finally been accepted as the only solution. He was not aware that an injustice or hardship had been worked during the past winter, and he believed the clause to be a good one. There seemed to be a widespread impression that the province should break winter roads. If that were done there would be little money for road work in the summer time.

MR. SMITH (Carleton)—Have you not spent money for breaking winter roads?

HON. MR. VENIOT—Not that I recollect during the past winter. Near Chatham where tractors had been hauling an order was given to widen the road.

MR. SUTTON again referred to the powers given supervisors. The same objection applied as did to the Prohibition Act. There was no chance of appeal, and it did not look like British fair play.

MR. McGRATH said he believed that provision should be made for action when the dispute between supervisor and ratepayer was hot. Otherwise it might be forgotten. On the road between Newcastle and Chatham few farmers lived, and the Minister did not act in regard to that road until frequent protests had been made.

MR. YOUNG agreed with the hon. Minister that provincial money should not be used for breaking winter roads.

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There is nothing so destructive to the hair as dandruff. It robs the hair of its lustre, its strength and its very life; eventually producing a feverishness and itching of the scalp, which if not remedied causes the hair roots to shrink, loosen and die—then the hair falls out fast. A little Danderine tonight—now—any time—will surely save your hair.

Get a small bottle of Knowlton's Danderine from any drug store or toilet counter, and after the first application your hair will take on that life, lustre and luxuriance which is so beautiful. It will become wavy and fluffy and have the appearance of abundance and an incomparable gloss and softness; but what will please you most will be after just a few weeks' use, when you will actually see a lot of fine, downy hair—new hair—growing all over the scalp.

but an exception occurred to him and that was the road between Nashwaak Village and Devon, which was used largely for hauling between Stanley and Fredericton. No person lived on it in a distance of seven miles, and the supervisor had to get teams and break it out. He believed a bill would be sent in for that service.

HON. MR. VENIOT said that where there were no male inhabitants who could break winter roads provision for paying for such service was made. He always was ready to investigate such cases. To the hon. member for Carleton (Sutton) he would say that he did not feel ready to alter the section of which he complained, but was willing to confer with him on the matter. MR. PINDER said it was too much for a supervisor for sometimes supervisors were arbitrary. There was one of that type not far from his home.

HON. MR. VENIOT said he was willing to confer with the hon. member for York also.

MR. PINDER—Some of you had better tear it out or a man won't be able to live in his own community.

HON. MR. VENIOT said he was not opposing any change through stubbornness, and was ready to consult with the hon. member.

MR. SMITH (Carleton) said the breaking of winter roads long had been a bone of contention. If he had been permitted to have outlined a policy he would have advocated that the municipalities be asked to perform this service.

The hon. Minister might not know it, but supervisors had been crediting such labor on winter roads against taxes, and road taxes were thus being evaded. He believed the burden should be placed on municipalities.

MR. SUTTON said his colleagues had asked him to bring up the matter of beautifying the margins of the highways, by the removal of burdocks and such plants.

HON. MR. VENIOT replied that there was a municipal Act which governed that matter. There were Inspectors of Thistles who could act and impose \$10 fines. To his friends from Carleton he would say that he had spoken in that county at Debec Junction to a gathering of farmers, and in discussing the matter of ploughing to the ditch had suggested that they plow parallel to the road and avoid filling the ditches. They appeared willing to adopt the suggestion. Carleton had very little fencing, and it would be of benefit to the highways if other counties would prohibit the running at large of cattle, for the animals did much damage to the ditches.

MR. PECK asked if Albert in 1918 had not worked under the old Highway Act.

HON. MR. VENIOT replied that the Act of 1918 was in force all over the province. In Albert, however, the assessment had been made up under the old Act, and on the matter being referred to him he had decided that it was better to let it stand. In some parishes of St. John county the same thing had been done, but correction had been made in time.

MR. PINDER pointed out that Secretary-Treasurers desired remuneration for extra work involved under the Act.

HON. MR. VENIOT pointed out that the bill placed that matter in the hands of the Governor-in-Council.

The Bill was agreed to with amendment.

The Committee took up consideration of a Bill to vest certain wharves, wharf sites and approaches thereto in the province.

MR. McGRATH objected that title to the Nelson ferry and Newcastle ferry wharves had been vested in the Town of Newcastle since incorporation and that they should be struck out, because they were really ferry slips and not wharves.

HON. MR. VENIOT said that the hon. member evidently did not understand the intention of the Bill. Surveys of all these wharves were to be made, and the titles searched. All were subject to inspection by Dominion officials. He did not feel he could make a change. If there were a question of title the town of Newcastle could fight it out with the Dominion as easily as with any other party.

The Bill was agreed to.

MR. SMITH (Carleton) rose to a question of privilege. He said he was not usually touched by reports in the Press and might be excused on this occasion, because he regarded the report as reflecting on his personal character. He had no intention at this time of discussing the McQueen Report, although there appeared to be quite a widespread desire on the part of certain newspapers in the province to reflect discredit on members of the Opposition. Referring to a statement published in the Daily Mail of Fredericton of the 19th instant, that B. F. Smith was advanced \$2,375 by the province, he said that he wished to qualify that statement as absolutely false; also referring to a statement in the same paper to the effect that he had been paid twice for potatoes he made the same statement. Every arrangement had been made with his late deputy, and there never was any question of his being paid twice. He lived up to his agreement in every way.

HON. MR. FOSTER rose to a question of privilege, and said that the St. John Standard of the 20th had said that he as member for Victoria County he was solely responsible for the appointment of the Commissioners who investigated the N. B. Power Company. As was well known the Commission had been appointed by the Hon. Leader and himself. He hoped that all newspapers might learn facts before publishing statements.

HON. MR. MURRAY introduced a Bill to amend the Schools Act, and also a Bill relating to the issue of

(Continued on page 4)

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