

## Notice of Legislation.

Notice is hereby given, that application will be made to the Legislature of the Province of New Brunswick, at the next session thereof, for the passing of an Act authorizing and empowering the County of York, or certain parishes thereof, to unite with the Towns of Marysville and Devon for the purpose of establishing a Municipal Home.

Dated the twenty-fifth day of February, A. D. 1919.

AGNES O. GLEN,  
Sec.-Treasurer, County of York.  
A. D. McPHERSON,  
Town Clerk, Town of Marysville.  
WM. JAFFREY,  
Town Clerk, Town of Devon.

SHIPS' KNEES  
WANTED

We are open to purchase large quantities of Juniper or Hackmatack Knees 6 in., 8 in., 9 in., 10 in., 12 in., for delivery during Spring and Summer. For further particulars apply to

MUSGRAVE & CO., LTD.,  
Eastern Trust Building,  
Halifax, N. S.

## CASTORIA

For Infants and Children  
In Use For Over 30 Years

Always bears  
the  
Signature of *Chas. H. Littlejohn*

LOST—A bunch of keys with chain attached. Finder will please leave at the office of The Daily Mail.

## WHY IS IT?

That a man who's strong for the latest and most up-to-date household equipment and wants the best of everything, will cling to a set of Bathroom Fixtures that should have been pensioned long ago?

Let us quote you on up-to-date Sanitary Porcelain Enamelled Bathroom Fixtures.

D. J. SHEA

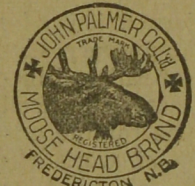
## PALMER'S

SUMMER PACKS  
and PLOW SHOES

The Ideal Work Boot for  
the farmer and the man who  
works out of doors.

COMFORTABLE, WATERPROOF, DURABLE

Get a pair from your local dealer.



Be sure they are stamped  
Moose Head Brand  
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## Furs! Furs! Furs!

Ship to us direct

The top market price paid and equitable grading made.

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We are registered with and recognized by the United States War Trade Board and all of the Collectors of Customs, under license P. B. F. 30, and you can send your furs to us direct by our tag or any tag, changed to suit, if marked "Furs of Canadian Origin" and your furs will come right through.

## FAIR GRADING

The rules and ethics of the exchange do not permit of sending out alluring price-lists, yet we give you an exact and expert grading and pay you at a rate of five to twenty-five cents more on the dollar than the average advertising fur company, as we cut out all middleman's profit in dealing direct with you.

## ST. LOUIS FUR EXCHANGE

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## Notice of Legislation

Notice is hereby given that application will be made at the next Session of the Legislature of the Province of New Brunswick, for the passing of an Act to enable the Town of Devon to fix the valuation for assessment purposes of any Company that may establish any manufacturing industry in the Town of Devon.

Dated February 24th, 1919.  
(L.S.) (Sd.) GILBERT HENRY,  
Mayor.

Sd. WM. JAFFREY,  
Town Clerk.

## FARM FOR SALE

The desirable farm property at Lower Caverhill, Parish of Queensbury, York County, owned and occupied by Henry Hallett, is now offered for sale. The farm consists of 150 acres, 125 of which are cleared and the balance is in woodland. The buildings include a nice dwelling house, three good barns and outbuildings. The farm is well watered and in a good state of cultivation. For further particulars apply to

JOSIAH HALLETT,  
Millville, York Co., N. B.

THE WINTER TERM  
OF THE  
FREDERICTON  
BUSINESS COLLEGE

Open on MONDAY, January 13, 1919. Descriptive literature of our courses of study will be sent to any address on request.

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The only School in N. B. affiliated with the Business Educators' Association of Canada.

CARAQUET RAILWAY MUST  
GIVE AN IMPROVED SERVICE

An Important Bill Before the Legislature—Authorizes the Governor-in-Council to Compel Company to Consider the Rights of the People Served by the Road—Hon. Mr. Veniot is Fathering the Bill—Mr. Baxter Approves.

Assembly Chamber,  
March 19, 1919.

The House met at 3 o'clock.  
HON. MR. BURCHILL presented the first report of the committee on Standing Rules.

MR. MURRAY (Kings) rose to a question of privilege. He referred to an article in the St. John Telegraph under headlines which stated that he had taken Mr. Tilley to task over the matter of the Jordan Sanatorium. He regretted that an effort had been made to make party capital out of a matter of that kind. The Jordan Sanatorium had been investigated by a committee chosen last session from both sides of the House. In his criticism he had made no attack on Mr. Tilley but had merely stated that as a commissioner of the Institution he had not been notified in time to attend the committee's meeting. He had learned since that a notice had been sent to him a week in advance but had been delayed. He thought it unfair and unjust for a correspondent to endeavor to make political capital out of a matter of that kind.

MR. LEBLANC also rose to a question of privilege. He said the official report of his remarks on the address had represented him as having used the words "hierarchy" and "Ex-Priest". What he was referring to at the time was "The Tory-Nationalist hierarchy from the Arch-bishop Bourassa downward". He realized that the error was not made intentionally, but felt that in justice to himself he should make the correction.

The following notices of enquiry were given for Monday next:

By MR. MURRAY (Kings): As to progress of work on the Jemseg Bridge; as to the amount expended on permanent roads in Kings County; as to the gov't's intention to repair Little River Bridge, Parish of Canning, Queens; as to expenditures on Black River Mouth Bridge, County of Kent; as to the shipment of a cargo of sheep to Woodstock and how disposed of; as to rebates to purchasers of sheep; as to the number of sheep purchased, the number lost and dissatisfied buyers; as to pulp wood and logging operations on Red Bank Stream, Parish of Chipman, and as to whether Levi Briggs was employed as Forest Ranger in the month of February.

By MR. YOUNG: As to whether repairs are to be made to the Gallagher Bridge, St. Marys, York County.

By MR. JONES: As to the purchase or lease of a gravel pit in the Parish of Norton, Kings County.

By MR. SMITH (Albert): As to whether a contract has been let for Salmon River Mouth Bridge, Alma, Albert County.

MR. TILLEY presented the petition of the Rothesay Water Improvement Company for the passage of an act of incorporation.

HON. MR. TWEEDDALE presented the petition of the Municipality of Victoria for the passage of an act to exempt flour and grist mills from taxation.

HON. MR. ROBINSON introduced a bill to authorize the city of Moncton to issue debentures; also a bill relating to the maintenance of certain dykes in Moncton; also a bill to amend an act for the assessing of rates and taxes in the said City; also a bill relating to certain real and personal property for taxation purposes in the said City.

MR. BAXTER introduced a bill to amend an act relating to the Home for Aged Females in the City of St. John.

HON. MR. DUGAL introduced a bill to amend the act relating to Fraser, Ltd. in the Town of Edmundston.

HON. MR. BYRNE introduced a bill to incorporate the Redemptorist Fathers of New Brunswick.

HON. MR. MURRAY introduced a bill to amend the act relating to the education of the blind. He explained that under the act a cheque had to be signed by the Comptroller General and Provincial Secretary Treasurer or his Deputy. The bill provided that cheques be signed only by the Comptroller General. It was also proposed to repeal section 16 of the act.

MR. TILLEY introduced a bill to amend an act relating to civic elections in St. John.

HON. MR. TWEEDDALE introduced a bill to enable the Municipality of Victoria to effect loans for Board of Health purposes.

MR. GRIMMER introduced a bill to amend the act relating to the Calais Water and Power Company.

MR. CROCKET introduced a bill to authorize the City of Fredericton to issue debentures for permanent streets and side-walks.

HON. MR. ROBINSON introduced a bill to amend an act relating to the City of Moncton.

MR. MAGEE gave notice that on Friday he would move for the suspension of Rule 78 to permit of the introduction of a bill to incorporate the Associated Alumnae of the University of New Brunswick.

The House went into committee with Mr. Legere (West) in the chair and took up the consideration of a bill respecting the proof of death of soldiers on overseas service. This bill provides that the production of a certificate in writing signed by the Director of pay and Record services of the Canadian Overseas Expeditionary forces or by the Director of the Record Office at Ottawa or some officer designated by the Governor General in Council for the purpose of stating that the person named in the certificate was a member of the Canadian Expeditionary forces, had died overseas and was officially reported dead, will be sufficient evidence of the death of such person for any purpose to which legislative authority in New Brunswick extends.

HON. MR. BYRNE explained that a draft of the act had been forwarded from Ottawa by the Department of Justice and was in conformity with acts adopted by Ontario and other provinces.

MR. BAXTER suggested that to facilitate the working of the act it might be advisable to have an amendment setting forth that no proof of the signature to the certificate was necessary.

HON. MR. BYRNE promised to give the matter consideration and had progress reported.

A bill to provide for aid to local sanatoriums was next taken up. MR. MICHAUD wanted to know if the provisions of the act would apply to Private Hospitals.

HON. MR. FOSTER replied that the only institution that would come under the act was the St. John County Hospital. The commissioners had pointed out that the present act provided for the payment of thirty cents per day for a period not exceeding 100 days. The ground they took was that the maximum number was meant and the gov't. concurring in that view agreed to amend the act.

The bill was agreed to.  
The committee next went into consideration of a bill relating to Provincial Railways.

MR. BAXTER pointed out that the Supreme Court had decided the St. John Street Railway was a railway. While it might be brought under the terms of the first section of the bill he felt sure that the gov't. had no desire to get mixed up in an effort to regulate the tolls of that railway.

HON. MR. FOSTER—When the bill comes up we will show you.

MR. BAXTER said he was merely

suggesting that the bill would not apply to the St. John Railway. Referring to section 2 of the bill he said he presumed the object of the bill was to resort to summary conviction so that there would be the speediest remedy, in case the company refused to comply with the act.

HON. MR. VENIOT explained that the bill was intended to apply to the Caraquez Railway in the County of Gloucester. The company was giving the people a very unsatisfactory service and refused to make any improvement. It claimed to be putting all of its net earnings into the road, but it was doubtful if it was doing that. Some control would have to be exercised over the company otherwise 25,000 people would be deprived of a service to which they were justly entitled. Similar measures had to be adopted in 1916 in the case of the Kent Northern Railway. Both roads were owned by the same concern and it seemed to have little regard for the interests of the people.

MR. BAXTER thought provision should be made in the bill to have the penalties recoverable by summary conviction, and he would advise the hon. minister to allow the section to stand for the present. He wished to say that he was in favor of the principle of the bill, and while he did not want to see the owners of the road ruined by penalties he thought when the blow was struck they would come to terms.

The third section of the bill as originally drafted vested the power to act in the Minister of Public Works. It was agreed to amend this by substituting the Lieutenant-Governor-in-Council.

MR. POTTS said he was in sympathy with the principle of the bill but he wanted to know why matters of that kind could not be referred to the Railway Commission. He thought it was sought to place a tremendous power in the hands of the Governor-in-Council, which after all centred in one head. He did not wish to uphold the company but at the same time he considered the legislation too drastic. None of the large railways gave the public a better service than they were paid for. The small lines were built to serve the people in their respective localities and the government should help them serve the purpose. The bill was too drastic and he did not believe it would hold law. The government should not take the company by the throat if it was not financially able to better equip the road.

HON. MR. FOSTER said for the benefit of the hon. member (Potts) he would explain that the Caraquez Railway did not come under the Railway Commission. To come under that commission a line must be declared "to be to the general advantage of Canada". The gov't. desired to get this

EVERY WAGE EARNER  
SHOULD ANSWER  
QUESTION HIMSELF  
OR HERSELF

WHAT DOES THE FUTURE HOLD  
FOR YOU IF HEALTH  
GIVES WAY?

In dollars and cents, what is the worth of the brawn of your arm; what is the value of the staying power that permits continuous labor—what are they worth to you?

Suppose you did something so foolish as to reduce your strength, vitality or judgment one half, and it were impossible to get them back—how much would you pay to regain the lost portion?

When you let yourself run down, you reduce your chances for success in life—if sleeplessness comes you score lower still—should appetite or digestion fail, you are stared in the face by physical bankruptcy.

Don't let it go so far, take Ferrozone, it has cured thousands and it will cure you; it builds up bodily strength, makes muscles like steel, replaces Spring tiredness by energy and new life. Ferrozone rebuilds sick folks because it contains the strengthening elements that every run-down system requires.

Especially before the hot weather comes, everyone needs a purifying tonic—Ferrozone fills the bill exactly—nothing known that juvenates and uplifts so fast.

At once the appetite improves. You rest well and arise next morning feeling fit and fine.

Headaches disappear, weakness gives way to the vigor that only Ferrozone can supply. Try it, results are guaranteed, 50c. per box or six for \$2.50 at all dealers or by mail to any address if price is remitted to the Catarhozone Co., Kingston, Ontario.

railway under the Railway Commission. He agreed with the hon. member that too much power should not be placed in hands of an individual or indeed of a gov't. in the matter of branch Railways.

MR. TILLEY said he could not see why there should be opposition to a proposal to bring pressure to bear to make this company sell out. Trains were operated on the Caraquez Railway not more than two or three times in a winter. He knew what branch lines were like. This company had not paid out one dollar on the bonds and had a standing offer of \$200,000 from the Dominion Gov't.

HON. MR. VENIOT said the present  
(Continued on page three.)

## Handling Wool Co-operatively



(1) Grading Wool in Alberta.

(2) Sheep on an Irrigated Farm in Alberta.

EIGHT years ago, after thoroughly investigating the sheep industry in Canada, the sheep commissioners regretfully stated: "From shearing to marketing no country in the world handles its wool in a worse manner than Canada. As far as the wool of mutton breeds and cross breeds go, we do not know of any country where it is handled in such an unsatisfactory way and delivered in such bad condition."

Having reached this conclusion, the commission intimated that the way was open to find a remedy for the trouble. It was soon after this that the Canadian Department of Agriculture was organized, and by 1914 the work of applying the remedy had begun. This consisted of the organization of wool growers' associations throughout Canada, the direction of their efforts in producing good wool, and in classifying it. During 1914, the first year of the work, 206,129 pounds were graded for societies organized in Quebec, Ontario, Manitoba and Alberta. The following year, through 19 organizations distributed over Canada, 420,000 pounds were classified and offered for co-operative sale. The season of 1916 saw 1,712,596 pounds, while in 1917 this was increased to 2,097,909 pounds.

It was early in 1917, because of peculiar war conditions, that Martin Burrell, then Minister of Agriculture, recognizing the importance of centralizing the sale of wool, and the advantages that must accrue from having one centre of operation, sanctioned the rental of suitable premises in Toronto, for the storage of the wool of the various associations where clips would be graded by the wool experts of the live stock branch, and shipped out when purchased. This led to the further step of 1918 in the organization of the Co-Operative Wool Growers' Limited as the central agency for the disposal of wool shipped in and collected from all parts of Canada.

Whereas, when the central warehouse was first established, it was estimated that as much as 2,000,000 pounds of wool might be received during 1919, no less than 2,500,000 pounds of wool had been sold up to the end of August, 1918, due to the associations in the various provinces pulling together. After that amount had been sold a considerable quantity of wool remained in storage, but it was anticipated that all would be disposed of at favorable prices, which was later proved true.

Thus co-operation in a few years actual service proved the revolutionizing factor in the wool industry in Canada. Breeder and farmers were quick to learn the oft-repeated lesson that to get the best prices the best must be produced. Formerly the wool was sold in bulk for what it would bring. To-day, under the team-work plan, the wool is sorted and inspected, grade values becoming apparent, and sheepraisers are learning more and more to recognize the importance of care in selection, industry in keeping and the exercise of intelligence in shearing, packing and shipping.

In Manitoba there has been a decided increase in the number of sheepowners who market their wool through the co-operative system. In 1915, 69,000 pounds reached the warehouse; in 1916, 154,000 pounds; in 1917, 170,000 pounds, and in 1918, 363,000 pounds were received. In 1917 there were 465 sheepowners who participated in the work, while in 1918 this number increased to 917. The grading system has had a marked effect on the quality of the wool, and graders as well as grades uphold the belief that the education work in this connection is doing an incalculable amount of good, and increasing the revenue derived by the sheepowner from the sale of his wool. In former years, when wool was sold at a flat rate, the importance of keeping the wool in a clean condition and avoiding tying with binder twine, as well as mixing the black and tan with the white and tags, locks and pieces,

seedy and dead, with higher grade wool, was not appreciated, and resulted in a serious loss in revenue to farmers and a serious wastage of a product much in demand.

It cannot be gainsaid that wool sold under the co-operative system has on the average brought a much higher price than could have been obtained by farmers selling to local buyers. This fact is evident to the sheep-raiser, as evidenced by the increasing number of Manitoba patrons.

How the fire of co-operation is spreading over Saskatchewan is best evidenced by a few figures, showing the development of the industry since 1914, as follows:

	No. con- Year shipments	Pounds	Average price per lb. cents
1914...	179	69,404	17½
1915...	318	150,328	25
1916...	487	179,890	32½
1917...	623	233,445	65
1918...	916	394,068	76

It will be noted that the 1918 business was 80 per cent over the 1917 wool shipments. The Southern Saskatchewan Wool Growers' Association handled eight and one-half carloads, besides the amount mentioned, the province being too large for one organization to handle at present. In Alberta, likewise, too large a territory for one agency to handle, there are three organizations mentioned in the 1918 report, each revealing a large expansion in territory and volume of business. These associations are the Provincial Sheep Breeders' Association, the Alberta Live Stock Association, and the Pincher Creek Wool Growers' Association. These three agencies did by far the greatest business of any provincial system in Canada in 1918, when they collected, graded and shipped 1,250,000 pounds of wool of various grades. Earl W. Gage, (Breeder's Gazette).