

## The Electric Lights

Illuminate your home with it and ask for particulars

**THE MARITIME ELECTRIC CO.**

FREDERICTON, N. B.

## YE MECCA, TEA ROOM

LUNCHES AT ALL HOURS. OYSTERS IN SEASON  
Orders Taken for Home Cooking.

**GERTRUDE A. YOUNG-Prop**

'Phone - 218-21

Do You Use

## COUNTER CHECK BOOKS?

We can supply you with any quantity from

**1 to 5,000**

at lowest prices

## THE MAIL OFFICE

627-629 Queen Street  
Fredericton, N. B.

## SUNNYSIDE BIRDS ARE THE BEST

All Pedigreed and Trapnested Stock.

Book your orders now for Baby Chicks.

Safe delivery in New Brunswick is guaranteed.

We have Barred Rocks, White and Brown Leghorns, all varieties of Wyandottes, Rhode Island Reds and Orpingtons—200 to 248 eggs stock. Satisfaction guaranteed.

Book your order now for Hatching Eggs.

**SUNNYSIDE POULTRY FARM**  
BRISTOL, VERMONT.

Advertise in the  
Mail and get results

## MUSIC, MIRTH and MELODY "IN YOUR HOME"

Make your home more attractive. You can now secure  
THE WORLD'S GREATEST ENTERTAINER

**A COLUMBIA GRAFONOLA**  
1920 Model

On our Retail Credit Terms.

We have a large quantity of Grafonola's in stock and would be pleased to have you call and inspect them. Prices ranging from \$37.50 upwards.

**J. CLARK & SON, Limited**  
FREDERICTON, N. B., and BRANCHES.

## HON. DR. ROBERTS SPEECH ON THE HEALTH ACT

(Continued From Page Three).  
royally, had promised to construct the permanent highway from the Maine Border to the Nova Scotia boundary. That highway might cost \$5,000 a mile or a total of \$1,000,000. It was all very fine but the Hon. Minister should not forget the bye roads of the Province. It was all right to build roads for the autoist and tourist, but it was important to look after the bye-roads in the different parishes. There had been a lot of money spent and he would admit that there had been an improvement in the roads. After all the work was done on the patch work principle, and he doubted if many of the roads classed as permanent would stand for more than a few years. He hoped more attention would be given to roads in the outlying districts. The Hon. Minister had boasted that when he went into a county he always invited its representative to meet and advise with him on road matters. He (Sutton) was unable to find a member on his side of the House who had thus been honored.

HON. MR. VENIOT—Did you ask the hon. member for Albert?

MR. SUTTON—No, I did not.

HON. MR. VENIOT—Did you ask Mr. Grimmer of Charlotte?

MR. SUTTON—Yes, and he bears out my statement.

MR. GRIMMER said that the Hon. Minister had visited St. Stephen and had conferred with a number of citizens. He had told him (Grimmer) that he would see him in the morning, but when morning came he started off for the country in company with Mr. Hill. He did not consider that much of an invitation.

HON. MR. VENIOT—I would like to make a statement.

MR. SUTTON, continuing, said he had about concluded his remarks and the Hon. Minister would then have his say. When the Hon. Minister visited his County, he (Sutton) would be very glad to meet him. He had been sincere in what he had said in the course of his remarks and trusted that conditions would improve.

Mr. Michaud.

MR. MICHAUD congratulated hon. members who had taken part in the Debate upon the Budget, on account of the elevation in tone which they had given to it, and upon the fact that they had prevented its descent to the level which for a time seemed to be threatened. It had been suggested by the hon. member for Carleton and by others that the Debate should be shortened if not done away with entirely. From his knowledge of parliamentary procedure, particularly British procedure, he would not concur in that suggestion. It was true that the world was passing through a period of change and revolution and it might naturally be expected that Parliamentary institutions would suffer change at such a time, but it should be remembered that British parliamentary forms and institutions probably would be the last resort of ordered government in the event of general change. He preferred to use the Debate as a means to express his opinion upon matters of public interest, and to give to the government information concerning the feeling of the people upon public matters. The hon. member who had preceded him had made reference to the visit of His Royal Highness the Prince of Wales to Canada, and the most loyal reception which had been tendered him. He concurred in the remarks of the hon. member and he believed that the occasion was one upon which he could repeat the words of a very prominent writer and say that the last shot which would be fired upon the North American continent in defence of the British Crown and British institutions would be fired by a French Canadian.

He wished to take the opportunity to congratulate the hon. premier and members of the government for the sound and progressive government given the province during the year. The hon. leader of the government was known as a sound business man who had dealt with the affairs of the province in a business-like manner and to the best of his ability. More could not be asked of anyone. Judging from the general tone of the criticism offered by the hon. members of the opposition one would think that there were but two or three departments in the government. However, to one who understood politics it was easy to understand why the departments of Agriculture and Public Works were the chief targets. It was because they gave the greatest satisfaction to the people. The hon. members of the opposition all had followed two lines of attack upon the public works department. They criticized the hon. Minister of Public Works and his policy in regard to the roads, and because there had been an over-expenditure in his Department. What was in a name? "Permanent" was not a new term. The Acts of 1913 showed that the government of the day had passed an Act for the construction of permanent highways and it authorized an expenditure of \$100,000. No one seemed to know where the expenditure had been made but there was no sign of permanent roads in 1917 when the present administration took office. On the eve of the last general election the hon. ex-minister of public works had attempted to build permanent roads in the midst of snow and ice. The present Minister might almost be pardoned for falling into errors if his predecessor had done a thing of that kind. Whether permanent, semi-permanent, more durable of good roads, they were the kind that the people wanted and were clamoring for. The Hon. Ex-Minister of Public Works had offered criticism to the effect that the Motor Vehicle Tax was bonded for a period longer than the life of the road for which it was to pay. Just prior to the last general election the hon. ex-minister had published and promulgated a road policy which he said he intended to follow on return to office. MR. SWENEY—"Was that in the winter time?"

MR. MICHAUD said the policy had

## NIGHT COUGHS PREVENT SLEEP

WE'VE OUT THE SYSTEM

The dry, hacking cough, day and night is very wearing on the system. The constant coughing disturbs the rest and keeps the lungs and bronchial tubes in such an irritated and inflamed condition they get no chance to heal.

You will find in Dr. Wood's Norway Pine Syrup a remedy without an equal for curing coughs and colds, soothing the lungs, loosening the phlegm, strengthening and healing the breathing organs and fortifying them against serious pulmonary disease.

Mrs. Fred Fairburn, Copper Cliff, Ont., writes:—"I caught a heavy cold got a sore throat and had a terrible hacking cough that I could not get rid of. I could not sleep at night, I had tried quite a few remedies, but they did not seem to do me much good until I took Dr. Wood's Norway Pine Syrup. By the time I had taken two bottles my cough was all gone."

It seemed to loosen the cough right away so that I could spit up the phlegm that gathered in my throat, and also took that hot, raw, burning fever out of my bronchial tubes. I feel that Dr. Wood's has no equal. Price 25 cts. and 50 cts. at all dealers. Put up only by the T. Millburn Co., Ltd. Toronto, Ont.

been published sometime between January 1st and February 21st. The speaker quoted from the policy to the effect that the proceeds of the Motor Vehicle tax were to be funded for the purpose of paying for permanent roads, and said that the roads which the hon. ex-minister was to build evidently were to last fifteen years, the term of his bonds. In regard to the nature of the road which the ex-minister intended to construct the speaker quoted that the bonds were to pay for "gravel roads, ditching and drainage." Any one with a knowledge of the highways could judge if the present permanent roads were not more permanent, more durable, than the gravel roads, or the ditching or draining of the earth road. The policy of the present Minister would not suffer by comparison with that outlined in the notable pre-election platform of the hon. ex-minister.

The Department of Agriculture, which was extremely satisfactory to the people, also had been the object of criticism on the part of the opposition. Under the present administration scientific agriculture had been carried to the very doors of the farmers, and the hon. minister was deserving of great credit. The department was using every available method and

deserved congratulation.

He congratulated the members of the Commission appointed to consider the matter of teachers' salaries, and also congratulated the government for its announcement that the suggestions embodied in the report of that Commission were to be followed. An increase in the salaries of teachers would go far toward improving conditions, but it should be remembered that there was something else to education besides the material side. He did not hesitate to say that the education systems of all the provinces of Canada had been a failure. The Canadian Educational Congress, which had met at Winnipeg, had made the same statement. The reason there given was that the features of these systems had been brought in from the United States and were an elaboration of the Educational system of Germany. All knew of the collapse of the German System with the defeat of Germany in the recent war. The energy and soundness of the British and the finesse and intelligence of the French had overcome the materialism of Germany. The state of mind, political and economic, in New Brunswick was due to education. A change was necessary. Such was not his opinion alone, for the Canadian Educational Congress had practically said the same. The frame of mind of the people during the last fifty years had created present conditions in New Brunswick. The minds should be broadened so that the next generation should think in terms as broad as the possibilities of our province. If it could, New Brunswick would be able to occupy the place it held in the Canadian Confederation fifty years ago.

Hon. members for the city of St. John deserve credit for "boosting" their port, but if they would broaden their activities and make their thoughts a little wider than St. John, perhaps products of the province of New Brunswick could be manufactured for shipment through that port.

Great national resources were outlined within the narrow bounds of the province of New Brunswick. For their proper development greater vision was needed on the part of the men. The hon. premier had taken a great step in that direction when he devoted his time and energy to a study of the possibilities of our water powers. Grand Falls was the greatest water power of Eastern Canada. It lies there idle, and there are many business men of the province who would hesitate to develop it at the present time. He could not understand that state of mind. The northern portion of the province possessed timber resources, which could be developed along with development of the water power. He would like to see Grand Falls development undertaken at once, if something of that kind were not done soon the water power would fall under control of interest which would care nothing for the province of New Brunswick. The province contained large acreage of Crown Lands, but there also was a large area which had been granted to private owners, chief among those lands being the New Brunswick railway tract. In his opinion the province should take steps to redeem those private lands, and also to prevent the export of pulpwood to the United States, where it helped to add to the wealth of the American people.

The hon. member for Carleton (Sutcliffe) business was confined to purchasing the manufactured product and he would judge from the price which he was called upon to pay that someone else made large profits besides the ton) had offered criticism of the collection of the Amusement Tax, to the effect that the cost of collection was some 15 per cent. He should remember that that the machinery for the collection of that tax was extensive. Out of the total expenditure of \$5,264, \$712, was expended upon ticket choppers, and \$5,250 for 10 per cent commission to theatre owners. This made a great reduction in the total. In con-

(Continued on Page Seven).

Full weight of tea in every package

**RED ROSE**  
TEA "is good tea"

Sold only in sealed packages

121

## PALMER'S DRIVING PACKS

THE SPRING DRIVING SEASON IS  
ALMOST HERE, REMEMBER  
THIS

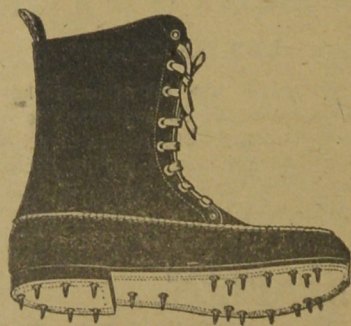
Some day soon you will get a hurry call to start up river.

Perhaps in your hurry you will buy any old kind of a boot, for your trip. If you do you are going to be everlastingly sorry.

Now Don't Make that Mistake.

Buy a pair of "PALMER'S DRIVER'S" To-day. You will be ready then, and believe us, it means comfort and satisfaction to you.

Your local dealer has them, or call on us.



**John Palmer Co. Ltd.**  
Fredericton, N. B.

"MOOSE HEAD BRAND" FOOTWEAR