

MINISTER OF PUBLIC WORKS SPEAKS IN BUDGET DEBATE

(Continued from page two)

Curtailing Expenses.
HON. MR. STEWART, continuing said that hon. members opposite had claimed that the government had promised to curtail expenses, but had not done so. He could say in reply to that they had kept house and had paid their bills. Had the friends of hon. members opposite done that they would have heard no word of complaint from him. He knew of cases where they had charged up the cost of work to ordinary revenue and had afterwards bonded it at the end of the year. During their first year in office the present administration had incurred a deficit of \$61,000 after providing for the Valley Railway interest out of current revenue, while last year they had a surplus of \$15,700. Hon. members opposite claimed that the \$600,000 received in federal subsidies should have gone towards the reduction of the public debt. He regarded that as nothing more than school boy talk. What would have been the good of using the money to reduce the debt and then close the books with a large deficit. He would like to ask his hon. friend (Michaud) if he believed the government was expending too much money on the roads.

Costs are Lower.

MR. MICHAUD—I want more money spent in my county and less in yours.

HON. MR. STEWART said that the road work was now being done under contract for one-third less than it had cost under the old regime. The reason for that was more modern equipment, more men in the business and the work could be done more cheaply. Under the old administration everybody was not allowed to put in a tender, but that was not the case now. Anybody whom he considered financially able to carry on was allowed to tender for work in his department.

Referring to liquor control he had been surprised to hear the hon. member for Madawaska say that the government had no mandate to make the change. He would like to ask that hon. member what mandate Hon. P. J. Veniot had for incurring expenditure in connection with the work at Grand Falls after having during the session of 1924 pledged himself that nothing would be done

until the matter had first been submitted to the people. Yet in the face of that promise he had awarded the contract without a mandate from the people for construction work at Grand Falls. The hon. member for Madawaska was merely turning a somersault in order to get back at the present administration. In his attitude towards liquor control, the hon. member should at least be reasonable and consistent.

Concerning Pledges.

The government had been accused of failure to keep its pledges to have expenditure kept within the revenue. He wished to say that it was not always easy to do that, and he had no fault to find with any representative who asked for necessary public works in his constituency. In the case of the late Premier he had disregarded the wishes of his colleagues in the matter of public expenditure and had gone on piling up deficits. It was the intention of the present government to expend the money derived from motor vehicle fees in the construction and upkeep of the roads and it would also be used for the purpose of a sinking fund. That policy he considered sound and practical. He could say to his hon. friends opposite that if they knew of any wrongdoing in the different counties in connection with road work he would be pleased if they would report the matter to him.

Road Supervisors.

Complaints had been made that the present administration had increased the number of road supervisors. He would admit that there had been a small increase in some counties, but it had been amply justified. When he took charge of the department he found cases where supervisors had charge of from 35 to 38 miles of highway and were compelled to spend much time driving back and forth. As these men were paid by the day, he did not consider it good business, and in some cases he had shortened their territory. One reason for the increased number of supervisors was that they were now compelled to look after the by-roads as well as the trunk roads.

Regarding the complaint that the engineers of his department did not know their business because they did not always estimate the actual cost of the work, he quoted a letter

from Mr. B. M. Hill, former Chief Road Engineer, which pointed out that it was customary to make an allowance of 15 per cent. It was often the case after contracts had been let, that it was found necessary to extend the work, and that accounted for an increased cost over the estimates. He knew that out of fifty contracts let by the former government, only seven had come within the estimates and in one case the estimate was exceeded by 92 per cent. and it had been brought about by extending the work. So far as he could see there was nothing wrong with it. The old government had constructed the Rothesay road and also the Newcastle-Chatham road without tenders.

The Lancaster Road.

HON. MR. BAXTER—They also built the Lancaster road.

HON. MR. STEWART said that the road in the parish of Lancaster had cost the province \$105,000 and when the present Government took office they could find nobody in the House, or in the St. John Council or in fact anywhere who could tell what arrangement had been made.

MR. SMITH (Carleton)—They went ahead by faith.

HON. MR. STEWART said he could assure hon. members that the present government had adopted a more business-like method. In 1923 there had been considerable damage by floods and Hon. Mr. Veniot had afterwards stated that the expenditure had been provided for out of current revenue. He (Stewart) was in a position to say that such was not the case, that the expenditure was taken care of by a bond issue.

In conclusion he thanked the House for the kind attention given to his remarks. He did not altogether like tame speeches, and could promise them that he would have something further to say when the estimates came under consideration.

H. D. Dewitt of Moncton is in the city today.

Notice of Legislation

Notice is hereby given that a bill will be presented by the New Brunswick Dental Society to the Provincial Legislature at its coming session, to regulate the qualifications and registration of Dentists and the practice of Dentistry in the Province of New Brunswick.

Dated at Saint John, N. B., this 15th day of February, 1928.

By order

FRANK A. GODSOE,

Secy-Treas.

AN EGYPTIAN FEVER HOUND AT LONDON SHOW

London, March 10—London's latest canine novelty is the Egyptian fever hound. Officially, its name is "Afghan hairless dog" but its owner, who is exhibiting it at a dog show here states that in Egypt the natives believe that to stroke such a dog is a cure for fever.

The dog came in for some intensive stroking at the show from people who wanted to see whether it could cure colds in the head but nobody suffering from a genuine Egyptian fever was available to test the efficacy of the natives belief.

Burroughs—Yes, my boy since I took up golf I've been an entirely new man.

Lenders—But look here, old chap don't forget you're the same man that owes me \$10.



MAIL CONTRACT

Sealed tenders, addressed to the Postmaster General, will be received at Ottawa until noon, on Friday, the 20th April for the conveyance of His Majesty's Mails, on a proposed Contract for a period not exceeding four years 3 times per week on the route:—Canterbury Station Rural Route No. 1 from the Postmaster General's pleasure.

Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Offices of Canterbury Station, North Lake, Forest City and at the office of the District Superintendent of Postal Service, St. John.

H. W. WOODS,

District Supt. of Postal Service
District Superintendent's Office,
March 8th, 1928.

HOW THEY SUN-KISS ORANGES IN FLORIDA

(Detroit News.)

The old-fashioned smoke-house has been modernized and moved to the sun-kissed land of Florida.

No longer do coils of hickory smoke curl about juicy hams and sausages in these modern smoke-houses; now it is the odoriferous clouds from oil stoves which develop anemic or too green oranges.

Even the name smoke-house has passed. They are coloring rooms now. In them is born the "sun-kissed" blush which brings the best prices on Detroit markets.

They are one of the reasons why prices are high here although oranges are so plentiful in their source, for, if they fail to color properly, little of the picked fruit gets so far as the small army of inspectors waiting outside to cut until only the perfect remains.

But let E. A. Sweet of Sarasota, Fla., formerly of Detroit, tell just what happens the moment the pickers start their day's work until the perfect fruit is shipped.

"Oranges, oranges everywhere. As I sit by the window this balmy Tropical morning, I can reach out and pick big yellow fruit as it idly sways in the breeze.

"The trees are so overloaded that the branches bend to the ground and the oranges lay half buried in the soft yielding sand. The big grapefruit trees are also overloaded. On one tree we have counted 2,000 of the fruit.

"Beyond there are many other similar trees, averaging 30 feet high. The ground and sidewalks are covered with the golden fruit; we may eat as much as we like free. And in the city you are grumbling because of the cost.

"But, let me tell you, it costs money to send oranges to you. Forty per cent of the picked fruit is discarded in the severe inspection. Shape, color, blemishes, acid test and size, all must be considered.

"Inspectors are paid \$200 monthly; back of them is a sheriff inspector, also drawing a good salary. A sheriff inspector will condemn a whole carload of 350 boxes of oranges, if one defective box is found. The acid test must be made by special expert chemists."

Mr. Sweet then describes a day with the pickers in an orange grove.

"A 30-minute run down the Island and here we are. On the way down we have passed a dozen or more beautiful groves, but we will visit them later.

"Our truck takes a sandy road right into the middle of the 50-acre grove. Long rows of big heavy trees stretch out in every direction. Very little of the sun peeps through and we are glad for it is very hot. It is quite dark in places.

"Up goes your ladder into a 40-foot tree, and you climb to the very top in your enthusiasm, for there is the rich golden fruit in countless numbers. You grasp at an orange—you fling your hand back again quickly; something has bitten you; you are bleeding and your hand hurts.

"It is a jagger, 'Mr. Jagger' the boys call it; two inches long and sharper than a needle. Then you see there are many of these needles guarding that delicious fruit, and when you next reach for an orange you are more careful.

"Oranges everywhere; you eat the first, the second and many more, but at last you have 75 pounds in the bag over your shoulder, and down the ladder you slide. And, then, perhaps, you get acquainted with the 'sand spurs,' a needle about the size of a green pea, which hides in the grass beneath the tree. How they cling to you and how they sting with all the ferocity of hornets.

"But that is not all; you next will meet the 'jigger.' The grass is full of them, those tiny red spiders that get under your skin and poison you. The seven-year itch is a pleasant dream compared to the jigger's bite.

"The day finishes with much scratching and some picking of oranges. But it has been a good day, 900 boxes, and not a member of the gang has been bitten by a snake. Oh, yes, lots of them. It is nothing unusual to find one high in the tree from which you are taking fruit.

"The oranges are taken first in the coloring room where they are left

from 12 to 20 hours, depending on their condition.

"Color is the big thing to consider, for the New York market, where all the oranges are shipped first, will not accept fruit badly colored or with any blemish.

"A thousand boxes of oranges are put in the coloring room, stacked up, all fresh picked, some ripe, some still almost green. A space is left in the center, with the boxes around the sides of the room.

"In the center is placed two and sometimes four oil stoves, just such an oil stove as you use in your summer kitchen or at your lake cottage. They are turned high so they will smoke—so they will belch forth great clouds of black smoke. To increase this smoke little circles of sheet iron are placed over the flame.

"This smoke penetrates the boxes and gives the oranges that beautiful golden color. Now I've let the cat out of the bag—yes—"Smoke-killed" not "Sun-kissed." We will call it a kiss and let it go at that.

"This smoking goes on for 12 to 20 hours. The rooms cannot be entered for an hour after the process is ended and the doors opened.

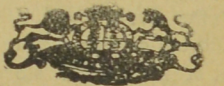
"The oranges are brought out and sent down an inclined table, then up on a set of rollers which carry them up. Thus they pass the inspectors. The bad ones are tossed aside. Those that pass are washed and sent through drying tunnels.

"They go then to the sorting room where girls pack them."

He—Before we were married you used to say there wasn't another man like me in the world.

She—I know and now I should hate to think there was.

M. F. Malcolm of Bangor, Me., is in the city today.



MAIL CONTRACT

Sealed tenders, addressed to the Postmaster General, will be received at Ottawa until noon, on Friday, the 13th April for the conveyance of His Majesty's Mails, on a proposed Contract for a period not exceeding four years 12 and 6 times per week on the route:—Fredericton, Nashwaaksis and North Devon from the 1st July 1928.

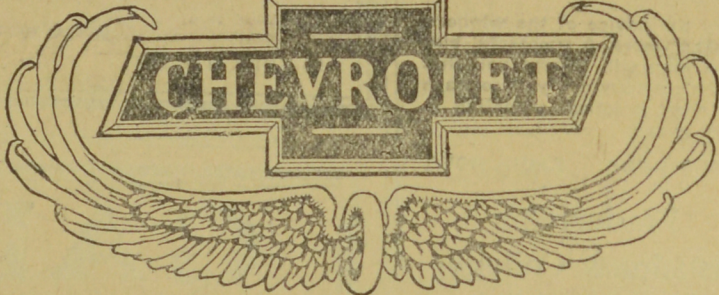
Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Offices of Fredericton, Nashwaaksis, North Devon and at the office of the District Superintendent of Postal Service, St. John.

H. W. WOODS,

District Supt. of Postal Service,
District Supt's Office,
March 2, 1928.

LOCATION IN THE CITY FIRE ALARM

- 6 Argyle and York Sts.
- 7 Victoria Hospital.
- 8 Children's Aid Home.
- 12 Westmorland and Aberdeen Sts.
- 13 Northumberland and Saunders Sts.
- 14 Brunswick and Smythe Sts.
- 15 Charlotte and Smythe Sts.
- 16 George and Northumberland Sts.
- 17 King and Northumberland Sts.
- 21 Queen and York Sts.
- 23 York and George Sts.
- 24 Queen and Westmorland Sts.
- 25 Brunswick and Westmorland Sts.
- 26 Charlotte and Westmorland Sts.
- 27 King and York Sts.
- 28 Saunders and York Sts.
- 31 Queen and Regent Sts.
- 32 Needham and Regent Sts.
- 34 Queen and Carleton Sts.
- 35 Brunswick and Carleton Sts.
- 36 Charlotte and Carleton Sts.
- 37 George and Regent Sts.
- 38 King and Regent Sts.
- 43 St. John and Aberdeen Sts.
- 44 Queen and St. John Sts.
- 45 Brunswick and St. John Sts.
- 46 Brunswick and St. John Sts.
- 46 Charlotte and St. John Sts.
- 51 King and Church Sts.
- 52 George and Church Sts.
- 53 Union and Church Sts.
- 54 Shore St. and University Ave.
- 55 Brunswick St. and University Ave.
- 56 Lansdowne St. and Waterloo Row.
- 57 Grey St. and University Ave.
- 112 Smythe and Aberdeen Sts.
- 113 Argyle and Northumberland Sts.



CHASSIS DEMONSTRATION OF THE BIGGER and BETTER CHEVROLET WITH MOVING PICTURES ON MARCH 14 AT 8. P. M. IN SHOWROOM

Come and discover the qualities that make Chevrolet Bigger and Better. Have all its modern mechanical features fully and clearly explained by an expert from the General Motors' factories.

In all automobile history... in all Chevrolet's thirteen years of constant progress... there has never been a low-priced car so luxurious, so modern, so beautiful as the Bigger and Better Chevrolet. This demonstration will show you why, in an interesting and instructive way. Come... whether you contemplate buying a car or not.

Everybody Welcome — Admission FREE

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