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"SALADA" TEA

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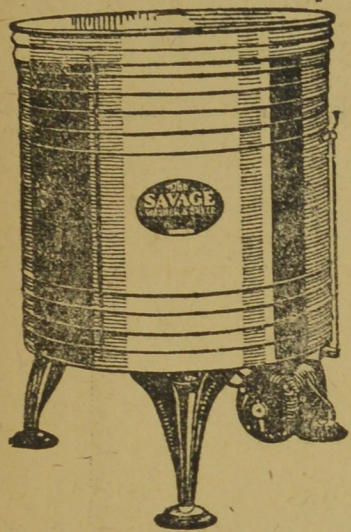
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NEW SPRING COATS in Satin, Kasha, Faille, Broadcloth, Tricotine, Charmeen, Polret, Tweed, etc. All moderately priced.
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ALL WINTER GARMENTS REDUCED FROM 20 TO 50 PER CENT

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Washing and Drying Without Wringing

Now, at last you can wash, blue rinse, and dry whole tubful, without any wringing, without even putting the hands in water, without breaking buttons; or leaving "Wringing-creases" to be ironed out. You can do all this—and more—with the

Savage Electric Washer and Dryer

A Demonstration is a Revelation. Ask us for a Free Home Test.

J. Clark & Son, Ltd.

Fredericton N. B. and Branches

EGG PRICES TAKE A DROP IN MONTREAL

Montreal, Feb. 11.—The price of eggs which has remained steady for the past two weeks at the poultry stalls of Bonsecours market, took a sudden drop this week, and this morning quotations were given at 55 cents a dozen for the "extra" quality, and 50 cents for "firsts," which is exactly five cents cheaper than last week's prices. Butter is down to 40 cents a pound this morning for the best of the creamery and the dairy is 37 cents a pound.

Poultry remains at the advanced figure that it reached this time last week, which is 45 cents a pound for turkeys weighing from seven to nine pounds; 48 cents for those from ten to thirteen pounds, and 50 cents a pound for those over 14 pounds. Chickens weighing three pounds are 32 cents a pound; those of four pound weight are 36 cents and over six pounds are 42 cents a pound. Fowl is up to 28 cents a pound for three pound birds, and 32 cents for four pound birds, with those over five pounds at 35 cents a pound.

Assessment Notice!

The Assessors Office, City Hall, will be open Saturday from 9 a. m. to 9 p. m.; Monday, Tuesday and Wednesday 13th, 14th and 15th, open each evening to 9 p. m. to receive returns.

CITY OF FREDERICTON

Notice of Legislation

Notice is hereby given that application will be made at the next Session of the Legislature of New Brunswick by the City of Fredericton for the passing of an Act to authorize the City of Fredericton to issue debentures for the purpose of extending Carleton Street, from Needham Street to Aberdeen Street.

Dated at Fredericton this 7th day of February, A. D. 1928.

FRED I. HAVILAND,

City Clerk

MR. ELIAS WHITE CELEBRATES 88TH BIRTHDAY

(Continued From Page Eight.)

founded what was to become the largest lumbering industry in the province. Mr. White entered the employ of Mr. Gibson and carried on lumbering operations for him on Nashwaak waters for many years. Their relations were of the most friendly nature right up to the time of Mr. Gibson's death fourteen years ago.

Has Good Memory.

Mr. White is blessed with a splendid memory and is a veritable encyclopedia of information on the early history of this section of the province. He can recall the time when the late Hon. A. F. Randolph carried on business in a small store on Campbell street. The late John Neill, Capt. Robert Chestnut and Martin Lemont old time business men of the city were his personal friends. Mr. White can just recall the great fire of 1850 which laid a large portion of this city in ashes. On the day when it was announced that the Atlantic Cable had been completed and was found feasible, Mr. White came to Fredericton and joined in a joyous celebration of the event. He was also among those who joined in a welcome to the then Prince of Wales when he visited Fredericton in 1860.

Mr. White's numerous friends and acquaintances will join heartily with The Mail in the hope that he will be spared to enjoy many more birthday anniversaries.

Springlike Weather

Spring is certainly in the air today. The capital city has experienced real warm weather for the past few days and today it is even better. The snow on the sidewalks is melting fast and at different places in the city the sidewalks are quite bare. Although spring is quite a while off yet, still it is a good sign of approaching spring.

MR. R. B. HANSON TAKES PART

IN DEBATE ON THE ADDRESS

(Continued from page two)

board of railway commissioners did make an order which the national railways sought to evade. I am coming now to the question of the so-called "gateways." I quite appreciate that this is a technical question and one about which the average man ought not to express an opinion too freely. But I understand the principle is laid down by the interstate commerce commission in the United States, and is acted upon in that country, that railway initiating shipments of freight has a right to the long haul, or the longest possible haul. That is a principle which the national railways are seeking to have incorporated in our freight rate structure, or in our sphere of transportation, in reference to all long hauls initiated on their lines in the maritime provinces. That is a principle which has never been enforced in the maritime provinces, and the primary reason, I believe—I want to be absolutely fair about this; the minister need not shake his head, because he will not find any fairer minded man in this house than I am—the reason is that the system grew up when there was no national railway system and the Intercolonial railway was the only railway operating there. I think that is correct. Now the condition which has prevailed in the maritime provinces in that respect has been of infinite value to every shipper of freight in that part of the country. He will get no special advantage in freight rates, but he will get something which is almost as good—the advantage of the competition in service, and no shipper in the maritime provinces is willing to forego that today.

Mr. Dunning—Will my hon. friend permit a question? Does he agree to the extension of the principle throughout Canada, that the shipper should have the right to order the transfer to a competing railway of a carload of his goods at the nearest transfer point?

Mr. Hanson—I am not going to answer that question, because I do not know what the effect of it is. The minister does or should know.

Mr. Dunning—That is the real problem.

Mr. Hanson—But what happens? Perhaps this will be the best answer to the Minister of Railways. The management of the national railways objected to the order of the railway commission. They wanted the Ste. Rosalie and St. John gateways closed. The railway commission ruled that they were not to be closed, and we have the spectacle of the government of this country through its influence and control—perhaps I had better take that back.

Mr. Dunning—Yes.

Mr. Hanson—It may not have been the government; I want to be fair. But we have the spectacle of the management of our national railways—

Mr. Dunning—That is better.

Mr. Hanson—That is accurate I think. We have the spectacle of the management of the national system, which is responsible to the government for the management of the railway, appealing to the Supreme Court of Canada from the decision of the board of railway commissioners on this very important matter. It may be they could have done it without the consent of the government; my own opinion is that if the Minister of Railways had said "no" they never would have appealed, and he will have to answer for that to us down below.

Mr. Dunning—I shall have pleasure in answering right here.

Mr. Hanson—Very good.

Mr. Dunning—I do not expect to follow my hon. friend "down below."

Mr. Hanson—I will admit that and say, down east. I am attributing nothing to the hon. minister. What happened as a result of that appeal to the supreme court? The Ste. Rosalie gateway was kept open and the St. John gateway was closed. I want to speak with all respect and perhaps I have not sufficient knowledge, but I must say that I cannot understand why one gateway was ordered closed and the other was kept open. However, that is the present state of the law. So that neither the Minister of Railways, the Postmaster General, nor anyone else, can say that as a legal proposition the management of the Canadian National Railways was right.

Transportation.

Has the Duncan report been imple-

mented on this matter of transportation? I say no. I want to tell the house that the great mass of forest products traffic originating on the national lines as well as the Canadian Pacific in my native province is destined for points in the United States. Give us that twenty per cent reduction to which we are entitled under the Duncan report and we will get a dollar on every thousand feet of lumber we ship across the line. Under present conditions in the sawn lumber business, about which I claim to know something, that may make all the difference between a loss and a profit. Let me tell the Minister of Railways and his colleague who sits beside him (Mr. Veniot) that the New Brunswick shippers of forest products will never be satisfied until this matter is straightened out properly and we receive the twenty per cent reduction on international freight rates.

Mr. Dunning—Could the hon. member frame an amendment to the statute which would be within the competence of this parliament and which would render that effective?

Mr. Hanson—I have never tried, but I will undertake to try, and I will undertake to present it to the house if the Minister of Railways will give it support.

Mr. Dunning—After it was passed, would shippers of goods on international lines under that rate get a freight rate twenty per cent less than they have today?

Mr. Hanson—My information is that they would.

Mr. Dunning—My information is positively to the contrary, and I am negotiating.

Mr. Hanson—The answer depends on where you are getting your information. My hon. friends gets his from Sir Henry Thornton. I do not go to him for information; I get my information from those who have made representations directly to the American railways, to the traffic managers of those big companies, and who tell me they have no doubt that we shall get the benefit of the twenty per cent reduction if the government will do this.

Mr. Dunning—The American railways definitely refuse.

Mr. Hanson—We have had the spectacle this afternoon of the Postmaster General making a very determined attack on the gentlemen of the board of trade of the city of St. John. I do not know that I am called upon to intervene between him and them. I think Mr. Alexander Patterson, who is the gentleman who is responsible more than any other man for the information put out from time to time by the St. John board of trade reference to freight rate matters, will, in his own good time and in his own inimitable way, deal with the Postmaster General. He cannot slander a body of men composed of men like Mr. L. W. Simms, one of the finest gentlemen in Canada.

Being Led Astray

Mr. Veniot—Somebody is leading him astray.

Mr. Hanson—He is not the kind of man who will be led astray. He is today vice-president of the Canadian year will be president of that body. That shows his standing not only in his community but in the whole Dominion, and I venture to say the people of New Brunswick will not have the slightest hesitation in choosing between the veracity of the Postmaster General and that of Mr. Simms. I will say that much by way of defence of one whom I consider a very fine cultured gentleman and one who has been slandered to-day by the Postmaster General.

Mr. Veniot—He was not slandered.

Mr. Hanson—As regards my friend and former colleague, Mr. Baxter, I have no fear that will be able to take care of the Postmaster General in due course and at the proper time.

Mr. Veniot—We have often met.

Mr. Hanson—He usually has done so whenever they have met. I do not understand, and I deny as specifically as I know how to deny anything, that the agitation which was initiated by the associated boards of trade of the Maritime Provinces was fomented in any way by the Conservative party in those provinces. If it had been I certainly should have been one of the first to know about it; I think hon. members will give me credit for being in the party councils far enough at all events for that purpose. The agitation against the method and

manner in which the Canadian National Railways have implemented the action of this parliament was started by the associated boards of trade of the maritime provinces, which include their membership many good outstanding Liberals, and in no way, shape or form was the agitation fomented by the Conservative party in New Brunswick. It so happens, however, that they took their case to Mr. Baxter and able advocate as he is—no abler in the maritime provinces—he presented their case as and when he thought it was necessary to do so. I have never yet seen it answered by anybody, at least of all by the Postmaster General in the three-hour tirade which he delivered in the Admiral Beatty hotel at St. John just before Christmas. These are two of the recommendations of the Duncan report that have not been implemented. Time will not allow me to go into them all.

The Fiscal Policy

I should like to take up the question of fiscal policy. It is a far cry back to reciprocity, and the least hon. gentlemen opposite say about it the better, I should think. I do not see any signs of the Liberal party wanting to resurrect the corpse. Least of all do I see any sign of the responsible political leader in the United States wanting to revive this policy, and I think reciprocity may well be left to the limbo of the past. But there is need of fiscal policy as regards the industries of the maritime provinces. There is an immediate need in respect to the steel industry, and I ask the Minister of National Defence (Mr. Ralston), as the one representing Nova Scotia in this government: What are you going to do about the steel industry? Time presses and the industry will not wait. What has happened in the town of New Glasgow? There are, for instance, silent hearths and ninety-three per cent of the workmen have crept away to the United States. Will the government get them back? If so, let us get them back quickly before it is too late.

What is the government going to do for other industries in the maritime provinces? I am not specially interested in coal and steel, although I am to a limited degree interested in coal. I witnessed the spectacle the other day in the town of McAdam in my riding of Virginia coal being burned on Canadian Pacific locomotives. This coal was landed and dumped at McAdam within seventy-five miles of a coal mine in my riding that was opened up and established to serve the Canadian Pacific. The Canadian Pacific buy of course, in the cheapest market. In that case let us have a little intelligent application for once of the dumping clauses.

Coal From Virginia.

Mr. Veniot—Does the hon. member mean to say that the Canadian Pacific can buy West Virginia coal cheaper than Minto coal?

Mr. Hanson—They are buying it.

Mr. Veniot—The hon. gentleman is mistaken.

Mr. Hanson—I am not mistaken. I have seen the invoices.

Mr. Veniot—I have the information from Sir Thomas Tait, and he gives an entirely different statement.

Mr. Hanson—I know the coal is landed in McAdam, for duty purposes at all events, at five dollars a ton and Minto coal cannot be landed at McAdam for five dollars a ton. I have seen the invoices.

Mr. Veniot—That is not with the duty added.

No Laughing Matter.

Mr. Hanson—We want some declaration of fiscal policy from this government regarding the boot and shoe industry in my constituency. What has happened? The British preference has been extended and extended and extended so that today the people who make the Harit shoe, the finest made in Canada, are just able to hang on by the skin of their teeth. They do not know what day they may close. The Minister of Railways laughs. This is no laughing matter in the city of Fredericton.

Mr. Dunning—I rise to a point of order. The hon. member accused me of laughing at something he stated, which would make it appear in the record that I was laughing at the disaster which he was depicting in connection with an industry. Not only was I not laughing at the disaster he was depicting, but I was not laughing at all.

Mr. Hanson—I accept absolutely the statement of the minister.

Mr. Dunning—It was very cute of the hon. member to do that.

Industries Dwindle Away.

Mr. Hanson—I am quite willing to take the minister's statement; I do not think he would laugh at a situation such as that. But what does he think of the situation down in Dartmouth, at the rope works? One after another, since 1921, the industries of my province, due to the pernicious lack of policy of this government, have dwindled away, failed and gone hence, never to return so long as we keep this government in power. I think the case of the rope works at Dartmouth is one of the saddest that has come under my observation in many days. The only thing that I can contemplate with more horror is that this government, at the behest of their friends from Saskatchewan, should interfere with the cotton schedules in the next budget. If that is done, we shall have one, two, three or four more deserted towns in the province of New Brunswick. Let me paint you a little picture. On the banks of the Nashwaak river, in the county of York, lies the beautiful little town of Marysville, built by a great pioneer of industry in the province of New Brunswick, the late Alexander Gibson. It is the only memorial to his memory now in existence. He had the option, having amassed a huge fortune in the lumber industry, of investing either in railway securities or in industry. He put his money into industry, and in the eighties he built in that beautiful little town the largest cotton mill that up to that time had been erected in Canada. For many years that cotton mill has supplied employment for seven hundred intelligent and well-paid mechanics and operators. The annual payroll of that mill is \$700,000, the average wage per head being \$1,000 per annum. Since 1921 they have found it difficult enough to keep that mill going at seventy per cent capacity. What does that mean? Operating at only seventy per cent of its capacity means all the difference between a decent livelihood for the operators in that mill and the strictest penury. Today the shadow is hanging over that town. I have had the mayor and representatives of the men come to me and beg me to do everything I can to counteract the pernicious action of the gentleman who is fathered by the members for western Canada before the tariff board. They asked: What will become of this town if this mill shuts down?

There is not another wheel turning in the town. What will become of the entire community if you rob it of an annual cash payroll of \$700,000? I want to tell you, Mr. Speaker and gentlemen of the House of Commons, that if the cotton schedules are interfered with in the next budget the first thing that will happen will be that two mills in the city of Saint John will be closed at once. The Milltown mill is operating on short time now, and the Marysville mill is in great jeopardy. What does that mean? Assuming for the purpose of argument, which I do not admit for one minute, that the tariff schedules represent a tax, as gentlemen on the other side are so fond of saying, it has been figured out—I have not figured it out myself, nor have I attempted to verify it but in the brief submitted by the cotton manufacturers it is figured out that it amounts to five cents per head for each resident of Canada. There are gentlemen in this house and in the liberal party who for the sake of five cents per head saved to their constituents would rob that industry of the protection that is necessary for its very existence. I thank you, Mr. Speaker and the house for your very kind attention.

Had a Severe Cold Coughed Incessantly

Mrs. C. Fehrman, Selkirk, Ont., writes:—"Last winter I suffered from a very severe cold. I coughed incessantly which irritated the glands and caused sore throat."

"I tried several medicines without any luck, but one day I picked up your almanac and read about

Dr. Wood's
Norway
Pine
Syrup



"I got a bottle and after taking a couple of doses felt much relieved and when I had finished it my cold had simply disappeared."

"Dr. Wood's" is 35c. a bottle, large family size 60c.; for sale at all druggists and dealers; put up only by The T. Milburn Co., Limited, Toronto, Ont.