POOR DOCUMENT

MC2035

OPPOSITION GOES INTO CAUCUS ON MCQUEEN REPORT

No Declaration of Independence But Feeling is That Party Will Not Stick Together

RAILWAY BILL BEFORE HOUSE

Progress Reported on Measure to Compel Better Service on Caraquet and Gulf Shore Line; Mr. Potts Objecting—House Going Into Supply on Tuesday Next—A Business Day.

Fredericton, N. B., March 19—Today's session of the legislature was devoted strictly to business. Seizing the opportunity offered by the close of the debate on Tuesday, the house settled down to work and in the course of the afternoon made substantial progress.

An act relating to provincial railways, which in this case means specifically the Caraquet & Gulf Shore railway, occupied the attention of the house in committee of the whole for a considerable part of the afternoon. For the benefit of the members, Hon. Mr. Veniot, who had introduced the bill, told of the conditions existing in connection with that railway and the need for government action to force the company either to provide adequate service at reasonable rates or to give way to those who would.

The bill would give the government the power to regulate rates and enforce adequate service and the proper upkeep of the road. In the course of the discussion he said that the present owners had secured the road at a total cost of $120,000 and that the management had concealed the real earnings.

The federal government had made an offer of $200,000 for the road, but this had been refused, while the management also had refused to provide proper service or to be content with reasonable rates.

Mr. Potts, of St. John, vigorously opposed the bill, on the grounds that it placed too much power in the hands of the minister of public works and the government.

Progress was reported.

Almost a score of petitions and bills were introduced today. Among them was the St. John bill providing for extension of the franchise to women on the same terms as now enjoyed by male voters in civic elections.

While the McQueen report on the patriotic potato transactions, which was presented on Tuesday, has not been commented on in the house as yet, the lobbies seethed with comment today after the contents of the report had become known. So far no member of the opposition has been credited with any declarations tending to show a disposition towards independence of the party leaders who are named in the report, but it is understood that some of them will oppose bitterly the plan to stand together in the defence of the members involved.

The opposition members who had spent the morning in caucus, met again tonight for further conference. The outcome of their deliberations as reflected in their public attitude on this matter is being awaited with keen interest. It is not expected that the report will come up for discussion in the house this week.

Next week, it is anticipated the house will go into supply on Tuesday for the consideration of the etsimates.

(Official Report.)

Assembly Chamber, March 19—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 Sanitarium. He regretted that an effort had been made to make party capital out of a matter of that kind. The Jordan Sanitarium 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 archpriest 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 inquiry 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 government's intention to repair the Little River bridge, parish of Canning, Queens; as to expenditures on the Black River Mouth bridge, county of Kent; as to the shipment of a carload 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 pulpwood 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. Mary's, 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, Limited 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 the object of the bill was to enable the government to increase the amount to be paid for the education of each pupil from $125 to $150 per year.

Hon. Mr. Murray introduced a bill to amend the audit act of 1918. He explained that under the act a check had to be signed by the comptroller-general and provincial secretary-treasurer or his deputy. The bill provided that checks 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 & Power Company.

Mr. Crocket introduced a bill to authorize the city of Fredericton to issue debentures for permanent streets and sidewalks.

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. Leger (Westmorland) 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 expeditionary force or by the director of the record office at Ottawa or some officer designated by the governor-general-in-council for the purpose 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 have progress reported.

St. John County Hospital.

A bill to provide for aid to local sanitariums 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 government 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 that 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 government 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.

The Caraquet Railway.

Hon. Mr. Veniot explained that the bill was intended to apply to the Caraquet 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 provisions should be made in the bill to have the penalties recoverable by summary conviction, and he would advise the honorable 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 the matter 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, centered 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 railroads 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 their 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.

Not Under Railway Commission.

Hon. Mr. Foster said for the benefit of the honorable member (Potts) he would explain that the Caraquet 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 government desired to get this railway under the railway commission. He agreed with the honorable member that too much power should not be placed in the hands of an individual or indeed of a government 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 Caraquet railway not more than two or three times in a winter. He knew what branch lines were like. This company had paid not one dollar on the bonds, and had a standing offer of $200,000 from the dominion government.

Hon. Mr. Veniot said the present company had paid $65,000 for $450,000 in bonds in England, and had been bearing no great burden. A year ago it had increased freight rates and was practically holding up 25,000 people. He knew whereof he spoke, for he personally had bought for the company the bonds, the common stock, and the Gulf Shore railway. He knew exactly how much money had been involved. The company, when it said it was bearing an excessive burden, was deceiving the public.

Mr. Peck said he hoped the honorable minister of public works would be able to force the company to come to terms.

Mr. Potts said that the matter looked worse the more it was discussed. It was an awful power to place in any one man's hands, to enable him to go to a railway corporation and say that it must do this or it must do that. He did not care who the man was.

Mr. Magee—"Did the honorable gentleman ever live on a branch line?"

Mr. Potts—"I traveled over a good many in the last campaign."

Mr. Robichaud said he was going to ask that very question. Here was a whole county served by a branch line. This was such a railway that 250 people from the lower end of Gloucester county had been kept for twenty-four hours in cattle cars, and the freight charge on a carload of potatoes from Shippigan or Tracadie to Gloucester Jct. was the same as on the same carload from Gloucetser Jct. to Halifax or Montreal. The sooner a change was made the better.

Hon. Mr. Veniot said he did not wish the house to think that he was endeavoring to obtain undue power.

Mr. Potts—"I intended nothing personal in what I said. I would say the same to any individual."

Mr. Veniot pointed out that by the act of 1903 all railroads built since 1891 came under the minister of public works with most drastic powers. The Gulf Shore railway had been built in 1897 but later by being united with the Caraquet railway had been taken from under that act. That legislation provided no protection in connection with railways built prior to 1891.

Mr. Peck asked if the company could lift its rails and sell them.

No Scrapping Allowed.

Hon. Mr. Veniot said that the company could be prevented from scrapping its rails and plant.

Mr. Magee gave some instances of the disabilities under which the people of the eastern part of Westmorland county had labored when the New Brunswick and Prince Edward Island railway had been under independent management. He said also that last year the Canadian Government railways had given little better service. He was pleased that this discussion had occurred for there was not enough discussion on railway matters. As far as the Caraquet railway was concerned he sympathized deeply with the minister of public works and the people of Gloucester county.

Mr. Mersereau said he agreed to some extent with remarks made by the honorable member for St. John city (Potts). The power proposed was too drastic. On behalf of the bond holders of the Caraquet railway he would say that the dominion government had offered $200,000 for the line, but there was also an offer of $350,000 from lumbermen in Manitoba for the rails and rolling stock. The company had made an offer to sell for $350,000 or submit to arbitration, the arbitrators to be appointed by the dominion or by the province. The bond holders deserved some protection. They said that the road did not pay. Eventually he believed the dominion government would take it over.

Hon. Mr. Veniot said the honorable member was under a misapprehension. The money expended by the present company for the railway was $65,000 for bonds, $10,000 for expenses of purchase, $30,000 for common stock in the Caraquet railway, $15,000 for common stock in the Gulf Shore railway.

The company never had had a better friend than himself. He had gone to Ottawa at his own expense in an attempt to have the line purchased by the dominion government. The company had appointed a manager who would listen to neither the company nor the public and had run the road down. That man would make freight rates and if a complaint were made increase them the next day.

He (Veniot) never had told before of the expenditure of the company but he would tell now. The price proposed by the dominion government was $200,000, would be as much if not more than that paid for other branch lines. The real earnings of the line had been concealed by the old company and the new company was doing the same. Not one dollar outside of net earnings ever was put in the road. Its purchase was a speculation and the speculators had no right to come to the legislature on grounds of sympathy. The development of the natural resources of Gloucester county was being retarded by this company. He spoke for a county with 34,000 people and it was a shame that capitalists from Ontario should come down and attempt to block this bill.

Mr. Potts said the remarks of the honorable member for Sunbury (Mersereau) had cast light on the matter. It would be a crime if this bill should go through. He honorable member had said that the company had expressed its willingness to submit to arbitration. If this bill concerned the St. Martins railway it would not go through.

Hon. Mr. Foster—"I can show you worse acts passed by the dominion parliament."

Mr. Potts—"Don't dig into railway matters. If we did we would uncover things which would make us ashamed to sit in the house in which our predecessors sat. This bill would cost the province more to fight than to buy the railroad. It is not good law and that soon would be found out."

For Protection of Public.

Hon. Mr. Foster said the bill was not such a terrible one. Its object was not the oppression of a company but to obtain decent railway facilities for a long-suffering public. The dominion offer had not been accepted. Personally, he had tried to get the dominion and the company together. While in Ottawa attending the conference of premiers he had consulted with the minister of public works who had favored arbitration. The minister of railways, however, had been against that and said that a fair offer had been made.

Mr. Murray (Kings)—"On what was that offer based?"

Hon. Mr. Foster—"It was based on the price paid for other roads."

Hon. Mr. Veniot—"If they arbitrate it they would have to arbitrate in all cases."

Hon. Mr. Foster said the only way was to bring pressure to bear on the company for the benefit of the people. The value of the rails was neither here nor there for under the terms of the granting of the subsidy the rails could not be taken up. The bill would be the means of compelling the company to do something for the people of a thriving section of the province.

Hon. Mr. Veniot pointed out that since a draft of the bill had been sent to the company the latter had reduced freight rates which indicated what had been going on.

The committee reported progress.

The house adjourned at 5.58 p.m.

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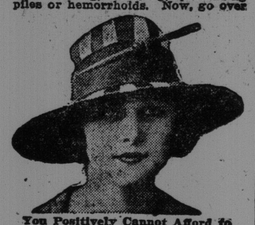

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Kidney and Bladder weakness result from uric acid, says a noted authority. The kidneys filter this acid from the blood and pass it on to the bladder, where it often remains to irritate and inflame, causing a burning, scalding sensation, or setting up an irritation at the neck of the bladder, obliging you to seek relief two or three times during the night. The sufferer is in constant dread, the water passes sometimes with a scalding sensation and is very profuse; again, there is difficulty in avoiding it.

Bladder weakness, most folks call it, because they can't control urination. While it is extremely annoying and sometimes very painful, this is really one of the most simple ailments to overcome. Get about four ounces of Jad Salts from you pharmacist and take a tablespoonful in a glass of water before breakfast, continue this for two or three days. This will neutralize the acids in the urine so it no longer is a source of irritation to the bladder and urinary organs which then act normally again.

Jad Salts is inexpensive, harmless, and is made from the acid of grapes and lemon juice, combined with lithia, and is used by thousands of folks who are subject to urinary disorders caused by uric acid irritation. Jad Salts is splendid for kidneys and causes no bad effects whatever.

Here you have a pleasant, effervescent lithia-water drink, which quickly relieves bladder trouble.

SICK HEADACHE and CONSTIPATION CURED BY MILBURN'S LAXA-LIVER PILLS

When your liver becomes sluggish and inactive, the bowels become constipated, the tongue becomes coated, the breath bad, and the stomach all out of order.

Then comes those terrible sick headaches. They take out every bit of life and ambition, bring on depression, and often end in complete mental and physical prostration.

To keep the liver active, and your bowels moving regularly is the only way to get rid of the constipation and the distressing sick headaches. Milburn's Laxa-Liver Pills will do this for you by stimulating the sluggish liver into manufacturing sufficient bile to act properly on the bowels, thus making them active and regular.

Mrs. Winslow McKay, Jordan Branch, N. S., writes: "I have been sick for a number of years with sick headache and constipation. I tried all kinds of doctors' medicines, but none did me any good. I tried Milburn's Laxa-Liver Pills and after using four vials I am completely cured. I would heartily recommend them to all sufferers."

Milburn's Laxa-Liver Pills are small and easy to take; and do not gripe, weaken or sicken as so many pills do. Price 25c. a vial at all dealers, or mailed direct on receipt of price by The T. Milburn Co., Limited, Toronto, Ont.

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This great beauty marvel has instantly produced a sensation. Stubborn cases have been cured that baffled physicians for years. You have never in all your life used anything like it. Makes muddy complexion, red spots, pimples, blackheads, eruptions vanish almost like magic. Ne cream, lotion, enamel, salve, plaster, bandage, mask, massage, diet or apparatus, nothing to swallow. It doesn't matter whether or not your complexion is a "fright," whether your face is full of muddy spots, peppery blackheads, embarrassing pimples and eruptions, or whether your skin is rough and "porey," and you've tried almost everything under the sun to get rid of the blemishes. This wonderful treatment in just ten days, positively removes every blemish and beautifies your skin in a marvelous way. You look years younger. It gives the skin the bloom and tint of purity of a freshly-blown rose. In 10 days you can be the subject of wild admiration by all your friends, no matter what your age or condition of health. All methods now known are cast aside. Your face, even arms, hands, shoulders are beautified beyond your fondest dreams. All this I will absolutely prove to you before your own eyes in your mirror in ten days. This treatment is very pleasant to use. A few minutes every day does it.

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AIR SUPREMACY COMES BEFORE SEA

Dr. Alexander Graham Bell Says Britain Has Already Recognized This

AERIAL NAVIGATION THING OF PRESENT

Expects Successful Atlantic Flight Soon to be Made — Wireless Telephony Capable of Great Development.

"Supremacy of the sea is subsidiary to supremacy of the air," says Alexander Graham Bell, the famous inventor, who was in the city yesterday from Washington. "England," he added, "has come to realize this fact and has increased enormously its appropriation for aerial development and decreased its appropriation for the building of dreadnaughts and the larger sea craft."

Dr. Bell, speaking to The Telegraph, expressed the opinion that aerial navigation was a thing of the present, not of the future. He said that it was rumored that Great Britain was sending to Newfoundland a dirigible air machine 1,000 feet long and 100 feet in diameter which would make the first flight across the Atlantic.

Aerial transportation is the thing to be developed, says Dr. Bell. Before President Wilson left on his last visit to Paris he directed from Washington machines operating in the air. By wireless telephony he talked to the Eiffel Tower in Paris and his message was picked up at Honolulu, a distance of eight thousand miles, which goes to show the possibilities of wireless telephony.

At his laboratory at Baddeck, Cape Breton, Dr. Bell said, he was at the present time developing a fast submarine chaser, which, he said, was capable of making a speed of seventy-five miles an three to fifty-four miles an hour. It is a hydroplane boat, which, he expected, would be useful for peaceful navigation.

As to the future in the air, Dr. Bell believed the opportunity was as great for the dirigible as for the heavier than air machine. For commercial purposes he believed the dirigibles were of greater value but the heavier than air machines were more valuable for passenger traffic and the transportation of mails.

Regarding the development of wireless telephony Dr. Bell was asked of the belief that wireless telephony would eventually replace the ordinary system of telephony. He replied that this was a matter yet to be explored. Wireless telephony at close range was possible but the question of secrecy was present. In the future it is possible that a wireless telephone message may be made secret but at the present it is impossible at close range except by the use of code.

As to the use of wireless telephony generally Dr. Bell expressed the view that it was a thing to be developed in the very near future.

Reverting again to the development of air machines Dr. Bell told a secret of the hour, and which averages a speed of fifty-air not generally known. During the East African campaign the German hordes became hard pressed for war material and supplies. A supply was sent from Bulgaria by Zeppelin consisting of thirty tons of ammunition and supplies. It reached a position above Khartoum when it received a message that all was lost and the machine returned successfully to Bulgaria with its full cargo.

The limits of wireless are boundless in the opinion of Dr. Bell. He says it is possible even now to transmit power by wireless but the development of power by wireless is a thing for the future.

Wireless, both telegraphic and telephonic, and development of aerial traffic, are the immediate concern of the different nations, he says.

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 sleeplessnes 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.

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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 Catarrhozone Co., Kingston, Ontario.

DAILY HEALTH TALKS

Good Health Is in Your On Hands

By SAMUEL HAMILTON, M. D.

The man who said "People dig their graves with their teeth" uttered a truth that goes clear to the bottom of the health question. Suppose you should take everything you eat and drink for breakfast, everything you eat and drink for dinner, everything you eat and drink for supper, and mix all together in one mass. It would surely be a dreadful mixture to look upon. And yet your stomach is obliged to dispose of that unsightly mass each day! Is it any wonder so many people have indigestion, dyspepsia, skin diseases, nervousness, coughs, colds, catarrh, bronchitis and goodness knows what else? Yes, people dig their graves with their teeth, and before the end comes they pass through one sickness or trouble after another. You should be glad to know that Dr. Pierce, of Buffalo, has placed in the drug stores a medicine called Golden Medical Discovery that can be depended upon to overcome many of the diseases named above. It may seem impossible for one medicine to do so much, but really the whole thing is as simple as the figure 1. Dr. Pierce's Golden Medical Discovery corrects the disordered conditions in a sick stomach, aids digestion, acts as a tonic and purifies the blood. When this is done, away go the diseases that are caused by a sick stomach. If you are digging your grave with your teeth, stop today. Correct your stomach disorders right now with Golden Medical Discovery, and henceforth eat for your health's sake. If you don't know what foods are best for you, write Dr. Pierce, Pres. Invalids' Hotel, Buffalo, N. Y., and receive confidential medical advice without charge.

Golden Medical Discovery is made without alcohol or opiates, so anybody and everybody can take it with safety. It is put up both in liquid and tablet form. Send Dr. Pierce 10c. for a trial pkg., and see for yourself how good it is. Try it now.

SMOKE MACDONALD'S INDEX

SUCCESSFUL SALE.

The rummage sale, held by the Lady Roberts Chapter, I. O. D. E., in Simonds street yesterday afternoon, was successful far beyond the chapter's hopes and expectations, realizing the sum of $95 for the funds. Miss Marjorie Robertson is the regnt of the chapter and all the members are greatly pleased with the results of the sale. Those who had charge of the arrangements were Miss Dorothy Teed, Miss Helen Cudlip and Miss Althea Hazen. Other members assisted.

STOP PAIN! RUB OUT NEURALGIA TORTURE

Instant Relief! Rub Neuralgia Pain From Your Face, Head or Body With "St. Jacobs Liniment."

You are to be pitied—but remember that neuralgia torture and pain is the easiest thing in the world to stop. Please don't continue to suffer; it's so needless. Get from your druggist the small trial bottle of "St. Jacobs Liniment;" pour a little in your hand and gently rub the "tender nerve" or sore spot, and instantly—yes, immediately—all pain, ache and soreness is gone.

"St. Jacobs Liniment" conquers pain—It is perfectly harmless and doesn't burn or discolor the skin. Nothing else gives relief so quickly. It never fails to stop neuralgia pain instantly, whether in the face, head or any part of the body. Don't suffer!

HEAD STUFFED FROM CATARRH OR A COLD

Says Cream Applied in Nostrils Opens Air Passages Right Up.

Instant relief—no waiting. Your clogged nostrils open right up; the air passages of your head clear and you can breathe freely. No more hawking, snuffling, blowing, headache, dryness. No struggling for breath at night; your cold or catarrh disappears.

Get a small bottle of Ely's Cream Balm from your druggist now. Apply a little of this fragrant, antiseptic, healing cream in your nostrils. It penetrates through every air passage of the head, soothes the inflamed or swollen mucous membrane and relief comes instantly.

It's just fine. Don't stay stuffed-up with a cold or nasty catarrh.

CARTER'S LITTLE IVER PILLS. FOR HEADACHE. FOR BILIOUSNESS. FOR CONSTIPATION. FOR COMPLEXION.

Hair Often Ruined By Careless Washing

If you want to keep you hair looking its best, be careful what you wash it with. Don't use prepared shampoos or anything else, that contains too much alkali. This dries the scalp, makes the hair brittle, and ruins it.

The best thing for steady use is just ordinary mulsified cocoanut oil (which is pure and greaseless), and is better than anything else you can use.

One or two teaspoonfuls will cleanse the hair and scalp thoroughly. Simply moisten the hair with water and rub it in. It makes an abundance of rich, creamy lather, which rinses out easily, removing every particle of dust, dirt, dandruff and excesive oil. The hair dries quickly and evenly, and it leaves the scalp soft, and the hair fine and silky, bright, lustrous, fluffy and easy to manage.

You can get mulsified cocoanut oil at any pharmacy, it's very cheap, and a few ounces will supply every member of the family for months.

MARLATT'S-SPECIFIC

POSITIVELY REMOVES GALL STONES —IN— 24 HOURS

A powerful remedy for GALL STONES and Appendicitis. It is a bowel cleanser, which thoroughly purifies the system and is unexcelled for intestinal, stomach and liver disorders, Peritonitis, Kidney Stones and Chronic Indigestion.

Call and see us and we will explain. It contains no poisonous drugs whatever. IT NEVER FAILS.

J. BENSON MAHONY
2-4 Dock Street

This Frees Your Skin From Hair or Fuzz

(Toilet Tips.)

The method here suggested for the removal of superfluous hair is quick and certain and unless the growth is extremely stubborn, a single application does the work. Make a stiff paste with some powdered delatone and water; apply this to the hairy surface and after about 2 minutes rub it off, wash the skin and the hairs are gone. To avoid disappointment, be sure your druggist sells you delatone.