

OR COPY

The ideal laxative for women and children



Rexall Orderlies

Gentle but sure

Pleasant to take

No ingredient in Rexall Orderlies is in the slightest degree harmful or injurious. Even the most delicate child can be given Rexall Orderlies for they are safe, easy to administer and mild in action. No other laxative is so good for children.

Made in Canada and sold in metal boxes at 10c, 25c and 50c each, at Rexall Stores only, on their guarantee—“money back if not satisfied.” Get a Box Today from

THOS. WRAN, Druggist

PATRIOTISM AND PRODUCTION

“Looking at the situation in even its most favorable light, there will be a demand for food that the world will find great difficulty in supplying.”

HON. MARTIN BURRELL, Minister of Agriculture.

Great Britain Needs Food

VEGETABLE growers can render a real service to the Empire by increasing the production of vegetables, especially those that can readily be stored and transported. The war in Europe has devastated thousands of vegetable-producing acres and made it difficult for Britain to obtain her usual supplies. Vegetable growers are urged to select carefully the best varieties of seed and plant in properly cultivated and fertilized soil. Work hand in hand with the agricultural specialists of both the Canadian Department of Agriculture and your Provincial Department.

POTATOES There is no farm crop the yield of which, perhaps, can be increased so much as potatoes. Potatoes have been grown in a small plot at the rate of over 700 bushels per acre at the Central Experimental Farm, Ottawa. So great is the difference in the yield of varieties that while one gave this large yield, another, under same conditions, gave but 124 bushels. It will thus be seen how important it is to plant a productive variety.

BEANS The fact that beans have been a good price for a number of years, and also that they are of very great food value, should encourage every person who can to grow beans. Western market prices will not be influenced this year by foreign beans, and for that reason we should produce a bumper crop. The world will need them.

To the farmer's wife, the Government makes a special appeal. In many cases the vegetable garden and the poultry are largely under her direct management. Anything that she can do to increase production will be so much aid given to the Empire.

POULTRY AND EGGS Up to the commencement of the year, Great Britain imported from Belgium, France, Russia, Germany and Austria-Hungary poultry to the value of \$3,000,000 per year and eggs amounting to 138,000,000 doz. Canada in 1914 imported \$200,000 more poultry than she exported and imported 500,000 more eggs than exported. Canada needs 1,500,000 more hens, averaging 100 eggs per year, to supply the home demand before having any eggs for export. The average egg yield per hen in Canada is but 80 eggs per year, which is very low. Careful selection, feeding and housing could in a few years bring the average up to 100 eggs per hen per year. It would be a profitable thing to strive for.

LIVE STOCK Breeding today Canada's most valuable asset. The one outstanding feature of the world's farming is that there will soon be a great shortage of meat supplies. Save your breeding stock. Plan to increase your live stock. Europe and the United States, as well as Canada, will pay high prices for beef, mutton, and bacon in the very near future. Do not sacrifice now.

Canadian Department of Agriculture, Ottawa, Canada

No Postage Required.

Publications Branch, Canadian Department of Agriculture, Ottawa.

Please send me Bulletin relating to Potatoes, Field Roots, Egg Production, Live Stock and Small Poultry Culture. Mark out Bulletin for me.

Name.....

P.O. Address.....

County.....

BELL PIANO AND ORGANS

GOURLAY PIANOS

Typewriters and Office Furniture, Fireproof Safes, Vault Doors, Etc. Ask for Price List and Catalogue.

Sole agent for Restigouche Co. for McLaughlin Automobiles.

SAMUEL LAUGHLIN,
Campbellton, N. B.

PRINTING

Of Every Description Promptly and Neatly Done at GRAPHIC OFFICE

STUMPAGE

A lumberman who appeared before a committee of the Legislature on Friday made the statement that he has to pay a private company double the stumps that is paid on crown lands. The statement, despite the declaration of another lumberman that it costs more to operate on Crown lands, must be regarded in the light of recent disclosures as a further proof that it is high time there was some readjustment of arrangements between the lumbermen and the people of New Brunswick. Clearly, the people have had the bad end of the bargain long enough to make advisable a change to a more equitable basis. The government will do well to give careful attention to what has been disclosed before the Corporations committee. St. John Globe.

Over a considerable area of the West the increase in acreage under crop will average over forty per cent. That is good news. Prosperity will have a solid foundation if the crop expands in proportion to the acreage.

BUSINESS AS USUAL

RAILWAY PURCHASE BILL IN THE HOUSE

Interesting Discussion on Section One Before Bill is Reported.— Bridge Under Review

(From Hansard.)
Ottawa, Mar. 29th.—On motion of Hon. Frank Cochrane (Minister of Railways and Canals), Bill No. 105, to amend the Government Railways Act and to authorize the purchase of certain railways, was read the second time, and the House went into committee thereon, Mr. Blain in the Chair.

On section 1—acquisition of railways and works:

Mr. MARCIL: I was not here on Saturday when this Bill was up. I would like to know the question I asked on another occasion: Is there any intention to take over the Quebec and Ontario and the Atlantic, Quebec and Western railways.

Mr. COCHRANE: I do not think it is in the interest of the country that I should name any roads that I propose to take over.

Mr. MARCIL: The International has been taken over?

Mr. COCHRANE: Yes, and this Bill is to ratify that action.

Mr. MARCIL: And the minister is not in a position to state what intends to do with regard to those other roads?

Mr. COCHRANE: Not yet.

Mr. GRAHAM: The minister provides in this Bill for taking over two railways. Can he tell us about these roads.

Mr. COCHRANE: I explained that the other day.

Mr. MARCIL: I regret to say I was not here.

Mr. COCHRANE: The International road runs from Campbellton to St. Leonard's, a distance of 112 miles. It is in good physical condition, except for one curve and grade, which I think we shall be able to change. I have a vote of \$25,000 this year to do it. The justification for taking over this road is that the International bridge at St. Leonard's was being completed and it would have enabled this road to cut into the Intercolonial railway's trade. That place is a very large lumber section, and the taking over of this road will give us a shorter line through the eastern states. They could have injured the receipts of the Intercolonial railway very much. We shall be able to serve the shippers at that point at a lower rate and, I think, make as much in net profits for the Intercolonial railway as we could the other way. The other road, the New Brunswick and Prince Edward Island, is taken over for the purpose of connecting the Intercolonial railway with the car ferry for Prince Edward Island. That is a road thirty-six miles long not in very good shape.

Mr. GRAHAM: Is that the road a part of which is floating?

Mr. COCHRANE: No. I was over it, and while it was not exactly in good condition we have improved it to some extent and must improve it more.

Mr. GRAHAM: How much are we giving for it?

Mr. COCHRANE: It is stated in the Bill—\$270,000. It was bought on condition that we pay four per cent until the House voted the money for it. The other road was leased for five years at \$90,000 a year, which is a little less than 3 1/2 per cent, and then we are buying it at \$2,700,000. I think I can safely say that it would cost at least that amount to build the road to-day; I think it would cost that when it was built.

Mr. MARCIL: What has been the result of the operation of the International railway? What information can the minister give as to the receipts and expenditures?

Mr. COCHRANE: I cannot give the exact receipts, but I think I can safely say that the road is paying its running expenses.

Mr. MARCIL: Has the minister given any consideration to the construction of a bridge at Campbellton, over the Restigouche river, to connect the International and Intercolonial systems with the system of railways in the Gaspé peninsula? Numerous petitions have been sent in by the people of Restigouche, the board of trade of the town of Campbellton, the county council of the county of Restigouche, the towns of Dalhousie, and all the municipalities on both sides of the river. The late Government was petitioned in this matter, and petitions have been sent to the present Administration. I understand that a deputa-tion was here recently in connection with the matter. Has the minister given any consideration to the subject?

Mr. COCHRANE: I have not considered it.

Mr. PUGSLEY: I am glad indeed to hear the minister express his opinion that this traffic can be carried by the shorter route over the International railway across the bridge which is now being constructed over the St. John river. I am informed by the president of the company that the bridge will be ready for use by April 15. Certainly it is creditable to the company that, having begun the work only in the month of August last, they have been able to complete it in such a short period of time. The construction of the bridge is also somewhat unique by reason of the fact that no public aid has been given to the company either by the Government or the municipalities. This shows the great confidence which

HIS HEALTH IN A TERRIBLE STATE

“Fruit-a-tives” Healed His Kidneys and Cured Him

HAGERSVILLE, Ont., Aug. 26th, 1913.

“About two years ago, I found my health in a very bad state. My kidneys were not doing their work and I was all run down in condition. I felt the need of some good remedy, and having seen ‘Fruit-a-tives’ advertised, I decided to try them. Their effect, I found more than satisfactory. Their action was mild and the result all that could be expected. My kidneys resumed their normal action after I had taken upwards of a dozen boxes, and I regained my old-time vitality. Today, am enjoying the best health I have ever had.”

B. A. KELLY

“Fruit-a-tives” is the greatest Kidney Remedy in the world. It acts on the bowels and aids as well as on the kidneys, and thereby soothes and cures any Kidney trouble.

“Fruit-a-tives” is sold by all dealers at 50c a box, 6 for \$2.50, trial size 25c, or will be sent on receipt of price by Fruit-a-tives Limited, Ottawa.

the people interest d in the traffic have in the possibilities of that traffic. I know the country very well; the railway runs through a magnificent country, which is well timbered, and a large part of which is well adapted to agriculture. Since the construction of the road I understand that over 5,000 settlers have gone into that country.

Mr. COCHRANE: Into the timber land?

Mr. PUGSLEY: They have gone into the timber country, setting along the railway line, but very great care is being exercised, both by the railway authorities and by the Government to prevent the destruction of the timber. As I say, the land is exceedingly fertile and well adapted to farming, and I am sure that before many years it will become a splendid agricultural country. I quite realize that the Government has acted wisely in taking the road over. I have always felt, from the statements of railway experts, that this line occupies a strategic position, and if it were to go into the hands of another company interested in taking the traffic, the result would be a serious interference with the traffic handled by the Intercolonial railway. I am glad, indeed, that the minister has decided to take the road over. I think that if he acts under the powers contained in the first section as prudently, so far as the company is concerned, as he has acted in respect of these two roads, the country will not be very much the loser by reason of this legislation. I desire to express my gratification that at last, after many years in which the acquisition of branch lines of the Intercolonial railway has been urged by members of this House, more especially, I think, on this side—until some four years ago, when the hon. member for Kings and Albert (Mr. Fowler) took the matter up—to know that we are likely at last to have a consummation of the policy of taking over the branch lines of the Intercolonial railway. If I were in my hon. friend's position, however, I would not be too careful to be always sure that the branch lines would pay the Intercolonial from the standpoint of traffic.

Mr. COCHRANE: You have just said that if I buy the others upon as good terms as I bought these, I should be doing all right.

Mr. PUGSLEY: That is true; that would be as to price. But there are some small branch lines which do not show very great traffic earnings, but which serve fairly important sections of the country. When it becomes known that, by reason of Government operation, there will be a permanent, continuous and satisfactory service industries will be established along these lines, and the country will develop to a greater extent than it possibly could develop while uncertainty of operation exists. Another important matter is the question of being obliged to pay double price, as they do now, persons who receive goods over the railway will be subject to the very great advantage of only one freight charge, based on mileage. I feel sure that the carrying out of this policy will result in a very great benefit to the people of the Maritime Provinces, and I think also to certain sections of the province of Quebec.

Mr. MARCIL: When the International railway was built there was to be a bridge at each end of the road, one at St. Leonard's, and one over the Restigouche river at Campbellton. An Act of Parliament was passed authorizing the construction of a railway and highway bridge over the Restigouche river, for the purpose of giving the Gaspé peninsula easy access to the Intercolonial railway and the New England States.

Mr. COCHRANE: Was an appropriation made?

Mr. MARCIL: A subsidy was voted, but the president of the railway, Mr. Malouin, subsequently declared that this subsidy was not sufficient to build the line, and that the Government would have to guarantee the bonds. This subject was under consideration when the change of Administration took place. However, the taking over of the International will provide a shortcut to the New England States for the Gaspé peninsula. The Quebec railway was known at different times by two other names. It was originally known as the Baie des Chal-

NEW PORT MAN

LOSES HIS HORSE

Hired it to Travelling Picture Man Who Sold it in New Brunswick

On March 8th, a man named J. Willett or J. Oullette, who was taking orders for enlarging photos, hired a horse and sleigh from John Smith of New Port, Gaspé Co., P. Q., to work the country in that vicinity. The beast was a small black mare, with white spot on forehead, the sleigh was a Gaspé, painted cherry, with a green seat cushion.

The last heard of Willett and the rig was at Dalhousie, but he was seen here taking the train for points west, as he lives up the line in Quebec province. It is thought that the mare was sold on the New Brunswick side and possibly about Dalhousie or Charlot.

The owner, Mr. Smith is a very poor man, and cannot afford to lose the horse.

Will any person knowing of the whereabouts of the rig please notify the Graphic office at once as we have agreed to advise the owner so arrangements can be made for its recovery.

eurs railway; then it had another name, the Atlantic and Lake Superior; finally it became the Quebec Oriental railway. When the minister takes over this road I am sure that he will see that the properties which have been taken over as rights of way will be paid for. Many farmers from Matapedia to New Carlisle have had their farms cut up by the construction of this road, and have never been paid for the right of way. The station at Cross point, opposite Campbellton, is on the farm of a man named Fraser, who never received a dollar for his property. The Baie des Chaleurs Railway Company made over the line which the farmers would not touch. When the company went into insolvency, the Atlantic and Lake Superior Company took over the project, and they also did not pay for the right of way. There are, in addition, claims for labour, board and material on the part of persons all along the line from Matapedia to New Carlisle. I hope that the minister will see that the people are treated properly; that those who gave their properties as rights of way, and those who furnished material, board, etc., are properly indemnified.

I would call his attention also to the importance of the lower part of the road—the new road which has been built from New Carlisle to Gaspé. That is in as good condition as the International was or is to-day. A special subsidy was voted by this Parliament for the erection of some 25 bridges over a very difficult country down the Gaspé basin. The fact that this road is in good condition, brings about a peculiar condition of affairs. At Chandler, in the township of Pabos, in Gaspé, an American company from Philadelphia has established a large pulp industry and is expending \$2,000,000 or \$3,000,000. I understand that a number of Canadians are now associated with that company. This company transported a lot of their material over the Atlantic and Lake Superior railway from the Intercolonial at Matapedia down over the Quebec and Eastern to New Carlisle from Matapedia to New Carlisle being so unsatisfactory, they have entered into an agreement with Mr. Scoles to utilize the deep water wharf at Gaspé to bring in supplies to Gaspé, which is connected with the Atlantic, Quebec and Western railway; and then they move their materials to Chandler over that road, which is in a good state, so that the Intercolonial is avoided entirely and loses all this traffic because of the state of the railway between the Intercolonial and the new Gaspé railway. I hope when the minister considers that the time has come—and it surely has come—when Gaspé should have proper connection with the Intercolonial, he will bear these points in mind. Gaspé is the oldest constituency in Quebec; it was there that Jacques Cartier stopped before he even went to Quebec or Montreal; and the people there have been looking in vain for proper railway accommodation, and I trust the minister will see that they get it and get it under favourable terms. I trust he will also see that all the claims which the people have been seeking to recover, year in and year out, for the last 20 years will be paid—claims for time checks, right of way, board bills, and accounts of various kinds. When the road is taken over, let us hope that the chapter will be finally closed to the satisfaction of the population in that district.

Mr. COCHRANE: When the time comes for taking over the road, I will certainly make that a condition. Whether it is mortgaged up to the teeth or not, if they want to sell it to us they will have to pay these debts. I had a man go down to try to get a statement of the debts from the people themselves, and I think he now has it pretty fully prepared. In reference to the other point, as long as people can get shipping by water it is very hard for any railway to compete; but I can understand that if this branch of the road were put in proper order and this connection made by building the bridge so as to provide a line to the eastern States that way, we might possibly capture home traffic. I will certainly have the matter looked into. Financial conditions are such that we cannot do much this year, but that will not prevent us investigating, and being ready when the time comes.