

IN THE EDITOR'S MAIL

Paris, N. B., April 13, 1921.
The Editor of The Standard,
The "Sleeping Legislative Assembly" might be a good name for the Legislature of this Province. Mr. Joan Stevens, of Edmundston, in his address before the Corporations Committee in the Assembly room on Wednesday last, in support of the Grand Falls Delegation protesting against any further extension to the Grand Falls Company, Limited, or any other Company for the development of that power, laid emphasis upon the strains of sympathy sought for and obtained, to wit, from the hands of the peoples' protectors.

The writer had the pleasure of a front seat on the chairs magnificently arranged in the Grand Falls Chamber for the Grand Falls Delegation, and from this location was able to hear and observe a good deal of what was being said. It was a pity that the delegation had not been there before going further, that "what was taking place" took place long before the delegation had arrived in Fredericton. The arguments presented by the delegation, the President of the International Paper Company of New York, was published in the Standard and other papers before they were heard by the delegation, it was thus easy for the ordinary observer to note that all had been said and dried long before the delegations arrived. The writer was much impressed however, with the arguments of Mr. Dodge, and Mr. Hughes in support of their claim for an extension, but when it was stated by Mr. Dodge that it was absolutely certain that there was any demand for power beyond 5 per cent. of what could be produced at present, then and there, but as a good deal of time had already been taken up, it would have been utterly absurd for any of the delegates to have wasted more time in the discussion of something which had already been decided. I am glad to note, however, that the press have reported progress, and that it is now decided to grant the extension asked for, with the understanding that \$150,000.00 be spent on the work within the next two years, some encouraging, but hope that the Grand Falls Company, Limited, the International Paper Company or some other Company will begin operations at once, and if they will do this, I will undertake to inform them that Grand Falls has not anywhere near, nor can it produce all the power which will be demanded in the Counties of York, Carleton, Victoria and Madawaska, and further than this I will guarantee to dispose of their power at once, and I am prepared, (provided it is produced and offered for sale for a fair and reasonable amount of profit over the cost) and will prove to them that the people of these river counties are hungering and thirsting after water power and more water power.

Before proceeding further, I would like to ask those who are well post:

HEARTBURN
LIVER TROUBLE

When the liver becomes torpid and inflamed, it cannot furnish sufficient bile to the bowels, thus causing them to become constipated.

The stomach is also affected. In the case of heartburn there is a burning and burning pain in the stomach, attended by disturbed appetite, caused by great acidity. Whenever too much food is taken, it is liable to ferment, and become extremely sour, vomiting often occurs, and what is thrown up, is sour and sometimes bitter.

Other liver trouble symptoms are pain under the right shoulder, yellowness of the skin and eyes, floating specks before the eyes, coated tongue, bad taste in the morning, foul breath, water brash, jaundice, constipation, etc.

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ed what was meant by Cap. L. C. An Act relating to the Grand Falls Company, Limited, passed on April 24th, 1920. Have any of the provisions of that Act been carried out?

Has the investigation provided for in Section 3 been made? A provision in Sub-section (b) of Section 3 provides that a report shall be made to the Lieutenant Governor in Council within six months from the passing of the Act. Has this been done? It is only necessary for those interested to get in touch with the working and general terms of the Act above referred to, and compare same to the action of the Legislature at this session in regard to the same matter, to form an opinion as to whether or not our Legislature is asleep, and if they are asleep, is it not the duty of some one to use more of the Grand Falls Power, be it water hot or cold, to bring them to a swift awakening. If the statements of Mr. Dodge, as he made them to the Corporations Committee at Fredericton on Wednesday last are to be accepted at their face value, the development of New Brunswick resources are in a bad way. It has been suggested by many that the Grand Falls power and other resources should be handled by the Government, and that private ownership, such as exists at the present time cannot be depended upon to do anything. It is declared all around the board that "something must be done." Just what that "something" is that "must be done," is not quite clear. Conclusions seem to be drawn by those who seem to be in the harness for these developments, that the experience of the railways, is that the present traffic will not warrant the developing of these industries, or in other words before these things are developed, they must be surrounded by dense population. It must be admitted by all that the late war has created a great deal of unrest throughout the world, but one thing that stands out clearly against this background of confusion is that railroad rates are already bearing very heavily upon traffic. Already in many instances, they are heavy enough to prevent the movement of goods to market. They are even said to work a discrimination in favor of the overseas producer, enabling the Europeans to ship their goods to this country and sell them here more cheaply than we can produce them. Whoever is able to tell why this situation exists, will be the one to say what remedy should be invoked. But if it is undertaken for the purpose of blindfolding our people, and for the purpose of confusion arises. So it is reasonable to presume that something is operating to cloud the facts. No doubt it is the special interest of conflicting groups and these without much question, are undertaking to present business depression and the present period of unrest for their special advantage.

The realities of the whole situation should be disclosed to the public, and the groups propagandists in existence for the purpose of blindfolding our people and our Legislature should be laid bare. The public however, must not lose sight of the fact that suggestions along the lines of government ownership of these public enterprises must in them show better form or method of control than any which has been common in the past. Mr. Dodge, of the International Paper Company, when asked by Mr. Barter before the Corporations Committee on Wednesday last, if it was the intention of his Company to erect pulp and paper mills at Grand Falls and utilize the power, gave somewhat of an evasive answer, but was understood to reply that his Company had no intention of erecting their works at Grand Falls or any where in the vicinity of that town, but that the power would be transmitted to some other place. His reply has given the impression that their works would be built the other side of the border, and if that is true where does the Grand Falls and other Provincial interests come in? It is natural enough for the International Paper Company or any other interests concerned in our resources, to want to manufacture the raw material into a product which can from the manufacturers point of view, be made to carry the inscription "Made in the United States" or "Made in Canada" as the case may be, but it is the desire of all good Canadians that their raw material be manufactured in Canada, thus throwing into circulation a vast amount of energy, ambition, stimulation, population, money, confidence, satisfaction, rest, peace, harmony, achievements, all covered by a world assurance of general prosperity and safety.

Coming back again to Railways and their traffic, and their requirements. Railroad men should be the best judges in matters of this kind because of their excellent training. But their judgment can never become practically available to produce a beneficial change if it be kept in bondage to the requirements of high finance. One

thing that should be noted in the train is heavier and ever heavier equipment. Locomotives have been built larger and larger, in order that they might haul longer, and ever longer trains. Then the size of cars has been increased in order that the capacity of the longer trains might be greater. These increases in the heavier rolling stock have made new and heavier trackage imperative; they have required the swift resurfacing of bridge after bridge, and of culverts by the thousands, in order that the right of way might be strong enough to stand the strain. But all this has not meant more economy. Heavier trains have meant heavier work, and even with relatively fewer trains crews the wages have been heavier, and although weight and size has increased the economy in the hauling of freight, they have increased the waste involved in hauling empty cars. Everybody can think of railroad lines in the country for which a single locomotive and passenger coach ludicrously too heavy for any traffic on the line. Cuts and switches are all that prevent the line from being equipped with some higher form of rolling stock, more nearly commensurate with its requirements. This is a waste of money in the accepted railroad theory in the country that provides for hauling the services accurately and sympathetically to the requirements of light as well as heavy business. The economy which restricts branch lines to sparsely settled districts, or throughout this "wild country" (a name heard mentioned for it in the Legislature the other day) to one or two train movements a day is the very factor that counts largely in preventing those very districts in building up a more lucrative trade and traffic.

Such things suggest that a new conception of railroading may be the thing needed. With a shift so badly tangled as that of transportation now seems to be, it may be worth while to consider the cutting of some of the threads.

By cutting some of the threads it might bring some of the best men in the railway world to a realization of the need of electric power in their engines instead of coal and steam. The Grand Falls water power is only a drop in the bucket towards the needs of the great needs of "wild" New Brunswick. Mr. Dodge of the International Paper Company (and I write his name with all respect to both him and the company he represents) has not stopped the tide of development, once it is put under headway in this province. I don't think they have any desire to want to retard development, but they certainly must have a mis-

conception of what is in store for any one who will get into operation the great things waiting for their help. Henry Ford says he is tearing down heavy locomotives in order to discover the secret of building lighter. The water power of New Brunswick will enlighten many in the near future.

I. A. Taschereau, Premier of Quebec, declared that the progress of the province depended upon its industrial development. "If you create industry," said the Premier, "you create big centers and give markets to the farmers. You must create cities by industries where there will be plenty of workmen with good wages, prosperous and able to buy the goods of the farmers. Let us create big centers, instead of having our young men leave the province to seek work elsewhere. Many young men are brought up on the farms who have not the aptitude for farming and do not like it. If you have great centers, through the development of industry, these young men will not be lost to us. They will stay here, and build up our national greatness."

Another necessary element pointed out by Mr. Taschereau was that the Government and all citizens should unite for the development of natural resources. Quebec, he said, would soon be the center of the pulp and paper trade of the world. Another great resource, he said, was the electrical development, and in this, enormous expansion was to be looked for in the near future.

I beg to repeat, Mr. Editor, and endorse Mr. Taschereau's words and let us apply them to the whole province of New Brunswick. Let there be not one dissenting county, by all pulling together we can soon put into operation that "something" now more than at any other era which will give us population and independence.

MANLY H. CRAIG.

CONSTRUCTION POSTPONED

Stockholm, April 13.—The building by the Swedish government of the contemplated high power wireless station in Sweden for wireless communication with America has been postponed owing to the general economic depression.

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SPEAKER SAVED
SITUATION FOR
NORRIS GOVT

Casting Vote Defeated the Resolution for Group Government.

WILL NOT CALL THE
EDITOR TO ACCOUNT

House Refuses to Bring Free Press Editor to Bar for Explanation.

Winnipeg, April 13.—The Legislature last night took up a resolution presented by A. E. Smith, of Brandon, on behalf of the labor group, calling upon the Norris Government to vacate office and turn over the administration to a cabinet composed of representatives of the various groups in the order of their numerical representation in the house.

Hon. T. H. Johnson, Attorney General, declared during the debate that followed the resolution proposed was at direct variance with the British North America Act, and therefore unconstitutional.

The resolution was defeated by the deciding vote of the Speaker.

Editor Held Not Guilty.
The motion of M. J. Stanbridge, St. Clements, that the editor of the Manitoba Free Press, be brought before the bar of the house to "answer to conduct against the dignity of the house," in connection with an editorial which appeared in that newspaper, criticizing an attack on the official school trustee, was defeated by a vote of 25 to 18.

The editorial to which Mr. Stanbridge took objection declared that certain members of the Legislature were "dedicated to the crusade to destroy the provision in the educational regulations which makes the English language the sole official language of instruction."

Waterfowl, under the protection of Federal laws, are increasing in number.

REV. MOTHER ST. MAURICE.

Antigonish, April 12.—At St. Maurice's Hospital, Antigonish, Sunday, the death occurred of Rev. Mother St. Maurice, of the congregation, St. Notre Dame, Montreal. She was called at St. St. Bernard, Antigonish, Stella Marie Convent, Picton, and at Montreal, where she completed her studies for the order.

BARRIX FOR DUBLIN VACANCY

Dublin, April 12.—The possibility of Archbishop Mauxie of Australia being nominated to succeed Archbishop Walsh, of Dublin, who died last Friday, is being talked of in Ireland.

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To Clear Away
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The woman who can live outdoors and take vigorous exercise is usually healthy and well. But there comes a time in every woman's life when her nerves are on edge. Very often the trouble is in the organs essentially feminine. Worry, sleepless nights, headaches, pains and weakness of a distinctly feminine character in a short time bring the pale face, the dull eye, the "crow's feet," the haggard look, drooping shoulders and the faltering step. To retain the appearance of youth, a woman must retain health. Instead of lotions, powders and paints ask your druggist for Dr. Pierce's Favorite Prescription. This is the woman's temperance tonic and nerve which has had the approval of thousands of women for over fifty years. It comes in liquid or tablet form, or send ten cents in stamps to the Invalids' Hotel, Buffalo, N. Y., for trial package of the tablets.

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