

## FARMERS, ATTENTION!

About May 1st, we, the undersigned, will be ready to start what will be known as the

**Carleton County Woolen Mill**  
In what used to be the Drysdale Wood-working factory on River Street, just below the Grist Mill.

We will do custom carding of Farm-ers' Wool and will make it into yarn if desired. We have installed up-to-date machinery and will be able to give good satisfaction and return your work at an early date.

The roll for spinning at home we manufacture is in one long piece two or three hundred yards long without any splicing, which makes the spinning a great deal easier and faster.

E. B. FISHER and H. A. HAMMOND,  
Proprietors.

**ST. GEORGE'S DAY**  
will be observed on April 20th, by  
**ISLINGTON LODGE**  
SONS OF ENGLAND BENEFIT  
SOCIETY

In Oddfellows' Hall, Queen Street.  
We hope to greet the Supreme Pres-ident at this, our first Social Evening in our new Lodge Rooms.

Friends invited.  
Programme will begin at 8.  
**STERLING BRANNEN,**  
President.

## PLUMBING AND HEATING

**EDWARD HURLEY.**  
Phone 68. Office, 456 George Street.

## NOTICE OF LEGISLATION.

PUBLIC NOTICE is hereby given that application will be made at the present session of the Legislative Assem-bly of the Province of New Brunswick on behalf of Archibald Fraser, of Edmunds-ton, N. B., Manufacturer, Donald Fra-ser, of Plaster Rock, N. B., Manufacturer, William Matheson, of Edmundston, N. B., Manufacturer, Andrew W. Breiner, of Cabano, Quebec, Manager and Thom-as Matheson, of Edmundston, Manag-er, for the passage of an Act incorpo-rating the applicants and such other per-sons as may become associated with them, with power to erect, construct, maintain and operate a dam at or near the Publique Narrows in the Parish of Perth in the County of Victoria, for the purpose of generating, developing, sell-ing, distributing, using and disposing of Hy-dro-Electric power, and with power to erect, construct, maintain and operate pulp and paper mills and other manufac-tories, and with power to appropriate real property at the site of the proposed dam and for drainage and other rights and with all the usual powers incident to a corporation including the power to issue Bonds, Debentures, Debenture Stock and Share Warrants.

Enacted this thirteenth day of March, A. D. 1920.  
**SLEPP & HANSON,**  
Solicitors for Applicants.

**We can Help You**  
When you start to make your Spring Clean Up here is a tip on how you can cut down the H. C. L. You will have more or less to go into the discard. No matter what it is, it's worth good money to you. Any articles—Furniture, Bottles, Woodware or Cottage Rugs, Rubbers, Tea Lead and Metal of all kinds. Call up. Telephone 331-21, and our buyer will wait on you with good money and pay the Highest Cash Price.

**FREDERICKSON METAL CO.**  
SHEPARD ST.  
NOW RUNNING FULL BLAST  
Open the metal house.  
Good Metals, Good Service  
Orders served as you wish while they last.

**THE ROYAL CAFE - King St.**

**MOIR'S Chocolates**

**CHILDREN** are introduced to Moir's Chocolates by mothers who came to know these superior confections as a delightful gift in the days before marriage.

It was then that mothers became lovers of Moir's Chocolates for their unsurpassed goodness and rich flavor. So it is that Moir's Chocolates have become the chocolates of the home. Young mothers have sweet memories of Moir's and pass them on to the children.

**MOIR'S LIMITED, HALIFAX, N.S.**

**W. J. WETMORE,** - 91 Prince William Street, St. John  
New Brunswick Representative.

## Supply Items Were About All Finished in the Legislature at Saturday's Sitting

Public Works Estimates of Chief Interest—Hon. B. Frank  
Smith Gets Promise of Steel Bridge for Hartland—  
Tourist Association Grants.

Practically all of the Supply Items had been passed when the Legislature adjourned at 5:30 o'clock on Saturday afternoon, but some items were allowed to stand over until this afternoon so that members who were absent might have an opportunity of discussing any matters that they might wish before Supply was entirely disposed of.

Chief interest on Saturday was shown in the Public Works Department estimates, during the course of which Hon. B. Frank Smith obtained from the Minister of Public Works assurance that the Hartland bridge will be replaced by a steel structure with concrete piers, as rapidly as found feasible. The spans which were carried away may first of all, however, be replaced by hard pine and the whole structure changed to a steel structure by degrees, as was done with the Fredericton bridge.

Hon. Mr. Murray, on the item of public printing, said there had been some complaints of an increased expenditure for that service. In 1915 the cost of public printing was \$15,590.31, while last year it was \$18,871.70. Con-sidering the fact that the cost of paper had increased more than 100 per cent, and wages had gone up over 50 per cent, the increased expenditure for printing was not a matter for surprise.

Hon. Mr. Foster, on the item for the Provincial Hospital, said the ap-proximation was not intended to cover last year's deficit. It had been based on the probable cost of upkeep of the institution for the coming year, as estimated by the Superintendent.

The Health Act in Carleton Co.

Hon. Mr. Roberts, in reply to Mr. Smith (Carleton), said that under the Health Act doctors serving on Medical Boards were not to act as inspectors unless it was impossible to secure others to perform that duty. The scarcity of doctors in rural districts often made it necessary for them to act in a dual capacity.

Mr. Smith (Carleton) said that in the Parish of Wilmet, in his county, Dr. Field served on the Medical Board and was also inspector for the schools. As there was no doctor in the locality not connected with the Board, he thought one of them should be ap-pointed medical inspector.

Hon. Mr. Roberts said the ap-pointment did not lie with the government but with the local Board of Health. He would make inquiries into the case referred to.

Opposition Leader on Hospital Board.  
Mr. Tilley, on the item for the Pro-vincial Hospital building, pointed out that the Hospital Commission was now composed solely of members of the Government. He would suggest that the Government consider the question of enlarging the Board and adding to it the leader of the Opposition. He believed the plan of having both sides of the House represented would work well.

Mr. Campbell endorsed the sugges-tion made by his colleague and hoped it would be carried out.

The Hartland Bridge.

Mr. Smith (Carleton) on the item for ferry maintenance, wanted to know if any provision had been made for a ferry at Stickney. Other ferries along the St. John river received Government grants and he would suggest that \$100 be paid to the ferry-man at Stickney. He said the Hartland Bridge had gone out, and meant a serious loss, not only to the province but to the people of the district. He thought the Minister of Public Works had indicated him on this subject by stating that he (Smith) when head of the department had pigeon-holed a report on that bridge. He had requested the chief engineer to submit a report on the Hartland Bridge at the time they were considering the advisability of building concrete piers beneath the bridge at Florenceville. They were just about to let the contract for the Florenceville bridge when the old government went out of office and the new government went on with the work under the plans which had been

prepared. It had been the intention of the old government to construct the Hartland bridge in 1918 and the only reason why he had ordered the chief engineer's report on the struc-ture to stand was that it called for a covered superstructure of wood. As a representative of the county, he did not think a bridge of that character would be in the interests of the locality. It was an important point, the bridge was a long one, and, if covered, he felt it would be consider-able of a nuisance. He would not advise the Minister of Public Works to erect a covered bridge at Hartland.

Hon. Mr. Veniot said the ferry ser-vice referred to was receiving consid-eration and would be attended to. In regard to the Hartland bridge, he understood that when Mr. Smith was Minister of Public Works, the chief engineer had submitted a report in condemnation of the structure. He (Veniot) knew little about conditions at Hartland until he visited the place in 1917. He then found the bridge in an unsafe condition, and on calling up the chief engineer was told he had condemned it in a report. He con-sulted the people of Hartland and was told it was a great inconvenience to have the bridge closed for any length of time. The people raised an objection to a covered span bridge, which was a revote. It was physical-ly not possible to build a covered span bridge, he again visited Hartland and proposed that a ferry be established for eighteen months to provide accommodation while a steel bridge with concrete piers could be erected; but the proposal was not looked upon with favor. Then he had proposed to build spans of hard pine during the winter of 1919 and have the same covered. That met with approval, and the work was undertaken and completed just before the ice ran of the present spring. The ice this year did not follow the usual channels, but lodged on the opposite shore, and on breaking loose, swung over to the other side and carried away two of the piers, leaving the bridge in a dan-gerous condition. He would promise that the Hartland bridge would be left long in its present condition as the district was of too much impor-tance for that. A ferry service would be established as soon as conditions permitted it. The plans would call for the erection of concrete piers and the spans would be of hard pine. He was hopeful that later on they could be utilized elsewhere and replaced by steel.

Mr. Smith (Carleton) said that he was glad to have the statement of the minister and he was hopeful that the two spans which had been lost could be replaced by steel.

Hon. Mr. Veniot said that the change might be made by degrees as was done with the Fredericton bridge.

Ferries in York Co.

Hon. Mr. Young wanted to know if any provision had been made for a service at The Barony, York county.

Hon. Mr. Veniot replied that the matter was being looked into.

Mr. Young asked if any arrange-ments had been made for a ferry at Manser's Sliding.

Hon. Mr. Veniot said he had pro-posed the establishment of a ferry there, but had been told that it would seriously interfere with by driv-ing operations. The people of that section wanted a bridge, and he con-sidered that, if conditions permitted, it would be built. The same arrange-ments for a ferry service for school children as last year would be carried out.

Ordinary Roads and Bridges.

Mr. Baxter, speaking of the item of ordinary roads and bridges, asked the Minister of Public Works if it was agreed that the amount of the annual road fund ought to be exceeded or if the idea was to keep within the estimates.

Hon. Mr. Veniot said that as far as possible the intention was to stay within the estimates. The amount looked small and was less than either expenditure or estimate of last year. If the agreement with the Dominion with regard to payment of forty per cent of the cost of highway construc-tion should be completely fulfilled, it would leave more from the automobile tax fund for the branch roads.

Mr. Baxter asked if it was the policy of the Government to cease using the automobile tax fund to meet road debentures.

Hon. Mr. Veniot said that was not the policy. The total received from the automobile tax was to be used to pay the interest on the debentures and to meet the charges on expenditure for durable roads. The amount was entirely taken up. Any increase in receipts from the tax would be used for new fundings, which would be used to do a class of work as good as what had been done in the past. This would not be on trunk roads, however, but on roads of other classi-fication.

Mr. Tilley said that last year \$340,000 had been voted for ordinary roads and ordinary bridges. The amount had been exceeded by \$268,000. What was the use of voting supply if the amounts were to be exceeded? It was an absolute farce.

Hon. Mr. Veniot—"The hon. gentle-man endorsed such a farce for eight years."

Mr. Tilley said the total vote this year was \$375,000. Was that suffi-cient? The House should not be put in the position it was in last year.

Hon. Mr. Veniot said a man who claimed that he had been the head of the amount which would carry the public Works Department through the year has lost his brains.

Mr. Tilley—"He might come within \$50,000 of it."

Hon. Mr. Veniot said he could not come within \$100,000. Prices were in-creasing all the time, but barring no accidents he believed he had enough. If the public service was to suffer by being down to estimates it was time to stop administering public affairs.

Mr. Young said that he was pleased to hear the minister intimate that work was to be curtailed. He realized the minister's difficult position. Mem-bers from all over the province were after him for expenditures. He had been told by a resident of Sunbury

## Schools Books May Go Up In Prices

Mr. Young, of York, asked in Com-mittee on Supply in the Legislature on Saturday why there was an in-crease in the item for school books.

Hon. Mr. Foster said that the in-crease had been made on account of the great advance in cost of printing and material. He had made inquiries but had found that it was impossible to reduce the amount of the \$28,000 there was \$16,000 that was being con-tributed directly by the Province to the individual purchasers of books.

county that near Waasib four miles of highway were impassable.

Mr. Moresoreau said that the im-passable highway was ten miles instead of four miles, but during the winter one thousand yards of gravel had been taken there to be used. Three years ago Sunbury county had one hundred miles of road in much worse condition.

The Tourist Association.

Mr. Tilley said he noticed that the grant to the Fredericton Tourist As-sociation had been increased by \$200. The New Brunswick Tourist Associa-tion, which covered the whole prov-ince, had asked for an increased grant but had not received it. He would like to see the grant to the New Brun-swick Tourist Association increased to \$2,000 in the supplementary estimates.

Hon. Mr. Foster said that the grant to the Fredericton Tourist Association had been increased to meet the ex-pense of an excellent booklet cover-ing various parts of the province which it had issued. The New Brun-swick Tourist Association was prac-tically central in St. John. It had asked for an additional grant. Upon inquiry he learned that that associa-tion raised no revenue among the citi-zens of St. John. It had a few years previously when he had been connect-ed with it. He decided to act in ac-cordance with the old saying, "The Lord help those who help them-selves." The grant was not increased.

Hon. Mr. Foster explained that the item of \$15,000 to provide for the purchase of land for soldiers with phys-ical disabilities was a revote. It had not been expended last year.

Progress was reported.

# THE NEW OVERLAND 4

Surpasses everything for riding qualities. With the New Triplex Spring Suspension it has no equal.

The roughest country roads are transformed into paved boulevards when riding in this car.

You would be surprised also at the extra supply of power in this model and the easy driving qualities.

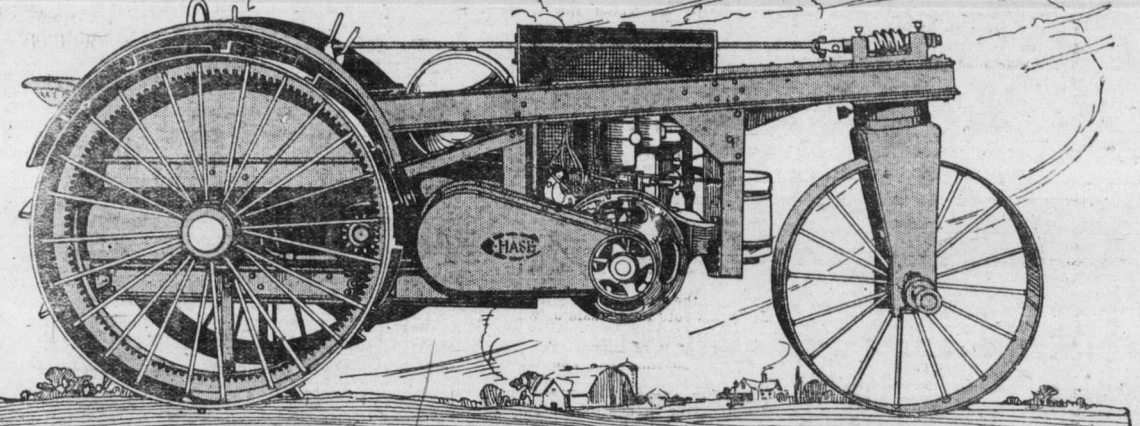
If you want a new car this summer better get your order placed now.

The demand exceeds the supply.

## Fredericton Motor Sales Ltd.

Show Room—Queen Street. Garage—Court House Square

## "Built to Build Goodwill"



## The Tractor Without Differential Gears

A tractor has no more need for differential gears than it has for a fly-wheel.

Those gears serve no good purpose in a tractor. And they do cause constant trouble, rob the motor of power, and shorten the life of the tractor.

The Chase Tractor has no differential gears. The two rear wheels get equal driving power, turn over at equal speed, apply the force of the heavy-duty motor at its full efficiency.

That means that when the Chase gets into a hole, both rear wheels work to pull it through. When obstacles are met the tractor rides over them, in plowing on the level or on sidehills the side-draft does not pull the Chase off its true course.

The Chase, therefore, avoids a very com-mon tractor trouble.

A TROUBLE-MAKER AVOIDED.

Tractors with differential gears can do their best work only on a straightaway pull on level land. The moment one wheel meets an obstacle, the differential throws all the power into the other wheel. So quite often you see such a tractor with one rear wheel dead and the other spinning. That happens when the tractor gets one wheel in a mud hole. The very time when extra driving force is needed the differential gears rob the motor of its power to move the tractor.

The same thing occurs in a lesser degree in all plowing work. For the side-draft tends to place more load on one wheel than on the other and the differential gears throw the power into the other wheel. The tractor with differential gears is more than half of the time a one-wheel-drive tractor.

The Chase Tractor, having no differential gears, is always pulling evenly on both rear wheels.

For that reason it operates with less power and so saves kerosene.

GEARS WASTE POWER.

But there is another saving of gas from this same feature of Chase construction. Differential gears rob the motor of about 10 per cent of its power. 10 per cent, that does the tractor owner no good. The Chase saves that 10 per cent because it has no differential gears.

THE EVEN PULL SAVES MONEY.

Pulling evenly the Chase wears evenly. Lasts longer. Requires less adjustment of bearings. Needs fewer repairs. And, for that reason, stays more steadily "on the job."

As a practical man can see, the whole of the Chase Tractor gives proof of the same sensible, common-sense idea of design in every part of its construction.

Watch it in action and you will see in the smooth-working Chase a quality that you expect only in a high-grade, perfectly adjusted machine.

BUILT TO BUILD GOODWILL.

Canadians build the Chase—in Canada. Canadians build the Chase that is sold in Great Britain and foreign lands—yes, and also in the United States. The Chase in-stitution was created to establish in Canada a world-wide tractor business founded on Canadian principles of doing business. The men behind it, R. J. and W. J. Cluff, are men with high manufacturing ideals. They are exacting in their demands. They want the men who buy Chase Tractors to make money out of them. They are determined that every customer shall receive the service he requires to keep his Chase Tractor

always at its best and always "on the job."

INVESTIGATE OUR SERVICE.

You will find it to your advantage to deal with an institution with these ideas of service. You will find that the Chase Tractor is a piece of machinery that will gladden your eye. If you haven't seen it, be sure to do so. Or, write for illustrated literature and detailed information. We will send it promptly and tell you where you can see a Chase Tractor.

SPECIFICATIONS.

Motor—Buda Model H.T.V. Heavy duty. Tractor type 4 cyl. 4 1/2" bore, 5 1/2" stroke. Set crosswise of frame. Every part readily ac-cessible. Extra large water passages for cooling. Pure-feed lubrication, thorough vaporizing of low-grade fuels. Heated and "water washed" air.

Fuel—Specially designed to burn Kerosene or low-grade gasoline.

Drive—No differential gears are used, the drive being direct from the transmission to outer rim of wheel through bull pinions and gears. Both bull pinions and bull gears cut from forged steel and case-hardened.

Transmission—Fully enclosed and running in oil. Mxatt roller bearings. Very simple type. Gears accurately machined from high grade steel.

Chain Drive—Power is delivered to the trans-mission gears by a wide chain, fully encased and running in oil.

Beit Pulley—in direct line with crankshaft—no level gears. Located at side—best position for lining up with the machine to be driven.

Control—Driver has unobstructed view. Con-trol levers are simple and easy-working. Turning-radius—12 feet circle.

**CHASE TRACTORS CORPORATION LIMITED**  
TORONTO - ONTARIO

FREDERICTON MOTOR SALES LTD., AUTOMOBILES AND TRUCKS, FREDERICTON, N.B.

# CHASE TRACTOR