

IF IT'S A HAIR BRUSH

Sponge, Orange Wood Stick, Comb, Nail File, Face Chamois or any other of our sundries, you will find that you can get these now at especially reasonable prices, in-as-much as we have lately added many new stocks to this department.

E. A. FOSTER CENTRAL DRUGSTORE Remember us for Chocolates

CLASSIFIED ADVERTISEMENTS

AGENTS WANTED

PORTRAIT AGENTS WANTED. Send for catalogue, prints, Solar and bromide. Finished portraits, conveys, or flat. Frames, glass and all supplies. Merchants Portrait Co., Toronto. 5101-4-17me6l.

FOR SALE

FOR SALE—BABY CARRIAGE, GOOD as new. Junior Tourist. Apply at this office. 5229-4-23-m2ipd.

FOR SALE—HOUSE WITH SIX square rooms and Lot 100x48 ft. on Valley St. Write to W.E. Matthews, Hunter River, P. E. I. 5238-4-24m3ipd.

FOR SALE—200 EGG INCUBATOR. Perfect condition, also 8 pure bred Plymouth Rock hens. Apply N. Aylward, Southport. 5192-4-22m3ipd.

FOR SALE PROPERTY SITUATED at Rustico, consisting of two and one half acres of prime land, house and barn in good repair. Apply to Mr. Donald McMillan, South Rustico, P. E. Island. 5161-4-21M7ipd.

FOR SALE—TOW BOAT, LENGTH 30 ft., beam 8 ft., draught 3 ft. In first class condition, equipped with 15 H. P., 2 cylinder "Fraser" engine speed 9 miles. Suitable for fishing smacks. A bargain. H. H. Acorn, Souris. 5164-4-21m6ipd.

FOR SALE—26 HORSE POWER steam engine and 30 horsepower boiler, with shafting and pulleys of different sizes, also grist mill supplies, including nearly new French Burks and Eureka smelters. Will sell separately if required. Alfred England, Ellerslie, P. E. I. 5240-4-24m3ipd.

FOR SALE AT A BARGAIN A PERpendicular Steam Engine manufactured by Bruce Stewart & Co., about 3 H. P. in fair condition, can be seen at Guardian Office. Also 1 Gas Engine manufactured by the National Engineering Co. Saginaw Michigan, U. S. A. 2 H. P., speed 400 in very good condition with little expense could easily be converted into gasoline engine. Apply Guardian Office. 4552-3-17mtf

HELP WANTED—FEMALE

GIRL WANTED—GOOD WAGES. Mrs. P. C. Brown, 196 Richmond St. 5115-4-17mtf.

MAID WANTED—FOR GENERAL housework—Mrs. Lloyd Wellner, 154 Briar Street. April 23-31

WANTED—AT ONCE MAID FOR general house work. Apply to Mrs. Bruce Stewart, 14 Water Street. April 23-31

WANTED A YOUNG LADY CLERK for Saturday and Saturday evening. Downtown store. Write Box 65, Charlottetown. 5158-4-21Mtf.

WANTED—A CAPABLE WOMAN for general housework. Good wages. For further particulars apply by letter or in person to M.G. 155 Kent Street. 5202-4-22M3i.

WANTED—GIRL FOR GENERAL housework. Apply Morell Hotel. 5233-4-24M3ipd.

HELP WANTED—MALE

BOY WANTED TO LEARN THE painting business. Apply to J. A. Bolger, Dunin's Hotel, 508-4-16M6ip1

WANTED—MAN TO WORK ON FARM. Apply to A. R. McKay, Lawdale. 5187-4-22M4ipd.

WANTED—A MAN AND BOY TO work on farm near city. Good wages. Apply P.O. Box 437. 5196-4-22Mtf

Report of Com' of Public Works

(Continued from Page One.)

piles with iron rods across the approaches.

Alma Bridge, Lot 3—The old wooden structure at this place which was 16 feet high had completely collapsed from the great pressure. It has now been replaced by a permanent structure of reinforced concrete.

Concrete Culvert O'Leary—An old cedar camp culvert on the north side of the O'Leary Road in the village was rebuilt, having concrete walls and covering of hemlock plank. It is 130 feet long.

McLeod's Bridge, Victoria Cross, Lot 51—Some years ago the old wooden bridge at this place was replaced by two lines of 36 inch concrete pipe but these did not provide sufficient waterway for the spring freshets and were washed out. It was decided to build a new bridge of reinforced concrete 1 1/2 feet with suitable wing walls which was completed early last fall.

Burnt Bridge, Montague Lot 52—An old wooden culvert at this place with an embankment of 15 feet over it broke down a few years ago and the roadway was washed out. A temporary wooden structure was built over the washout which was continually enlarging. A solid reinforced concrete culvert 4x4 feet with suitable wing walls was completed late in the fall. The embankment has still to be built up and railing provided.

Dixon's Bridge, Malpeque Road, Lot 33—A new bridge with creosote piles and hard pine caps and stringers was built at this place early last summer.

Rusticoville Bridge—The approach to Rusticoville Bridge were built with poles, brush and gravel held in place by piles secured with cross ties extending across the approach. A new wire rail was placed on both sides and he approaches built 2 feet higher than formerly.

Clifton Bridge, Lot 21—The walls of the south approach of this bridge for a length of 400 feet on each side had completely rotted away, the railing was wholly gone and considerable of the road way was washed away. New walls were built of round timber supported by piles secured by cross ties extending across the approaches and new railing placed thereon.

In addition to the above the following new bridges were built: McKenna's Bridge, Lot 29; Dixon's Mill Bridge, Lot 23; Gardner's Mill Bridge, Lot 56; New Bridge near Douglas Sta. Lot 28; Kinher's Pond Bridge, Lot 1; Shield's Bridge, Lot 2; Johnson's River Bridge, Lot 25; Wheatley River Bridge (West) Lot 24; Dupin's Bridge, Lot 18; Laseley's Bridge, Lot 31; Brookfield Bridge, Lot 18; Colwill's Bridge, Lot 20; Factory Bridge, Lot 47; Taylor's Bridge, Lot 26; Binnotts Bridge, Lot 30.

Besides the above mentioned there were built a good many smaller bridges and a large number received extensive repairs, chief of which are the following: Jorell Bridge, Lot 40; Black Pond Bridge, Lot 55; Bridgetown Bridge, Lot 55; Anderson's Bridge, Lot 22; It. Stewart Bridge, Lot 37; Squid Bridge, Lot 38; North River Bridge, Lot 58; North River Bridge, Lot 58; Gott's Bridge, Lot 6; Dunk River West, Lot 14; Hayden's Bridge, Lot 5; Long Creek Bridge, Lot 5.

NEW ROADS

Road to Newport Ferry—Georgetown Royalty.—The old road along the west shore of the Cardigan River having been washed away an extra right-of-way 60 feet wide and 15 chains long was procured and a new road built thereon.

Road at Angle Rustico, Lot 24.—A few road 33 feet wide and 60 chains long was opened to connect the Chapel Road with the Buntin Road.

Road at DeBlois, Lot 2.—A new road 66 chains long and 25 feet wide was opened to connect the DeBlois Road with the Peterville Road.

Road at Campbellton, Lot 4.—The old road leading to the shore having been completely washed away a new right-of-way 6 chains long and 35 feet wide was procured and new road built thereon.

Road at Strathroy, Lot 30.—To provide a winter road at this place an extra right-of-way 8 feet wide and 14 chains long was procured on the north side of the Tryon Road extending from the Green Road east to the corner.

Road at Red Point, Lot 35.—The old road along the south shore of the Hillsborough River at this place having been washed away, an extra right-of-way of 20ft. was procured for a distance of 22 chains.

Road to Crapaud, Lot 29.—To provide a winter road, an extra right-of-way 8 feet wide and 400 feet long was procured on the west side of the Mill Road leading from Westmorland to Crapaud.

Road at Pleasant View, Lot 1.—A road 33 feet wide was opened along the division line between Lots 1 and 2 extending westwardly from the Thompson Road towards the Horsehead Road.

LOW ROADS BUILT UP.

Lower Malpeque Road.—A low place on the lower Malpeque Road was built up an average of 2 feet for a distance of 5 chains.

Western Road at Lake, Lot 10.—The western road at this place, which is the only route for traffic between eastern and western Prince, lies on a low marshy soil, and has for a long time been in an unsatisfactory condition. For a distance of 1200 feet a foundation of poles and brush has been laid and covered with gravel, raising the whole road more than 2 feet above its former level with good wide ditches on both sides.

Rafferty Road.—Considerable work has been done in building up this road which offers an alternative route to the Western Road for traffic coming east from Portage.

Richmond and Miscouche Road.—The Western Road near Richmond, and also near Miscouche where it runs through low, swampy country was built up with poles, brush and gravel.

A low place on the St. Eleanor's Road at Sherbrooke was built with poles, brush and gravel for a distance of 7 chains.

The building up of low roads is work of a permanent nature and is urgently needed in very many places where drainage is hard to obtain. These low places invariably form the weak links in the chain of transportation and are even worse than excessive grades.

MUSSEL MUD.

The success of the mud dredge at St. Peter's Bay and the great need for this fertilizer has led to an insistent demand for a similar plant in other bays. With a view to making available the large mussel mud deposits of Richmond Bay, surveys were made of several routes to determine the most suitable one for a branch line railway connecting the main line of the Prince Edward Island Railway with the Bay. The estimated cost of this branch line is \$25,000.00. The building of the branch has been taken up with the railway authorities who have agreed to supply the non-perishable material on the usual terms given to private sidings and have also agreed to make all necessary provision for the transportation of the mud.

The operation of the dredge at St. Peter's Bay during the last season, was greatly handicapped by the shortage of railway power, the total quantity of mud raised being only 1,000 cars owing to the fact that the railway was unable to supply the necessary transportation and the dredge was consequently a large part of the time idle.

PUBLIC BUILDINGS.

During the year there was erected at Falconwood Hospital, a residence for the Farm Superintendent. A 30,000 gallon water tank has also been erected at this institution and a pumping outfit installed, thus providing a duplicate water supply which was very much needed. A considerable portion of the piping throughout the building which had become completely corroded has also been renewed. Heretofore in addition to a poor supply of water and the lack of sufficient storage tanks scarcely any fire protection was afforded. The installation of the present tower tank should go far to improve this condition and enable, if considered advisable, a sprinkler system to be installed in the building for the more complete protection from fire of life and property.

STATISTICS FROM ROAD MASTER'S REPORTS.

Number of Road Districts in—Kings, 131; Queens, 179; Prince, 159. Total, 469. Mileage of Road Districts in—Kings, 1011; Queens, 1335; Prince, 1274. Total, 3620. Average Mileage of each District in—Kings, 7.5; Queens, 7.4; Prince, 7.8. Total, 7.6. Number of Split Log Drags in—Kings, 110; Queens, 135; Prince, 127. Total, 372. Number of Road Machines in—Kings, 13; Queens, 17; Prince, 16. Total, 46. Total Number Concrete Culverts in—Kings, 205; Queens, 349; Prince, 202. Total, 759. Number of Steel Bridges in—Kings, 14; Queens, 17; Prince, 13. Total, 44.

Length of Steel Bridges in feet—Kings, 1012; Queens, 1445; Prince, 690. Total 3147. Number of Wooden Bridges and Culverts—Kings, 1321; Queens, 1361; Prince, 1577. Total 4259.

There is no doubt that there is a very considerable improvement in the roads throughout the Province, and also that the demand for further improvement is becoming more insistent. The cost of travelling over roads with steep grades and rutty, soft surfaces is being more fully realized every day and in the neighborhood of towns and villages where the traffic is concentrated the old method of making the road in the spring and leaving it for the balance of the year is quite inadequate particularly with earth roads. Until a harder surface is provided, continual maintenance is necessary to prevent rutting and the road drag must be used throughout the season. In order to do this, the patrol system by which one or two men will be permanently engaged to travel over their section and properly maintain the same is urgently needed. There is not an industry in the Province that does not have to pay tribute to bad roads nor is there one that does not benefit by good roads, but to the farming industry particularly does this apply, as all the traffic that passes over the roads. Every mile of good road increases the farmer's opportunity to expand his operations, increases the possibility of profit in farming, enables him to reach out to better markets, to distribute his products direct to the consumer in the shortest possible time and to have

Provincial Legislature

(Continued from Page One.)

body. They asked for legislation enabling them to borrow money. The custom heretofore has been, when duly accredited representation was made to the legislature for authority to borrow money or otherwise, to grant their request. If the Hon. gentleman has any grievance with reference to the matter under consideration he should go to the City Council, the accredited representatives of the city. As far as he was concerned, he would not grant it. He could see no good reason why any member of this House should block legislation asked for by the City Council.

Mr. Johnson did not consider he was blocking legislation when expressing his opinion upon this or any other question that came before the House. He further claimed that the citizens did not know anything about the bill.

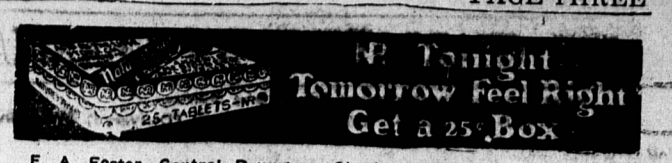
Mr. G. E. Hughes, thought it was a little premature to put this bill through. The streets were, he stated, in a bad condition. They had been destroyed by automobiles. The government was receiving a large revenue from these in which the city did not participate. He thought if the matter were properly presented to the Federal Government a proportion of the grant for permanent highways could be obtained for the city. Until these matters could be arranged between the provincial and federal governments he thought it a matter of prudence to delay the measure. He himself had a good deal of property on both sides of the street and he would be called upon to pay one third of the cost of building the streets adjoining this property. This was true of many others and he did not think it wise to undertake the expenditure at present of so large a sum of money.

Mr. Prowse said the situation created by this opposition was somewhat peculiar. The city had asked through its accredited City Council for power to borrow money. The honorable members for Cardigan and Second Queens opposed the request of the City Council. He thought the attitude taken by these gentlemen needed some explanation.

YOUR CONDITION

This Spring, After the War, 'Imperatively Demands Treatment

It has been greatly impaired, reserve strength much overdrawn, by worry and anxiety caused by the war. Blood has been poisoned by the influenza, grip, pneumonia and other prostrating diseases. And there is besides the usual ill effect from the close confinement indoors during the winter. You have that tired feeling, poor appetite, backache, rheumatic pains, delicate digestive power or almost none at all. The ideal treatment is Hood's Sarsaparilla—to be taken before meals—thoroughly to purify the blood and expel poisons, and restore tone, and do it quickly; and Hood's Pills, to be taken as necessary, to rouse the liver in cases where there is biliousness, constipation, bad taste in the mouth, "the blues." Your druggist knows how good these medicines are. Ask him.



E. A. Foster, Central Drugstore Charlottetown.

the goods he requires delivered at his gate.

That there will be an active and progressive program of road-building this year in all parts of the Dominion seems to be admitted. There never has been a time in the history of the country when good roads was such a live question, and the building of roads suitable for the traffic is engaging the attention and study as never before, of all road officials in every province.

As yet the traffic in our Province is comparatively light and it would be extravagant to build the more expensive types of roads for such traffic but improved surfaces should be provided where the traffic is concentrated and a large outlay is required in the building up of low roads and draining the same and it is high time that the ordinary wooden culvert should be replaced by reinforced concrete structures on every important road. To do this requires a much larger outlay than has hitherto been provided and serious consideration should now be given to the issuing of bonds to provide funds for the construction of permanent bridges and culverts and for building up good earth foundations for all low roads and providing for their thorough drainage.

Hon. Murdoch McKinnon said it was an old and common complaint on the part of some people to say that something was "sprung" on the city, as much as to say the City Council did not know what it was asking for. He did not think it in the interests of good government that members representing county constituencies should block legislation asked for by the city.

Mr. Johnson figured that the cost of laying such streets as proposed, between Parnison's Corner and the Royal Bank would cost \$32,000. He believed the people were being deceived as to the cost and the work to be done. The proposition, he claimed, would raise rents in the city. "Are we going to add 25 or 50 percent to the rental of the poor for the sake of giving some of our joy-riders a nice smooth road to drive over?"

Mr. Paton. The same objection was raised to the installation of concrete sidewalks. He himself who had been largely instrumental in introducing these, had been accused of extravagance but time has proved that the concrete sidewalks had been a matter of economy. He had it on good authority that the City Council purposed doing the work by resident labor under expert supervision.

Mr. Bell. The question, he thought was somewhat akin to the permanent road scheme proposed by the Federal Government. The proposition was to spend \$100,000 to build a street through a couple of blocks. Mr. Bell assumed that the people of Charlottetown did not know anything about the bill.

Mr. Paton. The bill does not say anything about a couple of blocks. The City Council has no doubt satisfied itself as to the cost.

Mr. Bell further claimed that the City should be consulted before passing the measure.

Premier Arsenault. Is it the intention of these Hon. gentlemen to refuse consideration of any bill presented by one of our incorporated towns until a meeting of the citizens was called. The gentlemen want us to say to the City Council and to the Councils of incorporated towns that they do not know their business.

Mr. Johnson urged further objections to the bill, principally on the ground that the people of Charlottetown had not been consulted.

Mr. Paton reminded the last speaker that he himself had just a year ago voted for the expenditure \$65,000 by the city of Charlottetown without consulting the citizens.

Mr. Jenkins stated that a good precedent for the proposed expenditure could be found in the city of Moncton which is only a little larger and not nearly as fine a city. Moncton had laid four miles of streets and the property holders paid, not a third as in Charlottetown, but the whole of the cost.

Premier Arsenault moved that on account of the determined and concerted opposition to the bill, further consideration be postponed. Progress was reported and the Speaker resumed his seat.

there was no intention to limit discussion.

Clauses 3, 4, and 5 were passed without discussion. During consideration of clause 6 which provides that the Board of Commissioners may at any time, if in its judgment it finds that any physician is not bona fide complying with any of the requirements of Section 47 relating to the giving of prescriptions, pass an ex parte order cancelling the right of such physician to further give or grant certificates or prescriptions. Mr. Johnson argued that the clause was ultra vires of the legislature, his contention being that the physician should be heard in his own defence.

MR. KENNEDY wanted the Opposition to understand that the Prohibition Act was not going to be used as a football by the politicians. The bill had been prepared by the Prohibition Commissioners. The Opposition had opposed it and "chewed the rag" over it since it was introduced; they had abused the commissioners for the sake of opposition and the House was sick of it.

MR. BELL concurred in the objection raised by Mr. Johnson that the legislature had no power to place in the hands of the commission authority to say whether a physician should or should not issue prescriptions.

HON. M. MCKINNON stated that similar provisions were embodied in the Education Act and in fact in many other acts. The Superintendent of Education, for example, had the power by law to cancel the salary or even the license of any teacher. Why should not similar power be placed in the hands of the Prohibition Commission.

PREMIER ARSENAULT did not know why the Opposition were so strenuously opposed to this clause. The Commissioners had had considerable experience in this matter. Just about Christmas some doctors had gone wholesale into the issuing of prescriptions. Would his honorable friends wish the commission to issue summonses in such cases, delay action and allow doctors who chose, to do so to continue issuing certificates pending their being brought to trial? As a matter of fact there had been few complaints against doctors but the commission knew what they needed when they asked for this legislation. To make any such amendments as proposed by the opposition would be to practically invalidate the Act.

The clause was agreed to, as were also a number of other clauses.

At six o'clock progress was reported and the House adjourned till 10 this morning.

In reply to a question by the Leader of the Opposition the Premier stated that he hoped to bring down the budget tomorrow, Thursday, night.

PROFESSIONAL CARDS

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