

Hobby Plays A Big Part In Lives Of Men And Women

A Recent Exhibition in New York Bears Out This Statement.

Matter-of-fact New York gives way to sentiment much more easily than casual acquaintance with its reputedly practical citizens would lead the stranger to suspect. Consider, for instance, the hobby show recently in progress.

Of course, it is not called a hobby show. The New Yorker doesn't wear his heart on his sleeve quite to that extent. Exhibition of New York Society of Model Engineers is its official designation and it is an annual affair. Miniature railroads that run like the real thing with signal towers electrically operated switches 'n' everything; steamships, side-wheel and screw—all of them products of leisure hours of millionaires and mechanics. Hobbies they call them with casual indifference in the nonchalant manner men adopt to conceal their passion for labors of love.

These are times when a little hobby is a useful thing. Men and women who are not running their automobiles because their budgets do not run to gasoline buy a few paints and a camel's hair brush. The results may not equal the murals of Puviss de Chavannes, but provide a lot of indoor fun over the week-end and, incidentally, spur appreciation of the arts.

And who shall say that the jigsaw puzzle does not have its value in centering thought upon the matter in hand? Millions, moreover, must have added to their vocabulary and orthography as they struggled with crossword problems.

The giving up of wheeled locomotion is initiating many into the sheer joy that comes with walking. To the hum of the motor succeeds the music of the crackle of dry leaves under the foot of the walker through the woods and he finds the melody no less sweet.

A little hobby now and then is relished by the best of men—and women.

LETTER EXPLAINS ITSELF

Dear Sir:—In reply to your recent and more recent requests to send you a cheque, I wish to inform you that the present shat-tered condition of my bank account makes it impossible for me to take your requests seriously.

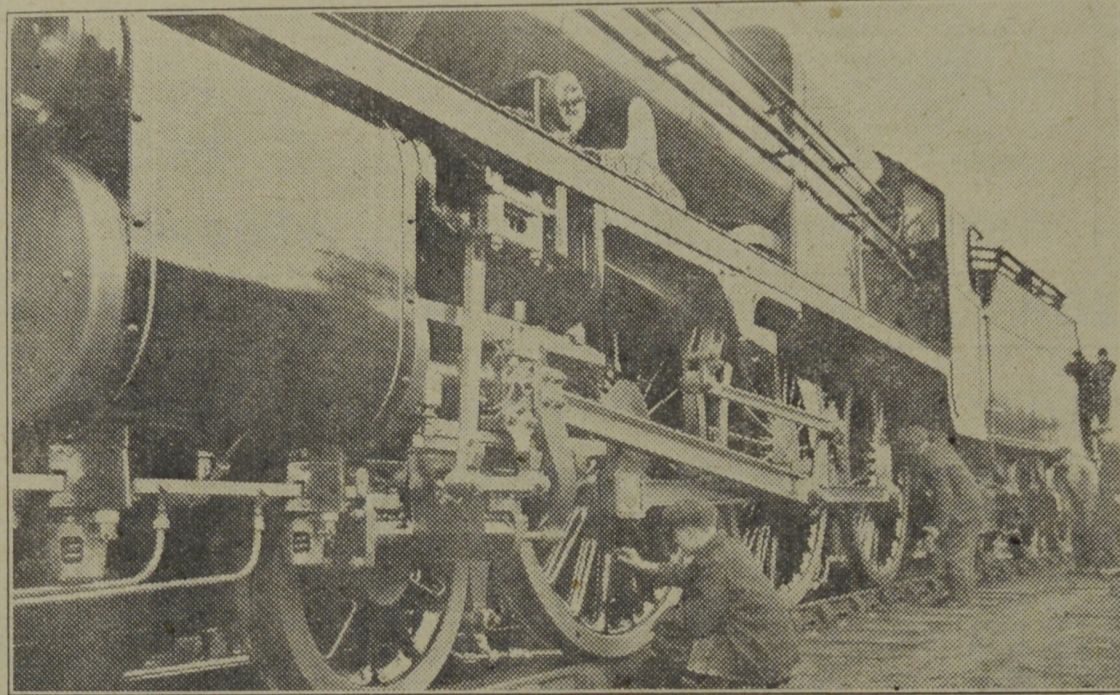
My present financial condition is due to the effect of Dominion Laws, Provincial Laws, Municipal Laws, County Laws, Corporation Laws, Liquor Laws, Traffic Laws, By-laws, Brother-in-laws, Sister-in-laws, Mother-in-laws and Out-laws, all of which have been foisted upon an unsuspecting public.

Through all these laws I am compelled to pay a Business Tax, Sales Tax, Amusement Tax, Gas Tax, School Tax, Water Tax, Excise Tax, Income Tax, Auto Tax, Hydro Tax and Syntax.

In addition to these irritating taxes I am forced by the strong arm of the law to get a permit for this thing and a permit for that thing. I am required to get a Business License, a City License, a Provincial License, a Sign License, a Dog License, a Motor License, a Radio License, a Liquor License, not to mention a Marriage License.

I am also requested and required to contribute to every Society and Organization which the inventive genius of man is capable of bringing into existence; to the Society of St. Jean Baptiste, the Women's Relief, and Near East Relief, and Unemployed Relief, and the Gold Diggers' Home; also every Hospital and every charitable Institution in the city—the

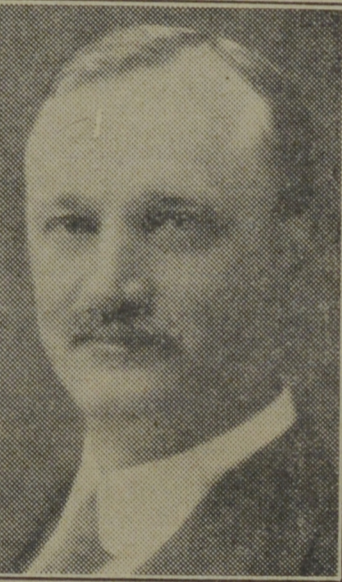
Souvenir Hunters Play Havoc With Famous Train



If the engineers in charge of the famous British train, the ROYAL SCOT, make many more stops before they reach the World's Fair at Chicago, some ambitious souvenir hunters may steal the engine. While on exhibit at Ottawa "enthusiastic" residents of the Capital carried off practically every movable article on view in the train, even the electric light bulbs. The train moved on to Toronto and again met with the same

treatment, this time even the grease cups on the engine vanished. But the worst was yet to come, when, at Hamilton, the train had to leave ahead of schedule in order to escape the souvenir hunters. It is reported that several people carved their initials on the doors of the coaches and on the engine. Our picture shows the famous Royal Scot engine being painted specially for the trip to Chicago.

Heads New Party



HON. E. L. PATENAUDE, a former Conservative cabinet minister at Ottawa, who has been appointed Supreme Councillor of the Federation of Labor Clubs of Quebec Province. When his appointment was made known, 5,000 members of the organization gave him the Fascist salute.

Red Cross, the Black Cross, and the White Cross, the Green Cross, the Purple Cross, the Flaming Cross and the Double Cross.

For my own safety I am required to carry Life Insurance, Liability Insurance, Burglary Insurance, Property Insurance, Rent Insurance, Fire Insurance, Compensation Insurance, Accident Insurance, Collision Insurance, Rain Insurance and Business Insurance.

The Government has now so governed my business that it is no easy matter for me to find out who owns it. I am expected, inspected, suspected, disrespected, examined, re-examined, informed, required, summoned, fined, commanded and compelled until all I know is that I am supposed to provide an inexhaustible supply of money for every known need, desire or hope of the human race, and simply because I refuse to donate to each and all, and go out and beg, borrow or steal money to give away, I am cussed, discussed, boycotted, talked to, talked about, lied to, lied about, held up, held down, and robbed until I am nearly ruined.

I can tell you honestly, Mr. Man, that failing a Miracle you won't be paid just now, and the only reason I am holding on to life is simply to see what is coming next.

Yours respectfully,
O. P. TIMIST.

No man is worth his salt who is not ready at all times to risk his body, to risk his well-being, to risk his life, in a great cause.—Theodore Roosevelt.

MANY INDUSTRIES FLOURISHED IN SAINT JOHN 100 YEARS AGO

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and the land we live in; both inhabited from one common parent, and enjoying, though under different governments, the blessings of freedom; may old animosities be forgotten and the present good understanding be continued."

Factories

Saint John 100 years ago in was an important manufacturing centre. Including the North End (formerly the city of Portland, N.B.), the following industries did a thriving business in the two cities located at the mouth of the River Saint John:

Biscuits, two factories, 46 employees; clothing, wholesale manufacturing, two, 300 employees; shirts, three factories, 80 employees; tailors, 48 establishments, 900 employees; cotton factories, two, 530 employees; boots and shoes, five plants, 295 employees; boots and shoes (shoemakers), 63 concerns, 300 employees; boot trees and lasts, one factory, five employees; boot heel stiffeners, one concern, 20 employees; iron foundries and machine shops, 12 concerns, machine shops, three, iron knee factories, two, iron railing and door makers, six, 575 employees; nails, spikes and tacks, three plants (one firm making nails and spikes, one making horse shoe nails and one making tacks), 133 employees; axes, edge tools, springs and axles, three firms, 60 employees; boiler makers, two establishments, 40 employees; bolts, nuts and screws, one plant, 40 employees; saws and file making, 25 employees; blacksmiths, 35 shops, 175 hands; miscellaneous iron workers, 25 hands; furniture—12 establishments, large and small engaged in the manufacture of furniture in the cities of Saint John and Portland, 200 employees; spring beds, one manufacturer, 20 employees; carriages and sleighs, six plants, 125 employees; shipbuilding—ten firms, two others built ships' cabins, one wheel maker, one spar maker, three block and pump makers (19 employees), four sailmakers, six riggers, seven boat makers and a cordage and oakum factory. In 1882 38 ships were built at Saint John and 45 registered "Saint John." Sash, door and blind factories, four concerns, 81 employees; 35 builders and a vast army of carpenters (two planing mills and one turning shop in addition to above); brushes and brooms, two firms, 75 employees; soap and candles, six firms, 26 employees; dry houses, three firms, 22 employees; confectionery, ten plants, 115 employees (one firm's average output was a ton and a

half weekly), 115 employees; soda water, etc. two firms, 25 employees; coffee and spice mills, two establishments, 15 employees; harness, saddles, etc., nine establishments, 45 employees; electroplaters, two establishments, three employees; trunk factories, five factories, 40 employees; tanneries, two concerns, 40 employees; pianos and organs, 13 employees; vinegar factory, five employees.

The following miscellaneous trades and plants employed many people: 14 plumbers and gasfitters, 23 tin and coppersmiths, one brewer, five cigar makers, one oil clothing maker, six coopers, three engravers, seven fishing tackle manufacturers, one gunsmith, six hatters, six jewellery manufacturers, eight marble and stonecutters, one match factory, five saw filers and setters, two taxidarmists and eight undertakers.

Lumber exports from the port of Saint John in 1882 were as follows:

Deals (sft.)	207,309,848
Deal Ends (sft.)	7,630,004
Scantling, etc. (sft.)	43,523,279
Timber, Hard (tons)	8,152
Timber, Pine (tons)	3,297
Pilings (M.)	1,952
Laths (M.)	129,958
Lathwood (cords)	17
Shooks (number)	71,207
Shingles (M.)	14,643
Spars (number)	578
Sleepers (number)	55,593
Staves (M.)	130

Fifty sawmills located at Carleton, Strait Shore, Fairville, Indian Point, Pleasant Point, Milford, Randolph, Kingsville, Robinson's Point (The Narrows), South Bay, Grand Bay and Millidgeville, gave employment to about 6,000 men.

The population of Saint John in 1881 was 26,127; the adjacent city of Portland, 15,226, or a total of 41,353.

Canadian People Are Opposed To Plan For the St. Lawrence

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Bay route is as good as the people of Saskatchewan and Manitoba claim it to be then they cannot possibly be interested in the waterway.

This narrows the field of support down to Ontario, and in Ontario, it is only the Lake Ontario and Lake Erie ports that are carrying on any campaign whatsoever for the waterway. They see a large development in their shipping as a result and some of them cling to the notion that they may become ocean ports to rival Liverpool or Montreal.

The Pioneer Spirit Is Driving Force In Lime Industry

Snowflake Concern Displays Courage and Confidence in the Maritimes.

Located near the Reversing Falls at Saint John stands the Maritimes' largest lime plant, the home of "Snowflake Lime." The story of the development of this major industry is a tale of present-day pioneering, of courage to invade new markets and of unlimited confidence in the future of the Maritimes.

Previous to 1928, what little hydrated lime was used in this section of Canada had to be imported from the larger manufacturing centres. It was in that year that Snowflake Lime, Ltd., after modernizing a battery of four kilns, purchased and installed a modern hydration plant. Eager as were company officials to introduce the new Maritime product, it was only after exacting tests in governmental and industrial laboratories had proven its worth that this was done. Maritime builders and industrial users at once turned to Saint John hydrated lime, the familiar brand plus modern hydration and sacking winning confidence from the start.

Besides the standard 50-pound bags, the company set out to provide a smaller package for home and garden use, choosing the distinguishing name "hydroxide" for this form. The attractive ten-pound package is printed with directions and suggestions for use, such as liming the soil of the lawn or garden. Mixed with water, hydroxide makes an excellent whitewash.

The installation of a fine new lime pulverizer early in 1931 placed the company in a position to supply agricultural limestone (land lime) as well as the processed products already manufactured. With this step, the Snowflake plant became the first and only complete lime plant in the Atlantic provinces, a distinction which is still enjoyed.

A system of grading is carried out whereby selected finishing lime in lump form can be supplied for any plastering job, a fact which masons will appreciate. Standard graded quicklime is supplied for brick mortar or for chemical uses.

Ever anxious to comply with popular demand, 1932 saw the Snowflake company introduce steel barrels for quicklime, pioneering again as the first Maritime manufacturer to feature this package, which, being practically air-tight, reduces to a minimum the danger of air slaking in dealers' stocks, with the resultant loss of strength. A natural sequence was the improvement of the cask or larger package. Quicklime in casks is now protected by lining the package throughout with special kraft liners, this additional protection at no extra cost to the consumer.

First to adopt modern methods in quarry operation and transportation, the Snowflake delivery and shipping service has today a wide reputation for speed and efficiency.

Only recently, additions and improvements to the air refining process has made possible the production of "air-floated" spray hydrate, which has been enthusiastically received by leading fruit and potato growers, and has been adopted as the official spray lime of most growers' associations, a fact which is most encouraging. Maritime enterprise and foresight built this industry, Maritime patronage and support will maintain it.

Canadians as a whole do not want the waterway. Economists are divided on its possible benefits. Why then proceed with it now?