

STAMP COLLECTING



Shown above are two of the present issue of Canadian Stamps.

NEW CANADIAN STAMPS?

In addition to the Silver Jubilee stamps to be issued in May, it is reported that a complete new issue is a probability due to the fact that the contract for printing Canadian stamps has been changed, dating from April 1. The Post Office Department has not said definitely that a new issue will be printed, but it has been intimated that such will be the case. Particulars are, of course, lacking at this time.

UNITED STATES

"Popular Mechanics" magazine recently ran a brief item mentioning that the Bureau of Engraving and Printing had introduced the Electric Eye to guide the operation of the perforating machines. We are not certain at this date whether or not the Electric Eye is actually being used at the present moment, but unquestionably the Bureau has been preparing for the use of this ultra-modern device for some months; it being necessary that special plates be prepared on which the guide lines between the panes would appear as a series of dashes in place of the continuous line on the present stamps, also the panes on the new plates will be separated by wide gutters.

We are not familiar with the use of the device, but it is quite apparent that the series of dashes which make up the guide lines on the sheet will serve as a "make and break" electric contact that will constantly guide the sheets to their proper position beneath the sprocket wheels.

STAMP EXHIBITION WAS MARKED SUCCESS

The Stamp Exhibition held by the Saint John Stamp Club April 11, 12 and 13 in the New Brunswick Museum turned out to be a very successful affair. Considerable interest was shown not only by stamp collectors, but by many others who while visiting the Museum took the opportunity

to inspect the Philatelic Exhibit. There was a fairly large attendance on Friday. Saturday there were not so many because of the very disagreeable weather that prevailed. On Sunday afternoon the attendance was the largest of any of the three days. It required eight showcases to hold the stamps on display. It was, without any doubt, the most elaborate stamp exhibition ever held in Saint John. Those sponsoring the exhibition are to be congratulated on the success of their efforts.

It would be impossible here to go into any details describing the stamps, but it might be mentioned that practically every country in the world was represented by stamps from the very earliest times and even stampless covers before that again right down to date, including an especially fine display of Air Mails. The famous Connell stamp of New Brunswick was there among the rest. This stamp was seen by many people for the first time. There are very few in existence.

MONCTON HAS STAMP CLUB

Now that a Stamp Club has been organized in Moncton, perhaps we will have the pleasant opportunity of recording a Philatelic Exhibit in Moncton in the near future. These exhibitions do a great deal to increase interest in stamp collecting.

Large Numbers At Annual Rally of Yarmouth Farmers

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mittee with the milkmen and the poultrymen. Their problems were reviewed and he offered constructive criticism in their efforts in production and marketing. J. Phillips Dykes, of the Nova Scotia Publicity Bureau, advised the farmers to brighten their premises, and to advertise spare rooms and farm boarding to attract summer tourists. Eric Boulden's subject was "agricultural societies." The advantage of forming as many co-operative societies as the association could bear, was clearly outlined.

Conservation of fish in the stream and wood in the forest was the plea put forth by Ben Annis, president of the Nova Scotia Guides Association. A. G. MacLellan spoke on financial matters. Those who participated in the musical and entertainment features were Mrs. J. C. Corning, Clifford Cann, Dr. L. M. Morton, Olive Cann, Ora Annis, Mrs. E. L. Crosby, Mrs. W. N. Allan, Mrs. Kenneth Morrell, Marshall Gray, Ivan Shaw, Max Nickerson, Ed Rose, Avery Eldridge. At dinner Mayor Walker and others were guests.

Forest Fire Prevention Must Be Concern Of All Citizens

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ate violation of the forest regulations.

The Department of Lands and Mines has taken steps to put into effect as efficient forest fire prevention service as possible, but it is essential that the general public should observe the rules to en-

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sure the greatest possible safety to the forests.

The season favorable to fires is at hand and the general public must start right in from the first to avoid any carelessness that

might lead to serious fires and timber losses.

Hon. Mr. Tilley has enlarged the forestry services this season and it is up to the citizens to assist in every possible way.

The Moncton View on Saint John And Canadian Trade

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shorter than Halifax, it is evident they have in mind the routing of all traffic via the Canadian Pacific Railway.

Saint John would also like to have the Canadian National traffic routed via the N.T.R., McGivney Junction and Fredericton. Of course, all realize this would entail heavy expenditure for the reconstruction of the line between McGivney Junction and Fredericton, a new bridge at Fredericton, and also the reconditioning of the Valley line between Fredericton and Westfield Beach and the payment of a certain amount per mile to the Canadian Pacific for every train operated between Westfield Beach and Saint John, and a further payment for the return movement of a train over that territory. This traffic now moves via the N.T.R. and the former Intercolonial to Moncton, hence to Saint John and Halifax. In the movement of the heavy trains operated these days, consideration must be given to the favorable grades on the N.T.R. and the old Intercolonial if traffic is to be handled to the best advantage.

In this matter of rivalry between the two Maritime ports, it must be borne in mind that the Canadian National, against which Saint John's criticism is levelled does not direct the routing of

traffic. That fact has been pointed out by the Canadian National Trustees. This is done by the owners or shippers. Assuming, however, that the C.N.R. could direct the routing of their export traffic, and all steamers and freight were routed via Saint John, would there be anything to prevent the shippers routing their import traffic via the C.P.R., with the result that the C.N.R. would be hauling export goods into Saint John and empty cars out, and the C.P.R. train and enginemmen and shop employes enjoying the benefits, while the C.N.R. employes would be idle. Moncton and that part of the province through which the C.N.R. runs are vitally interested in that aspect of the situation. In that regard also may, possibly, be found the reason why the C.N.R. makes Halifax the port for some of its steamers. It must protect its traffic, and assuming that it costs slightly more to handle freight via Halifax, it may be in the interests of the C.N.R. to do so rather than lose the traffic entirely.

As has already been said, Halifax and Saint John have both been developed by the Federal Government as national ports, and we quite agree with the Saint John viewpoint that there should be no discrimination, beyond protecting Canadian National traffic.

One Electrical System Is In Sight If Purchase Is Made

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munities along the Atlantic coast.

The recommendation was made that the city enter into negotiations with a view to completing a purchase, on consummation of which the citizens would have the whole electric power and light situation, as well as the street railway and gas services, under their control.

From the result of a preliminary survey of the business of the Power Company, Mr. Robinson stated that the benefits which would accrue to the city through ownership and operation of the complete services in the city would produce an additional profit of at least \$100,000 a year, based on the present earnings and the saving in operation through placing the whole service under one management.

It was further pointed out that under the present low rates of interest the city could make this purchase on the basis of 3½ per cent. money, which offers the most favorable opportunity that has occurred in many years.

The assets of the power company are very substantial; the replacement value runs into very large figures; the purchase would consequently add materially to the assets of the city property which, being revenue-producing, might be counted upon to effect a reduction in taxes.

It is felt by the Power Company that rather than make an additional investment in generating plant it would prefer to offer the business to the city so that all the services could be operated and controlled under one management to the greater benefit of all concerned, cutting out the duplication of services, poles, wires and equipment of various kinds.

Commissioner McInerney said the proposition was important and as a preliminary step he thought Mr. Robinson should be asked to supply the city with the

company's financial statement for the last fiscal year, together with other data as to the amount of stock outstanding and the current market value of the stock.

Mayor Brittain said he would not undertake to name a committee but he thought that negotiations should be carried on by the whole Common Council.

Mr. Robinson has given the capitalization of the New Brunswick Power Company as follows:

Bonds outstanding, \$1,689,000; amounts due Federal Light and Traction, \$1,950,000; first preferred stock, par value, \$1,000,000; second preferred stock, par value, \$350,000; common stock (no par value), 20,000 shares, \$2,000,000; total, \$6,989,000.

The net profit for 1934, subject to interest and depreciation was about \$185,000.

Barry Wilson, engineer for the Civic Hydro Commission, says the move to take over the New Brunswick Power Company by the city is one of the most important and vital matters of interest to the citizens that has been put forward in many years.

The saving in operating expenses together with carrying charges would be sufficient to reimburse the city for the amount now paid by the New Brunswick Power Company in taxes as well as a considerable revenue returned to the city which would go to reduce the tax rate each year.

It is a well known fact that an additional distribution system has been a hindrance to the citizens generally, but this condition was imperative in order that the rate for electric current might be reduced from 15 cents to 2½ cents per kilowatt hour for domestic users during the past 10 to 12 years.

The amalgamation of the two utilities would necessarily take a period of some three to five years, during which time the present duplication of poles and wires,

etc., would be eliminated from the streets of the city.

These changes I find could be accomplished without any change in the present rates for electric light, heat and power. As a matter of fact, a reduction in the present Hydro rates may be effected in a period of from three to five years.

Bennett's Policies Are Aiding The Industries of Nova Scotia

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After several years slow decline, the lowest daily coal output for 30 years was reached in 1932. Since then it showed a marked improvement, for which government subventions were largely responsible.

"Some idea of the value that the coal transportation subventions have been to us in opening up new markets is shown by the fact that in 1934 we supplied coal to 114 towns and points in the Province of Ontario.

"The subventions assure the mining of Canadian coal, and its transportation by Canadian railways in Canada, for Canadian users, thus giving work to Canadian miners and railwaymen that would otherwise be given to men of these occupations outside of Canada."

The 50,000 rail order received from the Federal Government by the Sydney steel plant was "one of the wisest things the government could have possibly done," Sir Newton declared, adding that this brought additional orders for 180,000 tons.

More than \$4,000,000 was spent for improvements to collieries in the past ten years, the speaker said, and wage payments totalled \$106,000,000 for the period.

True Leadership Demanded By The People These Days

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gestions of theirs had not been acted upon by Premier Tilley.

It is certainly hard to satisfy an opposition, whose sole aim is to acquire power. In this drive for power the Opposition leaders forget that those of them who happen to have seats in the Legislature are supposed to help govern the province and they are supposed to make suggestions that will help the people of the province, for after all it makes no difference whether a member is a Liberal or a Conservative he is supposed to be a representative of the people who elected him and he is supposed to work in the interests of the whole province.

The Opposition is claiming that the Government party is too partizan when at the same time the Opposition is finding fault with almost every act of the Government and trying to turn to their party advantage anything and everything. The Opposition tactics in the last session of the Legislature were chiefly made up of fault-finding and they tried to make capital from the most trivial slips. One example of the petty politics of the Opposition was seen when on one occasion the Speaker inadvertently said "carried" on a motion which had been voted down. The Opposition insisted that the Speaker's slip could not be corrected and a division was necessary to settle the matter.

In spite of the Opposition fault-finding Premier Tilley is at work in the interests of New Brunswick. Since taking the office of premier he has worked long and well for the people. Even Liberals admit he is one of the best premiers to hold office in this province. The Liberal policy of fault-finding will do them no good, for the people of New Brunswick are looking to leaders who actually accomplish something, and so far Premier Tilley and his Government have shown that they are working solely for their country and personal considerations have been relegated to the background.

Safe and sane government is the objective of the Tilley party and this is what the people are demanding and what they are getting under the present administration.



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