

The Maritime Broadcaster

The Maritime Broadcaster is published each week in Saint John, N. B., by the Broadcaster Publishing Company, Limited, with offices at 22 Canterbury Street.

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Wholesale Distributors for The Maritime Broadcaster
 NEW BRUNSWICK—C. A. Munro, Ltd., 16 Canterbury St., Saint John
 NOVA SCOTIA—H. H. Marshall, Ltd., 96 Granville St., Halifax, and 409
 Charlotte St., Sydney
 PRINCE EDWARD ISLAND—H. H. Marshall, Ltd., Charlottetown.

SAINT JOHN, N. B., JUNE 14, 1935

BACK-TO-THE-LAND

THE PROBLEM of unemployment is serious in all countries and leaders everywhere see its solution in the back-to-the-land movement. Plans for the settlement of families on the land are taking on new life in New Brunswick and during the summer the Government expects to have many more families, now resident in the cities, located on new farms. The Government of New Brunswick has done good work in this connection. During the last few years some 1,500 families have been placed on farms under the settlement scheme of the Province. Arrangements are now being made for placing fifty families from the City of Saint John on new farms in Sunbury County. The move is in the right direction and these people should soon become self-supporting. In order to take up farms in this scheme applicants must have been residents of Saint John for at least three years and they must show that they have had previous farm experience.

BUILDERS ARE NEEDED

WHEN times are tough and difficulties and problems arise there is heard much discussion about the good old days. Then some of us look back to see just how good those old days were. Certainly we must know what has gone before in order that we may solve the problems of today, but often it is found necessary to apply some new methods to the solution of our problems.

The so-called good old days do not compare with those through which we are passing. Today is much richer than yesterday. People are prone to go slightly blind—perhaps lazy too—when things begin to turn against them. Then it is that the old days appear as good days.

The grandest days the world has ever seen are here right now. It is unfortunate that the world has been messed up by war and its aftermath, greed and selfishness. But, even out of these days of strife, struggle and suffering, there will come better days than anyone has ever known.

With all good days however there are responsibilities which must be faced, problems that must be solved and sacrifices that must be made. It is necessary for all to give more in order to gain more. The larger sphere of activity and opportunity must not be shirked by the people. The way ahead is not going to be cleared by complaint, but by construction. Everyone must become a builder and better builders than the world has ever known in the good old days that are past and gone.

HOW SHIPS HAVE GROWN

BACK IN 1833 the Canadian-built Royal William was the first vessel to cross the Atlantic under her own steam and it took her twenty-two days. Now, just over a century later, the Normandie has crossed in less than four-and-one-half days.

The Royal William was 176 feet long, the Normandie 1,029 feet, or about six times as long. The Royal William, however, was not nearly so long as some of the sailing ships of her time.

The Normandie's tonnage is 79,280. The biggest ship in the Spanish Armada was 1,300 tons. In 1853 the largest ship in the world, the four-masted barque Great Republic, was of only 4,555 tons.

It is astonishing how ships have grown. At the beginning of the present century a naval authority pointed out that in twenty-five years the average size of vessels had increased three and three-quarters times. Yet at that time the largest ship afloat was the Oceanic of 17,247 tons and the record passage of the Atlantic was the six-days' crossing of the Kaiser Wilhelm der Grosse. Thirty-five years later the ocean is crossed in less than four-and-a-half days by a ship of more than four times the Oceanic's tonnage.

The Normandie, and her British rival the Queen Mary, which will no doubt attempt to outdo her in speed and service, are giants compared with the greatest ships of only a few years ago. The two most-talked-of liners of the past quarter century were probably the Titanic and Lusitania, giants of their respective days, the former sunk by an iceberg on her maiden voyage and the latter was torpedoed by the Germans in the Great War. These ships compared with the two latest sea-monsters as follows:—

	Tonnage	Length
Lusitania (1907)	31,550	785
Titanic (1912)	46,000	883
Normandie (1935)	79,280	1,029
Queen Mary (1936)	72,000	1,018

It is said that the oil cost alone is \$100,000 for the Normandie on one port-to-port trip, while the there-and-back operating costs are in all about \$250,000 without taking into account the interest on an investment of \$59,000,000. What pikers the armada-builders were!

A Thought for Today



"And he saith unto them, Be not affrighted: Ye seek Jesus of Nazareth, which was crucified; he is risen; he is not here: behold the place where they laid him."
 —St. Mark 16:6.

Haytassel Says . . .



"I see bi the papers that yew fellers down heer air goin to hev another tank in yewr midst. Its goin to be a big one to, if wot I heer is rite. Yew no thet us iellers up to the countree sumtimes thin thet yew hev sum pretty gud tanks rite now but this neu one is to hole water end I spoze that is quite awl rite." This was Josh Haytassel's thrust when he visited the office of "The Broadcaster" this week. "In fac," said Mr. Haytassel, "we hev no kick abowt wot yew air do'n. Lancaster need mor water end they air goin to git it. The neu stanpipe is to be bilt end a lot uv pumps will be put out uv commission.

"It is too bad thet yew air goin to spoil the luks uv the city by a unsitely tank up thair neer Martello Tower. I wuz jist recaulin thet in Toronto they hev a big tank on the hites bac uv the city end they hev maid a park round it so thet it is a pretty nice lukin place. Jist nou sum uv the fambles hev not enuff water end it seams like a lot uv monie yew air goin to spend to git it. Now up to the Washademoak, they is plenty uv water but a lot uv it is in the river, but we hev springs end wells, but a lot uv us hev to carry it pail by pail. If we hed a bit uv thet hundred end ten thousand dollars we cud hev water rite in ower houses. But maybe, if we hed, the wimmen folk wudnt hev ez mutch exercise ez they hev nou.

"Go ahed end bild yewr tank end fill it with water but I gess them Lancaster peepul aint ez patriotic ez they think fer I wud hev thet thet sumone wud hev showed them thet water warn't so mutch needed in a place wear they hev a large brewery. Still maybe sum uv them want water to wash in end thet is o.k by me. Thet tank is to hole 300,000 gallons uv water, but jist think how it wud boost bisness if it wuz filled with beer every so often. Thet wud be an attraction thet wud git the bulk uv the tourist trade. I hope I aint puttin enny thots in yewr hed, thet mite caws trouble. We want sum uv the tourists up to the Washademoak end they'll git only water to drink up thair, unless they bring sumthin else with them. But now thet yew hev gon in fer bigger end better tanks, we will hev to let yew go yewr own gate. S'long.

"A good deed is never lost; he who sows courtesy reaps friendship, and he who plants kindness gathers love."—Basil.



B. WISE says:

Stop, look, and listen when you come to a railroad track, but quit doing it when you come to work.

CLIPPINGS

A NOVA SCOTIA ENSIGN

(Providence Journal)

In the recent departure of the famed schooner Bluenose for England there was one interesting point that in a sense overshadowed the mere fact that the speed queen of the Atlantic coast fishing fleets was crossing the Atlantic. According to a report by the News Bureau of Nova Scotia, the Bluenose sailed from her home port flying a flag that had not been displayed on any sea for more than half a century. The flag was the official ensign of Nova Scotia, and it has flown for more than a hundred years over the Province House in Halifax. The flag was a common sight among the merchantmen of a period of 25 or 30 years after the middle of the nineteenth century, when Nova Scotia's sailing ships were known in most of the ports of the world. As the official standard of the province it dates from the time of Charles I, but since the time Canada acquired a national status it has been unknown among mariners. . . It is a unique ensign, and undoubtedly by the display of this unfamiliar emblem the Bluenose will arouse much curiosity as well as the admiration that naturally goes to so handsome a craft.

FORECASTING 1936

(Burlington Free Press)

It now seems quite probable that we shall have in the Presidential campaign of 1936 a Republican candidate (the field is still open) carrying the banner of a return to a greater degree of individual initiative; the candidate of a new party (perhaps Huey Long) calling for much greater Government regulation of financial affairs to the end that the nation's wealth may be more evenly divided, and a Democratic candidate (undoubtedly Franklin Roosevelt) attempting to steer a course between the two. Facing such a choice, which road will the American people take?

NRA. GOES: ITS TASK REMAINS

(Boston Christian Science Monitor)

The United States Supreme Court decision invalidating all NRA codes settles much. It ends an experiment the efficacy of which was already doubtful in the minds of most. It removes occasion for concern over charges of dictatorship and regimentation of small business. It gives industry renewed opportunity to attempt self-government free from the interfering hand of the Federal Government. But the decision is not a solution to the problems and abuses which brought the National Industrial Recovery Act into being. So far as the immediate emergency was concerned, the act has served its purpose, whatever the court may hold about it. It did accomplish much to put a bottom under sweatshop wages, to abolish child labor and bring a semblance of fair competition into demoralized trade.

MOVIE PRICES IN HONG KONG

(Hong Kong Press)

During the past few days Hong Kong has been up in arms against the "high cost of entertainment," or in other words the prices charged at the local cinemas. On Saturday two letters appeared in

the Daily Press, and both of the writers complained that it was unreasonable to impose such heavy charges for admission when the exchange is so favorable and more especially as the Economic Depression is still making its very unwelcome effects felt in the Colony. One of the correspondents put forth a plea on behalf of the Service men, who, he states, form a considerable portion of the "cinema fans," and who find it extremely hard to have to pay 55 cents for one show when, for want of something better to do, they are forced to go to about three or four different shows in the course of a week.



TENDERS FOR DREDGING

SEALED TENDERS, addressed to the undersigned and endorsed "Tender For Dredging, Bathurst, N. B.," will be received until 12 o'clock noon (daylight saving), Tuesday, June 18, 1935.

Tenders will not be considered unless made on the forms supplied by the Department and in accordance with the conditions set forth therein.

Combined specification and form of tender can be obtained on application to the undersigned, also at the office of the District Engineer, Old Post Office Building, Saint John, N. B.

Tenders must include the towing of the plant to and from the work. The dredges and other plant which are intended to be employed on this work, shall have been duly registered in Canada on or before the thirty-first day of December, 1929, or shall have been constructed and registered in Canada since the said date.

Each tender must be accompanied by a certified cheque on a chartered bank in Canada, made payable to the order of the Honourable the Minister of Public Works equal to 5 per cent. of the amount of the tender, or Bearer Bonds of the Dominion of Canada or of the Canadian National Railway Company and its constituent Companies unconditionally guaranteed as to principal and interest by the Dominion of Canada, or the aforementioned bonds and a certified cheque if required to make up an odd amount. In no case shall the security deposit be less than \$500.00.

By order,

N. DESJARDINS, Secretary.

Department of Public Works, Ottawa, June 4, 1935. (6-14)



SEALED TENDERS addressed to the undersigned, and endorsed "Tender for a Wharf, Little Shippigan, N. B.," will be received until 12 o'clock noon (daylight saving), Tuesday, June 25, 1935, for the construction of a wharf at Little Shippigan, Gloucester County, New Brunswick.

Plans, form of contract and specification can be seen and forms of tender obtained at the office of the Chief Engineer, Department of Public Works, Ottawa, at the offices of the District Engineer, Old Post Office Building, Saint John, N. B., Canadian Construction Association (Saint John Branch), 111 Princess Street, Saint John, N. B.; also at the Post Offices at Little Shippigan, N. B., and Shippigan, N. B.

Tenders will not be considered unless made on printed forms supplied by the Department and in accordance with conditions set forth therein.

Each tender must be accompanied by a certified cheque on a chartered bank in Canada, payable to the order of the Honourable the Minister of Public Works, equal to 10 per cent. of the amount of the tender, or Bearer Bonds of the Dominion of Canada or of the Canadian National Railway Company and its constituent companies unconditionally guaranteed as to principal and interest by the Dominion of Canada, or the aforementioned bonds and a certified cheque if required to make up an odd amount.

NOTE.—The Department will supply blue prints and specification of the work on deposit of a sum of \$20.00, in the form of a certified bank cheque payable to the order of the Minister of Public Works. The deposit will be released on return of the blue prints and specification within one month from the date of reception of tenders. If not returned within that period the deposit will be forfeited.

By order,

N. DESJARDINS, Secretary.

Department of Public Works, Ottawa, June 7, 1935. (6-21)