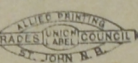


The Maritime Broadcaster

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



A. W. THORNE, Managing Editor.

TELEPHONE 3-3902

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 21, 1935

SANE JUDGMENT NEEDED

THE CAMPAIGNS of the two political parties in New Brunswick will be brought to a close in another week. Representatives of both parties have placed before the electors their reasons for being in the field. The decision rests with the electors and it is their responsibility to select the best men available for their representatives in the Legislature. It is for the voters to decide whether they will continue Mr. Tilley as Premier, or replace him with Mr. Dysart.

This decision, however, should not be reached by any haphazard method. It is a serious decision that must be made and before voting everyone who is to cast a ballot should carefully weigh all the evidence and study the candidates and their abilities. Then they should vote for those whom, they honestly believe, will best serve the interests of the people and the Province.

It is the hope of this paper that the choice of the people will be a wise one and that in the days that are to come all of us can look back and feel that the people of New Brunswick used wisdom and foresight in exercising their franchise at the polls on June 27, 1935.

LET US HAVE UNITY

THE INTRODUCTION of religious or racial cries into political campaigns should not be tolerated in a country like New Brunswick. Every man and woman is entitled to his or her own particular religious beliefs and those who make an effort to live up to the ideals of their professed beliefs are to be highly commended.

The attempt of irresponsible persons to bring religious cries into the present New Brunswick campaign will not be supported. Premier Tilley has publicly denounced such tactics and we are sure that Mr. Dysart would not tolerate any such practices in the ranks of his party.

The object of the present campaign is to secure the best possible men to carry on the affairs of this Province. Men of high calibre are a necessity for New Brunswick under present conditions and that is the sort of men the people must select if they hope to bring New Brunswick into a state of prosperity, in which the people will be happy and contented. There is need of men of different religious views in the Legislature and the races too should have representation. It is only by having the different viewpoints that good government can come.

In unity there is strength, and New Brunswick needs the combined strength of all its people in order that this Province may progress. Let us have this unity.

OWNERSHIP OF WEALTH

MOST OF the information being given out in the United States about the distribution of the wealth is generally guess-work and the New York "Times" says that people usually cite aristocrats who are least acquainted with the raw materials from which the statistics are compiled.

An interesting instance of this, pointed out by the National Industrial Conference Board, is the frequent statement that "two per cent. of the people own sixty per cent. of the national wealth." The statement is usually credited to the Commission on Industrial Relations, created by Act of Congress in 1912, the final report of which was rendered in 1916. The Commission, however, made no original study of its own on the subject. It simply referred to the "recently published researches of a statistician of conservative views." The reference was to Dr. Willford I. King, whose book, "The Wealth and Income of the People of the United States," was first published in 1915. In that study Dr. King drew his conclusions from figures regarding estates probated in Massachusetts in 1829-31, 1859-61, 1879-81, 1889-91, and in Wisconsin in 1900.

Apparently deciding that this was an inadequate basis for an accurate estimate, Dr. King made a new estimate in 1927. Here, "acting on the hypothesis that the value of the wealth of any class of persons is a multiple of the income from wealth received by that class," he reached the conclusion that among living gainful workers and recipients of income two per cent. owned forty per cent. of the nation's wealth. Notwithstanding this revision of his estimate, the earlier estimate has survived and is frequently cited. But the wide discrepancy in the estimates emphasizes the limited foundation on which they rest. The plain truth is that while our knowledge of the division of national income, partly through wage records and partly through income tax records, is now more accurate than it used to be, we are still obliged to fall back largely upon guesswork in estimating the distribution of the national wealth.

POEMS THAT LIVE

REQUIESCAT

Strew on her roses, roses,
 And never a spray of yew.
 In quiet she reposes:
 Ah! would that I did too.

Her m'rt'h the world required:
 She bathed it in smiles of glee.
 But her heart was tired, tired,
 And now they let her be.

Her life was turning, turning,
 In mazes of heat and sound.
 But for peace her soul was yearning,
 And now peace laps her round.

Her cabin'd, ample Spirit,
 It flutter'd and fail'd for breath.
 Tonight it doth inherit
 The vasty hall of death.

—MATHEW ARNOLD.

Haytassel Says . . .



"Wall I gess that yew writin fellers air so hipped up over polyticks that yew aint thinkin uv mutch else. But I jist want to say that in spite uv polyticks us fellers up to the Washademoak air sull gittin sum farmin dun. We aint lettin the depression nor the polyticks get us down." This was how Josh Haytassel started at us this week when he visited the office of "The Broadcaster." His remarks continued: "Us fellers hev sum buckwheat flower left end we still hev pancakes end sum uv hev mapel sirup to eat on em. Up to our place we jist killed a hog end we hev sum fresh pork that taists awl rite to us. Sun we will hev sum early stuff end then I gess yew city fellers will be kumin out to git a square meel onet in a wile.

"There is one thing us coundree fellers hez end that is plenty to eat. I often wunder how yew city chaps manage to live on wot yew git. It must be a awful strain on yew wen sum uv yew coundree cusins kum in fer a meel er to Yew try to give us sumthin that we aint bin ust to in the way uv grub end sumtimes we git back home with our dijctions awl upset, but after a few days on our own grub we git back in shape end try to think uv the gud things we hed, but after awl they aint mutch kin beet the plain grub we hev on the farms.

"Strawberries end cream aint so bad wen yew hev sugar enuff. Even a baked apple end sum cream aint to be sneezed et with sum gud hum-maid bread end a cup uv tea. Green beans end peas with sum new pertaters kind uv fills up in a rite satisfactory manner wen yew kin git them fresh. End beet greens aint to be dispised wen they is kooked with sum salt pork.

"Wall after heerin abowt them gud things to eat I spose I will be heerin that yew hev applied fer one uv them new farms up to the Broad Road so that yew kin grow sumthin gud to eat. Its a grate life on the farm end maybe I'll be seein yew getting back to the land end that is wear I better be gittin now. S'long. I'll be seein yew."

IRON ROADS

Britain's first iron road, laid down at Accrington, Lancashire, has remarkable noise-absorbing powers. Instead of an irritating clatter, as might be expected, the heaviest vehicles, much to the delight of shop-keepers, create only a pleasant purr in passing. The road consists of triangular iron tiles, joined together and seated to a concrete bed by a bituminous solution. This accounts for its "cushiony" quality. After three years' hard wear no sign of deterioration is yet visible. The criss-cross formation of the tiles facilitates drainage, safeguards cars from skids, and obviates mud-slinging.

Iron roads will, it is anticipated, inaugurate a new era of clean, noiseless travel.

B. WISE says:



MR. B. WISE

SOME WIVES WEAR
 SHINY SILKS WHILE
 THEIR HUSBANDS
 WEAR SHINY SUITS.

CLIPPINGS

PIECEMEAL PLANNING

(Auckland Weekly News)

Britain has been drawn into piecemeal planning, instead of fixing and following a policy, designed not only to help the farmers, but worked out in harmony with her position as the greatest of international traders and financiers. What has happened in the case of dairying, where a section of one industry is cutting right across the interests of British shippers, exporters, investors and consumers, provides a good illustration of the sick harvest from piecemeal planning. Had there been in existence a general policy to which all these moves could have been related, most of them would probably never have been made. The time is coming, and the sooner the better, when Great Britain will have to take heed of where Mr. Walter Elliot is leading her. Then she will probably seek to define to what extent and in what directions she intends to develop agriculture and how far that is consistent with her position as world trader, carrier, manufacturer and financier. She will have to cast up a balance, and her decision will depend a good deal on the extent to which overseas markets are opened or closed to her. Hence the Dominions equally require to take stock, to decide how far they can open their markets to British manufactures in return for the privileges of selling their products.

THE CONVERSION OF RUSSIA

(The Australasian)

Nations must live and let live. The horror excited in the minds of English-speaking people by the excesses of the Russian revolution has not died down, and the friendliness of the recent conversations in Moscow may surprise many. But government is "settling" in Russia; a form of government has been accepted by the Russians, and the other Powers have no right to dictate to them in the matter. The theory of Communism is not strictly adhered to; it has been found impracticable, and in the course of the evolution of a workable and durable system it will appear. It is uninformed theorists outside of Russia who imagine that Communism has been a success in the Soviet Republic. The probability is that Russia, in good time, will be fiercely fighting the Communists.

A DEPLORABLE SITUATION

(Trinidad Guardian)

It is certainly to be deplored that no modern vessels of British registry designed for passenger traffic, rather than the carriage of cargo, are on regular service between United Kingdom ports and the Eastern Caribbean Colonies. . . . What explanation can be given for the supremacy attained by non-British lines in the Caribbean over British shipping interests? How is it that foreign shipping companies can afford to add luxurious new passenger vessels to their fleet, while British lines carry on with older ships or find it necessary to withdraw altogether from the Trinidad service? Some people will find part of the answer in one word—subsidy. Britain's traditional supremacy of the seas has been challenged not only in the West Indies, but in all parts of the

world, by State-aided shipping. So serious is the situation that the United Kingdom Government was recently forced to depart from its free shipping policy and embark on a system of subsidies, which, however, have unfortunately been confined to tramp shipping and do not give any impetus to passenger transport.

LLOYD GEORGE PROGRAM

(The Cape Argus)

Countless volumes could be filled with the impressive twaddle that was talked during the Great War by seemingly intelligent critics. And now Mr. Lloyd George himself, being at leisure, is at the same game. Does he really suppose that concerted action between Great Britain and the United States to ensure world peace is his own bright original panacea? Surely everybody knows that the present British Government has been trying by every means in its power to bring it about, and it is difficult to see what more could have been done than has been done. And when Mr. Lloyd George talks about the "ruthless" use of tariff and bargaining resources to remove the handicaps to international trade, there is nothing new about the policy except possibly the adjective. In fact, the present Government originated that policy without any help from the former Prime Minister, except that he was chary of criticising it.

BOTTLE TRAVELS 8,000 MILES

Strolling along Woollie Beach, New South Wales, a man picked up a perfume bottle. Drawing the cork he extracted a note which read: "Greetings from Ben T. Smith, P.O. Box 207, Pasadena, California, February 16, 1930." The bottle had apparently travelled 8,000 miles from the shores of California to Woollie Beach, taking over five years to complete the voyage.



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 23, 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)