

WHAT IS WRONG WITH THE MARITIMES; N. S. CLERGYMAN TELLS HOW JOHN DOE LIVES

The Kentville, N. S., Advertiser a few days ago published an article, "What is Wrong With Nova Scotia," read before the Women's Institute of Southamptton by Rev. H. M. Manzer, a native of Millville, York County, N. B., and a graduate of the U. N. B. It shows that some thinking is under way. Here is part of it:

"John Doe, a successful commercial man living in Amherst (it might have been any other town just as well) was aroused one bright winter morning by his Connecticut alarm clock. It reminded him that he had planned to go out to the early train to a nearby town. Reluctantly he brushed the sleep out of his eyes and began preparations for the day. He shaved himself with a razor made in England, using a mug made in Germany, soap and brush, manufactured in the United States of America. He liberally applied cosmetics prepared by a firm in California. His morning ablutions were taken in tub and basin made in Rochester, N. Y., with soap from France, wiping with towels made in Czechoslovakia and Ontario. He still had too much hair to comb with a towel so he used brushes and comb made in Europe."

"He drew on underclothing made by the Wolsey Company, English hose, a Tooke shirt and collar, a Toronto tie, and shoes made in Quebec, and donned a natty business suit made in Montreal from English cloth."

A Yankee Watch

"Breakfast over, he looks at his American watch, dons an English hat, a Quebec overcoat, and rubbers, and starts out. He is taken to the station in an American auto propelled by American gasoline at a N.S. price. He enters the railway coach built in Montreal and is carried to his destination by a locomotive made in the same region. Here we might note that this part of the railway track had recently been re-railed with Nova Scotia rails and creosoted ties. Arrived at his destination, he visits the trade during the forenoon, selling goods, few of which are of Nova Scotia stock or manufacture. At noon he goes to a cafe for lunch and is offered tomato soup from Ontario, roast beef or pork from Toronto or Moncton, onions from Spain, potatoes and turnips, home-grown, lettuce from Florida, celery from California, raisin pie made from Australian, tea from China, fruit from anywhere but Nova Scotia."

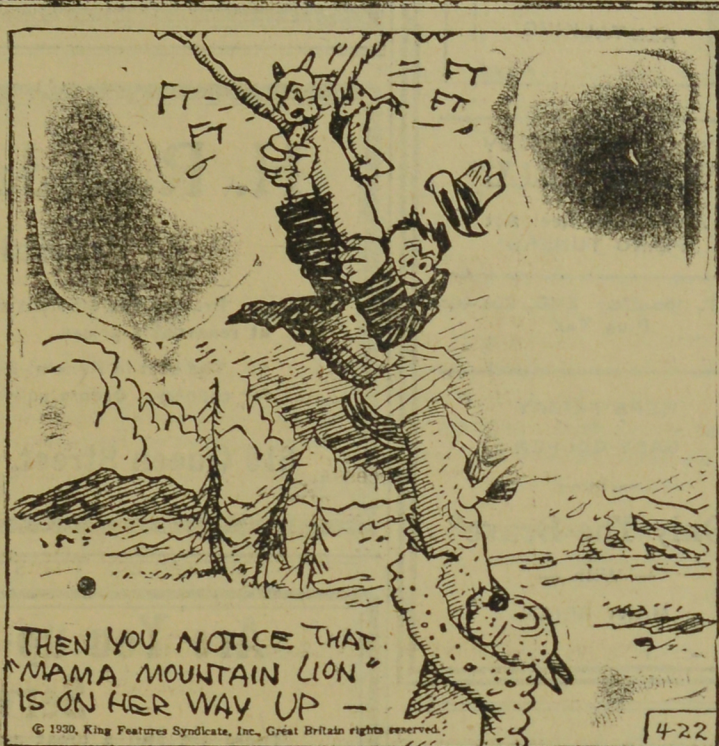
More Of It

"After dinner he goes out to visit a merchant in a nearby village and,

as the snow is too deep for a car, he engages a team. The horses are western horses, harnessed with Ontario harness, hitched to Ontario sleds, with Ontario robes. The driver flourishes an Ontario whip, and they start. During the day, his children have been at school studying from books printed in Ontario and the United States, at desks made in Ontario, and using other school equipment made in Ontario and Quebec. Their pens and pencils came from the United States. He is met by his happy wife and children clothed in clothing from everywhere outside of Nova Scotia. Since school closing they have been coasting on Ontario sleds, snowshoeing and skiing on Quebec snowshoes and skis."

"A man is run over every 30 minutes on the streets of London." Over there they must now work on a regular schedule, or "shed-ule," as our British friends would call it.

Honest men with backbone, when in office, have to depend, all the time, on multitudes of honest men who haven't any.



ANSWERS TO ENQUIRES IN THE LEGISLATIVE ASSEMBLY

(Continued from page 2)

received in 1929 by Treasury Department.

(b) \$522,496.54.

(c) The profits are paid to the Provincial Treasury from time to time during the year.

(d) Any amount not paid over is represented by stock inventories.

(e) The Liquor Control Board finances itself and without borrowed money.

(f) The Board does not delay in paying over net profits to the Provincial Treasurer. The Government does not expect to become reimbursed for interest on bank overdrafts in consequence of carrying on the public business prior to the proper time of reception of any class of provincial revenue.

No. 36—

HON. MR. LEGER in reply to Mr. Dysart.

1. Q. On page 241 of the Public Accounts, one Allen DeLong appears to have been paid \$535.11 for 178 days and three hours work in the School Book Department. Is this the same Allen DeLong who, according to page 122 was paid \$1000.00 for twelve months as caretaker? Was he not at work as caretaker during the one hundred and seventy-eight days he worked in the School Book Department? Or how does he manage to put in two full days in different places in the same working day?

A. The Department has followed the policy of the late government in the hiring and payment of this employee by combining the two positions into one, as by reference to the Public Accounts of late administration, 1925, page 207, will readily appear. The \$535.11 time paid for is over and above the regular working day.

2. Q. According to the items on page 241, Public Accounts Report, the School Book Department employs Ernest Beatty, George F. Beatty, Reginald Beatty and Ronald E. Beatty. Are there any other members of the family to be provided for?

A. Is it the name or the family which is objectionable to the leader of His Majesty's Loyal Opposition? In anticipation we may say that the persons referred to are members of three different families.

No. 39—

HON. MR. LEGER in reply to Mr.

Niles.

1. Q. Reference to page 271 of the Public Accounts Report, shows that \$1,200 was paid to A. D. Holyoke as salary as President of the Saint John and Quebec Railway for 1929. In view of the fact that this line was operated under lease by the C. N. R. what duties would he be called upon to perform in return for his salary?

A. The President of the Saint John and Quebec Railway during the year 1929 had all the duties to perform that were performed by the former President, W. P. Jones, Esq., and in addition was called upon to adjust a great number of right-of-way matters left unsettled by the former Board of Directors.

2. Q. Also, he was paid \$210 for travelling expenses. A detailed statement of these is asked for.

A.—

1928

Nov. 15th, expenses to Westfield	7.00
Dec. 11th, Expenses to Moncton	7.90
Telephone Account Oct. 31st, 1928 to Jan 31st, 1929	7.10
April 18th, Expenses to Moncton	8.20
June 24th Expenses to Gagetown (auto)	7.40
July 4th, Expenses to Moncton (auto)	28.00
July 6th, Expenses to Gagetown (auto)	7.40
July 8th, Expenses to Swan Creek (auto)	4.40
July 11th, Expenses to Moncton	29.90
July 17th, Expenses to Moncton	26.00
July 20th, Expenses to Lower Gagetown	10.40
Telephone Account from Jan. 31st, to June 30th, 1929	9.05
July 31st, Expenses to Lower Gagetown	10.40
Aug. 3rd, Expenses to Upper Gagetown	5.00
Aug. 10th, Expenses to Moncton	11.60
Aug. 28th, Expenses to Moncton	22.00
Telephone Account to Oct. 1st, 1929	9.15
	\$210.90

3. Q. Further, \$137.50 is credited to him as "Office Rent". Is it not a fact that for the past year or more he has not had any office apart from his residence. If he had a separate office where was it situated?

A. The President maintained an office separate from his own business for Saint John and Quebec Railway purposes.

4. Q. In view of the fact that the C. N. R. was charged with the upkeep of the road-bed of the railway during their lease, what engineering duties was E. J. Owens called upon to perform for which he was paid \$1,200 during 1929?

A. It was the duty of Mr. Owens to look after all matters pertaining to installing sidings and loading platforms and making changes in same when necessary, and to look after all other matters in which Capital Expenditure was involved.

5. Q. A detailed statement of \$145.44 paid to him as "Expenses" is asked for.

A.

1928.

Nov. 3rd, Expenses to Fredericton (140 miles inspection and meeting)	\$ 14.00
Nov. 4th, Board at Fredericton	5.00
1929.	
Jan. 31st, Stenographer fees, Nov., Dec., and Jan., at \$5.00 per month	15.00
Feb. 15th, J. & A. McMillan (Files)	2.80
Feb. 16th, Dinner and Supper	1.75
May 3rd, Expenses to Morrisdale and return re right-of-way (40 miles)	4.00
May 24th, Expenses to Hampstead and return re work at the Quarries (80 miles)	8.00
Supper at Hampstead	.75
July 17th, Expenses to Moncton and return (200 miles)	20.00
July 17th, Board at Moncton	6.00
July 25th, Expenses to Fredericton and return (140 miles)	14.00
July 31st, Expenses to Hampstead and return (80 miles)	8.00
Supper at Hampstead	.75
Aug. 3rd, Expenses to Gagetown re water damage, Burgess Lake (120 miles)	12.00
Aug. 5th, Expenses to Fredericton (140 miles)	14.00
Oct. 7th, Ticket to Bathurst and return	11.20
Supper in diner	2.00
Oct. 8th, Board at Bathurst	1.75
Dinner on train, \$2.00; supper \$1.50	3.50
Taxi, 50c; telegram to Bathurst 44c	.94
	\$145.44

6. Q. Was any gratuity or honorarium paid to either Mr. Holyoke or Mr. Owens for the loss of their positions with the Saint John and Quebec Railway? If so, what was the amount, and from what fund was it taken?

A. Neither Mr. Holyoke or Mr. Owens have been given any gratuity on account of the loss of their positions with the Saint John and Quebec Railway. The negotiations for the sale of the railway necessitated a great deal of necessary and valuable work and researches, for which extra work both Mr. Holyoke and Mr. Owens were paid a fair and reasonable compensation.

No. 41—

HON. MR. LEGER in reply to Mr. Richard (Kent).

1. Q. Has the government employed Auditors to examine Road Tax collections for Queens County? If so, what is their report?

A. No.

2. Q. We are informed that the County Auditors for Queens County are not authorized to audit the Secretary Treasurer's Account. What report, if any, has been received by the Government?

A. None.

3. Q. Give amount of delinquent as yet to be collected from ratepayers in the County of Queens since 1925?

A. Secretary's list show \$1,336.39 outstanding delinquent road tax as at end of 1929. Parishes of Brunswick and Cambridge not yet reported.

4. Q. Give amount of money paid by the Government for prisoners' Board under Provincial Police and dates of payment in Queens County?

A. February 15, 1930, \$202.20 for prisoners' board to Dec. 31, 1929.

5. Q. Give number of tons of coal, run of mine and slack, sold to the Provincial Hospital by Walton & Anderson, Ltd., of Minto, since 1925 to date, and price of each?

A. No firm by name of Walton & Anderson, Ltd., selling coal to Provincial Hospital.

Australia now has more than 2,225,000 horses.

A billion boxes of matches is the annual capacity of the match factories in Sweden.

There are more than 73,000,000 acres of rice under cultivation in India.

Germany has about 3,000,000 unemployed, of whom 2,600,000 are receiving Government dole.



TENDERS FOR DREDGING

Sealed Tenders addressed to the undersigned and endorsed "Tender for Dredging, Lower St. Louis River, N. B.," will be received until 12 o'clock noon (daylight saving), Tuesday, May 13, 1930.

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 P. O. Building, St. 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 an accepted cheque on a chartered bank payable to the order of the Minister of Public Works, for 5 per cent of the contract price, but no cheque to be for less than five hundred dollars. Bonds of the Dominion of Canada or bonds of the Canadian National Railway Company will be accepted as security, or bonds and a cheque if required to make up an odd amount.

By order,

N. DESJARDINS,
Secretary.

Department of Public Works,
Ottawa, April 26, 1930.

FIRE ALARM LOCATION IN THE CITY

- 6 Argyle and York Sts.
- 7 Victoria Public Hospital.
- 8 Children's Home, Woodstock Rd.
- 12 Westmorland and Aberdeen Sts.
- 13 Northumberland and Saunders Sts.
- 14 Brunswick and Smythe Sts.
- 15 Charlotte and Smythe Sts.
- 16 George and Northumberland Sts.
- 17 King and Northumberland Sts.
- 21 York and Queen Sts.
- 23 York and George Sts.
- 24 Queen and Westmorland Sts.
- 25 Brunswick and Westmorland Sts.
- 26 Charlotte and Westmorland Sts.
- 27 King and York Sts.
- 31 Queen and Regent Sts.
- 32 Needham and Regent Sts.
- 34 Queen and Carleton Sts.
- 35 Brunswick and Carleton Sts.
- 36 Charlotte and Carleton Sts.
- 37 George and Regent Sts.
- 38 King and Regent Sts.
- 48 Aberdeen and St. John Sts.
- 44 Queen and St. John Sts.
- 45 Brunswick and St. John Sts.
- 46 Charlotte and St. John Sts.
- 51 King and Church Sts.
- 52 George and Church Sts.
- 53 Union and Church Sts.
- 54 Shore Street and Waterloo Row.
- 55 George St. and University Ave.
- 56 Lansdowne St. and Waterloo Row.
- 57 Grey St. and University Ave.
- 112 Aberdeen and Smythe Sts.
- 113 Northumberland and Argyle Sts.
- 121 Victoria and Westmorland Sts.

18 hours 15 minutes

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from MONTREAL

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on this new schedule leaves
Bonaventure Station, Montreal, 3 p.m. daily.
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ALL STANDARD TIMES

INQUIRE F. B. EDGECOMBE, CITY TICKET AGENT,

TICKET AGENT, STATION.

Double Track all the Way