

MR. JUSTICE BAXTER STRONGLY URGED RAILWAY CO-OPERATION WHEN HE WAS IN PARLIAMENT

"What we want is not I submit, the rivalry of two systems, each fighting the other each trying to undercut and and dislodge the other. What we want is harmonious co-operation between the two great systems for the purpose of giving the people, not the service that the people want...but the service that this country can afford to give them, and that the people can pay for, not a service represented by a

ed in Hansard of May 18, 1922, to have said: "I shall not advocate that anybody living on those routes shall be cut off from the world by the stopping of an entire line of railway, but I say that if there were just plain, ordinary horse sense in the management of this business, the heads of the Canadian National and the heads of the Canadian Pacific and the heads of the Canadian Pacific would have talked together and would have arranged for one fast train..."

Offered Suggestion

He goes on to say:

"In the army they have what is called a liaison officer, and what we want is something like a liaison committee. The Canadian Pacific will appoint from its directorate or its passenger or point from its directorate or its passenger or freight traffic experts a few men; the Canadian National will do the same, so that they will have equal numbers on such a committee or board or whatever you like to call it. They will bring expert knowledge to bear; they will confer about just such things as I am speaking of in relation to passenger business, and about things that I know nothing of in relation to freight business. The problem will be to advise each railway what can be cut out, what expense can be reduced and how much useful service can still be given to the public without duplication. I think that is the right spirit in which we should proceed. I admit I am not making a suggestion that is going to wipe out the deficit or anything of that kind; but having the ideas that co-operation, ordinary conversation, ordinary meeting together to discuss these matters would be of value, I thought I would take the opportunity to suggesting it to the minister and to the committee on this occasion as one slight contribution toward solving the railway problem."

"Other honorable members may have better and more potent ideas than mine; but let us not rehash the question how this difficulty came about; let us make suggestions that will be helpful to the board, and that will cut down to some extent the tens of millions of dollars that the Minister of Finance (Mr. Fielding) has to find not for stock-watering, not for capitalists, but to provide for the people of Canada a service at just that much less

cost. If honorable members will visualize the matter in this way; if this common try has to raise forty or fifty million dollars to pay the deficit, that money is not going to some bloated bondholder; it is going to give people freight rates lower than they ought to have, passenger rates lower than they ought to have. Until you face the problem in that way and also face the cost of providing the service—I say this in the widest sense—cut where cutting can be done and get the people paying the cost of the service a certain class of people are taking something out of the country every year instead of putting something into its exchequer. I cannot see the problem in any other way. The question is a simple one of arithmetic; it is also a question of principle. It is a question of policy, not great policy, not great strategy; it is simply the old home idea of a man keeping within his income, and, he cannot do that, of finding means by which he will work harder and increase his income so as to catch up with the expenditures which he thinks are necessary."

A Common Question

Three years later, in February, 1925, Hon. Mr. Baxter dealt further with the railway problem in these words:

"In I think the first remarks I addressed this House on the railway question I suggest that what was necessary was the cutting down of the enormous waste because of virtual railway duplication, that nothing else could save us except an accord between the railways—co-operation instead of competition. Has any step been taken in regard to that as a national policy or to put it in operation. Are we doing anything else today except foolishly bucking one national railway against the other national railway? For that is exactly what is occurring today. Not an attempt is made to cut out duplication of services."

"I do not want to be misunderstood. I do not want to see anything like the Board of Railway Commissioners imposing their will upon the two railways; I do not want to see this government pass legislation to impose what it may think to be the will of the people upon the railways. All I ask is that the heads of the two railways shall be invited—as business men trying to solve a common question would invite each other—to sit in a conference and discuss the means by which a combination of the respective systems may be operated more profitably and with less expense."

"Not merely millions but tens of millions of dollars can be saved to this country by such a course. All that money, whether it is paid as freight rates to the Canadian Pacific or to the Canadian National, is coming just the same out of the pocket of the Canadian taxpayer. But what is the answer we get from the Canadian National Railways? A blast and blare of radio from the Moncton station; great speeches, wonderful noises and rumblings all over the continent; 'Hello, good fellow' to every man in the service of the road; amusement for the passengers; but never a sign of co-operation, nothing but coming to this Parliament for money and more money and more money still to make good its deficits, and never a thought that by a few hours' reasonable consultation with the other great system millions of dollars of unnecessary expense might be eliminated."

COCOANUT COOKIES

1-2 cup butter
1-2 cup sugar
1-2 cup more sugar
Two eggs
1 1-2 cups flour
1-4 teaspoon soda
1-2 teaspoon cream of tartar
1-2 teaspoon vanilla
Jelly
Cocoanut
Mix as for cake and form into small round balls. Bake a little depression in the center of each and fill with red jelly. Sprinkle with cocoanut and bake in a moderate oven for about ten minutes.

The middle class must be the one that gets from the government the same amount it pays in.

Public evils endure because talk relieves popular indignation about as well as action.

The man who says, "I run things at home," usually refers to the lawn mower, the vacuum cleaner, the washing machine and errands.

It is a pity to be brilliant and yet have most people remember only the fool things you say.

CENTRAL KINGSCLEAR

Feb. 11—We are experiencing a few days of cold weather.

The farmers of this place are busy hauling hay off the Islands, which work has been delayed on account of scarcity of snow.

We are glad to report that Andrew Anderson, who had his fingers cut off some time ago is improving some now.

Mrs. Samuel Gallagher is confined to her bed with sickness. Her friends hope she will soon recover.

Mrs. Walter Gallagher is also on the sick list.

A large number of people from this place attended the baptism and church service at Macnaquac Sunday morning. Nine persons were baptized by Mr. Coy. Mr. F. W. Foster was the speaker at the church. He chose for the communion service a very impressive text, "Jesus Wept". The sermon was much enjoyed by all. About one hundred and thirty-five received communion.

Residents of this place have been attending the splendid revival meeting at Macnaquac and Keswick Ridge where, Evangelist L. W. Foster has been the speaker. Rev. Mr. Corey and Rev. Mr. MacInnis have also assisted in conducting the services, which have been thoroughly enjoyed by all. Seventeen were baptized Monday night at Keswick Ridge. We are sorry Mr. Foster is leaving this week for Maine where he has been called.

Carman the seven-month old son of Mr. and Mrs. Randolph Kilburn, was very badly scalded last Wednesday when he pulled a pan of hot yeast off of the stove. There is not much change in his condition yet. Mrs. Hazen Everett is attending his burns.

There was a variety shower held for Mrs. Frank Hallet, a recent bride, at Mr. and Mrs. Hallet's home Island View on Saturday night. A number from this place attended and enjoyed the evening along with fifty or more guests.

Mr. F. W. Foster was the guest of Mr. and Mrs. H. W. Kilburn some days ago. He also called on old friends about about the neighborhood.

Mr. and Mrs. Fred Camber spent Sunday with Mr. and Mrs. Randolph Kilburn.

Miss Loretta Mills of Webster, Mass., has returned to that place after spending a few weeks with her parents, Mr. and Mrs. James Mills.

Miss E. M. Ashfield spent the weekend with friends at Macnaquac. The Valley View Juniors entertained a number of visitors at the school Friday afternoon. A valentine program was carried out.

DEMAND FOR PULPWOOD IS MODERATE

Saint John, Feb. 13—Operation of the Port Royal Pulp and Paper Co., Ltd., of Saint John, has resulted in a large proportion of the pulpwood stocks which have been on hand in central New Brunswick for two years being used. A. J. Lacroix, manager, said last night.

A considerable quantity of what remains is expected to be shipped to Saint John next month, according to a Canadian Press despatch from Fredericton.

Shipments for the remainder of this month and in March will be sufficient for the mill's needs until the St. John river is opened for driving further supplies, said Mr. Lacroix.

The Fredericton despatch said that the general opinion of pulpwood operators is that the waiving of the extra stumpage of 50 cents per cord on cuts on Crown lands for export will have no effect on this season's operations. It will mean a reduction on overhead of last season's cuts, however.

Demand for pulpwood is moderate with no improvement in prices recently.

Notice of Legislation

Notice is hereby given that application will be made by the Municipality of York to the Legislature of the Province of New Brunswick at the next Session thereof for the passing of an Act to amend Chapter 36 of the Acts of 1922 so as to increase the amount of the Bank Loan under the said Act to an amount of \$60,000.

Dated the 24th day of January, 1933.
C. D. RICHARDS,
Solicitor
Municipality of York

Notice of Legislation

NOTICE IS HEREBY GIVEN that application will be made at the next Session of the Legislature of New Brunswick for the passage of an Act authorizing Fredericton Exhibition, Limited, to issue bonds or debentures in a sum not exceeding \$15,000, principal to be payable in ten years from the issue thereof, and to bear interest at a rate not exceeding 5½ per cent per annum, payable semi-annually, payment of both principal and interest to be guaranteed by the City of Fredericton. The lands and buildings now owned by said Fredericton Exhibition, Limited, are to be conveyed to the said City. The proceeds of the said issue are to be used to repay monies borrowed by said Fredericton Exhibition, Limited, and advances made and to be made by the said City.

Authority will also be sought by said Act to enable the said City to guarantee accounts of said Fredericton Exhibition, Limited, which may be contracted in any year in connection with the holding of an exhibition in a sum not exceeding \$5,000, said accounts to be paid by said Fredericton Exhibition, Limited, after the close of the said exhibition each year.

Dated the Thirtieth day of January, A. D. 1933.

C. L. SYPHER, Sec'y,
Fredericton Exhibition, Limited.

It takes as much energy to keep still as it does to talk.

Assessment Notice

The Board of Assessors of Taxes for the City of Fredericton hereby require all persons liable to be rated for the 1933. Forthwith to furnish to the Assessors true statements of all their personal estate and income, which is assessable under The City of Fredericton Assessment Act 1926, and true statements of wages or salaries paid to employees, and hereby Give Notice that Blank Forms on which such statements may be furnished may be obtained at the office of the Chairman of the Board of Assessors, and that such statements must be perfected under oath and filed in said office on or before the Fifteenth day of February, 1933.

Dated this Fourteenth day of January, 1933.

PETER FARRELL,
Chairman of the Board
of Assessors and Taxes

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