
Notice to Advertisers.

In order to ensure changes being made in advertisements, copy must reach this office not later than 8 a. m. on the day of publication.

The Daily Mail

The Weather

Fresh northwest winds, fair and cool tonight. Thursday fair and not much change in temperature.

VOL. XXVII., No. 13 77 FREDERICTON, NEW BRUNSWICK, WEDNESDAY, MARCH 31, TWO CENTS PER COPY

NEW BRUNSWICK FRUIT GROWERS ARE MEETING HERE TODAY IN ANNUAL CONVENTION

Meeting Opened in the City Council Chamber With a Good Attendance—President Wetmore Delivers an Optimistic Address—Good Prices for Fruit Obtained in Montreal and Outlook for the Industry is Bright.

The fifteenth annual meeting of the New Brunswick Fruit Growers' Association was begun this morning at 9.30 in the City Council Chamber. There were about forty present. At the opening of the meeting an opportunity was given for registration and the payment of dues. About 10 o'clock the President Col. O. W. Wetmore opened the proceedings. The minutes of the last annual meeting were read by A. G. Turney and were accepted.

President's Report
Col. Wetmore then addressed the Association. He spoke of the good work done by the secretary and by the Society as a whole. He said that some of the fruit growers of the Province did not seem to take advantage of the many benefits to be derived by the organization and invited suggestions which might cause these people to wake up to their opportunities. Montreal, would probably take a large share of the fruit of this province, both large and small varieties. Last year strawberries brought 35c per box by the crate in Montreal, or 25c per box f. o. b. at the shipping station. Col. Wetmore prophesied that prices would be as good, if not better, in this coming season and will probably remain high for some time.

Secretary's Report
Col. Wetmore was followed by Mr. A. G. Turney the secretary-treasurer, who submitted his statement for the year. According to his report the Society had increased greatly both in membership and in service. This has been the best year so far in the history of the organization in every way. In 1917 there were 15, members, in 1918 there were 128, and in 1919 there were 174. Last year the Society became incorporated and it is now receiving a grant of \$200 per year from the Government. Mr. Turney described the field day held here on the 28th of last August and asked that steps be taken to make this an annual event.

The supply of barrels has been altogether too small and some of them have not been up to the standard in quality. The opinion seemed to be that there would be a good opening for the manufacture of these articles in this province and a ready market would be easily obtained. There has been very little planting, comparatively, in the United States since 1910 and the effects of this will be felt greatly about 1925 as consumption will in all probability be largely increased. Production has increased in B. C., is stationary in N. S. and has decreased in Ontario and Quebec. All over Europe both in the war zone and out.

This is, therefore an opportune time for the planting of apples in N. B. He said that it seemed quite improbable that the price of apples would get back to the pre-war level for many years to come. It is yet too early to tell the effect of the last winter on the trees, but the crop this coming season will probably be lighter than last. This is the tenth year for Mr. Turney in the office of Secretary-Treasurer and Provincial Horticulturist, and his services have been much appreciated by the members of the organization.

The Report Adopted
Acceptance of his report was moved by S. B. Hatheway and seconded by W. W. Hubbard, who, in a few words, reviewed the success of this province as a fruit-growing country. The fact that N. B. has come off so much better than the west should prove the fitness of the climate and should be a great encouragement to the growers.

Mr. G. E. Sanders
Mr. G. E. Sanders, of the Dominion Entomological Laboratory, Annapolis N. S. was the next speaker. He mentioned the good results obtained by spraying trees and fruit and gave the formulae of many different sprays that had been used with success. His remarks were confined chiefly to the means of destruction of the Green Apple Bug and the Apple Maggot or Railroad Worm, two of the worst pests with which the fruit-growers

BRIEF STORM IN THE HOUSE OF COMMONS

Ottawa, March 30—A storm of short duration which considerably disturbed the equanimity of the minister of marine and naval affairs, Hon. C. C. Balfour, occurred in the commons tonight when the government \$20,000,000 merchant shipbuilding programme was again under consideration. The minister took strong objection to statements made by J. H. Sinclair, Antigonish and Guysboro, Liberal, and Dr. Michael Clark, house leader of the Farmers' party, which he interpreted as charging him with profiteering in the placing of contracts for vessels. The ruffled feelings of the minister were smoothed down when Messrs. Sinclair and Clark explained their statements. They both felt that the shipbuilding programme had not been profitable to the country but they explained they did not charge the minister with having personally benefited from the placing of the contracts.

The liberal leader, Hon. W. L. Mackenzie King, declared that the Liberals wanted to know the present policy of the government in the placing of contracts for ships, and whether contracts would in future be placed by tender, in accord with the statutes. Hon. Mr. Balfour pointed out that when the contracts were placed the war was on. It was an emergency the government was desirous of keeping all possible men employed and it was not possible to call for tenders. He gave the assurance that the government would abide by the law in the future. Further pressed by Mr. King the minister said that as all contracts had been let it would not be possible to call for any tenders now.

STOCK MARKET PRICES TODAY

(Furnished by J. M. Robinson & Sons, Bankers and Brokers, Queen Street, Fredericton.)

American Wool	133
Bethel Steel B.	96 3/4
C. P. R.	122 1/2
Cruicible	265
General Motors	383
Mexican Pete	220 1/4
Rubber	110 1/2
Studebaker	106 1/2
United States Steel	104 3/4
Sterling 386 3/4-387 1/2	
N. Y. Funds 8 1/2-8 3/4	

Montreal.	
Dominion Iron and Steel	71
Detroit United	113
Victory Bonds. 1937	103
" " 1933	101 1/2
" " 1927	100 1/2
" " 1923	99 3/4
" " 1922	100
" " 1924	99

Freight Wrecked at Island View.
Train No. 242, from Centreville to Fredericton, was derailed this morning at Island View. Four cars left the rails but no serious damage was done. The line is now being cleared.

JUDGE SAVARY DEAD.
Annapolis Royal, N. S., March 30—Judge Alfred William Savary, who since the death of Sir James Grant has been the last survivor but one of the confederation parliament of Canada, died at his home here at 2.40 o'clock this morning. He had been unconscious for several days and it was known yesterday that the end was near.

HON. DR. ROBERTS REVIEWS WORK OF THE GOVERNMENT; AN ILLUMINATING SPEECH

Something About the Great Work Being Performed by the Department of Public Health—Conditions Contrasted With Those Which Prevailed Under the Old Act—Still Much to be Done in This Connection.

The outstanding feature of yesterday's proceedings in the Legislature was the admirable speech of Hon. Dr. Roberts, the Minister of Public Health. The Doctor took the floor on the order of the day being called and spoke for nearly two hours. He gave an able exposition of the work being performed by his department and defended it from the attacks of critics, but he dealt with other matters of interest and advanced a number of practical suggestions for the benefit of conditions of the province. He made an earnest plea on behalf of the port of St. John and urged that a representative delegation be sent to Ottawa at the close of the session, to bring matters connected with Canada's winter port to the notice of the Federal government. The Minister of Health was warmly congratulated at the conclusion of his excellent speech.

An Opposition Critic.

Mr. Sutton, of Carleton, and Mr. Michaud, of Madawaska, followed. The former indulged in some mild criticism of the government's policy, and made a plea on behalf of the school teachers. He had the usual complaint to make regarding the Carleton county vacancy, but omitted any reference to the recent by-election in that constituency when a candidate whom he supported was snowed under to the tune of 4,000 majority.

Mr. Michaud made an effective reply to opposition criticism and made a strong plea for the development of the great water power now going to waste at Grand Falls.

Yesterday was the last day for the introduction of private bills, and it is believed that most of this class of legislation is now before the House. A St. John delegation arrived last evening and had an inning this morning before the Corporations Committee.

This afternoon the budget debate will be resumed by Mr. Peck, of Albert, and will probably be continued in the evening. The House will adjourn tomorrow evening for the Easter holidays.

(Continued on page six.)

NEW BRUNSWICK POWER BILL BEFORE CORPORATIONS COMMITTEE

Mr. Fred R. Taylor, K. C., Presents the Case for the Company—An Historical Sketch of the Organization—Many Questions Asked by Members of Committee.

March 30, 1920.
Corporations Committee of the House met at 10.30 this morning. Mr. Burchill in the chair and took up consideration of the Bill presented by the New Brunswick Power Company. Mr. Baxter stated that a representative of the Company was present and by hearing him the Committee could obtain a better idea of the facts and by going through the Bill.

Mr. F. R. Taylor, K. C., counsel for the Company was heard. He gave a historical sketch of the New Brunswick Power Company and the various commissions which had held investigation in connection with it. Speaking on the question of rate-base he claimed it should not be determined by original cost but by present value. Decisions to that effect had been given recently in United States and also in connection with the Montreal Tramways Company. The rate-base must be calculated on an amount not less than \$3,100,000. Unless the legislature were prepared to recognize the full amount of valuation, expansion of the Company must be curtailed, and already several applications had been for the construction of new lines of street railway. Harris Forbes & Co. in buying \$1,700,000 in bonds of the company, did so on the understanding that assets were adequate for future requirements. Other purchasers of bonds had bought on the same understanding.

Mr. Tilley asked if it were the intention to have earnings take care of extensions. Mr. Taylor replied in the affirmative. The company would have to do that as there would be no return from new lines for two or three years. Of course that would not hold good for any ambitious scheme such as extensive double-tracking.

A Magical Figure
Mr. Baxter asked why the magical figure of \$3,100,000 was mentioned. Why must the company get returns on this amount before extensions would be made? Mr. Taylor said the Company must show earning capacity before additional bonds could be issued.

REBELLIOUS HUN WORKINGMEN BESIEGING FORTRESS OF WESEL HAVE HAD REINFORCEMENTS

Several Towns are Reported to Have Been Plundered—An Agricultural Strike Proclaimed at Essen and Being Carried Out in Full Force—Request of the Germans to be Allowed to Send Troops to the Ruhr District is Refused.

SAYS PUBLIC OWNERSHIP IS A MISTAKE

Ottawa, March 30—Advising the government to "get out from under" the burden of operating the railways, D. D. Mackenzie told the house of commons today that public ownership of railways was a mistake. The line would be more successful under private management. In closing he charged the government with neglecting the people in the maritime provinces some of whom lived 110 miles from a railway.

J. H. Sinclair (Antigonish and Guysboro), advocated increasing the rates on government railways as a lesson to people who were shouting for government ownership of railways which had failed in Great Britain and in Canada had brought a deficit of \$47,000,000. He thought the I. C. R. could be better operated under new management but unless the people of the maritime provinces wanted to change, he would not make any change in the policy.

Hon. Mackenzie King was told that the government could not proceed further with widening the gauge of the Prince Edward Island system. The commons rose at nine o'clock and reported progress on the railway estimates without reaching a vote.

Woodstock Press: Dr. and Mrs. A. H. Prescott will leave on Friday for New York. Dr. Prescott will visit the hospitals. They will be absent one week.

as a conciliation commission by the Mayor of St. John.

Mr. Baxter said it would be fairer to say that the City had named them and the company had offered no objection.

Mr. Taylor said that a suggestion had been made for the appointment of three public directors to take the place of the Public Utilities Board. The company did not object, but believed that the members of the Public Utilities Board, through their experience in public utilities, would be better qualified to act.

Mr. Baxter asked if there was any objection to one public director who would be named by the Mayor.

Mr. Taylor said that the only objection was to dual control by both public directors and the Public Utilities Board.

Mr. Baxter said he could not see why the Public Utilities Board should not have control as suggested. Mr. Taylor said the company could see no reason why it should be dealt with any differently from any other corporation. As far as a public director was concerned, the company was perfectly willing to issue qualifying stock.

Hon. Mr. Veniot said that should be acceptable. If power were taken away from the Public Utilities Board in this instance, there would be similar applications from all over the province for special legislation.

Mr. Baxter said that the appointment of a special expert accountant might solve the difficulty. He could secure all information that a public director could get. He also would suggest that he might be appointed by the Public Utilities Board.

Mr. Taylor said he had no objection to these suggestions. Another matter was that of taxation. The Currier report suggested three per cent. of gross revenue, but the city wanted provision made for payment for paving and snow removal. In response to Hon. Mr. Veniot, Mr. Taylor said that lower fares were not likely if the company's proposals were accepted, but if the city's proposals were accepted, higher fares must be charged.

Municipal Councillors J. T. O'Brien, William Golding, John D. C. Dalzell, W. M. Campbell and J. M. Donovan all were heard asking that the committee give terms to the company sufficient to permit it to make extensions of lines in St. John county.

Mr. Baxter suggested that this bill be referred to a sub-committee composed of three members of the House and representatives of the Company and the city.

Mayor Hayes was agreeable, but Mr. Taylor were doubtful if an agreement could be reached.

Mr. Tilley said that the committee would evidently have to decide the matter and a private session must be held for further consideration. His motion for private session was carried and the committee adjourned.

OPERATING RAILWAYS IN A STORM

(Toronto Globe)

The people of Canada have an enormous amount of money invested in the Canadian National Railways and are vitally interested in the efficient management of the Government system. They will expect it to keep pace with its great competitor, the Canadian Pacific Railway, but the comparison during a recent snowstorm in Saskatchewan is disappointing. The Regina Leader says:

"An object lesson in different methods of railway management was afforded the people of Regina and Southern Saskatchewan on Monday as the outcome of the big storm which swept the country. On the one hand officials of the Government owned and operated National Railways practically threw up their hands, and confessing their inability to do anything, cancelled all trains out of Regina. Little or no attempt was made to provide service. On the other hand, the difficulties encountered in maintaining a service for the travelling public had the effect of making the C. P. R. officials redouble their efforts and call extra employees and equipment into service.

"The Canadian National train from Winnipeg to Regina arrived in this city in the morning on time but was laid up in the yards here and no attempt made to push it through to Saskatoon. On the other hand, C. P. R. train No. 2 was split into three sections and two engines attached to each and main-line traffic thus continued. On other lines the C. P. R. double-headed their trains and while some of them ran behind time, only one minor train was cancelled, while the Canadian National tied up all their trains."

If the statements of The Regina Leader are fair and accurate Mr. D. B. Hanna, President of the Canadian National Railways, must impress upon his employees that "lying down" in the face of trouble will not be tolerated. The success of the C. P. R. during this storm will be heralded far and wide as proof of the greater efficiency of private ownership, and as an advertisement will be worth thousands of dollars to that company. It is to be hoped that Mr. Hanna will not allow any more such opportunities to occur for the depreciation of the publicly-owned railways of Canada.

Publicity Committee.
The Publicity Committee met this morning in the Board of Trade Rooms Queen street, and began organization for the ensuing year. A. R. Slipp, K. C., was re-elected chairman and Ald. J. A. Cain was elected treasurer. Informal discussion took place. The Committee will meet again shortly.