

THE DAILY MAIL

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THURSDAY, MARCH 18, 1920

IN THE LEGISLATURE

The amendment to the Address in reply to the Speech from the Throne, touching the question of stumpage, was voted down in the Legislature yesterday, and the debate which has been going on since the beginning of the session was brought to a close. The opposition in the House numbers twenty members, but Leader Murray was only able to rally a baker's dozen to his support on one of the most important matters which has come before the House in several years. The two members for Albert recorded their votes against the amendment, and afterwards endeavored to square the account by voting against a motion to pass the Address.

It is conceded even by his own friends that the opposition leader committed a grave tactical blunder in bringing the stumpage question before the House in the manner in which he did. Acts passed by previous governments provide that the rate of stumpage shall be fixed by the Governor-in-Council, and therefore all that the House could do would be to make a recommendation on the subject. A majority of the members of the House are satisfied to let the government deal with the matter and the assurance has been given by the Premier that it will be dealt with when the proper time arrives.

Having disposed of the Address and the amendment thereto, the House will now be able to get down to the real business for which the session has been called. There is likely to be a heavy program of important legislation which will no doubt give the members on both sides ample opportunity to air their views.

In England it is estimated that 20,000 ex-officers are out of work through no fault of their own, and that there are other 33,000 maimed and incapacitated, trying to live on an average pension of about \$350 a year. In London alone there are ten thousand out-of-work officers and many hundreds of others have only temporary jobs. In an attempt to better the condition of these men an Officers' Association, with Lord Haig and Lord Beatty at its head, has been formed to consolidate the forty or fifty voluntary societies engaged in looking after the interests of demobilized men. For the disabled alone the sum of 100,000 pounds will be needed this year, and only half of this sum has been collected.

Dearborn Independent: If the people abroad only knew it, the conditions of living are harder in the United States than they ever were. The American dollar may rank high abroad; it is worth only about 38 cents at home. We pay two and three prices for everything we get, and nearly everything we get—except that manufactured by Nature herself—is of inferior quality. And upon this double and triple price, upon this inferiority of material there is a war tax—and after the war tax comes the income tax. And if you talk with the man and woman who really are American you will find that they are worried and strained.

Kingston Standard: The City Council in adopting Alderman Steacy's resolution re daylight saving for the

city had no doubt met the wishes of the great majority of the citizens. It is worth noting too, in this connection that the Board of Control of Toronto has already passed in favor of daylight saving for that city, and we believe Ottawa has done likewise. Indeed from the information that comes to The Standard practically all the cities in Ontario will fall in line. Since Kingston led in the movement when first it was adopted it is only right that she should follow it up and Ald. Steacy is to be congratulated on his early and wise move in this desirable direction.

Halifax Chronicle: It is encouraging to note that public interest everywhere is gradually being aroused to the importance of improving the position of teachers in the public schools. Generally there is growing up a realization that if we are to have efficiency in the school the teacher must be paid an adequate living salary. Teachers in most places are miserably paid and it is a tribute to their self-sacrificing spirit that they have done their work so well considering the inadequacy of their remuneration when compared with the great importance of their service.

The part taken by Hon. P. E. Blondin, of "shoot holes in the flag" fame, in the Carleton-Victoria by-election, was the subject for some rather pointed observations by Hon. Mr. Veniot in the House yesterday.

** THROUGH OUR SIEVE **

Hens always seem to lay more eggs in an advertisement than in a nest.

After a woman has cleaned house she likes to plant herself on a chair in the middle of the best room and admire, and admire and admire.

Boys first wrestle with fractions, then algebra, geometry and trigonometry, and then after marriage with the grocery bill.

"What a lot of happiness there will be in this world when every woman marries her ideal man," says the Dayton News. Yes and what a lot of bachelors!

At a meeting of the Mother's Club recently it was decided that the best chaperon for girls is a child; spinsters and widows are no longer to be trusted.

After having examined a score or so of fashion "ad" illustrations, we arrive at the conclusion that it is no longer possible to refer slangly to a debutante as being no slouch.

A Chicago man wants to get an injunction against his mother-in-law. The difference between this man and other ones being that he dares to go to court with what he wants.

"Don't you want a Rock Monument?" says a nearby advertiser. As a matter of fact, we don't want a rock monument. But then, that doesn't prove anything, anyway—we have such peculiar tastes.

Men in town can't understand what is the matter with the farmers. And the farmers can't understand what is the matter with the men in town. As soon as the weather is fit they ought to go fishing together. They would come back knowing each other better.

STEPS TAKEN TO EXPEDITE PROCEEDINGS

(Continued from Page Eight).
Lumbermen's Association also were heard last evening. The requests of the New Brunswick Federation of Labor relative to the Workmen's Compensation Act and other matters were discussed. To some of the suggestions no opposition was offered namely that the allowance to a widow be increased to thirty dollars per month. The suggestion that the allowance for injury be increased to two thirds of total wages was opposed. The employers in the time at their disposal could not cover all the demands of the Labor Federation but will consider them further and present a memorandum to the Provincial Government at a later date.

Another matter touched upon by the lumbermen was the vaccination of employees. They requested that the clause in the Public Health Act which required that all employers of labor be responsible for the vaccination of employees be not placed in effect this year.

PERSONAL

M. N. Cockburn of St. Stephen is at the Barker House.
Geo. W. M. Ring of Sussex is a guest at the Queen Hotel.
H. W. Reid of Stonehaven is among the guests at the Queen Hotel.

THEODORE SHONTS LEFT THREE WILLS

New York, March 19.—By a coincidence three wills of the late Theodore P. Shonts, president of the Interborough Rapid Transit Company, were filed here this week for probate.

One will, executed in 1905, which was filed on behalf of his widow, Mrs. Milla D. Shonts, left the bulk of his estate to her and her two daughters.

Two other wills, filed by Cornelius J. Sullivan, attorney for the executors, make provisions for a trust fund, the income from which is to be divided between his widow and his "friend," Mrs. Amanda Thomas. They also contain minor bequests to relatives.

DEATH OF A NOTED SURGEON

Portland, Ore., March 19.—Dr. K. A. J. Mackenzie, dean of the medical department of the University of Oregon, and a surgeon of national reputation, died Monday night of heart disease, superinduced by influenza. He was 60 years old and is credited with having developed nerve grafting. He was born at Cumberland House, Manitoba, and was a graduate of McGill University, Montreal, and the Royal College of Physicians and Surgeons, Edinburgh, Scotland.

OUR NATIONAL ECONOMIC PROBLEM.

The following interesting extract from an article by Mr. E. W. Beatty, president of the C. P. R., appeared recently in the Montreal Gazette:—"So much for the manner in which the transportation machinery of the country is carrying out its obligations to the Canadian producer. Other aspects of the transportation problem are less satisfactory. There are many people who look upon Canadian Railways as custodians of magic fortunes which cannot be exhausted. That bookkeeping should be as simple and inexorable in its tale of losses and vanished profits to a railway as it may be to a corner grocer, is to these people unthinkable. It apparently does not occur to them that to no public is it more important than to the Canadian public that the good reputation of its railway securities in the world of thrift and investment should be carefully guarded. To those, however, who understand these things clearly and who view the matter from the standpoint of broad public interest, it is at once apparent that the Canadian public pays a very low rate for the quality of service rendered, and that a time is rapidly approaching when, if Canadian railway securities are not to be made less desirable to investors than almost any other kind of industrial security, railway rates will either have to go up, or railway operating costs go down. Such persons recognize that it is not because the situation of the railways is an easy one that certain companies have been able to show net earnings—very low net earnings compared to the actual cash invested in the industry—but because in the past the shareholders of such companies have been, as they are to-day, courageous persons willing to supply the means for constructive enterprises in which no one but themselves had faith, and because, too, their officers have been skilled, resourceful and loyal business men, assisted by staffs filled with the spirit of pride and devotion to their work. This, indeed, is the thing which has made it possible for Canada's railroads to function successfully during the war without making anything like the demands that foreign roads—less efficient in serving their community, yet earning the same rates and paying the same wages—have made up their public exchequers. I do not believe that this strain upon the railways and this tendency to weaken the general reputation of Canadian Railway securities should continue. The servant, after all, is worthy of his hire, and railway capital is not less worthy a servant than other forms of capital whose earnings have not been so consistently depressed.

"The net earnings during the war years, of those companies which showed net earnings, would have been much lower had the Canadian railroads been making expenditures for maintenance which circumstances would have justified, but which conditions prevented during that period. These arrears have now to be made up. During 1919 the Canadian Pacific laid 70,000 tons of steel rail. In place of, say, 2,000,000 ties, worth 44c in 1914, the Canadian Pacific laid 4,434,000 ties at 85c per tie. The sensational advance in the rate of railway wages is well known. Further advance may be necessary within the very near future, as indicated by discussions in the United States. The price of coal for locomotives was \$3.09 in 1913. Now it is \$4.77. The cost of hauling an average train (freight or passenger) one mile has risen from \$1.604 in 1913 to \$2.494 in 1918. It is higher to-day. The operating expenses of one mile of line in 1915 were \$4.152. In 1918, \$7.046, and to-day they are even greater. On the other hand, railway rates, taking all classes of revenues together, have advanced scarcely 25 per cent. I venture to say no other industry in the Dominion can show such moderation."

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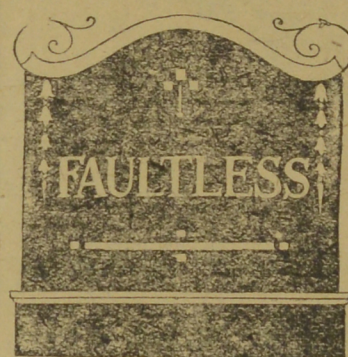
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NOTICE OF LEGISLATION.

Notice is hereby given that a bill will be presented to the Legislative Assembly of New Brunswick at the next session thereof to incorporate the Union Church at McAdam, N. B. The object of the said Act is to incorporate the religious body now known as the Union Church, situate at McAdam, in the County of York.
Dated this fifth day of March, A.D. 1920.

J. D. P. LEWIN,
Solicitor for Applicants.

AT THE GAIETY TODAY and SATURDAY

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—IN—

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