

PREMIER BAXTER URGES THAT VALLEY RAILWAY BE TAKEN OVER BY THE FEDERAL GOVERNMENT

St. John, Aug. 2—Premier Baxter, in presenting the case of New Brunswick to the Maritime Commission here today strongly urged that the Valley Railway be taken over by the Federal government. In discussing the matter he said:

The necessity of special rates westward to give Maritime Province manufacturers a fair opportunity in western markets requires simply the application of a system which the Inter-State Commission appears to have found satisfactory in the United States. This applies also to coal which is produced in New Brunswick and Nova Scotia.

Combined with the railway situation is one which is peculiar to New Brunswick. The construction of the section of the National Transcontinental Railway in this province from Grand Falls to Moncton, opened up a strip of country much of which will not be productive for a long time. In fact, the object of the construction of this railway was rather to obtain a direct route from the West to the sea in Canadian territory than local development in the eastern portions of the country. It was felt that the location of the line was so disadvantageous to the port of Saint John that the province attempted to rectify the error by constructing a line called the Saint John and Quebec Railway (more popularly known as the "Valley Railway") along the valley of the Saint John from Grand Falls to the City of Saint John.

Representations were made which led the provincial government to believe that the Dominion Government would eventually take over this railway. The heavy burdens imposed in consequence of, and difficulty in financing caused by the Great War, have hindered as well the complete construction of this railway as its taking over by the Dominion. The road is now constructed and is in operation from Westfield to Centreville and running rights over the Canadian Pacific Railway have been obtained from Westfield to Saint John. The portion from Centreville to Grand Falls has not been constructed and the Provincial Government cannot afford to complete the road. It has been built up to the standard of the National Transcontinental Railway and is designed to give that system a direct route to the port of Saint John. It is leased to the Canadian National Railway the province receiving forty per cent. of the gross revenues as rental. This results in a yearly loss to the Province of from \$250,000.00 to \$270,000.00, a sum which it has been unable to meet out of its current revenues and unfortunately has added to its capital indebtedness. This work was undertaken to overcome a defect in the scheme of a national enterprise and, we believe, should be dealt with upon that basis.

A Big Liability.

The province has incurred liability for the cost of the road amounting to \$7,649,978.00. To this must be added accounts yet unpaid amounting to about \$426,500.00, or a total cost of \$8,077,478.00 in addition to which the province has paid \$1,540,470.00 in respect of annual deficits from 1920 to 1925 both inclusive. This makes a total of \$9,617,957.00. The province by a refunding arrangement in 1920 and 1921 effected a saving of \$538,009.60 upon these costs. The Dominion has contributed as subsidy \$1,011,200.00 which went into construction and is outside of the costs mentioned. For further details it is proposed to file with the Commission a brief submitted by Hon. W. E. Foster, then Premier of the Province to the Dominion Government which fully deals with all phases of the situation.

The importance to the province of the taking over of this railway by the Dominion will be realized when it is understood that the drain caused by the annual deficit absolutely cripples the slender finances of the province. It has been possible to add largely to the resources of other provinces by the gifts of lands rich in opportunities. This cannot be done for New Brunswick. Our boundaries are incapable of extension. Other provinces have received large additions to their annual subventions, generally based upon some disadvantage from which they were suffering. The condition stated is a real disadvantage to New Brunswick and it was not undertaken as a local speculation but was a construction absolutely necessary to implement the general scheme of the National Transcontinental Railway adopted by the Dominion if that railway was not to exclude New Brunswick from the benefits to follow upon its construction.

CATS ARE ON THE INCREASE BUT BUT DOGS DWINDLE

A dogless world with cats rampant may be in store for this country if cats continue to multiply in numbers, while the dogs practice race suicide, as indicated in the reports of the Ellen Prince Speyer Hospital for Animals. The canine wards, it is said, had but four maternity cases and no mother had more than three one week, while the feline patients, though fewer in number, more than doubled these figures, says the New York World.

Nor is race suicide the only human tendency exhibited in dogdom. Many of the modern diseases are making their impression on the canine world, addicted to luxury and disinclined to work hard and get plenty of exercise. Indigestion has proven the bane of many a good dog, particularly those of good families who are seldom seen out of their luxurious automobiles. Out of the 269 dogs treated more than thirty had ill of the digestive tract. These ranged from worms to most complicated ailments, generally due to wrong feeding.

Nearly forty of the canine patients needed surgical care. There were a number of operations for tumor, a few on the eyes and ears and a few fractures.

Paraplegia, or paralysis of the spinal cord was the affliction of one Pekingese. Fifteen had asthma, pneumonia or laryngitis. A dignified bull had epilepsy. Kidney disease, jaundice, parasitism and pyorrhea were represented. Then there were gastritis, stomatitis, otitis, conjunctivitis, cystitis and meningitis. Finally one fashionable canine pet was admitted a nervous wreck, suffering from "general collapse."

Distemper the disease most commonly known in the canine world, continues to take its toll with about seven of every ten cases of dog illnesses.

What's the difference: If you save two or three hundred dollars by purchasing an open, instead of a closed car your cigars burn up twice as fast.

A Los Angeles paper describes a wizard who recently played 10 games of chess and 28 of checkers, blindfolded, and won them all. How is he on remembering his wife's birthday?

They say candy is a substitute for liquor, but it never makes a man want to sing "Sweet Adeline."



Of Interest to the Women

STRIKING COLORS FEATURED
IN PARIS, SAYS ACTRESS.

Los Angeles—Just what are they wearing in Paris?

According to Madge Bellamy, Fox film star who has just returned to Hollywood from a visit to the French capital, tailored garments of novelty materials and unique color combinations are now the vogue.

"In Paris the business of being modishly dressed is the most important factor in a woman's life," Miss Bellamy said. "Everything is bought to match—frock, hat, shoes, and accessories, so that one is dressed in a perfect symphony to the smallest detail."

"None of the larger shops in Paris will, under any circumstances, sell you a model, but in most cases you wouldn't want to buy the frock worn by the mannequin. They are made only to show, one modiste said deprecatingly when I said I was surprised to see how such gorgeous and delicate things were treated. Madame would never care to wear a gown like that. Hers must be individual!"

The Big Secret.

"And that's the secret, I suppose—individuality."

"But just the same it's rather discouraging to select a perfect dream of a hat and find it's a model and that one to suit your particular style of beauty and headsize can be procured only after a week or more of waiting. Of course I brought home hats—no one can resist the charm of French millinery—there's a distinction about it that can be found in no other part of the world."

"But as to style hints—'Besides being tailored the dresses were inclined to be a little longer than those we've been wearing here. For daytime use they run to silks and satins in two or three shades of the same color or in the most striking color combinations."

"Being a lover of color myself, I reveled in the careless way with which they mixed colors. In spite of the fact that they seem to violate every rule for artistic blending the results are marvelous."

"The straight skirt with the flair or pleat to allow fullness around the bottom still holds first place in the mode, and as for the waistline it varies with the style of frock. Daytime and street frocks have no definite division at the waist or are long waisted. Evening frocks that are bouffant and basqued come in tightly at the natural waistline."

Few Trimmings.

"As for trimmings they are practically non-existent. The Parisienne relies on her accessories a brightly colored bag or gorgeous furs to trim her streets. In the evening she is literally covered with jewels."

"But I'm glad to be home and able to go window shopping again. In Paris there are no big shops like ours where one can look through a window and see a display of the latest modes. All the select and exclusivesalons are tucked away on the second floor of some drab-looking house."

LETTUCE AND PARSLEY.

Lettuce should always be cleaned washed, shook dry and put in paper or flour bag and put in cold place.

Parsley is washed, shook dry and put into bag; if any is left on plate after using it for garnish, dip quickly into hot water, then put in cold water, put in bags and use next day for choppings.

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MINCED MEAT ON TOAST—GOOD
FOR LUNCHEON OR BREAK-
FAST.

Any left over meat is put through food chopper; add gravy rice or vegetable stock to moisten; season to taste. Heat through and serve on pieces of toasted bread. Sprinkle with chopped parsley and garnish with sprigs of parsley.

No matter how little there is left it is worth while preparing in this way.

JAPS PREFER BEER TO SAKÉ TO DRINK

Tokio, Aug. 2—Twenty years ago the Japanese drank no beer, being satisfied with their own native rice brew, sake, served hot and frequently. Today they turn out 48,000,000 gallons from their breweries, themselves drinking the very considerable percentage they do not export.

Beer is fast displacing sake, which has to be heated to be palatable and which cannot be, as a consequence, served quickly from bars, or on cafe tables.

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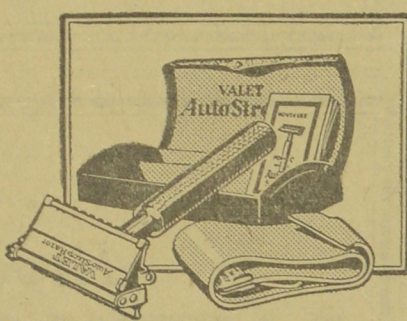
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