

SOME VIEW POINTS IN THE GRADING OF DAIRY PRODUCE

(By J. A. Ruddick, Dairy & Cold Storage Commission.)

The grading of dairy produce has difficulties that are not encountered in the grading of such products as grain, wool, fruits, etc. Which commodities are not subject to such sudden change of flavour, as are butter and cheese. Cheese makers were recommended to keep this point in mind when they feel inclined to complain of the grading of their cheese. We do occasionally get a complaint, and sometimes a little abuse from makers whose cheese has been placed in second grade, claiming that certain persons saw the cheese in the factory and pronounced them No. 1. The flavour of the cheese may have gone wrong in the meantime, but in any case it is very easy for some irresponsible person to say that the cheese are all right than to give offence by condemning it. It should not be assumed, that the grader is always wrong and the other person is always right. This possibility of difference between the factory and the warehouse cannot be properly urged as a plea for grading at the factory or ship-

ping point. As a matter of fact, it emphasized the importance of designing the system so as to give the grader every opportunity of detecting unsound qualities of flavour in the article which he is examining. That is to say, the ideal arrangement would be to have the grading done only when you are reasonably sure that the permanent characteristics have developed. Of course, there are two points of view in this matter. The owner of the butter or cheese naturally desires to have the grading done at the time or under the conditions when there is the best possible chance of undesirable qualities being undetected; in other words, he wants to have the butter and cheese graded when it has the best chance of receiving the high grade. That is the private or individual point of view.

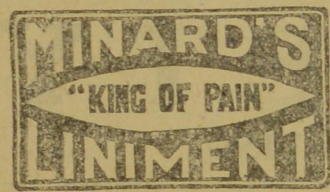
The other, or public, point of view is that the grading should be done at the time and under such conditions as will result in every possible and probable defect being detected, so that when the butter or cheese is marketed the grades will correspond with the actual quality and condition of the goods. If any large number of cases occur in which the grading does not correspond with the quality, the whole system falls to pieces and the benefits and advantages of the grading system are very largely lost. No one can quarrel with the owner in his desire to secure the best possible results from the grading, regardless of consequences to the industry at large, but at the same time, there should be no quarrel with the other point of view which aims to protect the industry and make the grading a real service.



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Revenue Bill is Brought Down by Hon. Mr. Baxter

The Amount to be Raised by Means of Direct Taxation will be Devoted to Interest and Sinking Funds—Supplementary Estimates Call for an Expenditure of \$33,000—Some Amendments to the Game Law.

The Legislature had a very busy day yesterday and disposed of a number of important bills. Some amendments were made to the Game Law and during the discussion Hon. Mr. Richards intimated that there was not likely to be an open season for partridge during the coming year. A suggestion by the minister that the wild cat bounty be reduced from \$5 to \$3 was not acted upon by the House.

Tax Bill Introduced.

Hon. Mr. Baxter introduced a bill to provide for increasing the revenue by means of direct taxation. He said that the bill would empower the Provincial Secretary Treasurer to employ experts to investigate the valuation basis in each municipality with a view of making the taxation equitable. He said that the proceeds of the tax would be devoted only to interest and sinking fund requirements.

The supplementary estimates were brought down by Hon. Mr. Richards in the absence of Hon. Mr. Leger, who is detained at home by illness. The sum of \$33,000 is called for the largest item being \$20,000 to be expended on the repainting of steel bridges.

The Official Report.

Assembly Chamber, April 28th, 1926.

The House met at three o'clock. The bill respecting the City of Fredericton Assessment, to amend the Prohibitory Act, to amend the New Brunswick Electric Power Act, and the Divorce Court Act, were read a third time.

Bills referring to St. John Assessment, Succession Duties, the Gasoline Tax, amending the Motor Vehicle Law, and regarding the settlement of Crown Lands were read a second time.

MR. VENIOT gave notice of inquiry for Saturday.

Floating Indebtedness.

HON. MR. BAXTER introduced a bill to authorize the funding of the floating debt of the province. Explain-

ing this Act he said it was to authorize an issue of bonds not exceeding three millions of dollars to take care of the over-expenditure on roads up to February of the present year, of \$1,601,130.02. For bridge accounts up to same date of \$170,000 for the deficit of 1924 on Ordinary Account, of \$222,000 in round figures, and for that of 1925 of \$487,000. Also to replace the rails taken by the St. John and Quebec Railway from the Atlantic Seaboard Railway, which amount was not yet accurately known; and to take care of the expenditure of the Lancaster Highway Board and other indefinite amounts.

The Revenue Bill.

HON. MR. BAXTER introduced a bill to aid in raising revenue. In explaining this bill he said the government was not introducing it with any feelings of delight, but there had been very large additions to the provincial debt in the last nine or ten years and the province was not in a particularly prosperous condition; therefore it was very necessary that the financial basis might be put on a safe and sane foundation. The people had demanded or expected, expenditures on a scale more lavish than the province could afford, and the immense debt increase was the result. The government's business was now to try and avoid all wasteful methods, and to make the necessary expenditures as effective as possible in the upkeep of the public services. Every means had been tried to find a way to raise a revenue that would bear evenly and lightly on all business and all people. This bill provided that after all existing liabilities had been funded a statement of the interest and sinking fund requirements would be made and this amount would be assessed on the people. If the amount required was, say, seven hundred thousand dollars, this would mean a tax of about forty cents, on the hundred dollars. Under this proposed legislation, however, the amount would be only about ten cents. The provincial secretary, for the purposes of making this tax even throughout the various municipalities, would investigate the valuation basis in each, and devise a plan for a common standard, the proportionate amount of money required from each to be allocated. Then each municipality would receive notice of its responsibility and would collect the amount required as in the case of all other taxes. As above stated the proceeds from this tax would be devoted only to interest and sinking fund account. By this means the province would have the satisfaction of getting on a safe financial basis and the people would have a light, but he hoped, effective warning, that they must pay for over-expenditure.

HON. MR. STEWART introduced a bill respecting highways.

HON. MR. RICHARDS introduced a bill confirming certain land grants on the southwest Miramichi.

Supplementary Estimates.

HON. MR. RICHARDS, on behalf of Hon. Mr. Leger, transmitted a message from His Honor, the Lieutenant Governor, asking for supplementary supply to be granted His Majesty, and he moved that the message and estimates be referred to the Committee on Supply.

HON. MR. REILLY submitted the Report of the Standing Rules Committee.

MR. MICHAUD introduced a bill authorizing the town of Edmundston to issue debentures. On the ground of urgency this bill was read a second time.

House in Committee.

The House went into Committee to consider bills relating to taxation of the New Brunswick Telephone Company and the Succession Duty Act.

MR. MICHAUD referring to the Telephone Bill, said that the rights of the municipalities should be protected.

HON. MR. BAXTER said that a great deal of work had been given to the working out of the provisions of this Act, the result being that the various municipalities in the aggregate would get about \$3,000 more than had previously been collected. There were a few where the amount would not be quite as much. Fredericton was in a worse position than others and the Company had met this objection by offering to pay \$500 a year extra while their head office remained in this city. School taxes were provided for in all districts that had previously been in receipt of revenue from the company. Of course there were a great many school districts where the company's property was so small that no attempt had ever been made to collect a tax, and in these cases no provision was made.

Both these bills were passed as amended and reported to the House to be read a third time tomorrow.

The Game Act.

The House again went into Committee to consider bills to amend the Game Law, and regarding Motor Vehicles.

In discussing the Game Law, Mr. Harrison thought the time had come when greater protection should be given game animals, and that the Fish and Game Protective Association's wishes should be given some attention by this House. This Association had between one and two thousand members, eight branches, and its members were quite disinterestedly

working without remuneration for the good of the province. He was opposed to making the sale of Game legal under any circumstances.

MR. SMITH (Kings) thought that residents should be allowed to sell enough of the meat to pay for getting the carcass out of the woods. Sportsmen, even at present, frequently left carcasses in the woods to rot which was an economic loss.

Doing Good Work.

HON. MR. RICHARDS said that honorable members should certainly appreciate the valuable educational work that was being done by the Fish and Game Protective Association. He felt its members were sincere in their suggestions and so far as he was concerned every consideration would be given to them. However, residents in the remote districts of the province were entitled to consideration, and their reasonable wishes also met as far as practicable.

Wants Close Season.

HON. MR. TILLEY brought up the matter of a compulsory close season or term for partridges. This valuable bird was, he said, becoming almost extinct. Automobiles now conveyed hunters so quickly to the haunts of the birds that hunting was much more severe and during the past two years there had been a great loss from disease. He would like to see a special clause in the Act providing for a closed period for three years, so that all game wardens would be duly notified and the information spread generally.

HON. MR. RICHARDS explained that under the Act as it stood there was a complete close season for all time, with the proviso that an order-in-council might permit a certain open period in any year. Speaking for the government he thought he could assure the House that no open period would be given this year.

HON. MR. TILLEY wanted special legislation so that the word might go out to the country.

MR. DYSART thought that the Act at present was a sufficient safeguard, and that Mr. Tilley might have sufficient confidence in his own government for a year or two at least.

The Wild Cat Bounty.

HON. MR. RICHARDS suggested for the consideration of the House an amendment reducing the bounty on wild cats from \$5 to \$3. He merely wished to test the sentiment of the House in regard to it.

MR. DYSART said that as wild cats appeared to be on the increase, and they were destructive to all game and especially partridges, he did not favor the amendment.

MR. MELVILLE, on the ground of economy, thought the reduction might be a good one.

MR. OULTON said in Westmorland wild cats were increasing and partridge and deer were suffering greatly thereby, and he was opposed to any decrease in the bounty.

MR. PECK said the province last year spent \$6,800 on wild cat bounties and he thought in no other way could a like expenditure so well protect deer and other game.

MR. SIDDALL said the Game Wardens in his district had reported two deer killed by wild cats last week. The cats were increasing, and as it took two men and a dog to do effective wild cat hunting, there was not very much money for the hunter, even with a \$5 bounty.

MR. MOORE felt sure that the people of Queens county would be opposed to any reduction.

The amendment was withdrawn.

Motor Vehicles.

The Motor Vehicle Act was next taken up, and the various features brought out considerable discussion, especially in regard to dealing with stolen cars and misplaced number plates.

HON. MR. BAXTER wanted the Act to go as far as possible to protect people from theft and from the purchase of stolen cars.

MR. DYSART said there had been several serious cases of stolen cars being sold to innocent parties and he was most anxious that the Act should be effective.

MR. VENIOT felt there must be drastic legislation to prevent as far as possible this very serious crime of stealing cars and selling them to innocent and inexperienced buyers. After some further discussion recess was taken until eight o'clock.

Evening Session.

The House resumed at eight o'clock. The Act to amend the Motor Vehicle Law was again under consideration.

In reference to the clause imposing penalties for violations of the law, Hon. Mr. Richards questioned whether it was essential to have imprisonment added to the penalty.

HON. MR. STEWART said the time was coming when they must have more stringent laws in reference to the speed of autos.

On motion of Hon. Mr. Baxter the clause was amended by striking out "shall also be liable to imprisonment" and substituting "may be imprisoned."

Considerable discussion took place in reference to the section providing for carrying lights on all vehicles.

HON. MR. STEWART said he was very much in favor of the clause but suggested that it should not go into effect at present, but be left over to go into effect by order-in-council.

MR. MELVILLE said there was quite a feeling in the country that autos were taking charge of the road.

MR. SMITH (Kings) thought the clause would work a hardship in country districts.

MR. ATKINSON said the section was a very desirable one, but probably should not go into effect before 1927.

HON. MR. SMITH also favored the section.

MR. MICHAUD favored the clause and considered it was only right that



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all vehicles should carry lights after dark.

Favors Delay.

MR. SMITH (Carleton) said this was an important section so far as the safety of the public was concerned. He thought the section, however, should not be brought into effect until April, 1927. It was very much in the public interest to have the section retained in the bill.

MR. MICHAUD could not see that there was anything to be gained by delay in bringing the clause into effect.

MR. AGAR agreed with Mr. Michaud and believed that the clause should come into effect when passed. He was strongly in favor of the clause.

MR. BROOKS thought the clause should not come into effect before April 1st next.

HON. MR. RICHARDS said it would be well to fix a definite date when the clause should come into effect.

MR. SIDDALL was in accord with the clause, but he favored having it brought into force by order-in-council, with the understanding that it would not take effect this year.

HON. MR. STEWART said the clause should not be eliminated but should be brought into effect by order-in-council sometime in the future.

The clause was finally passed, with the understanding that the time it would come into effect would be fixed later.

MR. VENIOT took exception to the sentence in Clause "no tail lamp is required on motor cycles" and moved an amendment to the effect that every motor cycle shall carry a tail light, except when used for the enforcement of any provincial or federal law.

MR. SMITH (Carleton) did not think tail lamps on motor cycles were necessary.

HON. MR. STEWART said motor cycles were largely used for patrol purposes and he thought the clause should remain as at present. He pointed out that motor cycles in Nova Scotia and other provinces were not required to carry tail lights.

Upon division the amendment was lost.

Motor License Fee.

As finally amended a license fee of \$1.10 for each 100 lbs. was agreed to for motor vehicles; excepting motor cycles, motor trucks, and motor vehicles used exclusively for commercial purposes. For each motor cycle \$5, and for commercial vehicles with pneumatic tires, \$1.35 per 100 lbs. Commercial vehicles with other than pneumatic tires, \$2 per 100 lbs. The limit of weight for trucks as agreed to was ten thousand pounds for non-pneumatic tires and twelve thousand pounds for pneumatic tires, with certain regulations regarding width of tires.

MR. HARRISON asked that the limit of weight for hard-tired trucks with eight inch smooth tread should be increased from 10,000 lbs. to 11,000 lbs., as such trucks had been purchased in St. John this year and it would be considerable hardship to compel their owners to change to pneumatic tires.

HON. MR. STEWART said there would be no disposition to cause hardship to anyone who was equipped, but he would ask the Committee not to change the provision of the law, as he believed it was going the extreme limit considering the construction of our highways.

MR. VENIOT said he would stand by the Minister in his decision on that point. If Mr. Harrison's friend in St. John wished to keep within the law all he had to do was not to overload his truck. If he was not mistaken the load limit for a 4,000 pound truck was 10,000 lbs.

MR. HARRISON then raised the point as to the fairness of taking a license fee for a heavier vehicle to run in the city and then keeping such vehicles off the country roads.

MR. VENIOT said that the city licensees had no kick coming. They were able to operate their cars for twelve months in the year while in most parts of the province the car owner could only operate his car from five to seven months and paid the same charge.

The Committee rose and reported progress, with leave to sit again tomorrow.

Adjourned at 10.30 p. m. until 11 a. m. tomorrow.