

MANY WILL GO TO CHICAGO
JR EUCHARISTIC CONGRESS

Largest Special Passenger Traffic
Movement in History of Canadian
Railroads is Looked For.

According to advices received by Passenger Traffic Officials of the Canadian National Railways, one of the largest special passenger traffic movements in the history of Canadian Railroading will take place in June next in connection with the Eucharistic Congress at Chicago.

Preparations are being made in Chicago for the reception of more than a million pilgrims during the Congress which will be held from June 20th to June 24th, and the problem of transport for this multitude is already engaging the close attention of both American and Canadian Railroad Officials.

The Canadian Delegation will, of necessity, be a very large one, and will be thoroughly representative of the whole Dominion. Already the Canadian National Railways have contracted with various Organizations for ten special trains from the Maritime Province as far west as Alberta. Most of these specials will be operated from Quebec and Ontario, but already enough travel is assured from the Maritimes for a special train to leave Moncton at or about 2.30 P. M., on Friday, June 18th. This train will reach Chicago early Sunday morning. The train equipment will be of the very best, and standard C. N. R. diners will serve meals enroute. The return trip will be made by special leaving Chicago Thursday, June 24th, allowing side trips to Niagara Falls and Ste. Anne de Beaupre, reaching Moncton on Monday, June 28th. Delegates from Saint John and all Maritime Provinces' points, outside of Moncton, will make their connection with the special train by the regular C. N. R. train services.

This tour includes five days in Chicago, and a half day side trip to Niagara Falls. There will be one whole day at Montreal, and one at Quebec or Ste. Anne de Beaupre. It will be a notable tour under the very best auspices, and in the Railway Service there will be nothing lacking.

All applications for transportation, fares and reservations on this special train should be made to Reverend J. E. Brown, Secretary of the Congress Pilgrimage, care Bishop's Palace, St. John, N. B.

WHY SHOULD N. B. PEOPLE HOWL ABOUT MARITIME RIGHTS IS ASKED

Ste Anne de Bellevue, P. Q.,
March 29th, 1926.

The Editor,
Daily Mail,
Fredericton, N. B.

Dear Sir:

Reading the different reports published in the different papers of New Brunswick, there is an everlasting wail, and a clamor for Maritime Rights. The St. John papers seem to think that St. John City is the whole of New Brunswick, but it is not. Fredericton has an industry, which has been competing with the world and is still going strong, the John Palmer Shoe Company Ltd. I was in Montreal the other day and I tried in several stores to buy a pair of The John Palmer Shoes. They were all sold out. They had other shoes, but would not recommend them as being equal to the Palmer shoes. I also noticed while in Montreal, Ganongs Chocolates and St. Croix Soap, which was in evidence everywhere. Now Mr. Editor, if the farmers of York and Sunbury counties, would produce, pack and preserve the food, the products of the soil, to feed the employees of the John Palmer Co., and the farmers of Charlotte County, would do the same for the employees of their manufacturers, how much more prosperous the whole province would be. I know New Brunswick probably as well as any man born in it. There should be no hard times in New Brunswick if the people of Ontario can take the sugar, refined at St. John mix it up with apple juice, color it and flavor it and ship it back to New Brunswick. If the people of Ontario can take the sugar, refined at St. John mix it up with apple juice, color it and flavor it and ship it back to New Brunswick, cannot the people of New Brunswick do the same thing. Isn't a pumpkin or a squash raised in New Brunswick, just as tasty as one raised in Ontario? The real cream sugar corn can only be raised in Maine and New Brunswick. Their sugar corn and peas are on a par with their potatoes and the like cannot be produced anywhere else on the American continent. New Brunswick lost a golden opportunity, while the war was on, that they did not pack and preserve foods with New Brunswick on the label. The John Palmer footwear was well and favorably known overseas and so were Ganong's chocolates. All that is needed to make

New Brunswick prosperous, is for the people of New Brunswick to pull together, produce their own foods which I know they can do, advertise their good the same as California and British Columbia do. Good goods, properly advertised always have a market. Less party politics, less church union and more Real Union. Less selfishness and New Brunswick will prosper. It is waste and extravagance that is causing hard times in New Brunswick. Just think of a cow being fed along the St. John Valley, on food shipped from Alberta and their own land lying idle. Why should they howl about Maritime Rights, when they fail to make use of the opportunities God has given them.

Yours sincerely,
JOHN T. KAY.

SELECTING THE VARIETIES OF APPLE TREES

The proper selection of varieties is probably the most important question confronting an orchardist. He must make a selection to suit not only his climatic conditions but the particular marketing situation he occupies as well. Hardiness is a primary consideration in many parts of Canada. If catering to a foreign market, only varieties of good keeping and shipping qualities should be considered. Selection should be limited to not more than five varieties which will mature to perfection in the district in which they are to be grown. The Dominion Experimental Stations have accumulated a great deal of information as to the fitness of varieties for different districts, and in a bulletin on the cultivation of the apple in Canada, issued by the Department of Agriculture at Ottawa, lists of the varieties suitable for the various parts of the country are given.

Mother—Why, Howard! You're getting a new tooth!

Howard—Oh, mother, is it a gold one like yours?

DEBATE ON THE BUDGET CONTINUED IN THE HOUSE

(Continued From Page 2)

boards of trade in the province. When the present government came into power, strong representations had been made that this decrease was not sufficient and additional relief was asked for. He understood that the lumbermen had promised to increase the lumber cut if the stumpage was reduced, and therefore there would really be no loss of revenue from that source and more men would be given employment.

Since 1913 the minimum average which had been invested by the lumbermen was \$350 per square mile and this in some cases would run as high as \$700 per mile. Interest charges on this investment alone would run from seventy cents to one dollar and forty cents per thousand based on an annual cut of three million feet for every one hundred square miles which was considered to be the re-growth.

Reduction Justified.
Comparing the stumpage rates in New Brunswick with those of Quebec, he pointed out that in Quebec the charges were \$2.70 per thousand feet, but they only actually collected \$2 a thousand. The lumber business conditions in this province during the past winter, to his mind, justified the government in making a reduction of fifty cents per thousand in stumpage rates. The markets were all gone. The British market had been taken away by Scandinavian and other countries. Our American market along the coast was lost to us by the completion of the Panama canal; while our different railways along the border had taken away the New England market.

Mr. Lordon had spoken of revenue from Crown Lands, and it was true that our public domain had been a big source of revenue, and there was a question whether we had not taken too much out of it. In years when the lumber market had been down, lumbermen had been urged to cut more to make up the loss in stumpage, and when prices were good the lumbermen had operated on a larger scale. He thought there should be some stable system governing lumbering operations in this province. He did not think the Crown Lands in the past had produced the revenue they should have.

Agriculture.

Referring to agriculture he said we had ten million acres suitable for crops, and he believed the department of agriculture should do more aggressive work along the line of increasing our agricultural production. It seemed to him there must be something wrong with our agricultural department when two men could come from Ontario and persuade the farmers in one of our counties to part with one thousand dollars in commissions on sale of stock, and sixty-five dollars for a provincial charter when there was no necessity for the former outlay, and the charter might have been obtained under existing legislation with the help of the agricultural department at a cost of fifty cents. He also thought there should be some credit arrangements for assisting men going on new farms; for, unless they were properly equipped they could not attain satisfactory success. We had in our province two industries which should become of great assistance to our farmers, the Swift Packing Company of Moncton, and the British Canadian Packing Company of St. John. Practical assistance should be given to the farmers along the line of improvement of stock which could be shipped to these two plants.

Education.

Referring to education he thought it deserved the fullest consideration of the government. A good deal of money had been invested in Vocational Schools, which should prove a great asset to us when we had industrial work to occupy our people. In the past we had been educating people for the building up of industries in other parts of the world, but he hoped that now with a forward policy soon to be established by this government, we would be educating people for our own development. The only institutions of higher learning that we had were the University of New Brunswick and the Normal School. Where, he would ask, were their graduates? In future he hoped that an answer to this question would be different from what it would have to be today. Regarding the Health Act, while it merited discussing, he thought that one Taylor was enough to speak on this subject and he would leave it to the other one.

Need of Economy.

The Ex-Premier had stated in this House that none of the candidates supporting this government in the last campaign had dared to say a word against public ownership. He wished to tell the hon. gentleman that so far as he (Taylor) was concerned he had from every platform in Sunbury county stated that he was in favor of the development of Grand Falls under private ownership and also in favor of private control of all public utilities. This government had been elected on the pledge of economy, and economy generally meant more sacrifice. It was essential in the present financial situation that every possible means, no matter how unpleasant it might prove, should be taken to place the province on a sound financial footing. The real seriousness of the situation so far as our liabilities annually for interest was concerned, had not yet been fully stated in this debate. The Comptroller General's report showed that last year this province paid for interest on general account, \$961,422.98; on auto road fund, \$179,815; on the Electric Power Commission, \$191,875; and on Valley Railway, \$269,000, a total of \$1,602,122.98. But the worst of this story was that over \$300,000 of this was interest on interest compounded. Knowing this situation, the present government in his opinion was fully justified in calling a halt and getting down to a business proposition in their budget.

Prohibition.

In regard to the enforcement of Prohibition there had been some criticism of this government by the Temperance Alliance. To his mind there could be no effective enforcement of the Act until there was a reduction in the federal excise tax from \$20 per proof gallon to \$2 or \$3. Such a reduction would put the bootlegger out of existence and enable the necessary supply to be had through legitimate channels, at the same time enabling the sick person to get reliable medicine for a reasonable price. Under existing conditions the strongest possible temptation was held out for breaking the laws. For the successful enforcement of the present Act it would take hundreds and perhaps thousands of militant temperance workers to combat the bootlegger.

In summing up the whole question of procuring adequate revenue, he said to avoid taxation, we must have our federal position righted. New Brunswick had been most unjustly treated under Confederation, and there was such a thing as justice. If we could not get it at Ottawa, we should carry our case to the foot of the Throne, and again the mental picture will come to us for those two most wonderful women Victoria and Alexandra, whose memory is today one of the strongest ties which binds the Empire together.

Mr. Bordage.

MR. BORDAGE, continuing the debate, said he would not take up much time as he did not think these speeches got very much result. They were in the nature of routine and he would congratulate the Speaker on his elevation to his honorable position, and the provincial secretary on his splendid speech. While he did not concur with all he had said, his speech was a credit to the government and an honor to the Acadian race. He was pleased with the good feeling which existed between the English speaking members and the Acadians. The British flag was big enough for both and if trouble came he could assure the House that the Acadians would be in the front row.

The province had prospered under the late government, which had met the wishes of the people and they had not been put out for their misdeeds, for they served the people well, and their highway policy was honestly carried out with good results. Traffic had increased enormously in late years, and he hoped the present minister of public works would follow the example of his predecessor. Automobiles had increased from a few hundred in 1916 to over twenty thousand last year, and these added to the tourist traffic made good roads essential. Surely these roads were an asset to the country.

Aid to Education.

He was glad to see the grant for education increased. Education was just as necessary in this country as was agriculture. The late government had done its part by increasing the salaries and making a minimum wage for school teachers. The consequence was there were now plenty of teachers. They had also given free school books for poor children. He understood this government had cut this provision out, which he thought was a mistake. Referring to school books, he suggested that the arithmetic should be better adapted to school work. It was too advanced for beginners and if this were so in the English schools how much harder was it in the French schools. He would urge that there should be a bilingual arithmetic.

The increased vote for agriculture he thought would have been of more benefit if the increase had not all been devoted in providing for a partisan old war horse in the Immigration Department. He did not doubt the ability of the gentleman, but the appointment was unnecessary. We must first keep our own people and then bring back those who had left us from United States. The late government did a good work in delivering time to the farmers. Now that we had packing houses there were good prospects for beef raising and pig raising with which should go dairying. He strongly approved of the late government's policy of encouraging swine clubs and poultry raising. In his own parish of St. Louis more eggs were shipped in January than from any other parish in the province. In all these lines co-operative effort was essential. This government was proposing heavy burdens for the people. Their direct tax would not be received with favor. In Kent county with a valuation of two millions a twenty-five cent rate would take about five thousand dollars. This besides the present municipal taxes would be a great burden. This money should absolutely have been got from the lumbermen. He thought the government after four years would realize they had made a bad move. When the opportunity came the people would show them their mistake.

MR. SMITH (Kings) moved the adjournment of the debate.

House in Committee.

The House went into Committee, with Mr. Squires in the Chair to consider a bill respecting the maintenance of deserted wives and children. The bill was reported with amendments.

House took recess until 8 o'clock. The House resumed at 8 o'clock. HON. MR. BAXTER said that Members of the House should know that Lord Alenby would be in Fredericton tomorrow and give an address in the evening. After the address he would come to the Assembly Chamber and with Lady Alenby hold a reception. He hoped that all members who could find it possible would take advantage of this opportunity to pay their respects to one of the most distinguished Field Marshals in the British Empire.

The House then resolved itself into

VACATIONING IN CANADA.

Those who most enjoy a holiday are those who truly earn it—earn it by attention to business detail or household cares, earn it by planning and saving for it. Canada is the greatest vacation land on the globe—from Halifax, guardian of the East to Victoria on the Pacific, there is scarcely a mile of country but has its own charm. Nova Scotia and New Brunswick, "The Grey Old East," with their lakes and rivers their modest hills and valleys, pleasant farms and comfortable homes, where life is easy, and rest and peace.

The Province of Quebec, simply another spelling of romance, with its tiny strips of farms, running back from the road in the old French fashion, its great churches with gay roofed cottages grouped round about to form a village—its great elms, noble river and unguessed possibilities for development along many lines. A leisurely jaunt through the province will well reward the traveller.

Farther on Old Ontario where almost every lake or river means pleasure. Ottawa, Toronto, Hamilton London, hundreds of towns familiar by name from childhood and in the newer Ontario, Sudbury, North Bay, Port Arthur and Fort William, any and all of them worth discovering. By rail or lake, get acquainted.

On West across the spreading prairies, Winnipeg and Calgary then on into the Mountains. Banff, with its thousand and one points of interest; lovely Lake Louise, and Lakes in the Clouds, side trips by motor to Windermere and the Okanagan and the Kootenay, visits to charming bungalow camps and magnificent hotels; Field, with the floating glaciers in the vicinity and fairy-like falls; the noble range of the Selkirk and adown the slope to the Pacific. Vancouver, the great Gate on the West by boat to Victoria, regal in situation and dignity, Vancouver Island. The whole a journey of never-ending interest and new delights.

And from Vancouver, by splendid steamer up to Alaska, the Land of the Midnight Sun, through the sheltered seas, where sheer precipices frown down upon you, and gaudy tinted poles make a dash of color and romance. Such a trip can only be realized by the taking. Any Canadian Pacific Railway Agent can map it out for you, give you details fares, train schedules any of the many little matters which make the trip a pleasure.

Summer Tourist Fares are effective from May 15 to September 30 and by planning early, the trip will be a possibility and then anticipating the wonders and pleasures of it all makes it doubly dear. Get hold of some of the charming folders the Canadian Pacific publishes see the photographs, then make your call at the office.

EXPERIENCE TEACHES.

With spring I have a rendezvous,
When sunshine warms the balmy air
With spring I have a rendezvous,
When chilly March winds cease to blow,
And robins flutter to and fro—
Proclaiming life a gay affair;
But when I keep that rendezvous
I'll wear my winter underwear.

Committee of the whole with Mr. Lord in the Chair, to consider the following bills:—

An Act to incorporate the St. Croix Water Power Company.

An Act to incorporate St. Andrews Presbyterian Church, Fredericton.

An Act to legalize the action of the Municipal Council of Albert re valuations lists.

An Act to confirm the title of the Trustees of the Portland Church of St. John.

These several Bills agreed to with amendments were reported and ordered read a third time tomorrow.

The House again resolved itself into Committee of the whole with Mr. Squires in the Chair to consider a bill respecting the taxation of Wild Lands.

HON. MR. RICHARDS explained that the object of this Bill was simply to facilitate the collection of Wild Land taxes. Bill agreed to, reported to the House and ordered read a third time tomorrow.

Adjourned at 8.45 p. m.

Notice of Legislation

Notice is hereby given that application will be made at this Session of the Legislative Assembly of New Brunswick by the City of Fredericton, for the passing of an Act relating to the assessment of rates and taxes in the said City.

Dated at Fredericton this sixteenth day of March, 1926.

C. FRED CHESTNUT,
City Clerk.

Where An American Hangs His Hat

Once a hat was not just a hat; it was also a badge of sectionalism. That was when the broad-brimmed Stetson and the nobby derby seldom met. When South, East, North, West lived differently, dressed differently, and thought differently. When a traveling American could feel like a stranger in his own land.

Before advertising—

But now Mrs. Green of Boston and Mrs. Brown of El Paso use the same vacuum cleaner, face powder, soap; Adams of Boston and Sims of Seattle are alike in the cut of their clothes. And where an American hangs his hat, within the borders of these United States, he feels at home. Advertising did that.

Advertising is still at work helping to make these states united. Here is a better bed, a handsomer shoe, a more delicious food. Let it be known from Maine to California, from Washington State to Florida! Here's a healthier way to live, another safeguard for your family, a new service of self-improvement. Spread the news everywhere!

Advertisements.

Read them. They are Couriers of Progress and Unity. Without them you'd lack half the comforts you now have. Ignore them and you'll miss many a good thing to come.

TO KEEP PACE WITH THE TIMES, READ THE
ADVERTISEMENTS EVERY DAY