

AN HISTORIC DOCUMENT IS UNEARTHED

Proposal to Divide Nova Scotia From New Brunswick Met With Opposition.

(Halifax Recorder.)

It is ancient history now, but the division of the original Province of Nova Scotia into the present Provinces of Nova Scotia and New Brunswick was not brought about without the usual diversity of opinion, as is evidenced by the following memorial signed by Patrick Kennedy, Fred Hauser and William Hazen, dated June 19, 1784, and addressed to one of the supporters of the proposal to establish a new province north of the Bay of Fundy:

"Whereas in a Protest published in the Public News Papers of the 8th June, 1784, at Halifax, it is suggested, That the plan of forming a new Government on the River St. Johns was made by a small number of the Inhabitants of Parrtown not duly authorized for the Purpose—That they refused to take the Sense of a very numerous signatures fraudulently and without acquainting the Subscribers of the nature of the Business. We beg leave to inform you that from our general Acquaintance with the Inhabitants

at Parrtown on the River St. Johns, and at Passamaquoddy, we look upon ourselves as competent Judges of the Sentiments of the body of the People, and We are convinced that there is no Person who is not perfectly satisfied of the absolute necessity of forming a new Government on the other Side of the Bay of Fundy as the very existence of the Settlements there depends upon it.

"And we beg further to assure you that we know the Inhabitants of that District of Country in general to be highly pleased with the Steps taken by you and your Friends towards the attainment of so desirable an object, from a full conviction that you have in every instance studied the Public Welfare of the Settlements there and been unwearied in your endeavors to serve them. We further know the Address mentioned in the said Protest to have been dictated agreeable to the general sense of the Inhabitants of Parrtown on the River St. Johns, and at Passamaquoddy, that the Officers present represented the Corps which they formerly commanded, and that it was signed by upwards of one thousand respectable persons who were fully acquainted with its Nature and Contents.

"On behalf of the Settlers on the River St. Johns and at Passamaquoddy we request you to accept our sincere thanks for your spirited exertions in our behalf. And we hope that the trifling opposition of a few obscure, interested People will not prevent you from continuing to interest

yourself in our favor.

"Given under our hands at Halifax, the 19th day of June, 1784.

PATRICK KENNEDY,
Sen'r Officer and Com'r late
Mary'd Loyal'ts.

FRED. HAUSER,
Agent for the Loyalists at
St. Johns River,
WM. HAZEN."

equalled Canadian apples, in popularity as souvenir presents from Canadians to their friends in the old country, states J. R. Martin, manager of the foreign department of the Canadian Pacific Express. Christmas shipments got under way at an early date this season, he said, the urge of the express companies to express Christmas presents early having a marked effect.

Another story of a bull moose attacking a man comes from Banff, Alberta, where the Mercury reports.—"One of our local prospectors was tramping through the hills some miles from Banff, when he looked forward and saw a bull moose coming rapidly towards him. He took to the timber pronto, and afterwards discovered that Mr. Moose had established his herd of three or four cows in a secluded spot near and was not going to permit the approach of any strangers."

Tommy—Oh mamma I've swallowed a safety pin.

Mamma—So that's where all my pins go, you rascal.

It seems a good thing to relieve a chapped condition on a three-year-old face is buttered pop corn.

FAITH BY CANADIANS IN FUTURE OF CANADA BRINGS RICH REWARD

(Financial Post.)

With five years or more of prosperity apparently assured for Canada, the present level of sound stocks is viewed with equanimity by many traders and investors. With few exceptions, Canadian industrial and utility companies will report higher earnings for 1928 than for 1927 and no executive has been found who expects less business next year unless he falls in his job of meeting competition successfully.

Only the newsprint industry appears to have an uncertain year ahead. One of the biggest operators in stocks in Canada defines his attitude on this group by saying that if he held newsprints he would keep them in confidence that the industry would find a way to increase its profits, but if he did not hold this group of stocks, he would wait a while before buying them.

Many of Unquestioned Merit.

"There is a large question mark around the newsprints," he told The Financial Post, "and there is no need to buy them while there are so many Canadian stocks of unquestioned merit."

This same authority believes that Canadians should display the utmost faith in their country if they, and not others, are to reap the maximum profit from the development of her natural resources and the expansion of her industries. He pointed out that Canadians had made probably \$100,000,000 out of the rise in International Nickel, even more out of Brazilian Traction, and vast sums in other Canadian stocks. These profits aggregate hundreds of millions of dollars and have contributed to the prosperity of the country in many ways. Others might have made these profits, it is pointed out.

"Only True Market."

No bear market is expected by this authority. He declares that New York has been experiencing the only true market in its history, thanks to

the flexibility of credit. He points out that London has known a true market for generations, with groups of stocks often moving in opposite directions, but only in times of acute international political crisis is the market in general receding. With no acute international crisis in sight he expects a continuance of a selective market.

"The purpose of a stock market," he says, "is to discount the future. When a market overdiscounts the future in any stock or in any group of stocks you are bound to have a recession such as we are experiencing right now (he was speaking a week ago today). But I look for no bear market because I see no cessation of prosperity. I am optimistic. I have found it pays."

Stocks Well-Margined.

The break in the New York market a week ago had its inevitable effect on Canadian stocks. On the whole the market has acted very well. The break which was heralded on the front pages of most daily newspapers as a long-expected collapse of the bull market after all appears to have affected only a comparatively few stocks which probably had been going too far and to fast. Other stocks were affected to a greater or less extent because margins in some instances were wiped out and sales were forced.

In Canada, the recessions were moderate and in the course of the next few days the losses were offset in large part. Brokers report that margin calls were all answered promptly and that sales on account of lack of margin were few and far between. The break was minimized because previously margins were put to unprecedented figures. One Toronto broker is asking for 60 per cent. of the cost of stocks. A number of others are maintaining 40 per cent. or higher and the accounts carried on one-third margin or less are few and far between.

SLOW SPEED ROBS MOTORS OF FIFTH OF RUNNING POWER

America has a traffic problem because the average motor car operating in typical cities is not using more than 20 per cent of its potentialities.

Dr. Miller McClintock, director of the Bureau of Street Traffic Research at Harvard University made that statement recently at a meeting of Automotive Engineers at Newark, N. J.

"Vehicles capable of carrying 5 to 10 tons at efficient speeds up to 30 miles an hour are forced to drag along in traffic with long delays at an average speed as low as 3 miles an hour" Dr. McClintock said. "It has been estimated that these wastes amount to \$1,000,000,000 per year in the United States. The operating conditions are dangerous as well, resulting in a loss of life of 27,500 persons last year.

"Solution of this problem will necessitate a radical change, not only in technical engineering attitudes but in public psychology. The automobile was dropped into a horse and wagon age. Many governmental jurisdictions still act as though they were living with whip sockets and dashboards and hitching posts. We shall have to change the horse and buggy street system substantially. Any community which is not alert to the need of widening streets extending them and maintaining them with good pavements is overlooking with a fundamental and maximum service which it ought to be performing for the transportation of commodities and persons.

"No matter what we may do toward extending the capacity of streets on the ground, surface transportation of commodities and persons.

"No matter what we may do toward extending the capacity of streets on the ground, surface transportation by automotive vehicles will not come anywhere near being adequate in any large city in the near future. The crux of the congestion problem in American cities is at the intersections.

Elevated Road Coming

"We must face immediately the separation of grades of important thoroughfares at strategic points within our cities and the separation of the grades of intersecting main highways. The elevated road, the separated grade route or superhighway, will become as inevitable in metropolitan development as other developments of a similar character.

"New York City now has well developed plans for the creation of a rapid transit highway along the shore of the Hudson River. Boston has an enabling act in the Legislature to empower the city to convert one of its old elevated structures into a highway over one of its most important thoroughfares.

"Chicago is conducting studies to show the feasibility of a superhighway system serving the whole network of highways in Cook county. In fact, Chicago already has a highly efficient rapid transit highway in use. From the heart of the loop district one can drive north for 3½ miles at an average and safe speed of 40 miles per hour."



GRIPPE!

Stop it at the start. Rub the throat and chest with Minard's. Also heat and inhale Minard's. Always keep a bottle handy for emergencies.

MINARD'S
"KING OF PAIN"
LINIMENT

Here and There

(194)
More than 11,000,000 tourists visited Ontario during 1928 and spent about \$100,000,000, according to figures issued at the Provincial Parliament Building in Toronto the other day. This is an increase of over 20 per cent. over the record made last year.

Production of tobacco in 1928 totalled 40,976,375 pounds from 43,138 acres. Of the total output the Province of Ontario accounted for 32,265,850 pounds from 32,654 acres; Quebec 8,546,325 pounds from 10,368 acres, and British Columbia 164,200 pounds from 115 acres.

Ethel Catherwood, who distinguished herself as an athlete representing Canada at the Olympic games in Amsterdam in August, has been honoured by the Canadian Pacific Railway. A station on the recently constructed Rosetown-Perdue branch has been named "Catherwood," after her.

Twenty-five years ago Thomas Hubert, now employed as a baggageman on the C. P. R. between Ottawa and North Bay, lost a valuable silver watch while working in a field near Pembroke. The other day a glittering object was turned by a plough. It was Hubert's watch, the glass broken and the hands gone, but still retaining a brilliant lustre. The field had been ploughed many times since it was lost.

Toronto is preparing to receive the largest number of prominent baseball figures ever to be in Canada at one time. The National Association of Professional Baseball Leagues will meet there shortly and every baseball club in America will be represented. Judge Landis will be on hand, and the total attendance is expected to amount to over five hundred, delegates coming from points as far as Pueblo.

The trainload of artificial snow that was brought from Hollywood to Lake Louise recently was not required by John Barrymore, in producing an Alpine movie story to be released shortly, as plenty of the real stuff was available at the glaciers. This popular actor, with Camilla Horn and a cast of about twenty-five persons, spent some three weeks at the Chateau Lake Louise, rising each morning at four o'clock in order to reach their "locations" on Victoria and Saddleback Glaciers in time to get the best light effects in the morning for their various "shots".

When a young couple from Calgary drifted back to the station at Winnipeg 10 minutes after the "Imperial" had left for the east, Canadian Pacific officials were given the choice the other day of feeding and otherwise caring for a nine-months-old baby for two days or holding the train for thirty-five minutes at North Transcona. They chose the latter, much to the relief of the porter and conductor, who are not family men. The reunited family sailed on the "Montrose" to spend Christmas in the old country.

NOTICE OF SALE

To the Heirs of Coburn Allen, late of the Parish of Douglas, in the County of York and Province of New Brunswick, Labourer, deceased, and to all others whom it may in any wise concern,—

Notice is hereby given that by virtue of a Power of Sale contained in an Indenture of Mortgage bearing date the second day of June, A. D. 1928, and registered in York County Records in Book 208, pages 119-122, the eleventh day of October, A. D. 1928, and made between the said Coburn Allen, of the one part, and Kitchen Bros., Ltd., a company incorporated under the laws of the Province of New Brunswick having its head office at the City of Fredericton in the County of York aforesaid, of the other part, there will, for the purpose of satisfying the moneys secured by the said mortgage, default having been made in the payment thereof, and in pursuance of the said Power of Sale, be sold at Public Auction in front of the Post Office in the City of Fredericton in the County of York aforesaid, on Saturday, the twelfth day of January, A. D. 1929, at twelve o'clock noon, the lands and premises mentioned and described in the said mortgage as follows:

"All that certain lot piece or parcel of land situate, lying and being in the Parish of Douglas, County of York, and Province of New Brunswick at or near 'Burt's Corner' and bounded as follows: 'Beginning at a post at the Southwest corner of a lot of land owned by 'Newton Bird'; thence running North along side line of said Newton Bird's lot nine rods, thence at right angles and running West fifty three feet to a post thence at right angles and running South nine rods to the main highway road; thence along said highway road to the place of beginning, fifty three feet, containing one-sixth of an acre, more or less. Being the same lands and premises conveyed by Deed from Thomas W. Fowler and wife to Coburn Allen, and recorded in York County Records in Book 185, pages 186 and 186, and of official number 74854, and bearing date the 22nd day of August, A. D. 1928."

Together with all the buildings and improvements thereon and the rights and appurtenances thereto belonging or appertaining.

Dated this ninth day of November, A. D. 1928.

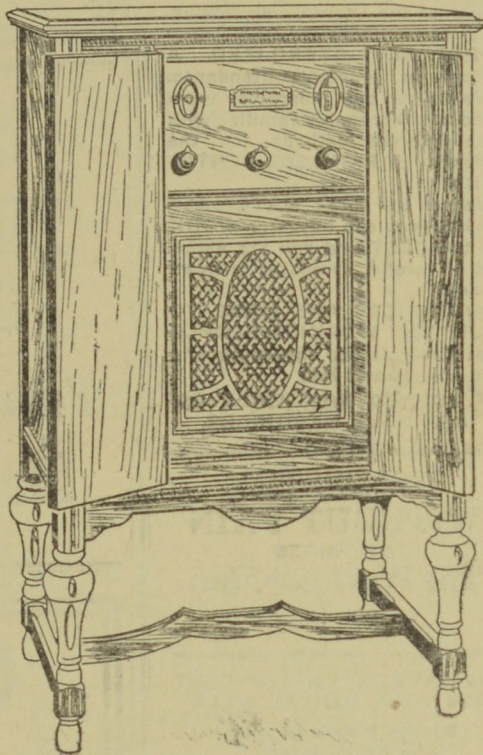
KITCHEN BROS., LTD.,
per H. A. Peters, Sec'y-Treas.

THE DAILY MAIL

is on Sale at the following places of business in the city:

J. H. HAWTHORNE Est. Queen Street
WESLEY ERB, 266 York Street.
ALD. W. G. QUINN, 147 Westmorland Street.
ALONZO STAPLES, 100 York Street.
A. J. HANLON, 83 Regent Street.
RAY BARKER, Corner Carleton and King Streets.

A Real Family
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Complete With Tubes



Westinghouse Batteryless Console DeLuxe

JOYOUSLY old and young alike will welcome it—jubilant to see it's a Westinghouse Masterpiece—finest product of the Radio Pioneers of the world. There is a glamour and fascination both in giving and receiving the most advanced radio instrument that has ever been produced.

IT isn't merely those who know radio who have acclaimed the Westinghouse to be without a peer but thousands of owners in every town, city and community across Canada. Ever since this model came on the market there has been such a demand that Westinghouse facilities, great as they are, have been unable to supply sufficient sets for every home that wants one.

NOT ONLY—

WESTINGHOUSE ENGINEERS pronounce this instrument the realization of Radio at its Best—supreme in performance—the ultimate achievement in "true-to-life" reproduction of any radio program on the air—

WESTINGHOUSE DEALERS voice their enthusiasm for its outstanding ability to separate stations—its striking power on weak or distant broadcasts—its simple and positive operation—its beauty of design and trouble-free, sureness of pleasing the owner—

CRITICAL MUSICIANS prick up their ears, mystified to hear radio as harmonious in note and pitch as the actual instruments themselves—and real, living voices, thrilling with the personality of the singer.

DISTANCE FANS gloat over the marvel of tuning in stations with clarity and volume, seldom, if ever, heard on Batteryless Radio before.

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When you buy a Westinghouse you own the world's most advanced radio