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## C. N. R. Structure is Neither Practicable Nor Can It Meet Business Tests

(Continued on Page Three)

"The advocates of this plan suggest a reason for this action. They argue that this debt should be regarded as an investment by the government of Canada in a great enterprise which is for the national good, and not as a debt, in a word they suggest that a large portion of this debt should be covered by the issue of national railways stock to the government in exchange for the remission of an equal amount of the system's debt.

"May I remind you that to substitute stock for debt is not in this case in any way comparable to the same transaction when undertaken by a private corporation compromising with its creditors?

A private corporation unable to meet the service of its debt, may profitably urge upon its bondholders that they might forego their position as creditors, in order to become partners and at a later date share more largely in the earnings of the enterprise. In the case of the National Railways, the enterprise has never in any year since its creation produced one cent of profit. Even in the two years when it produced earnings slightly in excess of the service of its debt to the public, it still fell, in 1926, \$29,700,000.00 and in 1928, \$29,800,000.00 short of meeting the interest on this debt to the government, which is the debt of that government to a multitude of private investors. All that the suggestions for the issue of stock would accomplish would be to say that, the government of Canada still remaining responsible for every cent of the losses of the system, and meeting these year after year, in another exceptional year such as 1928, the treasury, with great publicity, might receive a small dividend cheque in place of a return of advances for deficits or of payments on account of interest overdue. If it is to this foolery that we are to resort to prove the success of public ownership, then I fear that public ownership will not commend itself to men of common sense.

"I remind you again that the so-called Dominion of Canada account of the National Railways represents, not only moneys alleged to be owed by the system to the National treasury, but moneys which that treasury must collect from the system, or failing that, from the people of Canada, for the service and ultimate discharge of the debt of the government. By no revision of capital structure of the system can the holders of Dominion of Canada bonds be induced to abate one cent of their demands for payment of interest and principal. Writing down of this debt would be, in plain words, no more and no less than a statement that the people of Canada are to be invited to attempt to forget that before the creation of the Canadian National System this country had made commitments, for the building and operation of railways, as a part of unwise public policy, to the extent of over a billion and a third dollars, and that an even more unwise public policy has since more than doubled this. The entire debt would still remain an obligation of the people of Canada. If any of the debt due the government's railway, account, where is it to be put? Is it to be charged as a part of the cost of the war, or to the debt of our legislative expense or as a part of the civil administration of the country?"

One newspaper, an ardent advocate of revision, argued that the debt be charged to "mistaken enthusiasm."

"Will the journal which makes this suggestion now announce that for 30 years it has been a consistent supporter of all the schemes which produced this debt?" Mr. Beatty asked.

Mr. Beatty discounted the argument that the national railway staff would work more efficiently if the debt was written down. The staff was intelligent, industrious and loyal and did not need to be tricked into working. It was wrong to distort or gloss over past errors. Experience was too dearly bought for the benefits to be thrown away in order to save a few people from admitting their own mistakes. Canadians should not be fooled into a continuance of unwise extravagance. The Canadian National debt could be written down to one dollar provided every statement of its finance plainly indicated that this railway policy added three billions to the financial obligations burdening Canadian citizens.

Governments should exhibit a degree of caution in economic matters, Mr. Beatty continued, beyond that required of all others, he added.

"The cost to this country of the railway experiments which have ended in the Canadian National System, has been greater than the rest of our national debt, including the cost of the great war."

The asset obtained was a railway which in 16 years has fallen \$528,000,000 short of paying interest on that portion of its debt due private investors.

"By every test which I can apply the Canadian National Railways cannot be regarded as an honest experiment in public ownership. It is nothing more nor less than a sad accident. How long will you listen to those who now try to pretend that. In offering a plan to relieve the people of Canada at least a part of their great burden, I am directed by sheer hostility to the principle of public ownership, and what I am merely an agent of predatory capital seeking to despoil the people is it now rather the case that my opponents, seeking to offer the plea that the Canadian National is a great example of the benefits of that system, are perverting the facts? and that convinced believers in public ownership should refuse to accept this unfortunate case as the sort of thing which their plan would produce.

"If the alterations in our economic system are to be anything short of its destruction, I suggest that we should measure them in the light of our experience in the accidental public ownership of a railway system."

In concluding Mr. Beatty sounded an impressive warning against the dangers inherent in continued economic carelessness, loss entailed by major errors could only be made good by repudiation, debasement of currency or added taxation. Canadians would not willingly try either of the two first while a study of added taxation revealed that the fields of taxation were no longer delighted, and that federal, provincial and municipal authorities by reason of careless adventure into new fields of expenditure, were feverishly seeking new sources of revenue. Investors in bonds of a public authority must be protected. Mr. Beatty cited the widespread application of income tax by unrelated taxation authorities as a glaring example and asked what the result would be when this condition would inevitably result in the exhaustion of the tax paying power of the citizens.

He urged an immediate check on the policy of drift and said: "We have been guilty in our public policy of gross carelessness and of neglect of the simplest principles of commonsense." He approved of planned economic "planned, and then enforced."

It was wrong to suppose that he was unduly apprehensive about the economic future of Canada. The country was richly endowed with natural wealth and the Canadian people were equally endowed

## PEASANT FARMERS MAKE MARKET GAY

WILNO, Poland, April 9—This is shopping day in this northeast frontier city of Poland.

In the shadows of the stately and cream-colored towers of St. Jacob's Church, four hundred peasants have gathered on the "rynek," or market place to dispose of their fruits, vegetables, milk and cream, cheese, chickens, pigs and wood.

Some of these peasants drove all night in their cratelike wagons, anywhere from ten to twenty-five miles. Many arrived the night before and others at dawn. The men are dressed in long and heavy coats, nearly all with patches and many threadbare. The women wear many and multi-colored skirts and blouses, with shawls over their shoulders and smaller ones over their heads.

Usually the farmer brings his wife and, if he has more than one wagon, a son and daughter. Sometimes servants come along, too. The shoppers with baskets, paper bags, pails and pitchers under their arms, arrive on the "rynek" at 7 o'clock. The wagons stand in rows with the horses nose to nose. This leaves a wide path for wagon traffic and shoppers alike.

When we reached the "rynek" a few farmers, lucky to dispose of their produce quickly, were sleeping in their straw-bottomed wagons or while sitting up on their seats. One man was actually asleep standing by the side of his wagon, his elbow resting on the seat, being his only support.

Coming to a line of wagons loaded with cut wood, we ask the price.

"Six zlotys, please, sir," replied a farmer in a worn windbreaker and a hat which must have absorbed more rain than his wagon. "It is dry and finely cut. Look at it yourself. If I don't sell it now I'll have to drive it home ten kilometers."

Our next stop was at a wagon with several wash baskets of raspberries which, from their size, looked like strawberries. The peasant woman selling them was one of the few here with a smile, and one about whom everything was neat. Several persons crowded here, arguing the cost of the fruit.

"A zloty ten (about 22 cents) a kilogram to all," she said.

"But others are selling them for a zloty," some one shouted from the crowd.

"But others don't have such choice berries."

Two persons bought the berries at this price, before they left the price fell, for no obvious reason, to one zloty. After examining each coin carefully the peasant woman put it away in a small homemade sack hanging from a string around her neck which she hid deep in her blouse.

A police officer approached us and after a happy salute suggested that we either tie down our camera, or carry it in our hand.

"Wilno and Warsaw thieves still possess their international reputation," he said, "and they will get your camera if you keep it in your outside pocket."

Coming to the end of the "rynek" we found a second-hand row, lunch

with an essential sanity and loyalty. The first step was to realize the existence or errors capable of correction. "Which our own courage and honesty of purpose can correct."

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tables and four gaming stands. These are operated by city dealers and are an addition to the market of the last few years. The depression, the police officer explained, has multiplied these stands tenfold.

The sucker games consisted of the "cover-the-numbers" attraction. A ten-groszy piece (about 2 cents) was required to cover one of the fifteen numbered squares crudely marked off on wrapping paper stretched over a broken table of a few boards. One of the peasants usually was given the privilege of rolling the hand-whittled pegs drilled with holes for counters. At one table a large pair of black dice was used. The winner received 30 groszy (6 cents).

In the second-hand lane everything imaginable could be bought. We noticed a worn pair of dancing pumps labelled by a Warsaw bootery, combs, cracked mirrors, false teeth, glasses, ties, underwear, rusty tools—most of which looked as if they were picked up from junk piles.

One young man chose a pair of reading glasses by elimination. He kept changing individual glasses from weak to strong to weak until he matched a pair which he felt fitted him. Then he bargained over the price.

A slick salesman of small capsules of perfume which he carried in a wooden tray suspended from his neck provided the only humorous scene on this stage of tragic poverty. Every time he received 10 groszy (2 cents) for a capsule—and he passed them out with both hands, he shouted: "Thank you kindly for supporting Polish industry."

The Daily Mail is the only "daily" in New Brunswick with a full radio page and programme.

## HOME MERCHANTS

Home owned stores that The Daily Mail would like to see patronized.

### AMUSEMENTS:

Gaiety Theatre.  
Capitol Theatre.  
Capital Billiard Parlor.

### AUTOMOBILES:

Phillips & Pringle.  
J. Clark & Son.  
Capital Garage.

### DRUGGISTS:

Kenneth Staples.

### DRY GOODS:

R. L. Black.  
Joseph Kileel.

### ELECTRICAL WORK:

Clarence Mills.  
Harry C. Moore.

### FARM MACHINERY:

J. Clark & Son.

### GROCERS:

Herold Yerxa, York Street.  
A. E. Eardley.  
A. T. Sweed.  
M. M. A.

### HABERDASHERS:

J. H. Fleming.

### HARDWARE:

J. S. Neill & Sons, Ltd.  
E. M. Young.

### HOUSE FURNISHINGS:

Colwell & Jennings, Ltd.  
Lemont's

### HARNES MAKERS:

H. A. Burt.

### HOTELS:

Waverly.  
Queen.

### INSURANCE:

H. H. Blair.

### INVESTMENTS:

Consolidated Investments, Ltd.

### JEWELLERS:

Shute & Co.  
Mavor Bros.

### MEAT STORES:

York Meat Market.

### MEN'S GOODS & SHOES:

Joseph Kileel.

### PLUMBING:

Arthur F. Betts.

### PHOTOGRAPHS:

Harvey Studio.

### RESTAURANTS:

Lannan's.

### STATIONERY & BOOKS:

C. W. Hall.  
McMurray Book & Stationery Co. Ltd.

### TAILORS:

T. M. Boyd.  
Karl Walker.

### UNDERTAKERS:

Shaw & Terry.

### WOODWORK:

J. C. Risteen Co., Ltd.

## Of Interest to Women

## HOW TO COOK VEAL SO IT'S PALATABLE

(By Edith Shuck)

When food prices are rising many of the menus must be planned around the more inexpensive meats. Right now veal is inexpensive. It is a meat which has a higher water content and a lower fat content than many meats, but it has a mild flavor. Because of these qualities veal is usually dredged in flour and browned in fat to heighten the flavor. Steaks and chops are often coated with butter or crumbs, which also helps develop a good flavor.

### Roast Veal

When veal is to be roasted and you want it to have a rich, brown coating, dredge the meat in flour and brown it well in fat. Place it in the roaster, add the browned fat and a cup of boiling water. Add a seasoning of salt, using a teaspoon of salt for each pound of solid meat, and pepper if desired. Cover the roast and cook it tender in a low oven. Usually about twenty-five minutes cooking for each pound of meat is sufficient. However, veal should always be cooked well done because it is the meat of an immature animal and does not develop its best flavor until it is thoroughly cooked.

### Veal Birds

Veal birds make a good service for parties; they are individual and may be prepared at the first part of the meal preparations and they require no last-minute watching. Buy veal steak for the birds, as it is one of the less expensive cuts. Do not have the meat cut more than a half-inch thick. Cut the steaks in pieces about three inches wide and five inches long; this makes about one-third of a pound of meat for each service. Allow three tablespoons of bread and celery dressing for each bird. Roll the dressing in the meat cuts and fasten it in well with toothpicks. Dredge the birds in flour, then brown them in fat. As each one is browned, place it in a flat baking pan. When all are ready to roast, add enough boiling water to cover the bottom of the pan. Add a slight seasoning of salt and pepper and cover the pan. Roast the birds for an

hour and a half in a 325 degree oven. At the end of this time, uncover the pan and brown the birds again slightly.

### Dressing for Birds

For three pounds of veal steak, or sufficient to make nine or ten birds, make a dressing of 1½ cups of dried bread, two-thirds cup of finely chopped celery, one teaspoon salt, one teaspoon onion juice and one beaten egg. Mix the dry ingredients together. Beat the egg and sprinkle it uniformly over the mixture, then add enough milk, water or stock to moisten the mixture so it will hold together. Do not press it until it is packed, but enough so that it will not break apart.

### Nut Cookies

2 eggs separated  
1 cupful brown sugar  
1 cupful chopped pecan nuts  
8 tablespoonsful flour  
Pinch salt.  
Beat the egg yolks until thick and lemon colored. Add the sugar gradually, beating all the time. Mix with the nuts and add the egg mixture. Fold in the stiffly beaten egg whites and drop from a teaspoon on a well greased baking sheet. Bake in a moderate oven for about seven minutes.

### Meringue Cake

6 egg whites  
2¼ cups sugar, sifted  
1½ teaspoons vinegar  
Few grains salt  
1 teaspoon vanilla  
Beat egg whites until stiff. Add sugar, a tablespoon at a time, beating between each addition. Add vinegar, salt and vanilla, and beat constantly twenty minutes. Cover bottom of two round layer cake pans with heavy wet paper. Put in the egg mixture and smooth evenly in the pan. Bake in a slow oven, 250 degrees F., forty-five to fifty minutes. Serve with ice cream between layers and whipped cream on top. Garnish with candied cherries or chocolate shot. Preserved fruit or well drained canned or fresh fruit may be used between the layers.

## Keep Off the Lawns

Now is the time that lawns must be protected if they are to be beautiful later on in the season. Warnings in this connection we know come under the heading of "hardy annuals" but even so there is ample need for a few words. We pride ourselves on the beauty of our town and not a little of that beauty is in our well kept lawns. We all admire velvety grass plots and frequently remark that there is nothing more beautiful than such. And we all know that lawns to be smooth and of an even green must be protected as the frost is coming out of the ground. Yet strange to say people, many of them, yes old and young, not only newsboys and delivery boys, but their elders, at this time of the year cross over the soft lawn, leave their footprints and do harm of a lasting nature. Short cuts are taken, a fraction of a second of a lazy person's time is saved, and grass plots are badly damaged.

In addition to the foot marks made on lawns, and far more damaging, are wagon and car ruts made by drivers who at times back on the pretty little grass plots fronting on the streets rather than going ahead or back a few feet and backing into someone's driveway in order to make a turn. We venture there is no property holder but would rather have his driveway used as a turning place than have his grass plot used for that purpose. Ruts put in lawns in this way stay for years. There are some formerly well kept grass plots that bear the marks today that were put in them years ago. To be sure they could be fixed but many people have not the money to make good the damage. The result is a badly and unnecessarily marred beauty.

We do not for one minute think that there is any malice connected with this damaging of grass plots. Rather the whole story is one of thoughtlessness and laziness. Our appeal is for more thoughtful-

ness. Parents, employers, teachers, elders, friends, and boys and girls, would do well to give this question a bit of heed. It should not be necessary in this day of respect for the rights of others for property holders to erect barbed wire entanglements or put up hideous looking obstructions of one kind or another to keep people, horses, cars, off the grass. A little bit of general and kindly preaching should make us all so lawn conscious during the next few weeks that later on we will have the maximum amount of lawn beauty.—Truro Daily News.

## FIRST SILVER DOLLAR MINTED

OTTAWA, April 10—Canada's first silver dollar was minted yesterday by Finance Minister Edgar N. Rhodes, and carefully preserved for transmission to King George whose 25 years of reign it commemorates. In the presence of J. H. Campbell, master of the Royal Canadian Mint, and other officials and spectators, Mr. Rhodes lifted the lever on the huge stamping machine and thus was created the beautiful silver piece that is to be known as the "George dollar." After several other pieces had been singly stamped to go as souvenirs to the archives and to the finance minister himself, the machine was turned on at full speed throwing out 35 or 40 coins per minute. The first issue will be 100,000 and by May 1, they will be in the hands of banks throughout the dominion and parts of the United States for general issue to the public.

Something new and different Thursday and Friday, April 12th-13th. The Oddfellow's Revue. Don't fail to See it.

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