

ONTARIO GOVERNMENT CONSIDERS THE PROBLEM OF STERILIZATION

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SUDBURY, July 26—Sterilization of the mentally unfit is one of the problems now engaging the attention of the Ontario Government, Premier Mitchell Hepburn said today. He is in Sudbury as the guest of the Twentieth Century Liberal Club.

Commenting on the Government's consideration of the possibility of compulsory sterilization, Mr. Hepburn said there are in Ontario institutions some 14,000 mental defectives. The Province could build four more similar hospitals and have them filled immediately, he said, indicating the extent to which present facilities are taxed.

While the Government is not considering the enactment of any legislation immediately providing for sterilization, he said it was being considered seriously. It would be one of the most controversial questions to come before the Legislature, he believed.

Clad in a raincoat borrowed from Mayor E. A. Collins to protect him from the rain, Premier Mitchell Hepburn today visited Burwash Industrial Farm and inspected the cell blocks, staff quarters and the farm's live stock.

The Premier told newspapermen that construction of the Parry Sound Sudbury highway had not yet been considered by the Cabinet, but indicated that the project would be one of several to be started this fall.



Sealed tenders addressed to the undersigned, and endorsed "Tender for Wharf Extension, Harvey Bank, N.B.", will be received until 12 o'clock noon (daylight saving), Wednesday, August 12, 1936, for the construction of an extension to the wharf at Harvey Bank, Albert County, N.B.

Plans, form of contract and specification can be seen and forms of tender obtained at the office of the Chief Engineer, Department of Public Works, Ottawa, at the office of the District Engineer, Old Post Office Building, Saint John, N.B.; also at the Post Offices at Harvey Bank, N.B., and Albert, N.B.

Tenders will not be considered unless made on printed forms supplied by the Department and in accordance with conditions set forth therein.

Each tender must be accompanied by a certified cheque on a chartered bank in Canada, payable to the order of the Honourable the Minister of Public Works, equal to 10 per cent of the amount of the tender or Bearer Bonds of the Dominion of Canada or of the Canadian National Railway Company and its constituent companies, unconditionally guaranteed as to principal and interest by the Dominion of Canada, or the aforementioned bonds, and a certified cheque if required to make up an odd amount.

Note.—The Department will supply blue prints and specification of the work on deposit of a sum of \$20.00, in the form of a certified bank cheque payable to the order of the Minister of Public Works. The deposit will be released on return of the blue prints and specification within a month from the date of reception of tenders. If not returned within that period the deposit will be forfeited.

By order,
J. M. SOMERVILLE,
Secretary.
Department of Public Works,
Ottawa, July 22, 1936.

LOVE OF SEA PREDOMINATES IN LIFE OF PRES. ROOSEVELT

Intimate Sketches of the Great Man Who is "Coming Home" to Campobello This Week, His Wife and Others of the Family

President Franklin D. Roosevelt of the United States, experienced navigator, sailor, fisherman, friend of the common people, just plain "Franklin" in the minds and hearts of many Quoddy friends and former associates, has arrived at Campobello on his yacht, Sewanna.

Of all places on the Atlantic seaboard, the quiet and lovely village of Welchpool has been for many years, and is today, the choice of the President as an ideal vacationland. In his early manhood days he selected as a summer home a cozily located and unpretentious cottage close to one owned by his parents on the upland of Friar's Bay. Since then he and his family have spent many happy summers at Campobello.

From early boyhood Franklin D. Roosevelt loved boats and the sea. As Mildred Adams, noted Washington journalist, once wrote: "He loves the sea for its own sake and for all the things there are to do in it. He likes intimate contact with it—the feel of salt spray, the motion of a rolling ship, sticky oilskins and tricky winds. He is a good sailor, and he likes all the minutiae of handling small boats. From the feel of the wheel and the tug of the sail to sleeping in a narrow bunk with the swish of water under one ear, and cooking queer messes on a balky galley stove."

Dislikes Interference

Getting away in a boat somewhere is real living to Mr. Roosevelt, and he dislikes being interrupted in his enjoyment of the perfect freedom such action affords. It is a matter of record that back in 1933 when times were not as good in the United States as they are today, Mr. Roosevelt borrowed from a friend a tiny little yacht Amberjack II, and sailed it himself from Boston to Campobello. It was during this cruise and at a point along the shore not far from Lubec that the President's voice was heard in grumbling tones—something unusual for Franklin D.

The Amberjack was hove to at the time, and it was later learned that the President was grumbling because he had to shave and put on a clean shirt before landing at Welchpool. There are many who can appreciate just how "Capt. Roosevelt" felt at that particular time. Freedom of action was once more being interfered with, and he didn't like it a little bit. His keen enjoyment of living next to nature, however, and of having the pleasure of once again being aboard a tumbling, pitching, rolling craft the size of the Amberjack II was plainly revealed on his weather beaten face. As the yacht approached the wharf at Welchpool, "Capt. Roosevelt" showed his expert seamanship by deftly twirling the steering wheel in such a manner that a perfect landing was made at the end of the government pier. This year the President is cruising east in a craft somewhat larger than the Amberjack II.

In Sharp Contrast

The President's taste for simplicity when it can be attained without official bungling, is shown also ashore as well as on the sea. In striking contrast to the elegance in structure, furnishings, and other equipment of the White House in Washington plainness in everything marks the architecture, furnishings and surroundings of the Roosevelt summer home at Campobello. It is located on the sloping upland of the beautiful Friar's Bay—an ideal spot for vacationing, and no person realizes this better than does the President of the United States.

The household staff at the Roosevelt cottage is small and the food bills a mere trifle as compared to those incurred at the White House, where the kitchen feeds not only the President's family and his guests, but a considerable official family, either in residence or in attendance. The household staff and servants at the White House number twenty-five and these, with the gardeners, also, have to be fed. It is said that the food bills total \$2,500 monthly. At Welchpool, Campobello, it is an altogether different story.

Remembers Old Friends

Much of the family food requirements is purchased from President Roosevelt's old-time friend—L. C. Allingham, the popular and genial proprietor of Welchpool Market. The chief executive of the United States and the humble country storekeeper have been friends for forty-odd years, and even though Mr. Roosevelt is the busy head of one of the greatest nations in the world, he takes time to send a card or note to his storekeeper friend and other friends at Welchpool at Christmastide.

pool at Christmastide.

Fully as democratic and yet as charmingly dignified as her husband is Mrs. Franklin D. Roosevelt. In giving her impressions on the first lady of the land in the United States of America, Miss Rebecca West, the British novelist, writes: "There are personalities which are universal in appeal. In any country of the world, Mrs. Franklin D. Roosevelt would be loved by the discriminating, if only for her youth that shines in her eyes never to be destroyed by time. There is a real and uncontrived charm in the eagerness with which she hurls herself at good works; so do the colts in England race long-legged along the small fields beside the railroad tracks, trying to keep pace with the engines. She has not yet lost faith—it is doubtful if she ever will—that she may outstay the rushing evils of the world, its cruelty and its ignorance. She is so lacking in malice that one is affected as by the sight of an unarmed child facing an army. She goes well with the White House, so full of light and air and grace."

The foregoing is well said, and Campobello friends of Mrs. Roosevelt appreciate the simplicity of manner and charming grace with which the first lady is endowed—virtues which characterize the truly great. The Roosevelt sons and daughters evidently have inherited these same characteristics from their parents, and they, too, are esteemed by Welchpool friends and acquaintances.

President Roosevelt's mother, Mrs. James Roosevelt, Sr., is now at Campobello awaiting the arrival of her illustrious son. She is justly proud of him as President and of his outstanding achievements in his country's affairs. The elder Mrs. Roosevelt arrived at Welchpool nearly two weeks ago, coming by motorcar via the Lubec-Campobello ferry. Many years ago she and her husband, the late James Roosevelt, a prominent and successful United States railroad magnate and financier, established a summer home at Welchpool. Mr. Roosevelt has been dead for some years. As a devoted mother, Mrs. Roosevelt's interest in her son and his family has been very great and very helpful, and during her declining years her happiness has been made complete by the elevation of "Franklin" to the presidency of the United States. Mrs. Roosevelt herself is greatly loved and respected by the people of Campobello, as well as by those of her own country.

Keen Bereavement

With all the happy expectancy evinced by family and friends in the visit of President Roosevelt to his adopted Canadian home this year, pathos also enters in and dictates that reference be made to a matter in connection with the President's "home-coming"—one which doubtless weighs heavily on his heart as it does on those of his Welchpool friends. Since his last visit to Campobello, and, early in the present year, a close friend and sailing master of his boyhood days, Capt. Eddie Lank, has "crossed the bar."

Back in 1933, as President Roosevelt landed at Welchpool on his first visit after assuming office, he anxiously scanned the crowd on the wharf in search of the face of one who was both friend and advisor in his youthful days.

"Where is Capt. Eddie Lank?" he shouted. "I want to see Eddie!" Capt. Lank, unassuming as he was, and very reticent in regard to the meeting of the great man, he had once taught to properly sail a boat and to navigate the tidal waters of Passamaquoddy Bay, and who was now the greatest figure in America

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FIRE DEPARTMENT RESCUE COMPANIES FULLY EQUIPPED FOR ALL EMERGENCIES

BOSTON, July 27—"Stand back! Make way for the rescue squad!"

It's the three rescue companies of the Boston fire department that, day and night, cheat death many times.

Brave men are on these red trucks; men trained in a scientific and highly specialized manner; men who dare the terrors of deadly gases; men who can penetrate the densest smoke.

They carry neither pump, hose lines, nor chemicals. Yet they obey in noble fashion the most imperative command of the department—inflexible in its ruling and brooking no disobedience—the stern mandate instilled into the heart of every fireman from the time he enters the fire college: "Save Human Lives Ahead of All Else!"

Many Duties Performed

There are many duties to be performed by these men. They are summoned to almost every danger that threatens the safety of the city, and these dangers are seldom imaginary. When a drowning occurs, they are usually on hand to resuscitate the victim. When a man falls between floors, when an elevator gets stuck, or when a person tumbles into the path of an elevated train, it's the rescue squad with their wedges, crowbars and jacks, that generally set matters right.

These men are trained to go where other firemen cannot, because of gas or smoke, says Capt. James Kennedy of the squad. Primarily organized to save life, they are always under the officer in command of the fire, and upon occasion can stretch lines or rush into gas or smoke-charged fires to save property.

There are many danger spots. Getting a line of hose into a cellar filled with gas is no easy task. There's always the possibility of elevators crashing, flaming walls collapsing or stairs falling; and it's easy to get lost in the smoky darkness. No light has yet been invented that will penetrate smoke. And when floors are carrying a heavy load there is also the risk of fire eating through the floor supports and causing a serious cave-in upon the men in the cellar.

The rescue squad is frequently called into action for automobiles and street car accidents. Persons exposed to electric shock have often been resuscitated by these alert well-trained men with their red wagon which is used many times as an auxiliary ambulance.

Today the squad works only where unprotected firemen can not venture, and primary to save life. Each company is assigned two district chiefs, one captain, one lieutenant and eight men. A district chief, a captain or lieutenant and four men are on duty at all times.

The life-saving equipment carried on these speedy red wagons is the equal of that owned by any fire department in the country. Every tool that years of experience has proved of value to force entrance has been included.

Wire cutting outfits, rubber gloves, and high voltage safety tongs are part of this equipment. The tongs can be used to pull a live wire, regardless of its voltage from a human body without endangering the rescuer.

There is an acetylene torch whose flame cuts through the thickest steel. There are elevator jacks, wedges, hacksaws, sledge-hammers, fire axes, and a drill for piercing concrete and masonry. There is a "J W" gas indicator which determines the amount of inflammable or explosive gases present in buildings or manholes before a fireman enters.

There are three different kinds of gas masks. One is an air-purifying mask of canister type, which absorbs the poison gases up to a certain degree, permitting only the pure air to enter. The second is a self-contained mask, in which the wearer is sealed entirely from the atmosphere. The air he exhales passes through a purifying compartment in which oxygen is added, permitting the wearer to breathe the same air, over and over. The third is called a fresh air mask. It is constructed with a pump and hose line, much the same as a diving helmet, and in emergency

had apparently hidden himself at a spot in the rear of the crowd which had gathered to greet the President. Capt. Lank was soon located, however, and the meeting of "Franklin" and "Eddie" was indeed a happy one. Now "Eddie" is gone.

COMMUNITIES BETWEEN TWO CITIES TO GET RELIEF

REGINA, July 27—Government Labor Bureau officials are investigating a new relief "racket," following discovery a transient had registered for relief in both Regina and Moose Jaw, and "commuted" by freight train or thumbed rides between the cities to collect two allowances.

REGINA, July 25—City park-bench sitters have experienced keen competition for seats in torrid weather. Sitters have to be on hand as early as 6.45 a. m., for the choice spots.

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