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RED DEER, Alberta, May 5—Something new in farm pests a new type of gopher premises to become a real nuisance here this year according to Game Guardian Dan Patton. He called it a "pocket gopher", which looks like a mole.

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Queen Street Block to be Widened

City Council Rescinds Previous Recommendation for Parallel Parking — Peddling Evil to be Stamped Out—Board of Trade Tourist Building Ready Soon.

Sitting at its May committee meeting last night the Fredericton city council discussed several matters of importance, including the projected widening of Queen street for better traffic regulation, the moving of the stone quarry or city yards to some other spot, as advocated many times by The Daily Mail, Roads and Streets committee programme of work for the summer months, and the renewal of the complaint against peddling within the city. The matter of the Board of Trade Tourist Information building also was brought up and discussed, as well as several other matters. The removal of the stone yard will not be made for a year or two.

Peddling Evil

Ald. T. Earle Doohan introduced the matter of "peddlers" and "hucksters," declaring there were complaints again being made against this type of business in the city. He complained against "stores on wheels" and wanted a compensatory tax placed on them. He proposed amendments to the By-law Number 32, so that hucksters and peddlers be charged \$100 license fee instead of \$20, and that peddlers using pushcarts be charged a license fee of \$75 instead of \$15. Ald. Doohan declared that the Police Commission had taken no action in this matter, although it was supposed they were to do it. He believed that a tax should be placed on non-resident peddlers and residents too, but Ald. Murray Hagerman informed him that "you can't stop a local man from selling any staple article around town." The taxpayer is entitled to do this, he said.

Deputy Mayor Warren Maxwell, who presided in the absence of His Worship Mayor Kitchen during the latter part of the meeting advised the matter be left to the city solicitor to draw up the specified changes in the by-law. There was general consensus that the tax against non-residents should be more prohibitory.

Queen Street Widening

Ald. David McCaughey, chairman of the Roads and Streets committee, moved that the motion made at the previous meeting of the council, respecting Queen street parallel parking regulations be rescinded and proposed in its stead that the Roads and Streets committee be empowered to try out the plan of widening the block between York and Carleton street on Queen street five feet for the greater facilitation of traffic. The motion had been rejected at the pre-

vious meeting in favor of the parallel parking scheme.

There was some discussion, but the motion was finally carried. Ald. Mundle said it was the only way to overcome the present traffic difficulties. "Make Queen Street a business street," he declared. He thought it would be a wonderful improvement and would keep down accidents. Ald. Maxwell suggested that the citizens might object to the loss of trees entailed in widening the curb, although Ald. McCaughey said there was no necessity of cutting down the trees. Ald. Ray Forbes said that three of the trees on that block are already dead.

Paving Work to be Done

Ald. McCaughey presented a summary of work to be done on the city's roads and streets department during the season. The total estimated cost of all the work will be \$34,510, of which \$16,250 is paid by the government. The work will include 1.45 miles on the St. John road to the end of the city line, three blocks on King street, also work on culverts and drains. In addition there is work to be done on eleven blocks in the city, which has not been appropriated for. The total cost to sidewalks will be \$4,500 and to curbs and gutters, \$3,400. Streets that will have to undergo repair work include sections of Westmorland, York, St. John, Regent, Aberdeen and King.

Moving of City's Stoneyard

The matter of moving the city's stoneyard situated in the centre of the city also was advised by Ald. David McCaughey, and he declared it to be a general "nuisance" situated as it is at the present time. After some discussion the Roads and Streets committee was empowered to investigate with the view to moving the city yard to a more suitable location. The motion was moved by Ald. McCaughey and seconded by Ald. Dr. Ross.

Ald. Mundle declared the present site "objectionable" and said that there were "valuable building lots there now." He thought it should be accomplished within a year or two. Ald. Ross understood that the removal was to begin at once and advised that this be done.

Tourist Building for Near Future

The Board of Trade's new tourist building will be erected within the next two weeks the council was assured by Ald. Ray Forbes, who presented a report from the city solicitor

P. J. Hughes, K.C., which showed that "no legal objection can be raised against the city" for the site of the building. The site will be in the Wilmot Park at the northeast corner near the intersection of O'Dell avenue and the Woodstock road. The site belongs to the city. It is necessary to start this work at once, Ald. Forbes said, in order to have it completed by June 1 to take care of tourist traffic. The work would be completed within a few weeks. Ald. Forbes thought it a wise venture on the part of the city and moved that the city comply with the Board of Trade's request to give the labor, free installation of water and sewerage and sufficient amount of stone, as well as general grading of the road and grounds, the work to be done with the co-operation of the city engineer. The motion was seconded by Ald. Ross and carried. The building will be leased by the city to the Board of Trade.

Report on Airport

Ald. Ray Forbes presented a brief report of the Industrial committee's activities in respect to the proposed airport. He had received communication from the Department of National Defence that present modern transport airports require runways of 3,000 feet, and that this is likely to be extended within the next few years because of advance in airport requirements. In view of the fact that airports seem due for extensive alterations within the approaching few years Ald. Forbes thought the council had been wise in delaying the matter in the past. "Trans-Canada aviation has not yet taken tangible form," said Ald. Forbes. He considered it wise, however, to keep active in the matter and not let the matter drop and a motion was passed that the committee continue to investigate and make reports.

New Transformers

Ald. Dr. Ross brought up the matter of city street lighting, and pointed out that two new transformers were needed in order to supply more lighting to various parts of the city. He mentioned specially Graham street and other "dark spots" in the city where street lighting is required. The matter was left to the committee with power to act.

The Victorian Order Nurse was granted the sum of \$175, part of its yearly grant.

Rosie: Please can you tell me the time, Bobby?

Bobby: I don't know exactly, but I know it isn't four o'clock yet.

Rosie: Are you sure?

Bobby: Yes, 'cos I have to be home by four, and I am not home yet.

HOUSING POLICY OF BRITAIN HAS ANCIENT BASIS

Interest Dates Back to Feudal Times—Garden Cities Developed at Turn of Century.

So much has been spoken and written about Britain's great post war housing schemes as to create an impression in some quarters that the Motherland suddenly saw the light immediately after the war and set about with a terrific clow of money and energy to re-house its returning soldiers and clear its slums in a form of internally expended national patriotism.

To a great extent this is true. State subsidies were invoked and housing and slum-clearance work was planned on a scale unprecedented. But to imagine that the word "housing" was new in English dictionaries prior to the war and that national interest in housing blew out of a clear sky at that time is all wrong.

As a matter of fact, public interest in housing dates from feudal times. History records a few stray government requirements, but definite government interest in housing had its birth nearly a century ago. By 1914 housing in theory along with town planning, slum clearance, etc., was pretty well established. In practice, not very much had been done, but the provisions were there; the ground-work had been laid.

Responsibility Awakes

The Victorian age, with all its glory and wealth, was well into its stride. But it was supported in squalor and filth, poverty and ill-health. Unrest was in the air. Tory reformers awakened to the situation. In 1838 the Chadwick report was compiled, followed ten years later by the investigation of a Royal Commission under the Duke of Buccleugh. The Public Health Act of 1848, first of its kind, was the result. In 1851 the Earl of Shaftesbury secured the enactment of the Laboring Classes Lodging Houses Act, which accepted public responsibility in the matter of workmen's homes, although little was done under it.

The basis of modern English housing policy was formed on a series of laws passed during the next 30 years. The Dwellings Houses Act of 1866 was followed by Torrens' Act of 1869, which, with its slogan of "A clean house in a clean street," empowered local authorities to condemn houses judged unsanitary or order them repaired at the expense of the owner. The Cross Act of 1875 enlarged these powers, giving large towns authority to condemn, expropriate and re-house.

"Government Interference" Rapped

From 1875 to the Public Health Act of 1890 no less than thirteen acts of Parliament were passed and two official inquiries into housing conditions were conducted. Naturally, all this legislation was not allowed to come into force without a certain display of antagonism. It is quite probable that the cry of "government interference" did not ring strangely in the ears of British statesmen of that day.

The 19 years from 1890 to 1909 saw ten different acts brought into force, each dealing with various aspects of the housing question. That period also saw the great development of industrial housing, and the world famous garden cities of Port Sunlight, Bournville, Eastwick and Letchworth became the talk and envy of less progressive industrial areas throughout the nation. Building societies and public utility societies, were also becoming well established, although they originated as early as 1841.

The year, 1909 saw the enactment of that great piece of British housing legislation, the Town Planning and Housing Act (John Burns), under which the piecemeal legislation of the previous 60 years was consolidated into one all embracing charter of land and dwelling development.

The period saw the awakening of a nation to the needs of its common people. Town planning and social science came forcefully to the front with their idea of tackling the problem at its roots.

Politically, Labor was beginning to make itself felt, was taking the initiative in the problem. In actual results, not so much was in evidence; the London County Council had built 10,000 houses by 1914, in addition to providing for clearance schemes, and there were other examples throughout the country.

But the seed had been well sown; the bright star of good housing, recognition of the right of everybody to live in a decent house in decent surroundings, was well up on the horizon. Given the normal course of events, much would probably have been accomplished, but events did not take their normal course—the Great War burst upon a startled civilization, the star was eclipsed by a greater flame, and housing became a negligible factor in public policy. Five years later it rose again, and under its light, the British people have in the succeeding years taken on a new lease of healthy and happy life.

VIMY MEMORIAL COST \$1,290,000

OTTAWA, May 5—Canada's national memorial on Vimy Ridge will cost in the neighborhood of \$1,290,000, Defense Minister Mackenzie told T. L. Church (Cons., Toronto-Broadview) in the House of Commons today.

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day. This covers cost of construction and building of roads, the preparation and laying out of the grounds incidental to the undertaking.

MISSION HERO BATTLES BANDITS, SAVES 100 TOTS

SHANGHAI, China, May 5—Father Doublet, Roman Catholic missionary from Quebec, is being acclaimed for his heroism in saving the lives of more than 100 Chinese children from Szechuen raiding bands.

The missionary fought four bandit guards at the city gate of Dawo to take the children from the city. He led them for twelve days over mountains and valleys to safety.

Father Doublet, alone has managed a mission school at Dawo, north of Tachienlu on the Szechuen-Tibetan border. Raiders, 2,000 strong, made a night surprise attack and captured the city. The plundered Dawo monastery and killed more than 100 monks.

The priest gathered the children together, and, arming himself heavily, fought through the guarded city gate. Outside he led them on the twelve-day trek, paying for food and often for sedan chairs to carry toddlers who could not walk.

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