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PRESIDENT S. S. MILLER OF FREDERICTON BOARD OF TRADE GIVES COMPREHENSIVE REPORT

S. S. Miller, president of the Fredericton Board of Trade, at yesterday's weekly luncheon of the Rotary Club delivered an interesting report on the recent Maritime Board of Trade convention at Charlottetown, which he attended as a delegate from the Fredericton Board of Trade. His address yesterday before the Rotary Club was as follows:

Mr. Chairman and Fredericton Rotarians:

Gentlemen: As a delegate from the Fredericton Board of Trade to the Maritime Board of Trade convened at



S. S. MILLER
President of the Fredericton Board of Trade, who addressed the Rotary Club on the Maritime Board of Trade Convention

Charlottetown, P.E.I., September 23rd and 24th, 1936, you have done me the honor to ask me to give you a report of these meetings.

J. D. Palmer and his wife, my wife and I drove to Charlottetown. The weather during the week of the convention was exceptionally fine. The convention was held in the Canadian National Hotel which was built in 1931. This Hotel is one of the finest in the Maritimes. It is homelike and the services all that could be desired. This hotel is well adapted for such conventions and Charlottetown is fortunate to have such an hotel and under such competent management.

We arrived in time for J. D. Palmer, who is a member of the Maritime Transportation Commission, to attend a meeting at eight o'clock Tuesday evening.

Mr. Palmer was also a delegate from Fredericton Board of Trade. The first meeting was held at ten o'clock Wednesday morning. After registra-

tion and reading of the minutes of the last annual meeting, which was held at Halifax last year, Premier Campbell of P. E. I., welcomed the delegates, as did the Mayor of Charlottetown and the President of the Charlottetown Board of Trade.

Mayor Turner of Charlottetown in a very interesting speech said during the last six years these provinces down by the sea, in common with Canada and the world in general, have been going through a most serious and difficult business cycle.

Thanks to the moral fibre and integrity of our people and their abiding faith in this great country we are coming through in flying colors as did our forefathers on many previous occasions. One hundred years ago Bishop Wilberforce said he was afraid to marry, the future looked so dark and uncertain. In 1851 the Duke of Wellington expressed the fear that England was doomed, as did at later dates the brilliant statesman Pitt, and the great Jewish Premier Disraeli.

"My grandpa notes the world's worn cogs, And says we're going to the dogs. His grand-dad in his house of logs, Swore things were going to the dogs. The caveman in his queer skin togs Said things were going to the dogs. But this is what I wish to state— The dogs will have an awful wait."

And the dogs will have to wait still longer, for our great business leaders cheerfully proclaim the glad tidings that the trade chart is steadily moving upwards and you have convened today in a more cheerful atmosphere to formulate construction plans for work that lies ahead. It is eminently fitting, and a happy coincidence that you meet in the same city in which your forefathers met—seventy-two years ago—to lay the foundation for that great structure now known as the Dominion of Canada.

Dr. J. A. Clark, President Maritime Board of Trade, in his address stressed this large attendance of delegates at this meeting as indicating increased interest in the work of the organization.

Dr. Clark referred to the reduction on the duties of turnips under the Trade Treaty with the United States, the result of which was a large increase in the movement of turnips which are grown largely in Prince Edward Island. He referred to the upward trend of agriculture in P. E. I.

The Trade Treaty with the United States has resulted in a considerable increase in the shipment of products of the Maritime Provinces to the United States. Agricultural products have advanced in value during the last year, resulting in an increase in building construction and an optimistic feeling throughout the Maritime Provinces.

The Canadian Travel Bureau estimated that \$300,000,000 will have been spent in Canada this year—representing a fifteen per cent increase. The Maritime Provinces are enjoying their share of the increase in Tourist Traffic.

F. Maclure Sclander, secretary-treasurer of the Transportation Commission, reported to the annual meeting. He said that close co-operation between Maritime Province Government heads and the various provincial departments during the past year was seen as a result of the Maritime Board of Trade resolution last year urging the enlargement of co-operative effort.

Due to more frequent joint meetings of officials of the government departments of the three provinces, to discuss common Maritime problems a "much closer co-operation" between the Maritime Governments had resulted.

A recommendation that the Maritimes should adopt statutes for the enforcement and maintenance of industrial standards based upon Quebec, Ontario and Alberta Industrial Standards Act had resulted in an amendment to the New Brunswick Public Utilities Act and new laws in Nova Scotia, governing the building trades. No steps had been taken yet regarding enactment of uniform Maritime regulations in connection with operation, licensing and freight rates of motor trucks.

New Brunswick through the public utilities commission, to some extent controls the carriage of goods by motor trucks, but there is no such regulation in Nova Scotia or Prince Edward Island.

No uniform dates had been adopted in the Maritime Provinces regarding the adoption of Daylight Saving Time, though recommended by the Maritime Board of Trade.

A general improvement in the regulation of Hotels has been noted.

Aid sought for the steel and coal industries in Nova Scotia in the way of subventions and tariff reductions, though not fully satisfactory, has improved conditions. New Brunswick is anxious to have subventions and freight reductions apply to N. B.

Mr. Sclander reported that the

Maritime Freight Rates Act of 1927, the result of the Duncan Commission Investigation, had saved shippers in the Maritimes \$22,163,922 since the enactment, and \$2,346,299 in the past year. The loss, Mr. Sclander estimated, from 1912 until 1927 to shippers was \$42,000,000, but our greatest loss during this period was "many valuable industries established on the strength and in the faith of rates existing previous to 1912."

Committee on Policy was appointed—A. D. Ganong, Chairman; C. H. Wright, Halifax, R. E. Mutch, Charlottetown, with permission to add.

In order to avoid lengthy discussion in open meeting all resolutions are submitted to this Committee on Resolutions and adopted, or revised, or thrown out by this Committee.

The adopted report of the Maritime Board Policy Committee covered ten points which had to do with the industrial expansion of the Maritime Provinces.

1. Dominion Housing Act.
2. Trans-Atlantic and Continental Flying as affecting the Maritime Provinces.

3. Assistance to Maritime Coal Industry.

4. Study of uniformity of Maritime Motor legislation.

5. British West India Trade Agreement terminating in 1939.

6. Implementation by Federal government of the Duncan Commission recommendations.

7. Lack of any comprehensive measurement of the trade of Maritime Provinces with the other provinces.

8. Trade commissioner to Newfoundland.

9. A proposal for a good will tour through New England States for the purpose of advertising completion of paved highway from St. Stephen, N. B. to Halifax, N. S.

10. Improvement of ferry service between Prince Edward Island and New Brunswick and improved harbor facilities for the Port of Charlottetown.

Definite and apparent tendency in certain quarters to depart from the rigid tendency involving the sanctity of all contracts and obligations, provincial, municipal, and personal, was noted in a resolution passed by the meeting.

The resolution expressed the gravest concern in view of this trend and seeks to earnestly impress upon the Federal Government its profound seriousness.

This resolution started a controversy. One speaker said Premier Aberhart would make capital of this as reflecting on Alberta. Another speaker objected to personal references in the resolution.

S. W. Fairweather, Director of the Bureau of Economics of Canadian National Railway, read an able and exhaustive paper on Railway vs. the Truck transportation of freight. The motor truck interests had two speakers that advocated the advantages of Truck vs. Railway.

The Honorable R. C. Matthews, President Canadian Chamber of Commerce was guest speaker at the luncheon.

Nominating committee consisted of J. D. McKenna, Saint John, Chairman; J. D. Morris, Charlottetown; C. H. Read, Amherst, with permission to add.

Officials Elected

Following is the new executive of the Maritime Board of Trade as elected at the 1936 annual meeting at Charlottetown: President, S. G. Mooney, Perth, N. B.; vice-president for New Brunswick, C. Allan Beateay, Saint John, N. B.; vice-president for Nova Scotia, Col. J. A. MacDonald, Sydney, N. S.; vice-president for P. E. I., H. T. Holman, Summerside, P. E. I. Executive, Lieut. Col. G. E. Full, Charlottetown; Jerome A. Morris, Moncton; S. S. Miller, Fredericton; H. N. Soley, Springhill, N. S.; Hon. J. Fred Fraser, Halifax; Dr. J. A. Clarke, Charlottetown; F. Maclure Sclander, Saint John; E. A. Saunders, Halifax.

Transportation Commission

The meeting appointed the following members to the Maritime Transportation Commission: D. R. Turnbull, Halifax; J. D. McKenna, Saint John; N. A. Hesner, Sackville; Johnson Chew, Glace Bay; G. H. Read, Amherst; R. E. Mutch, Charlottetown; J. V. Dover, Saint John. Ex-Officio, S. G. Mooney, Perth; Dr. J. A. Clarke, Charlottetown; F. Maclure Sclander, Saint John; E. A. Saunders, Halifax.

Report of Commission on Transportation was given by Rand Matheson, transportation manager of the Maritime Board of Trade treating of:

Extensive transportation adjustments which benefitted shippers throughout the Maritimes had been negotiated by the Maritime Transportation Commission during the past year, General Manager Rand H. Matheson reported to the annual meeting of the Maritime Board of Trade here today.

The Commission, he reported, had more than doubled its activities in its second year of existence and the increase indicated shippers were appreciating more and more "services of a commercial traffic organization to assist and advise in connection with transportation problems."

Reduced Rates

Most important of the direct ad-

SUPERVISE THE LOADING SPUDS FOR ARGENTINE

G. C. Cunningham, potato expert employed by the provincial government, is at Saint John today, and is one of those supervising the loading of the first commercial shipment of potatoes ever to be made to the Argentine Republic in South America from this province. C. H. Godwin, chief federal potato inspector for this province, also is present, as is Dr. Roberto Millan, chief potato specialist for the Argentine government. Mr. Cunningham recently returned from a long mission to countries of South America as an emissary of the New Brunswick government, during which he consummated the sale of 30,000 barrels of seed potatoes to the government of the Argentine.

This shipment will leave Saint John Tuesday night on the Western Prince of the Furness Prince Line, which docked at the Quay Wall today to establish Saint John, instead of New York, as the terminal port, temporarily, at least, on this end of the line's South American service.

Mr. Cunningham states that the Furness Prince Line, operating four passenger motor-ships, will have fortnightly sailings from Saint John as long as 2,000 tons of freight per ship is offering at this port.

It was anticipated at that time that potato shipments alone would fulfill this requirement up to Christmas, but Mr. Cunningham could not give definite assurance that this would be so indicating that a further announcement likely would be available in a day or two.

The 30,000-barrel shipment which is scheduled to leave here Tuesday is a result, he said, of three trial cargoes which were sent to the South American republic last year.

At the time of the government statement a reduction in freight rates on potatoes from Saint John to South American ports was announced, and large additional orders of potatoes from the Argentine were said to be in the offing.

Adjustments in transportation matters were reductions in railway rates on livestock between Maritime points, extension of zone express rates, extension and reduction of coal rates, and realignments in westbound freight rates.

Maritime shippers, Mr. Matheson stated, were in favour of "Pick up and delivery service" in the Maritimes as in the Central Provinces. Many Maritime shippers had advised that competition and convenience would force a greater amount of traffic to trucks.

Premier Campbell introduced the Hon. Mr. Dunning on behalf of the P. E. I. Government and Opposition.

Referring to the P. E. I. Opposition he said the police had a complaint from a woman that men were bathing on the beach in the nude. The police cautioned the bathers and later asked the woman if she had any further complaints. She said, "Well, No. The men had moved further up the shore but she could still see them with a spy-glass."

Hon. Charles A. Dunning, Federal Minister of Finance was guest speaker at the Annual Banquet.

The commonest complaint of Canadians was: "We have not got our rights under Confederation." Hon. Charles A. Dunning told members of the Maritime Board of Trade gathered at their annual banquet. He heard the same cry on every side as he went up and down the country, the guest speaker said. "Nobody seems to be completely satisfied with Confederation. Everybody has got claims against all of us."

While Hon. Mr. Dunning did not urge Canadians in any particular province to relax their efforts to justify what they believed were their rights, he said: "I do say to them that the things which unite us are infinitely more precious and valuable to us than the things which divide us."

He added: "If signs on the horizon mean anything our unity as a nation will be yet more precious, unless the world in some way escapes the madness which appears to be on it at the present time."

In conclusion he urged the Board of Trade members to "thin out some of your own prejudices, and be tolerant in your judgments."

Mr. Dunning said as Minister of Finance he was not without his worries. He told the story of the fellow who accepted a position which subjected him to a great deal of worry. He advertised for a secretary to do all the worrying for him at a salary of \$100 a week. The applicant asked to whom he was to look for his salary. That, he was told, was his first worry.

There were many more delegates from New Brunswick this year than last: New Brunswick 19, Nova Scotia 20, Prince Edward Island 57. The annual meetings alternate between the three provinces. The annual meeting for 1937 will be held at Moncton, N. B., and New Brunswick should be well represented.

Central Kingsclear

The people of this vicinity have finished their digging with a big yield of potatoes, but find a lot of rotten ones among them. They are doing their threshing and fall ploughing at present.

E. Martin, who has been confined to his bed for the past week with a heart attack, is resting comfortably, and his many friends hope to see him around again soon.

The people of this community are very sorry to hear of Guy Anderson's accident when his arm was caught in his threshing machine and badly mangled.

Mr. and Mrs. W. G. Usher and son motored from Grand Bay one day last week and were guests of Mrs. Usher's mother here.

Ernest Cliff, of Saint John, spent the week end with his sister Mrs. H. W. Kilburn.

Harry Cliff is the guest of Mr. and Mrs. Ralph Kilburn at present.

Mrs. James Gray, who has been confined to her bed for some time past, shows no improvement in her condition.

Tom Trail and his sister and daughter Eva motored to Woodstock one day last week and spent the day.

SHERIFF'S SALE

The following property will be sold at Public Auction in front of the County Court House, Fredericton, N.B., at twelve o'clock noon on the 7th day of November, 1936, For Parish and County Taxes, Road Taxes and School Taxes, with cost: The Luke Dow Property, Parish of Canterbury, York County, N.B.

No. 1 All that certain lot, piece, portion or parcel of land and premises situated, lying and being in the Parish of Canterbury aforesaid described as follows: that is to say, bounded on the northerly side by land owned and occupied by Ambrose Dow, on the southerly side by lands owned and occupied by John W. Dow, on the western side by the New Brunswick Railway, and on the easterly side by land called the "Walters land", and containing fifty acres more or less.

No. 2 All that certain piece or parcel of land lying and being in the Parish of Canterbury on the west side of the lot of land decided by James Murdoch to George Dickinson and bounded as follows: starting at the sixty-ninth mile post and running south to the rear of Hartin Settlement lots and then east thirty rods and thence thirty rods parallel with the Canadian Pacific Railway to a cedar post, containing twenty-two acres more or less.

Del. Parish & County Tax, 1931.....\$ 3.78
" " " " " 1932..... 4.75
" " " " " 1933..... 5.75
" " " " " 1934..... 6.50
" " " " " 1935..... 6.75
" " " " " 1936..... 7.65
\$35.18
Del. Road Tax, 1935.....\$1.80
" " " " " 1936..... 1.80
\$ 3.60
Del. School Tax, 1934.....\$9.00
" " " " " 1935..... 6.98
" " " " " 1936..... 9.00
\$24.98
Total Parish & County Taxes,\$63.76
Total Road Taxes,\$35.18
Total School Tax, Dist. No. 22 24.98
\$123.92
Dated this 8th day of October, 1936.
C. A. GOODSPEED,
High Sheriff for York County.

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Lv. 9.00 a.m.	Meductic	Lv. 5.50 p.m.
Lv. 9.20 a.m.	Pokiook	Lv. 5.30 p.m.
Ar. 9.40 a.m.	Moonlight Inn	Lv. 5.10 p.m.
Lv. 9.50 a.m.	Kingsclear	Ar. 5.00 p.m.
Ar. 11.00 a.m.	Fredericton	Lv. 4.00 p.m.

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Return \$3.50

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