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## TELEGRAPH INSTALLED AT GAGETOWN

GAGETOWN, Queens County, N. B., May 8—The first telegraph apparatus on the Valley Railway outside of Fredericton has just been installed in the C. N. R. station at Gagetown, in charge of the agent, E. J. Warman. Mr. Warman has the distinction of being the first telegraph operator on two railway lines. Besides being the first on the Valley line, he was also the first to take over the work on the line between Campbellton and St. Leonard.

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## NEW B. C. LIEUT.-GOVERNOR IS TYPICAL WESTERNER

### "Tammy" Hamber Well Known in Sporting and Industrial World.

VANCOUVER, B. C., May 9—One of Western Canada's foremost business leaders was honored when Eric Werge "Tammy" Hamber was appointed lieutenant-governor of British Columbia. A pioneer in banking and lumbering, Mr. Hamber for years has been as well known in sporting realms on the Pacific coast as in commerce and industry.

Mr. Hamber succeeds J. W. Fordham Johnson, former directing head of the B. C. Sugar (Rogers) Refineries in Vancouver.

Mr. Hamber is a true Westerner, a native of Winnipeg.

Since 1913 he has made his headquarters in Vancouver, directing his extensive lumbering interests. His father-in-law was the late John Hendry, veteran jogger, who built up the B. C. Mills, Timber & Trading Company, one of the historic industrial concerns of the northwest.

#### Has Many Interests

He is still president of this big lumber organization and of the London & Canadian Investment Company, Ltd., of Consolidated Estates Ltd., and Middleboro Collieries, Ltd. He is a director of the Dominion Bank and a member of the advisory board of Toronto General Trusts Corporation.

If "Tammy" Hamber knows the road to success it is because he has learned the importance of finding the right subordinate executives and leaving details to them. He had the reputation of being able to drive himself through a tremendous amount of work in a given time, but he is not the type of business-man who fusses and quibbles over minor matters. He has developed a keen sense of loyalty among employees of the companies in which he holds office. All his companies have a tradition of which he is proud, and with him the maintenance of that tradition is all-important. "That good of the company" is a phrase often quoted, and not haphazardly; it really means something in a Hamber enterprise.

"Tammy" was an athlete of note in his school days. Born in old St. John's, North Winnipeg, in 1880, the son of the headmaster of St. John's College, it was only natural that he received his schooling there. In fact, that was all the education he did get, although it was sufficient to him the B. A. at the University of Manitoba, which in those days was a degree-conferring body only, with affiliated colleges of which St. John's was one.

#### Rowed With Argos

In athletics Hamber made his mark in hockey, football and rowing, and

Joe Wright, Sr., the veteran Toronto sculler, is authority for the statement that the young man from Winnipeg was one of the greatest all-round athletes who ever took part in sport in Toronto. In 1903 the Argonaut crew, of which Hamber was a member, won the American championship in the first American Henley, and in the same year they broke the course record at Philadelphia. Hamber later won the Toronto city championship in rowing.

In his Toronto days he was an assistant inspector of the Dominion Bank. He had started as a junior in Winnipeg under the late Frank L. Parton. His banking career was almost phenomenal. Joining the bank in 1898 at \$16.66 a month, Hamber was assistant inspector in Toronto four years later. He was transferred to Montreal where he held a similar office and then back to Winnipeg. In 1906-07 he was manager of the Calgary branch and four years later was promoted to the Vancouver office. He did not remain there long, however, for he was made manager of the Dominion Bank in London, England, the same year.

Before leaving Vancouver, however, he married Aldyn Hendry, daughter of the late John Hendry, and when he returned to the coast in 1913 he took over the general direction of all the Hendry Lumber, logging and financial enterprises. On retirement from the bank he was made a director.

#### Keen Sportsman

He maintains his interest in sport despite his widespread business affiliations. He goes in for polo, yachting and the breeding of racehorses, and during the last few years the horses wearing the Hamber colors have distinguished themselves on many a western track.

With all his other contacts the new lieutenant governor has found time to devote much of his energy to various community undertakings. He is president of the British Columbia Cancer Foundation and a governor of the University of British Columbia.

EDMONTON, Alberta, May 9—Indefinite postponement of the appeal to the Supreme Court of Canada in the MacMillan-Brownlee case has been made, it was announced yesterday by Neil D. MacLean, counsel for the former Miss Vivian MacMillan and Alan D. MacMillan, appellants.

Mr. MacLean said he would not drop the appeal, brought by Miss MacMillan and her father against the decision of the Alberta Appeal Court upholding the ruling of Mr. Justice W. C. Ives, Justice Ives refused to enter a jury verdict awarding \$15,000 damages against the defendant. J. E. Brownlee, K. C., former Alberta Premier.

## MANY SHOCKING HARBOR LEAKS

Canadians, groaning under the heaviest load of taxation they have ever borne, will be inclined to approve the bill sponsored by Hon. Charles D. Howe, Minister of Railways and Marines, whose purpose is to create a Permanent National Harbors Board consisting of three members in place of seven Boards of twenty-one members which formerly had jurisdiction over the seaports of Montreal, Halifax, Saint John, Quebec, Three Rivers, Chicoutimi and Vancouver.

The Commissioners in these seaports always changed with a change in Government and some of them were noted more for political skill than for efficient and economical management of Canada's ocean ports. If they did not spend money like the proverbial drunken sailor, they at least 'kept up with the Joneses,' one port trying to outdo its rival in the matter of extravagant expenditures, with the result that they now owe the Dominion Government \$140,000,000, not to mention a modest \$26,000,000 which they borrowed from the public on the side. Had they been spending their own money, it would have been their own business, but they have launched out into the financial deep with funds furnished by the Canadian taxpayer, and the prospect for early repayment of the \$140,000,000 borrowed from the Federal exchequer seems none too bright in view of the fact that last year they had a combined deficit of \$5,000,000, without including depreciation.

The Minister of Marine has expressed amazement at their financial and administrative sins, and declares a tabulation which he has made of their improprieties constitutes the most shocking betrayal of public trust he has ever encountered, though he makes no accusations against individuals.

Details of rank extravagance, of unwarranted expenditures running in to millions of sheer duplication and waste, of patronage run riot, of foolish and costly rivalry in attempts to take business away from competing ports, and of replacements out of capital ports, and of replacements out of capital instead of out of earnings, have not yet been laid bare to the public gaze. Nor has the nation been informed that Canada has seaport facilities sufficient for a country of 50,000,000 people, according to the eminent British port authority, Sir Alexander Gibb, who with his colleague, Mr. Hugh Beaver, made an exhaustive survey of harbor developments in Canada. The Minister of Marine and the Federal Cabinet have reached the conclusion it is high time to call a halt, especially as Government advances to date approximate \$140,000,000, including \$60,000,000 to

Montreal, \$27,000,000 to Quebec, \$23,000,000 to Vancouver, \$14,000,000 to Saint John, \$9,000,000 to Halifax, and \$6,500,000 to Three Rivers and Chicoutimi.

So the seven political Harbor Commissions have been abolished and a National Harbors Board has been appointed consisting of three members of the ablest members of the public service, Mr. Edwin Hawken of the Department of Marine; Colonel A. E. DuBois, Chief Engineer of Canals; and Mr. B. J. Roberts of the Department of Finance.

The intention of the Minister of Marine is to reorganize the Board when the time is opportune, as some of the officials named have heavy responsibilities in their respective departments. In the meantime more definite and effective control of expenditures will be sought by prudent national management of the harbors in order to stop the heavy drain on the Federal treasury. The unwieldy capital structure of some of the seaports will gradually be corrected, replacements and repairs of facilities will be financed out of earnings instead of out of capital, and broadly speaking, the National Board will adopt the policy of "pay as you go." Deficits running into \$5,000,000 annually are easily understood when it is recalled that the new ocean terminal at Wolf's Cove, Quebec, built to accommodate liners like the Empress of Britain, yielded last year but one half of one per cent on the capital invested. It will require a considerable revival of foreign trade and passenger traffic to pay dividends on that project.

The Minister of Marine has been fiercely assailed by front-bench members of the Conservative Party. Nor has he escaped attacks from self-seeking politicians within his own party who would embark upon another spending spree for the sake of pacifying patronage hunters and contractors. On the other hand, certain members of the Cabinet who stood to benefit by perpetuation of the set-up scrapped by Hon. Mr. Howe have co-operated with their colleague in plugging harbor leaks, and those assuredly are the better type of public servants.

## Protest Proposed Shop Hours Change

QUEBEC, P. Q., May 9—Commercial and industrial employees protested to the Quebec administrative committee yesterday against a proposal of the Retail Merchants' Association that stores remain open from 7 A. M. until 6 P. M. on week days and 7 A. M. until 9 P. M. Friday and 11 P. M. Saturdays.

## ROYAL PROBE ON WHEAT IS FORECAST

OTTAWA, Ont., May 8—Appointment of a Royal Commission to study markets at home and abroad with the idea of finding the best method of placing the Canadian wheat surplus on foreign markets, is likely to be the chief recommendation of the special committee of the House of Commons which is considering the problem.

The sub-committee now preparing the report is composed of Trades Minister Euler, Interior Minister Crerar, Opposition Leader Bennett, J. G. Ross (Liberal, Moose Jaw), T. F. Donnelly (Liberal, Wood Mountain) and M. J. Coldwell (C. C. F., Rose-town-Biggan).

May Lose \$50,000,000

The Dominion Government has a financial commitment of not less than \$150,000,000 in wheat at the present time, and, though none of the experts can tell positively what the exact loss will be until the account is finally closed and the Government leaves the business to the pools or private enterprise, the potential loss is estimated at not less than 50,000,000.

Everything, of course, depends on the future course of prices. If nature is bountiful, wheat might be available in huge quantities at 60 to 75 cents a bushel. Unfavorable weather and poor crops throughout the world might easily produce "dollar wheat", but no one can foretell what will happen in the next six months.

The Parliamentary committee, presided over by Hon. William D. Euler, with Right Hon. R. B. Bennett as the outstanding member on the Opposition side has virtually decided to recommend to the House of Commons a Royal Commission to make an intelligent, impersonal, non-political analysis of the Canadian wheat marketing problem. The Royal Commission would be composed of men of the calibre of Sir Josiah Stamp and W. Sanford Evans, who have nothing but the national interest to serve.

James R. Murray, Chairman of the Canadian Wheat Board, says the problem of Canada for years to come is to find the best method of placing her wheat surplus on foreign markets. "and I believe we need a Commission of outstanding men to examine the problem in all its aspects at home and abroad."

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Tramp—He told me that when I found food that agreed with me I should stick to it.

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