

FATHER M'DEVITT, REV. DR. BROOKE AND THEIR ACTS OF CHARITY

Kind Acts of Two Old-Time Clergymen Who
Were Loved in Other Years

(An Easter Article)

On the death of a prominent farmer who lived a few miles below what is now the Experimental Station, an auction was held to dispose of farm stock and implements to close the estate.

This auction drew a large number of farmers as well as citizens of Fredericton, because it was one of the best farms in the locality, while the stock was of a high grade.

The sale began in the forenoon, the afternoon was well advanced before the prize cattle were offered for sale. The younger, hence the less valuable were sold first, then came the cows. It looked as if they were presented according to scale. Fair prices were received, the bell cow was the last to be brought out.

The auctioneer asked, "What am I offered for this cow?"

"Sixty dollars," was heard, then repeated, "Sixty dollars I am offered, any advance on sixty dollars? Sixty dollars once, twice, and sold for sixty dollars. Who is the bidder?"

Word was passed through the spectators that it was Father MacDevitt's bid. "Sold to Father MacDevitt for \$60."

The story goes that a farmer standing by said, "Father, you got a good cow."

Quickly came the retort, "I paid a good price." He had paid almost double the price paid for any of the other cows. Another farmer continued the questioning by saying, "But, Father, you have a good cow now." "Yes, now I have two good cows." "But, Father, why do you need two cows and you living in the city?" "If you must know the truth the winter will soon be here, times are none too good, it looks as if many children will be needing milk; they must not be neglected."

Rev. Dr. Brooke, the pastor of St. Paul's church long ago was also a friend of the poor. Like Father MacDevitt he also kept a cow, a well-bred Ayrshire, but never sold milk. Years after his death a farmer would point to an outstanding cow in his herd, saying, "Dr. Brooke gave father the mother of that cow when just a calf."

Today, the pastor's charity box is replenished by cash payments. There was a time when giving was practised through merchandise. Some brought the product of the farm, some gave gifts of handicraft, knitting, such as again becoming popular—merchants from their stock in trade; cash also came, as did cases of wine and malt. A certain clergyman used to add after the list had been recorded, "Acceptable gifts for the poor."

DR. A. A. ROWAN

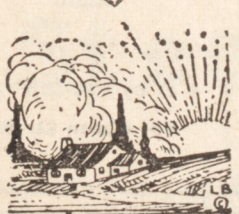
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Today the churches are criticized allowing charity work to be taken from them and administered by other organizations. The personal touch of those who have felt the cold hand of hunger and want get little warmth from dolls.

From an article published after the death of General Booth the following is taken: "He found the greatest joy in service for those in need. He had no leisure neither did he desire any. When stricken with blindness and drawing near to the close of his life, he said: 'I am resolved to go on with my work, blind or not blind. The work must go on, and I must work too. The poor must not be deprived of any help my brain or heart can give them. If I have to do a little less, you will have to do a little more. The work must not suffer.'"

The memory of the late General Booth who once spoke in our City Hall, will never be forgotten by those who had the chance to hear.

Today the tradition of the Salvation Army is being upheld within our city. During these times of stress and want the cry of the little ones, such as was heard by pastors of long ago, are being quieted by earnest workers whose sole aim is to help the needy, relieve suffering and care for those who are destitute.

"The work must go on."
"It's the Master's way."
—Contributed.

HOW KING GEORGE LOATHED OSTENTATION

King George loathed ostentation and publicity where his private activities were concerned. The late Lord Ponsonby, Keeper of the Privy Purse, told a story only five days before his death which well illustrates this trait.

A certain farm-manager on one of the royal farms bought a bull at a very high price. It swept the board at all agricultural shows. Finally it was sold at an even higher price.

The King said nothing until the animal had gone. Then, one Sunday afternoon, on his usual walk around the farms, he enquired if they had not bought some rather expensive cattle recently.

The farm-manager agreed. But, he added, the bull had won many prizes and had been sold at a good profit.

"Understand this," the King replied "I farm as an ordinary farmer and exhibit my beasts in competition with other farmers. They can't pay high prices and neither will I. As for winning prizes by paying large sums for beasts, any Hoggenheimer can do that. I won't."

Toronto Globe. Were it a part of the granting of divorce that the party upon whom guilt is fixed may not marry again, there would be an instant and notable lessening of the number of applications. Last year Senator Hughes introduced a bill forbidding re-marriage of divorced people, but it was withdrawn. The present bill is a modification of the first, and may have better chances of success. Should it become law the bill at least will go a considerable distance toward checking further development of the divorce scandal in this country.

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SECOND ANNUAL VISIT OF SECONDARY SCHOOL STUDENTS TO GREAT BRITAIN

The Overseas Education League celebrated its Twenty-Fifth Anniversary during the summer of 1935 and since its inception over 7,000 teachers and students have visited Great Britain and France and at varying intervals, certain continental countries, under very privileged conditions. However, 1935 was the first year that students of the High Schools have been included in the programme and the event proved so successful that this particular item of the League's programme will be developed on a much wider basis in 1936. The pioneer group of 90 students was drawn almost wholly from Montreal and Toronto; in 1936 it is hoped that ALL PARTS OF CANADA WILL BE REPRESENTED, and this by students from the largest possible number of Secondary Schools, Public and Private. This year the programme is specially organized for girls, to whom it will be wholly reserved.

At the Empire Holiday School of English at Bathbourne, which was inaugurated by the late Mr. Rudyard Kipling last summer, it is intended that the Canadian Students shall be joined by girls from British Schools and from other parts of the Empire. Further, a number of girls from the Scandinavian Countries, from France

Germany, Italy and the United States are being invited to participate in the London programme and the Summer School at Bathbourne, as the guests of the Canadian Students. Included in the many interesting items will be a visit to Carlisle, where the students will be the Guests of the City; later in the programme will be a stay in Halvern, where by invitation of the Head Mistress, the students will be accommodated in the well-known Girls College.

Applicants must be over 14 and under 19 on July 10th, and be students of Secondary Schools. No application can be considered unless approved by the School Principal, who is asked to certify not only to the qualifications of the student but as to her fitness as a representative of the School.

The Honorary Directors will be Dr. A. S. Hill, Oakwood Collegiate, Toronto, Miss Berada Slacks, B.A., Assistant Director of Physical Education, McGill University, who will be in charge of the Montreal students. In addition to the complete Honorary Staff, a Nurse-Matron will accompany the group and the greatest care exercised throughout the visit.

A programme will be sent on application to the Secretary, 70 Sun Life Building, Montreal.

Attorney General McNair

Closes Debate on Budget

(Continued from Page Two)

from Charlotte should press the claims of their County; that the Members from Albert should follow a similar course; and that other Members should support the claims of their own communities. We cannot but admire the honest discharge by Members of their duty towards their respective constituencies.

So far as the Government is concerned, we feel that there are two vital considerations governing the question.

In the first place, the Dominion Government should select a site which will best serve the interests of New Brunswick; secondly, the purchase of the site by the Province must be carried through on a business-like basis.

Unfortunately, and I speak advisedly, and because the public interests demand frankness, there has been on foot for some time a well-directed effort to work a racket in the purchase of a particular site for a National Park.

I know that no section of our Province will depreciate and condemn such tactics more than Charlotte County itself.

The whole matter goes back to events which happened a few years under the late Government and were brought to my mind by the remarks of one of the Hon. members opposite when he intimated in this House the other day that the present Government had been guilty of some breach of faith or trust in connection with the guarantee given by the Province for the benefit of the Port Royal Pulp and Paper Company.

The statement of the hon. gentleman that this Government has increased the guarantee is absolutely incorrect. The Province's responsibility remains at \$60,000, where it was fixed by our predecessors in office.

All we did was to consent in conjunction with the Municipality of the City and County of Saint John, who are jointly interested with the Province, that the Bank of Nova Scotia might lend to the company upon its unguaranteed account for operating expenses up to a limit of \$200,000.00 an increase of \$125,000.00 over the former limit. The purpose of the new loans for which the bank is permitted to take security under Section 88 of Bank Act is to enable the company to extend its operations.

Does my honourable friend object to the opportunity that will be afforded our farmers and small operators to sell more pulpwood? I trust he will answer that question in due season.

He suggested that, when in operation, the Liberal party had objected to the assistance given by the old administration to the Port Royal Company. He has a short memory. May I remind him that their criticism was directed to another transaction which has a considerable bearing on a certain agitation today, connected with this amendment, and which was put over at the time of the original guarantee whereby, through the connivance of the Tilley Government, the Whip of the Party to which my honourable friend belongs, was enabled to obtain \$200,000.00 or more from the company as the price of the guarantee given by the Province.

It was a pretty heavy impost against a company which was endeavoring to carry on in a legitimate way a legitimate business which means employment for hundreds of our New Brunswick people.

None of us have forgotten the details that were made in this House when the transaction came under fire. This matter has never been satisfactorily cleared up. I feel that in due

course this matter will be fully investigated.

Now the Crown Land leases which entered so largely into the discussions just mentioned have acquired a new potential value in the hands of the present idlers as the site of a National Park.

In this connection, may I remark that it is an amazing fact that the report of the Dominion officials, who back in 1930 inspected various locations in this Province, which report was supposed to be confidential, was allowed before it reached the Department of Lands and Mines, to get into the hands of certain interested individuals of the Tory persuasion.

The stage was all set a year or so ago for a grand clean-up. But the parties interested were counting on a return of the Tilley Government; and may I add, counting their chickens before they were hatched.

I can, with confidence, assure this House that whatever site is purchased as selected by the Dominion Government, there will be no racket. There has been some talk in this House about Honorable Members having been offered money to oppose the new road. It will come with a shock to Honorable Members of this Government have been approached with bribes to induce them to put over a certain deal in respect of a new park.

It seems to be outside the comprehension of some people that there can be such a thing as an honest administration.

Failing to enlist the support of the Members of the Government, in such a nefarious deal, these interested are no doubt greatly fortified by the assistance now coming from the Opposition. The over-wrought imaginations of the outside parties anticipate some connection between the new road and a National Park, so in order that nothing may happen which would interfere with the selection of the Charlotte County site, the edict has issued to kill the road project of this Government.

In concluding his impassioned appeal, when presenting the amendment the Honourable Leader of the Opposition used these words: "Upon the floors of the Dominion Parliament, Andrew G. Blair, upon the Grand Trunk Pacific bill being launched, said 'Cox can't wait'. I wonder who can't wait in this case, and I wonder who is lying in wait'."

I venture to say that that is just what Honourable Members are wondering.

The amendment now before this House is a straight want of confidence motion against this Government which I believe has done more than any other administration in the history of our Province to give the people good Government and lay the foundations for a lasting prosperity.

Some people talked the other day about the remuneration to the President of the Executive Council.

This Government met every day with one or two exceptions since July 16 last. The old Government met once a month, which was all their terms could stand.

For the reasons already given, and other reasons which time has not permitted mention of, I submit that there is only one course open to members of this House and that to vote the amendment down.

"We will never, in this country, tolerate any law that provides shackles for our people."—Alfred E. Smith.

"We have to face the eternal paradox that laws are made by people notoriously incompetent for their task."—Lord Tweedsmuir.

ELEVATORS RUN 10,000 MILES DAILY

In New York Normally Fifteen Million Passengers Ride Every Day on the Lifts

NEW YORK.—New Yorkers became so easy to climb the order. Boys who elevator conscious during the service strike and rightfully so, for it has been figured that these lifts carry 15,000,000 passengers and go 100,000 miles daily. Until something happens to disrupt the elevator service in buildings one does not give much consideration to the subject. Riding one floor, a dozen or even a hundred, is an every day occurrence in the life of the people who use these vertical highways.

At this point a little elevator history might be interesting. The first passenger lift here was installed in the five-story building at Broome street and Broadway. It was known as Houghton's and the elevator was installed in 1857. It was belt driven and could carry a thousands pounds about 100 feet a minute. It has a safety device that prevented it from falling if the sustaining rope broke. Elisha G. Otis of Yonkers was the inventor, as he was of a freight elevator which was first installed in 1854.

One of the first freight carriers was at 275 Hudson street in the furniture manufacturing firm of Benjamin Newhouse. It, too, was a belt driven machine and is said to have travelled fifty feet a minute with a load of a few hundred pounds.

A statistician has figured it out that the city's elevators produce enough mileage a day to circle the earth every six hours and they operate in shafts the combined length of which would reach below Miami. This distance, as computed from the airways, is more than 1,300 miles. This same student has it figured that at least half of the city's millions use elevators in their homes, for business or for visiting.

A prepared table shows there are in the five boroughs 25,927 passenger and 15,722 freight elevators. Of course Manhattan leads the list with more than 20,000, while Richmond is credited with only sixty-one, but this small borough does operate 161 freight carriers.

When disruption comes in the normal run of things then one begins to take notice of what is going on around him. For one thing one invariably thinks of Manhattan as a city of towers, but the truth is that nearly 70 per cent. of the buildings are one, two, three or four-story dwellings. Many apartments under six stories have no service elevators.

In a crisis such as a general strike of elevator operators it is those who love in the towers who suffer greatly. Dwellers become marooned and are greatly inconvenienced, not only because they cannot get out themselves, but because their friends cannot visit them and tradesmen have great difficulty in making deliveries of necessities. It is easy to phone for a bill of goods for delivery, but it is not

so easy to climb the order. Boys who do this sort of work have been importuned by the strikers to lay down their goods and let the tenants take the consequences of what they call penurious owners who fail to pay them what they call living wages. Many boys have acceded to these demands, possibly through fear, while others have followed instructions and made deliveries, thereby earning a good tip for the extra work.

Since the first elevators, improvements have been added, although today a great many hydraulic types are in operation, especially in lower Manhattan. There are still a few steam driven elevators that will remain in operation until the buildings are torn down. The electric lift is the thing now and of course is in the truly great buildings. A freight elevator in the Empire State Building rises 986 feet from the sub-basement to the eighty-sixth floor. An elevator in Rockefeller Center climbs 1,400 feet a minute. Over in the Port Authority Building an elevator picks up four loaded trucks and lifts them as easily as the old-fashioned kind took two passengers up two stories.

Of the 950 passenger elevators in Queens, 800 are of the automatic type that require no operators. Manhattan has around 1,100 and they probably will not grow in numbers, for they are primarily designed for small places and not skyscrapers.

There is little to be done by the operator of a modern elevator except to open and close the doors. Although manned by human power it is in reality an automaton of great complexity and versatility. It really has an "electric brain" and stops automatically at the proper floors after the operator pushes the necessary button.

In one downtown skyscraper a double decker elevator is in operation. One car serves the odd-numbered floors while the other serves the even. Some department stores have automatic service that stops at floors and opens the doors for the passengers.

When one speaks of elevators it usually means a method of carrying humans to and from destinations, but dumbwaiters are used to convey waste to the basements and lift the tons of merchandise used in the homes. Then, too, there are some 200 escalators in the city, with the engineers reviving the old idea of moving sidewalks. These things are fine until the day when man power steps out and the customer begin to complain of their inconvenience.

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Ross Drug Co.

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Harry C. Moore.

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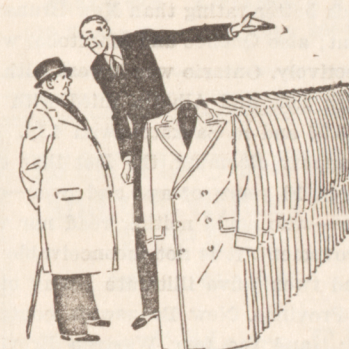
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