

THE DAILY MAIL

NEW BRUNSWICK'S ONLY HOME COMMUNITY PAPER

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Where Next—Radio?

Canadian radio, as a Government-owned and Government-controlled affair, has travelled a long and tortuous road since the experiment was first launched on the basis of the report made by Sir John Aird and his Commission. To date, it is scarcely exaggeration to say, it has failed to reach any of the diversified and highly idealistic goals its one-time sponsors dreamed about.

The movement had its genesis in popular clamor for control of programmes, and especially of religious propaganda going on the air in Canada. It soon developed into what was little less than a blind craze to have the country overnight take over the ownership and operation of every radio station in the Dominion, supplemented by a string of 50,000-watt transmitters from coast to coast.

This first phase is now seemingly drawing to a reluctant, if fateful, close, with the Government still far from having efficient control of radio and owning only a few stations of medium power here and there. In the meantime, there have been piled up a large list of highly paid executives, many of them admittedly square pegs in round holes; a great staff of expensive but withal very efficient artists and a colossal bill of expense, not to mention the quite unpopular doubling up of the listener's license fee.

Now we are about to witness Canadian radio transferred to another stage, this time with the Radio Commission absent and a Canadian radio general manager taking the leading role, surrounded by a board of nine governors. Control of the technical side of the radio is to return where it always properly belonged—that is, with the Radio Communications Branch, formerly identified with the Department of Marine.

Things may work out all right in time, and again they may not. Much depends on the new general manager, on his knowledge of the Canadian radio situation and on how much shrewdness he has in reserve when he comes to deal with a complex task.

The situation is confounded by the committee's reference to owning and controlling the whole radio system in Canada at as early a date as possible, an ambitious and highly expensive objective if the Government and its radio general manager expect to develop the present set-up to a point where they will not be deluged with complaints of poor reception from outlying sections all over the Dominion. Complete coverage in Canada is bound to be highly wasteful—and therefore highly expensive—unless a system of low-powered, inexpensive stations is erected for outlying areas and economical means found to wire these up in a general network so as to provide them with programmes which will meet their listeners' needs.

Perhaps as much and more might have been accomplished by simply turning over the technical side of radio to the Communications Branch, along with the appointment of a manager who knows his Canada as well as radio from the "field" or reception end, whose business it would be to direct and supply national programmes as many times a week as the country could afford, and no more.

But the first and most important item for the new set-up to look after is that of wired communication to link up the stations. The Government should control the copper wire. Paradoxical as it may seem, wireless without wire can go nowhere. It has been estimated that the cost of leased wire for an all-Canadian network giving fairly good coverage would run up to at least \$50,000 a year.

What is to be done with the stations the Government already owns and operates is another matter. They are bound to provide a formidable bill of expense if they are to be operated without revenues from commercial broadcasting. If continued as commercial stations they could scarcely be deemed anything but Government rivals of privately owned stations.

The fact of the matter is that public ownership of radio stations in this country at least should have been left to the communities which desired to own and operate their stations, so that the expense in connection with their maintenance and operation would fall on the people desiring public ownership and benefiting from it. If such a system had been followed and the Government had taken over control of the wire, national programmes and the operation of a high-powered short-wave station to have a "show-boy" voice in world programmes, the Dominion Government would have something to show for the expense its Treasury has been put to. By such a method, each and all of the scattered populated sections of Canada could make its own decision about whether it wanted to go to the expense of building and operating its own stations or allowing private enterprise to build them.

Maritimes Advertised

The Maritimes have gone to Vancouver. In the heart of its downtown area are intimate glimpses of the three far-eastern provinces, beautifully displayed for the thousands of tourists who will throng this city this summer to enjoy its jubilee celebrations.

On the ground floor of its new hotel building here the Canadian National Railways has reserved windows half a block in extent to introduce the Atlantic Provinces to the Pacific. Central features are three flood-lighted, hand-colored pictures which show the strange architecture of spray-washed Kildare Capes of Prince Edward Island, the beautiful sweep of Bras d'Or Lake in Nova Scotia and the noble drop of Fallbrook Falls in New Brunswick, dear to the angler's heart.

One attractive display is devoted to hunting and fishing across Canada. Two illuminated transparencies of brant shooting in Nova Scotia and a New Brunswick salmon catch steal the show for size and sport action. In another window a working locomotive model has a background of panel pictures—possibly the tallest enlargements made—of scenes adjacent to the Canadian National Railways across Canada. Here are featured the clock tower and Halifax Harbor, a stretch of verdant New Brunswick farm country and a pastoral scene on Prince Edward Island.

SNAPSHOTS

The driver of a fruit truck did not show much respect for the dead when he cut across a funeral which was taking place yesterday afternoon. This is contrary to the law, as well as to all decency.

The fine weather has come at last. The W. A. delegates must have brought it with them.

Is it true that a lot of furnishings and goods were destroyed by the men in the relief camp previous to breaking up housekeeping? If so, it would have been better to have given the stuff to the poor.

Some one has said that the Normal School students are not as pretty as those of twenty-five years ago. We saw some very nice looking girls this morning. Perhaps it is their spring rigs that makes the difference.

What happened to the young man who assaulted on the streets a respectable young woman a few weeks ago?

Is the man who worried the neighbours on the back street going to be allowed to continue?

The official who used the people's car to drive his family all over the country on Sundays is not doing so any more.

Those who mix liquor with automobiles are invited to send in typed obituaries and photos of themselves in advance. These will be handy for use when the accident happens.

Premier Aberhart proposes to go after the daily papers who "sass" him. Poor Aberhart will have some job on his hands. He has enough troubles now without taking on the newspapers.

Economy

(Continued from Page One)

building and thus avoid many rentals, which now run to about \$215,000 annually.

Co-Ordination

The consolidation under transport, said Mr. King, would enable the minister to view the transportation problem as a whole and co-ordinate the various branches instead of having independent and sometimes rival government agencies directing various transportation activities.

Financial benefits to be derived were impossible of "precise estimate at this stage," said Mr. King, but were bound to be substantial. There would be one deputy minister instead of two and other economies in staff would be effected without interrupting the service or causing undue hardship to employees.

There would be one drafting staff instead of two, one legal staff instead of two, one purchasing office instead of two, and the stenographic and secretarial staffs would be merged. The department of transport will have jurisdiction over civil aviation and take over the responsibility from the department of national defence, where it has rested heretofore. This is the only administrative change that has not already been effected.

The four departments headed by Mr. Crerar are spread all over Ottawa in 24 buildings, half of them rented for \$215,000 annually. Eventually the consolidated departments will be housed in one building.

The four departments all have deputy ministers, assistant deputies, legal advisers, translators and dozens of clerks and stenographers. The staff will be cut, 18 separate branches being reduced to eight.

Mr. Crerar said there will be one deputy minister and seven or eight directors with separate branches under them. Now, he said, there was "a very considerable amount of duplication" and economy and efficiency would result from consolidation.

New Plant

(Continued from Page One)

tains a small floor area, but the whole building is literally filled with machinery, piping, pumps, motors and other auxiliary equipment.

Mr. Anderson states that the new addition had been estimated to cost about \$500,000 but had actually been completed at around \$450,000.

Last year this plant used 27,000 tons of Minto slack coal. The mining of that fuel provided full time labor for at least fifty men. With the increase in power demand the coal consumption will increase in proportion.

The addition to the plant will not require any increase in operating staff.

The regular monthly meeting of the Home and School Association will take place this evening, commencing at eight o'clock in the city council chamber. Sympathetic support to our schools is impossible without a knowledge of conditions. Come and co-operate in whole-hearted support of progressiveness. Rev. John Linton will be the guest speaker.

Our Mail Bag

I LIKE THE DEPRESSION

I like the depression. No more prosperity for me. I have had more fun since the depression started than I ever had in my life. I had forgotten how to live, what it meant to have real friends, what it was like to eat common, every-day food. Fact is, I was getting a little high-hat.

Three years ago only one man of our outfit could be out of town at a time and he had to leave at the last minute and get back as soon as possible. Many times I have driven 100 miles to a banquet, sat through three hours of bunk in order to make a five minute speech, then drive the 100 miles back so as to be ready for work next morning. Nowadays we make those trips and we stay as long as we want to. The whole outfit could leave the office now and it wouldn't make a bit of difference.

It's great to drop into a store and feel that you can spend an hour or two or three or half a day just visiting and you can feel that you are not wasting valuable time. I like the depression. I am getting acquainted with my neighbors. In the last six months I have become acquainted with folks who have been living next door to me for three years. I am following the Biblical admonition "Love your neighbours." One of my neighbors has one of the best looking wives I have ever seen. She is a dandy. I am getting acquainted with my neighbors and learning to love them. I like the depression.

Three years ago I was so busy and my wife was so busy that we didn't see much of each other, consequently we sort of lost interest in each other. I never went home to lunch. About twice a week I went home to dinner at 6.30 o'clock. I never had time to go anywhere with her. If I did go on a party, I could never locate her, since there was always a blonde or a redhead available I didn't much worry about it. My wife belonged to all the clubs in town. She even joined the Young Mothers' Club. We didn't have any children but she was studying, and between bridge and going to clubs she was never home. We got stuck up and high falutin. We even took down the old family bed and bought a set of twin beds—on the installment plan. When I would come home at night if my wife were at home, she would already be in her bed and I would crawl in mine. If she came in last it was vice versa.

We like the depression. We have come down off our pedestal and are really living at home now. The twin beds are stored in the garage and the family affair is being used. We are enjoying life. Instead of taking a hot water bottle to bed these cold nights she sticks her heels in my back, just like she did before Bennett was elected.

I haven't been out on a party in eighteen months. I have lost my book of telephone numbers. My wife has dropped all the clubs. I believe we are falling in love all over again. I am pretty well satisfied with my wife. Think I will keep her, at least until she is forty and then if I feel like I do now, I may trade her for two twenties. I am feeling better since the depression. I take more exercise. I walk to town and a lot of folks who use to drive Cadillacs are walking with me. I like the depression. I am getting real honest-to-goodness food. Three years ago we had filet mignon once a week, now we have round steak with flour gravy. Then, we had roast breast of guinea hen, now we are glad to get sow-bosom with the buttons on it. I like the depression. My salary has been cut to where I can't afford to buy lettuce and spinach and parsley and we can't afford to have sandwiches and frozen desserts and all that dam foolishness which has killed more men than the World War.

I like the depression. Three years ago I never had time to go to church. I played golf all day Sunday and besides I was so darned smart there wasn't a preacher in West Texas who could tell me anything. Now, I am going to church regularly, never miss a Sunday. And if this depression keeps on, I will be going to prayer meeting before long. I like the depression.

\$5,342,000 Issue

(Continued from Page One)

conditions and the fact that an issue of Dominion of Canada bonds announced yesterday came on the market the same day as that on which the provincial debentures were to be sold, he was fairly satisfied with the price obtained, taking into consideration as well the price paid for the Dominion issue.

TO SOLEMNIZE MARRIAGE

Today's Royal Gazette contains notice that the following have been registered to solemnize marriage: Rev. John Newman Marks, of Clifton, Gloucester county; Rev. Harold Wood Holder, Renfrew, Kings county; and Rev. R. S. Morissey of Aulac, Westmorland county.

Christianity

(Continued from Page One)

Quiet Hour

In the Quiet Hour conducted by the Very Reverend Dean J. H. A. Holmes in Christchurch Cathedral, Dean Holmes stressed Love as the impelling motive in Woman's Auxiliary work. To extend the Light of Christianity to all the world is the purpose of the Woman's Auxiliary and Joy is the fruit of their work, he pointed out.

In the meeting in Cathedral Memorial Hall a review of the year's work was continued. Reports were heard from the Educational Secretary-Treasurer, the Secretary-Treasurer of Little Helpers, the Extra-Cent-a-Day Treasurer. Voting was carried on the Extra-Cent-a-Day and Diocesan Funds. There was a reading of Life Membership Appeals.

Balloting was carried on during the luncheon hour for the election of diocesan officers and delegates to the Dominion annual meeting and designation of life membership money. The afternoon session was devoted to informal conferences with the diocesan officers, upon the practical details of the work.

TO BE GUEST SPEAKER

Premier A. A. Dysart, who is in New York this week will be guest speaker at an annual tourist and travel association gathering in the metropolis. Mrs. A. A. Dysart left on the Gull Express Saturday for Saint John where she joined the Premier and proceeded by boat to Boston and New York.

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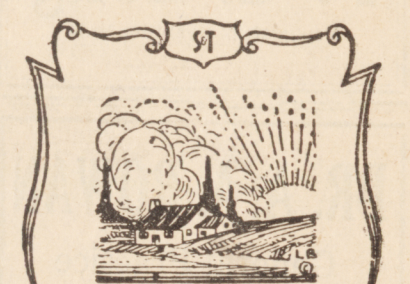
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