

THE DAILY MAIL

NEW BRUNSWICK'S ONLY HOME COMMUNITY PAPER

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N. B. Farm Products

The Daily Mail was surprised today to learn from a wholesale grocer that there is very little home-grown buckwheat to be found on the local market. Most of the buckwheat that is being sold here at the present time comes from Ontario.

A few years ago, we used to brag in the press and elsewhere of the buckwheat fields of Kings and the turnip fields of Charlotte. Turnips grown in the County of Charlotte found a popular place on the menu of leading hotels and cafes throughout Boston and other parts of the United States. Buckwheat from the Kings County section was in great demand in the outside markets. Why the change? Are the farmers becoming less energetic in the raising of mixed crops—or has somebody else crept in and taken the market?

There was a time not so long ago when Carleton County was looked upon as the leading dairy centre of the Province. Cheese and butter factories dotted the roadside at frequent intervals. Today all this has changed. Speaking of the matter with a resident of Carleton County a few days ago, the gentleman stated that one reason for the fading away of the dairy industry in Carleton County was the fact that the younger generation of farmers, both girls and boys, became tired of the work associated with that branch of farming. The neighboring boys and girls of the rural districts of Aroostook County, Maine, whose fathers had gone in for potato raising, are having a good time. Their work in the potato fields ceased at six o'clock and they were able to enjoy different social activities which the sons and daughters of the farm in the adjoining Carleton did not have. As a result of this the farmer could see less work, and possibly in boom times a better turnover, abandoned the dairy barn for the potato field. As the older generation passed on and the boys and girls became the heads of the farms, they gradually in certain centres of Carleton County went in almost exclusively for potatoes. Possibly making the mistake of putting all their eggs—or potatoes—in one basket. As a result Kings County today replaces Carleton County as the banner dairy district of the Province.

While we are not very well versed in the farming industry, it would strike us that the farmer who goes in for mixed farming and handles all lines of farming just as the grocer or hardware man handles all lines of his business is the one who will make the success. When the residents of New Brunswick are obliged to send out of the Province more than one million dollars each year for farm products which might very well be raised here, there is a nigger in the woodpile somewhere.

Government-Made Expense

Discussion before the House of Commons Railways Committee is centred on the necessity of requiring the Canadian National Railways to show what the system costs the country from year to year. While this is desirable, it fails to reach the point of greatest public concern. What is needed is a comprehensive balance sheet from the Government showing what Governments have cost the taxpayers for outlay on railways.

The Canadian National Railways is a creature of the Borden Government. The company operating the system did not originate itself or the corporations placed in its hands. It had nothing to do with the expenditures on the absorbed roads, and nothing to say about the prices paid when they were taken over. The latter and part of the former were Government responsibilities.

It seems necessary to call attention to this distinction to keep the record straight. A large part of the railway interest bill is due to public commitments made before the Canadian National was organized. Thousands of miles of tracks were laid at public expense for national development, for purposes of Confederation, and probably because of political pressure.

Canada always has been in the railway business, its activities varying from time to time. This does not mean that justifiable policies were always missing, but it cannot be said that policies were consistent. Expediency, more than anything else, has been responsible for the present situation, a condition which certainly calls for a constructive plan, even though late.

Dominion Government expenditures on railways, including guaranteed credit, amounted to \$2,652,500,000 from 1867 to 1931. The Duff Commission divided this huge sum according to periods making phases of railway expansion. Substantial public backing was given all railway enterprises. In addition 47,290,000 acres of land were deeded to the railways by the Dominion and Provinces, and Provinces and municipalities gave cash subsidies and share subscriptions amounting to \$48,874,000.

This is ancient history, but, inasmuch as public money is raised either by taxes or borrowing as specified interest rates, it is clear that the people of Canada have no knowledge of the price, with accumulated interest, paid by their respective and successive Governments for railway purposes. They see only the costly result.

They see emphasized the fact that the losses being checked up against the taxpayers today are due to absence of sound policies in the present and past, not by one Government, but by all of them. The railway mess has grown out of a collection of acts for which both parties are responsible, and both ought to join in cleaning it up.

Whispering is Treason

Most readers will be acquainted with the type of individual who, assuming an air of mystery, whispers disturbing secrets concerning persons in high places. That he is in no better position to know such secrets than is his confidant does not hinder him, and he is to be found among all ranks and classes.

Such gossipers consistently pay special attention to members of the Royal family, and in recent months they have been much concerned with the health of His Majesty King George, the Queen and the Royal Princesses.

A reputable London weekly newspaper, doubtless officially inspired, gives a welcome and explicit denial to such whispers. Asserting equivocally that there is nothing abnormal or subnormal about the King's health, it adds the reminder that the spreading slanderous reports concerning His Majesty is punishable as treason.

Until the recent constitutional crisis in Britain, it was not expected that the present King would be called upon—at least for many years—to assume the Crown, and for that reason he was given no special training for his kingly duties.

With his spectacular change of status, it became necessary for him to devote much of his time to a study of his responsibilities and of his procedure as a monarch.

That being so, it has not been possible for him to appear in public so frequently as his subjects might wish; but his health has had absolutely nothing to do with the question.

It is not necessary, then, for any one to be depressed by the know-alls, who shake their heads while hinting at the possession of special and private information concerning His Majesty the King.

SNAPSHOTS

Mr. G. W. Perry of Carleton county evidently does not believe in going up in the air until he goes up to stay for good.

The Co-Eds at U.N.B. will have to take the boys in hand and entertain them next week. It will be Co-Ed Week—sort of a Leap Year affair.

Our friend the Mayor seemed rather lonely at the Legislature today. Even Dave was not there.

Funny man! He gives up liberty and leisure to get money so he can have liberty and leisure.

A crank is a twisted thing that goes around in circles, but it is what you start things with.

Keeping your job as dictator is easy. When the people get restless, find a national menace to show their need of a savior.

Ladies, beware! When primitive women did all the work, men were pretty creatures and the women were hard lookers.

Floods are much like war. They could be prevented, but the people who could prevent them aren't the ones who must suffer.

Gossips deserve pity. Think of a life so dull and empty that nothing seems interesting except other people's business.

Ottawa Clings

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vice, the new meteorological reports and the landing fields are being prepared for an early start.

Experts Disagree

This is the Government's answer to the assertion of well-placed aviation experts who insist that such a service is physically impossible this year, apart from test flights, and that July, 1938, is a better bet than July 1, 1937. This view was publicly voiced recently in the current issue of Canadian Aviation, which stated:

"Without exceeding the bounds of practical reasoning it is an obvious conclusion now that there can be no inauguration of even half of the projected and long-awaited trans-Canada air service by July 1 of this year, despite earlier forecasts credited to the new minister of transport and their persistent republication by some sections of the press.

"Consider the following facts: we are well into the month of February and still no operating company or 'chosen instrument' for running the service has been set up; it would be at best several weeks, possibly months, before the first units of the necessary flying equipment could even be ordered, to say nothing of when delivery might be expected; and we are still a long, long way from completion of the essential ground services, especially those required for weather forecasting.

"Even a casual observer might conclude from these facts that July, 1938 would be nearer to a normal guess for the opening of the first important section of the route."

Plan Other Services

The only thing which has been holding up the programme, says Ottawa, is the formation of the corporation to fly the airway, and this is now being proceeded with as rapidly as possible.

The section of the airway from Montreal to Winnipeg, and east to the Maritimes will be ready for commencement in 1938, it is expected.

Though Pan-American Airways has been making an effort to make New York, rather than Montreal, the western terminus of the trans-atlantic airway service, to begin also in 1938, the Canadian Government insists that if the route is to fly over Canadian territory, the hop must be made to Montreal.

Botwood, Newfoundland, the first landing spot after leaving Ireland, is accepted by Pan-American Airways as a satisfactory location, but they are seeking to make the next hop direct to New York or Boston rather than Montreal. The Canadian Government has no intention of making this concession.

DIED

DUNPHY—At North Devon, March 4, 1937, Mrs. Marietta Dunphy, wife of Charles Dunphy, aged 74 years. Funeral on Sunday afternoon March 7, 1937, with service at the home in North Devon, Jeffrey St., at 1:30 o'clock, conducted by Rev. John Linton. Interment at Keswick cemetery.

RYAN—At Fredericton, March 4, 1937, Miss Mary Jane Ryan, aged 70 years. Funeral on Saturday, March 6, 1937, with service from home at 728 Union Street, Fredericton, and service at 3:30 at Christchurch Cathedral, at 3 o'clock, conducted by Rev. Dean Moorhead. Interment at Forest Hill cemetery.

Opposition

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the part of the police or anybody else connected with the city employ could not bring an action for damages against the city because of the act now in force. The provisions of the old act contain a bumper to prevent the citizen who should have a case for damages from securing his rights. It was also pointed out by those who want the Commission abolished that the Police Magistrate as a member of the present Police Commission may be a party to having a charge laid against a man and then as a magistrate and judge of the city court may act as trial judge on the very case in which he was a party in laying the information. Members who mentioned this feature stated that this was not a personal matter as regards the present Police Magistrate but it was a principle that is entirely wrong and no magistrate should be placed in this dual position.

It was also pointed out that the resolution asking for abolishing the Police Commission was passed by a vote of eight to two and that the citizens endorsed this action on the part of the aldermen by the fact that at the annual election for aldermen that the gentlemen who were in favor of abolishing the commission were returned to office without a dissenting voice.

These and several other arguments in favor of the Municipalities Committee by the different aldermen were put up including Ald. Dr. Ross, Ald. Ray T. Forbes, Murray E. Hagerman, R. A. McMillan and others.

P. J. Hughes, K.C., appeared on behalf of the City Council and supported the bill. The Mayor handed a long letter from Warren Maxwell to the Municipalities Committee in which Warren expressed his wishes that the bill to abolish the commission did not pass the House. The Committee took the matter under consideration.

Nova Scotia

(Continued from Page One)

former Prime Minister R. B. Bennett to test validity of social reform measures passed by his government had delayed their constitutional enactment by two years.

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Carleton

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ty, whose praises he sounded loudly as a farming country for mixed agricultural plans he criticized the policy of the contract men and employing labor from outside the province he stated that the government had spent much of its time making jobs and fitting therein its own party henchmen.

Continuing Mr. Perry said: I come to a subject which as a farmer is very close to my heart. I refer to the growing of potatoes and to the potato growers of the two most up to date counties of this province—namely Carleton and Victoria counties. I will admit, Mr. Speaker, that potatoes are grown in other counties especially in Westmorland and Restigouche, but with the exception of some parts of Restigouche, no counties like Carleton and Victoria so largely depend upon the potato crop for a livelihood.

You will recall, Mr. Speaker, that the potato crop so far as being a revenue producer, was an utter failure in the season of 1934. That year we sold our potatoes—what we could sell—for as low as 15 cents per barrel.

The crop that year did not yield enough revenue to pay for the grease we used on our farm machinery.

Now, Mr. Speaker the potato farmer cannot suddenly shift from potato growing to some other line of farming. He has his machinery and equipment all organized for potato growing and necessarily has not the type or variety of machinery needed in other lines of farming. This being true many farmers throughout the province, but most particularly those in Carleton and Victoria counties found themselves equipped and ready to grow potatoes but without the necessary capital to carry on. Their greatest handicap was their inability to secure fertilizer which is absolutely necessary in successful potato growing.

The potato farmers difficulty at that time was simply the matter of lack of capital or credit for a period of a few months. It was proposed early in the spring, that the Provincial Government might come to the assistance of the potato growers.

Many of our farmers have been forced to turn to the fertilizer dealers and loan-sharks and give crop mortgages and sell their potatoes in advance for 50 and 60 cents per barrel to pay for fertilizer. In this way most of their crop went to pay for fertilizer and they had their labor for the good of their health. At the prices at which potatoes have sold during the present season our farmers are out hundreds of thousands of dollars because this Government would not give them a little much needed assistance at a critical time.

Gentle Castigation

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less than 55 to 60 per cent.—could the Canadian industry survive and remain solvent. Last year the United Kingdom had made great inroads in the Canadian market.

Mr. Bennett predicted that Canada which now ranks fourth among the exporting nations of the world is bound to lose ground in world markets, since she will have to meet ever-increasing competition from nations whose wages and standards do not prevail in this country, "and I trust never will prevail."

He complained somewhat scornfully about the dropping of a former provision which gave to the United Kingdom the right to a hearing before the Canadian Tariff Board contending that the full right of audience before that tribunal which the new pact confers before an increase in tariffs is put in effect is a less valuable privilege than the one the Bennett Government accorded. The answer to this is that the British are well satisfied with the new arrangement, and actual operation will have all rights and privileges on which the Ottawa agreement of 1932 was consummated.

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