

# George Street Crossing Matter Aired at Session City Council Last Night

## CITY FATHERS WILL VISIT THE SCENE BEFORE CONSIDERING PROPOSAL TO BLOCK GEORGE STREET FOR TRAFFIC

Motion Carried Providing For Abolishment of Relief For Remainder of Year—E. R. Evans Submits Plans re Crossing Matter

### REGULAR MONTHLY SESSION TONIGHT

THE high-lights of the committee meeting of the City Council, held last evening in City Hall was the discussion on the George Street crossing of the C.N.R. E. R. Evans, construction engineer of the railway company, presented proposed plans for the surmounting of the difficulty the crossing presents, and after examining these, it was decided that the Council inspect the site this evening before making a final decision on the matter. One plan proposes that the sidewalk follow the street grade over the crossing, a curve being put in the sidewalk bringing it in to the edge of the pavement, and then curving back out at the other side. The other suggests that the sidewalk follow its present course, and that nine concrete steps be erected, with hand-rail, up to the level of the crossing and down again.

The matter was lengthily discussed, it being the concern of the aldermen that in adopting some plan of erecting the crossing, the adjoining property will not suffer from difficulty of approaching the street, and like matters.

#### Proper Drainage

Ald. McCaughey asked whether or not the properties would suffer from the effects of drainage especially in the spring. Mr. Evans stated that the crossing would be drained properly.

#### Shutting Off George Street

Ald. Crowdon stated that he had discussed the matter with several residents and thought that they were in favour of shutting off the street, adding and that they should be considered.

Ald. Ross stated that others than the immediate residents should be considered, since undoubtedly they would also wish to use the street.

Ald. McCaughey was strongly opposed to the measure of cutting the street off.

Ald. Mundle brought up the matter of safety of children on such a crossing saying that he understood that this was the chief concern of the residents. He moved that the matter be left in the hands of His Worship Mayor Kitchen Ald. McCaughey and the City Engineer, and that they confer with Mr. Evans on this matter, and report back to the council tonight. Ald. Forbes seconded the motion.

Ald. Mundle also stated that he was absolutely opposed to the matter of closing the street.

#### Closed Indefinitely

Ald. McKnight asked Mr. Evans whether or not the street would be closed indefinitely. Mr. Evans could not say whether the company would later consider opening the street but since the opening would require the maintenance of a "wig-wag," he did not think that they would wish to open it again.

Ald. Forbes added to his further statement that George Street was one of the three original streets of the city, and was one of the main outlets of the city, and that he thought it grossly wrong to shut it off.

#### To Visit Scene

Ald. McCaughey suggested that the council visit the scene this evening. City Engineer MacKay said that he could erect a grade with planks so that the actual crossing can be visualized.

Considerable discussion ensued following a request by C. L. Dougherty on behalf of Mrs. Bailey that the city contribute \$25 as a share of the rent of a store in the Loyalist building during the time an auction was going on in the building. Mr. Dougherty stated that the city the landlord and Mrs. Bailey had used the building to procure money owing to them, and that Mrs. Bailey was paying the greater share of the rent. He stated that the city and the landlord received their money in full and that his client had lost \$300 on the investment.

Ald. Mundle moved that the city contribute the sum. Ald. Ross and Ald. Forbes were against the measure, stating that the loss was through an investment, and that the city should not be held responsible for such. Ald. Forbes thought that the movement would establish a dangerous precedent, stating that similar requests would immediately appear before the council. The motion was put to vote, and voted down, 6-3.

Ald. Doohan stated that he thought the rent should be borne by the three parties, one third alike. He moved that the city pay the rent for the three days they occupied the building. Ald. Mundle seconded the motion. The motion carried.

#### Deserves Thanks

His Worship the Mayor stated that Ald. Forbes deserved the hearty thanks of the council for his efficient work in collecting the taxes, stating that the past month broke all records in tax collections.

Ald. Ross stated that he also thought that Ald. Forbes had done

finely. He spoke of the fact that some had wished to use their service at City Hall as a means of getting concessions on their taxes.

#### The Mayor's Speech

A discussion arose in the matter of public accounts over a statement from a local newspaper for space for the Mayor's speech at Coronation time. The matter was brought up by Ald. Crowdon, who presented a statement received. His Worship said that he had not authorized such a statement. He further added that he wouldn't pay \$28 for one of his speeches and that his speeches were not worth twenty-five dollars. He suggested that there must have been some misunderstanding on the matter.

#### Relief Matters

Some discussion resulted from the fact that some people who have been receiving aid from the city are operating cars and are enjoying other luxuries. His Worship Mayor Kitchen stated that one of these recipients of aid was at Princess Park last Sunday with a car and trailer. Ald. Ross added that many were doing the same thing.

#### Requests Received

Requests were received from the Canadian National Telegraph Co. and Highway Transport Co. to erect signs in front of their buildings. The request of the Telegraph Company was not granted due to the fact that the request was not clearly outlined. The City Engineer was ordered to find out the nature of the sign and other details.

The request of the Bus Company was granted upon motion of Ald. Crowdon seconded by Ald. Ross.

A letter was read from the Saint John Citizen soliciting advertising during Exhibition Week. Ald. Crowdon stated that the local press should be protected and that that outside papers be taxed for soliciting advertising.

Ald. Doohan was of the opinion the city should advertise but only if the local papers receive advertising from Saint John.

Ald. Forbes thought that a program of economy should be followed and that the matter be dropped.

A letter from Fraser Companies Ltd. was read speaking of the danger to the company lumber-yard from fire on the dump. The letter stated that loiterers were smoking on the dump property after the day attendant had left for the day.

#### The Police Commission

The matter of control of this danger was discussed. Ald. Ross suggested that the matter be handed to the Police Commission. The motion was made by Ald. Forbes and seconded by Ald. Mundle that the matter be left in the hands of the Town Planning Commission.

Letters were read from A. G. Turney and Don F. Smith concerning the George Street Crossing. The letters brought out the fact that people residing below the crossing and wishing to proceed up town would take the logical course to University Avenue and through the subway up Queen Street.

#### Issued Cheque

Ald. McKnight moved that a cheque be issued to the V.O.N. for half their yearly grant of \$800. The motion was seconded by Ald. Ross.

## KING SOLOMON'S MINES WILL BE OPERATED BY ENGLISH CONCERN

Modern Equipment Will Extract Gold From the Ore—Ophir Will Also Be Discovered

King Solomon's fabulous mines are front page news again, with reports from deepest Africa that the Saudi Arabia Mining Company, an English concern, plans to begin operating ancient workings supposed to be part of the Hebrew monarch's vast mining property. The location of the mines is being kept secret by the company but the general area is in Saudi, on the fringe of the Arabian desert.

The report coincided with the return from Africa of Geoffrey Barkas who headed the location unit for the Gaumont film version of Rider Haggard's "King Solomon's Mines." Mr. Barkas at once offered his services—he spent considerable time in the region during the making of the picture—but the company preferred keeping its plans entirely secret until it could control all the "surrounds" of the mine workings in question.

This much seems to be general information: engineers are at present providing a water supply for the modern hydraulic methods that will be used to extract the gold from the ore. The vein that has been uncovered reportedly contains a possible \$6,000,000 in gold, the vein running to about \$20 a ton. What other veins may be discovered remains to be seen, but experts believe that even

Ald. Crowdon brought up the matter of seaplanes being at times unable to land on the river due to the amount of pulpwood floating in the stream. He stated that two planes bearing Dominion Government officials were unable to come to the city because of this danger. He moved that a letter be sent to the Port Royal Pulp and Paper Co. asking them to erect a sheer boom above the city, clearing the waters on the Fredericton side of the river of this menace. The motion was seconded by Ald. Forbes and passed.

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the tailings of the ancient operations may be profitable, in view of the crudity of the ancient processes.

Mr. Barkas himself is firm in the belief that the fabulous mines of Ophir will soon be discovered. Legends of these mines persist among the African tribes, he reports, and the possibilities are that King Solomon's holdings were more extensive in point of geography than is generally believed.

"Kimberley might have been Ophir for all we know, or it might lie in Saudi or Ethiopia" said Barkas. "The ancient Phoenicians travelled everywhere, bringing back precious cargoes to enrich themselves and their neighbors. The natural resources of the great African continent are far from being exploited."

## Esteemed Lady Passes At Fredericton Junct.

FREDERICTON JCT., August 2—The death of Mrs. Lorena Alexander, widow of the late Lieut-Col. Thomas L. Alexander, occurred at her home early this morning at Fredericton Junction, after an illness of several months. She was in her eighty-fourth year, and was much esteemed by a very large circle. She was a member of the United Baptist Church there and active in all religious circles. The funeral will be held at the United Baptist Church on Wednesday afternoon at 2.30. Deceased was the daughter of the late William and Alice (Price) Robertson, of Petito. She is survived by the following children: Arthur R., at home; Ernest C., Bangor, Me.; Fred W., Winnipeg; Florence L., Calgary, but home at present; Myra E. (Mrs. John Shearer), Fredericton Jct.; John B., Vancouver; George B., Revelstoke; and Harry G., Fredericton Jct. James Robertson of Stoughton, Mass., is a surviving brother, and Mrs. Mary Fowler of Moncton and Mrs. Lewis of California, sisters of deceased.

## TAKE THE HEAT ON HIGH (or Keep In High Gear This Summer)

WHEN the heat comes, some people, like old cars, can't make the grade—they have to slip into "second" or into "low". The heat slows them, saps their "horse-power". Why can't a youngster of almost 80, who, judged by conventional standards, should be on the scrap heap, drive in high through the hottest summer, defying Mr. Sol, just as in winter I scorn Mr. Zero? The answer is foods. People give no thought at all to the foods they ought to eat, only the foods they like. They follow the herd. Herd intelligence is notably no intelligence at all.

If people would really think, they would realize that bodily health depends upon the blood that feeds the body cells. The blood depends upon the kind of foods which build the blood. Therefore the kind of blood that flows through our bodies can make us shrivel and shiver on cold days and wilt and wither on hot days. The cause of both is viscid, ropy, toxic blood, derived from denatured, dead, demineralized, constipating foods.

Here is how to prove me right or wrong. During the hot spell, make your breakfast of Roman Meal, Bekus-Puddy or Lishus, all you can enjoy with milk or cream, raisins or chopped dates, not body-heating sugar. Make thick enough to chew thoroughly. If hot cereal is not liked, cook any of them the previous night, allow to cool, place in refrigerator and serve for breakfast, with sliced or canned peaches, ripe bananas, fruit jelly, preserve, or honey with cream or milk. Drink Iced Kofy-Sub, sweetened with brown sugar, or preferably honey, added while hot, a very delightful and healthful beverage. For noon meal a salad of fresh fruit or raw vegetables, Iced Kofy-Sub. For evening meal, a large fruit or vegetable salad, sprinkled with grated nuts, grated cheese or cottage cheese, or lightly steamed vegetables if salads are not liked, as second choice. Any kind of juicy fruit for dessert. Iced Kofy-Sub or hot Kofy-Sub if hot drink is preferred.

Train the intestines to eliminate after each meal. It is of utmost importance to exercise all groups of muscles briskly, fifteen or twenty minutes daily, to the point of deep breathing, to burn up internal poisonous waste. If you do not know how, send fifty cents for my book "SYSTEMATIZED



The above is from a photograph of Robt. G. Jackson, M.D., taken in his 77th year.

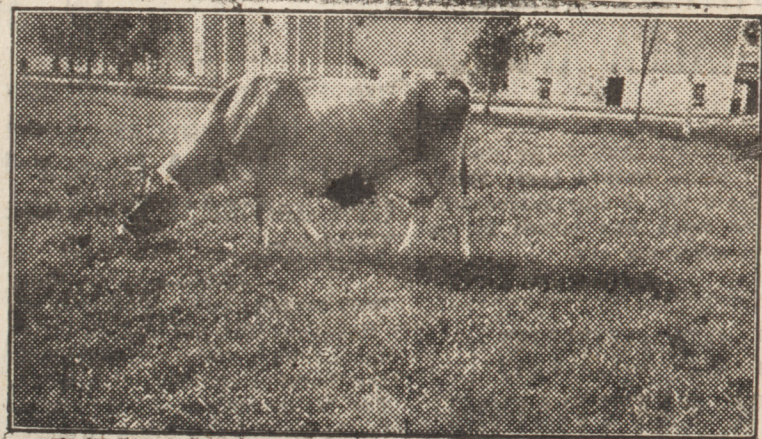
Robt. G. Jackson, M.D.

### MUSCLE EXERCISES, illustrated.

Rub the body down with rough towel wrung out of hot water in hot weather; cold water in cold weather. Relax muscles, nerves and mind. Do not fret or worry and—well, I stake my reputation on this assertion—follow this program for one month, or at most two, and so remarkable will be your improvement, you will always follow it. Write for University proof that Roman Meal, Bekus-Puddy, Lishus and Kofy-Sub are wonderfully rich in blood-forming minerals, also other important health literature free. Address: Robt. G. Jackson, M.D., Vine Ave., Toronto.

## Canadian Jersey Cow Breaks World's Record

Many of This Cow's Relations Live in This Province



Canadian Jersey Cow Louroy Standard Dot, has broken World's Record

The Jersey cow, Louroy Standard Dot, has broken the world's Jersey record for fat production, announces the Canadian Jersey Cattle Club.

Dot went on test as a junior three year old and in 305 days produced 13,826 lbs. of milk, 833 lbs. of fat, testing 6.00%. She will freshen in time for Silver, Gold and Medal of Merit Certificates, and becomes the highest producing junior three year old Jersey heifer the world has ever produced.

The new champion is a bred and owned "Quebecer," and a member of the famous Grayburn herd of S. R. Fuller, Jr., Waterville, Quebec.

The blood of champion producers and champion tan bark winners flows in her veins. Her sire, a champion, is also a Silver Medal son of the grand champion Gold Medalist, Standard of Oaklands. Her sires maternal half sister was grand champion at Tennessee State Fair in 1933 and is the champion producer of

Tennessee with 16,535 lbs. of milk and 905 lbs. of fat.

Dot's sire was bred by B. H. Bull & Son, Brampton, Ontario, while Dot and her dam were bred by Roy Hunting, Lennoxville, Quebec, who is now herdsman at Grayburn, and who piloted Dot on her world's conquest.

The breeders of Jersey cattle in New Brunswick are especially interested in the new world's record Jer-

sey cow because they have many of her relations.

Tracey Agricultural Society has a bull sired by a half brother of the sire of Dot. The Bremner Jersey herd is very closely related through the blood of Standard of Oaklands. Heber Oulton, Chartersville, used a half brother of Standard of Oaklands, while Stanley Jersey Club and the Lever Agricultural Society are purchasing sires closely related.

## For 1937, Packard presents the top-quality car in each of four price classes

FOR 1937 Packard offers you the four greatest Packards ever built. Each is the leader of its price class. And each sells for a new low price!

The 1937 Packard Twelve is the finest car money can buy. It steps so far ahead mechanically for 1937 that there simply is no other make of car with which to compare it.

The 1937 Packard Super-Eight succeeds both last year's Eight and Super-Eight, and brings to motorists a combination of mechanical advancements which promise to revolutionize fine-car motoring.

The 1937 Packard 120 is proof that a car can be a sensation three times in a row. This car, whose outstanding performance has been the talk of the motoring world,

is an even better car this year.

And—out of Packard's 36 years of experience in building fine cars, now comes a brand-new Packard—The Packard Six.

The greatest low-priced car America has ever seen

Priced at \$1113 f.o.b. Windsor, the new Packard Six is a car that is destined to completely re-shape the low-priced car picture! It brings to its field a combination of qualities that no car of this price has ever possessed before—long mechanical life combined with long style life.

The Packard Six, and its brother Packards, are now ready for you to see and drive. Come in at your earliest convenience and let us demonstrate the tremendous values these Packards offer this year.

THE BRAND-NEW PACKARD SIX	\$1013.	and up including taxes f.o.b. Windsor
And up, list at factory, standard accessory group extra		
THE GREATER PACKARD 120	\$1332.	and up including taxes f.o.b. Windsor
And up, list at factory, standard accessory group extra		
THE NEW PACKARD SUPER-EIGHT	\$3219.	and up including taxes f.o.b. Windsor
And up, list at factory		
THE ADVANCED PACKARD TWELVE	\$4713.	including taxes f.o.b. Windsor
And up, list at factory		

Every Tuesday night—THE PACKARD HOUR, starring Fred Astaire—NBC Red Net, New York, Coast to Coast, 9:30 P. M. E. S. T.