THE DAILY MAIL, FREDERICTON, N. B., WEDNESDAY, JANUARY 12, 1938

THE DAILY MAIL

NEW BRUNSWICK'S ONLY HOME COMMUNITY PAPER

Page Four

14

THE MAIL PUBLISHING COMPANY - J. L. NEVILLE, Managing Editor.

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FREDERICTON, NEW BRUNSWICK, WEDNESDAY, JANUARY 12, 1938

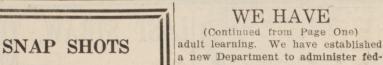
ROUTING FREIGHT

THE C. N. R. BRIDGE, now under construction at Fredericton, is to be capable of carrying trains of transcontinental standard. But there is need for bringing the section of railway from McGivney to South Devon up to the necessary standard, if the bridge is to serve the purpose for which it is said to be intended.

The advantages of routing transcontinental traffic over the Valley Railway and on down to the sea has been pointed out many times. The Gibbs report has been quoted in this regard and it has been shown several times over the advantage of the shorter and more direct haul in the matter of mental Farm. The course will last the general staff of the service for open on February 17th, or even on transcontinental traffic reaching the seaport by way of McGivney, Fredericton and on through to Saint John by the Valley Route. It is needless to point out these advantages in detail as they have already been gone into many next few days. times and this was one of the objects in building the bridge. Without the connecting link between the bridge and McGivney Junction the bridge would be to a large extent useless and the large amount of extra money which was voted in order to bring the new bridge up to a standard necessary to handle transcontinental traffic would be wasted. It is up to those who are interested in transcontinental traffic passing through Fredericton and on down the Valley Route to the sea to get busy and to see that the road bed between South Devon and McGivney is put into shape so that it will be capable of carrying heavier trains and that the business which should naturally be routed to this section of the province is routed this way.

It is up to the Boards of Trade and to the City Councils at Fredericton and at Saint John to keep busy and to impress upon the railway and the Federal authorities the necessity of having this connecting piece of road put in proper shape to handle the transcontinental traffic, says the Fredericton Mail. This would not only effect a considerable saving to the railway Durstine and Osborn, Incorporated of but would as well be of benefit to the cities of Fredericton and Saint John.

Both the Federal member for York, Mr Clark, and the Saint John and Fredericton Boards of Trade are solidly behind the proposition of the "Valley \$75,000 as president of the Chicago Road to the Sea' and it is to be hoped that as soon as spring conditions allow Daily News,



eral and municipal relations. We have set up a Fair Wage Board. We have One lady says that she voted for vastly extended services in the field Ivan McKnight because he was the of agriculture. We have sought indebest looking man on either ticket. pendently and successfully to promote Considering the fact that there were new markets for the products of this

some good looking men on both tic- province. In the matter of public health and various other departments kets this is quite a puff for Ivan. of government service we have like-President E. C. Atkinson of the wise improved and extended facilities Board of Trade is understood to have to serve the best interests of the

some good suggestions to spring topeople night at the annual meeting. * * * We have just heard that in a certain happy family there are four fam-

sounds like a fable.

One lady when asked by a candid-"I can't go this afternoon, as I have have been in a position today to show to play bridge. But I will go up tomorrow affternoon and yote for your candidates.

Some lady voters did not go to the this province may be proud. polls because they had to watch a cake: others thought it was too cold, dence, the self-reliance and the initiaand others thought there would be tive of our people have been re-awakenough without them, and many thers because they had their Monday washing.

INCREASE IS NOTEI IN CAN.-N. B. YOUTH tion of restored prosperity. TRAINING CLASSES will be demonstrated in future public

inancing. Twenty-five students have enrolled

"I am grateful for the loyalty and so far in the course being conducted at the Provincial Normal School un- meticulous co-operation of members

der the Canada-New Brunswick Youth of the Government whose application Training Plan, it was stated by Miss to the public service is an inspira- holidays so' that the members can Hazel Hayes, in charge of the work. tion. I should also like to extend return to their homes for Easter. This The program is a continuation of that appreciation to the members of the year the Easter holidays start on the carried out last fall at the Experi- Legislature and also to officials and 15th of April and if the House should about six weeks. Classes were com- their loyal and faithful co-operation. the 24th, the sessions should be menced this morning, with an increas- "I am frankly delighted that we have completed by Easter. Last year, the ed enrollment expected during the returned to the road of balanced bud- Legislature opened on February 18. gets. Now that we have achieved A record over many years shows

MOTOR MAGNATES debt."

(Continued from Page Gne) in the top brackets of the report, but Lillian S. Dodge, president and treasurer of Harriet Hubbard Ayer, Incorporated, got \$100,000: and Marv Margaret McBride, listed as an artist of the Radio Quality Group Service, Incorporated of New York, received \$52.231.

At least one Congressman was listed. He is Representative Bruce Barton (Democrat, N.Y.) advertising man and author, who got \$58,333 as chairman of the Board of Batten, Barton, New York.

Frank Knox, Chicago newspaper publisher and Republican candidate for Vice-President in 1936, received Al Smith, the former Governor of

IT IS THE GOAL

(Continued from Page One)

was it due to new taxation. We have ndeavored to make systematic col ection of revenues legitimately due to the Province, and our income has been stimulated by increased forest operations encouraged by the Gov ernment, and through the agency of heavier automobile traffic due to the hard-surfacing of our main highways.

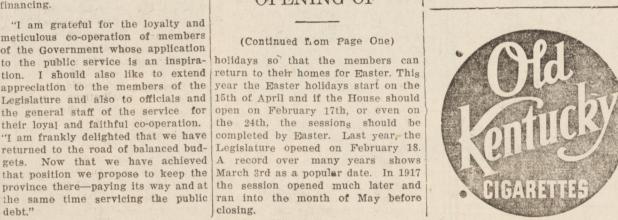
"It is significant and worthy of at tention that the estimated expendit-"In brief, we have given and are uses of the Government have been giving greater service and more effi- exceeded by only \$76,439.00, slightly cient service, and while so doing, more than one per cent of the total. have converted deficits into a sur- And where overexpenditures were den from the man of the family. This close of the family is a set of the made, they were occasioned by circame into office and had we not pro- could not have been readily foreseen. vided new social and other services

'That, I feel, is something of which which we felt were needed, we would the Government may be justly proud. It indicates a prudent, conscientious, a much greater surplus. That these business-like attention to the adminimprovements have been brought istration of public finances. And I am about and a surplus produced at the sure that its significance will be same time presents a record of which impressed upon the people of the Province, particularly those engaged "As I observed recently, the confi- in business.

"Since the Government took office in 1935, we have striven to achieve a ened. This condition, I feel, may be balance of current receipts and exin no small measure attributed to penditures. It has been no small sound governmental policy and prutask. It gives me great satisfaction dent direction. The favorable finanto be able to present the present fincial statement just issued must give ancial statement and I sincerely hope momentum to our recovery. It prothat the effect will be to give further vides an auspicious beginning of a impetus to increasing confidence on new year which shows every indica- the part of business and industry in New Brunswick."

OPENING OF

(Continued from Page One)



A second and the second and the second and the

a treat for all!

ROUND

Luis Alberni, Max Terhune,

Smiley Burnette, Louis Prima

and his Band.

Here THURS., FR!., and SAT.

ZANE GREY'S

"King of the Royal

Mounted"

With ROBERT KENT

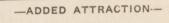
-ADDED ATTRACTION-

GEO. MURPHY and

JOSEPHINE HUTCHINSON, in

'Women Men Marry'

Capitol -NOW PLAYING-Never before such an array of stars . . . Never again such an entertainment thrill! What **GEORGE ARLISS** Phil Regan, Leo Car--INrillo, Ann Dvorak, SYN" Tamara Geva, James **Gleason**, Gene Autry A compelling story-with a great MANHATTAN star at his dramatic best . With Margaret Lock-MERRY-GOwood and John Loder The Most Notorious Rogue of His Time—who ruled men with an iron Featuring Ted Lewis and his hand and made his name feared in Orchestra, Cab Calloway and his the whole civilized world . . . fights his infamous past for the happiness Cotton Club Orchestra, Kay Thompson and her Radio Choir, of a man and a girl in love. Joe DiMaggio, Henry Armetta,



"WILD MONEY"

A Paramount Picture With

Edward Everett Horton LYNNE OVERMAN, PORTER HALL, LOUISE CAMPBELL, BENNY BAK-ER. RUTH COLEMAN, BILLY LEE. Eddie pinches pennies but when love comes along . . . just watch!





"I am confident that the investing public will be immensely pleased and that favorable widespread reaction

closing.

work towards the improvement of the McGivney Junction-Devon link will be proceeded with .- Saint John Citizen.

BRITAIN'S "DIPLOMATIC ADVANCES"

FOR MANY PEOPLE the "elevation" of Sir Robert G. Vansittart from Permanent Under-Secretary for Foreign Affairs to "Chief Diplomatic Adviser" can mean many things. The creation of this "post" has prece- place from the home, Barker's Point dents in those quasi-Cabinet offices of Chief Economic Adviser, occupied at 2.30 o'clock The pall-bearers, broby Sir Frederick Leith-Ross, and Chief Industrial Adviser, manned by Sir Horace Wilson. But if it is actually a promotion for Sir Robert there are those who will not have to be convinced that it is automatically a demotion for Foreign Secretary Anthony Eden.

Others, equally wishful, out of pure speculation, will arrive at the conclusion that it is a demotion; that the "anti-Eden, pro-German" group in the Cabinet have bested the Foreign Secretary, and Sir Robert is being disciplined for his known independence, which latterly carried him to the extreme of opposing the Halifax visit to Berlin. Sir Robert, in the Foreign Office since 1924, is admittedly pro-French in his views on international policy. By berie, Robert Graham, Wesley Myles experience he is realist enough not to be "partisan" about diplomacy. Far James Ahern, Harold Logan, Louis from being a "tool" of Mr. Eden, he is known to have disagreed with him sharply on occasion, the last notable one being after the Hoare-Laval Ethiopian business.

Consider both pieces of speculation on their merits, which are few, and neither looms large as a probability beside the known fact that the post has developed out of the "rush of business at the Foreign Office" and the impossible burden it has heaped on the Foreign Secretary and the Permanent Galloway. Under-Secretary alike. There is a great deal more to international affairs and policy than the crises which the public meets in the news. There is the multitude of minor problems growing out of them or related to them, and to which is added what passes for "routine."

True, the Cabinet might have gone outside the Diplomatic Service for its Adviser. But why should it when Sir Robert, rated among the shrewdest diplomats in Europe, possessing an intimate knowledge of international problems, could be "drafted" without weakening the control at the Foreign Office? Logically he was the one man for the job. That there is need for such an Adviser should be self-evident to any one who considers for a moment the extent to which Mr. Eden has driven himself to keep pace with the increasingly complicated developments in international politics.

New York, drew \$43,333 as president of Empire State, Incorporated. S. L. Avery, president of Montgomery Ward Company, Incorporated, received \$100,160, and R. E. Wood, president of Sears, Roebuck and Company received \$90,000.

Many Attend Funeral Late H. K. Corbett

Many friends yesterday mourned the passing of Horace Kenneth Corbett at his funeral service which took ther railwaymen of the deceased, were: George Chalmers, Joseph Lewis, George Davenport, John Simms, William Markey and Daniel Mountain There were many beautiful floral tributes.

Mourners were: James H. Corbett, Kenneth Corbett, Douglas Corbett, Robert Corbett; Gilbert Barbour, Edmond Beattie, Jack Thompson, Geo. McKeen, William Gallop, Roy Christophersen, Harry Anslow, Wm. Corbett Jr., Wim. Conbett Sr., John Bar-Sterling, Albert Miles, Ralph Miles, Charles Hamilton, Charles West, Hilton Beairsto, Hendert Estabrocks, Joseph Sears, Leo Carten, Geo. Yeomans, Hurd Belyea, Wm. Beairsto. Kenneth Estabrooks, Alex. Estabrooks, Norman Lackey, Cecil Lackey Henry Carinen, Bradford McLeod, Wm Flowers, Douglas Barnes, Frederick

CONFINED TO HOME

Tom Boyd has been confined to his home for the past two days but is now improved and expects to be able to return to work tomorrow or Friday.

CONDITION IMPROVED

Many friends in Fredericton, Lincoln and points in the province will be pleased to hear that Miss Charlotte Glasier, R.N., who is ill at the East Saint John Hospital is making fairly good progress towards recovery.

Government of the Dominion of Canada

as to both Principal and Interest

The Bank of Canada is authorized by the Minister of Finance to receive, on behalf of the Canadian National Railway Company, subscriptions for the following bonds:

Four-Year 2% Bonds, due January 15, 1942.

Issue Price: 99.25% and accrued interest, yielding approximately 2.20% to maturity

AND

Thirteen-Year 3% Bonds, due December 15, 1950 (Callable on or after December 15, 1945)

> Issue Price: 97.00% and accrued interest. yielding approximately 3.29% to maturity

The 2% Bonds will be dated January 15, 1938. The 3% Bonds will be dated December 15, 1937. Principal and interest will be payable in lawful money of Canada. Interest on the 2% Bonds will be payable without charge, semi-annually, at any branch in Canada of any chartered bank. Interest on the 3% Bonds will be payable without charge, semi-annually, at any branch of the Canadian Bank of Commerce in Canada (Yukon Territory excepted).

These Bonds will be a direct obligation of the Canadian National Railway Company, the capital stock of which is owned by the Dominion of Canada. Payment of principal and interest on these bonds will, under authority of the Parliament of Canada, be guaranteed unconditionally by the Government of the Dominion of Canada. A copy of the guarantee will be endorsed on each bond.

Proceeds of this issue will be used exclusively for the repayment of temporary loans obtained by the Company from the Government for the redemption of funded debt which has matured and for capital expenditures.

Payment is to be made in full with accrued interest against delivery of interim certificates on or about January 18, 1938.

 Denominations:
 2% Bonds
 \$1,000

 3% Bonds
 \$500 and \$1,000
\$1,000

Subscriptions may be made to the Head Office of the Bank of Canada, Ottawa, through any branch in Canada of any chartered bank or through any recognized dealer, from whom copies of the official prospectus containing complete details of the issue may be obtained. The Minister of Finance reserves the right to allot subscriptions in full or in part.

The subscription lists will open on January 10, 1938, and will close as to either maturity or both, with or without notice, at the discretion of the Minister of Finance.

OTTAWA, January 7, 1938.