

SOCIAL HAPPENINGS

Mrs. T. C. Barker was hostess at a dinner Bridge last night at her home in honor of Mrs. MacLaren, wife of His Honor Lieutenant Governor Murray MacLaren, and Mrs. Tilley, wife of Premier L. P. D. Tilley. Covers were laid for sixteen. Dinner was served at small tables, the decorations of which were original and most artistic in pastel shades, mauve, pale green, turquoise blue and coral pink. Each table was centered with a pastel shade lighted taper in a silver candlestick with the place cards and favor baskets of the same shade. The guests were Mrs. Murray MacLaren, Miss Margaret MacLaren, Mrs. L. P. D. Tilley, The Right Honourable the Countess Ashburnham, Mrs. R. D. Hanson, Mrs. John Neill, Mrs. F. W. Hill, Mrs. C. C. Jones, Mrs. C. D. Richards, Mrs. J. H. Malcolm, Mrs. W. C. Crockett, Mrs. C. J. Mersereau, Mrs. H. F. McLeod, Mrs. J. D. Palmer, Mrs. J. B. Kinghorn, and Mrs. Joseph Dolphin.

After dinner Bridge was played, the prize winners being Mrs. Harold Limerick and Mrs. John Neill.

His Honor Lieutenant Governor Murray MacLaren, and Mrs. MacLaren will pay a visit at Farraline Home this afternoon at four o'clock. After meeting the guests His Honor and Mrs. MacLaren will enjoy a social cup of tea with the house guests. The Right Honourable the Countess Ashburnham, presiding over the tea-cups. Among those who will be present will be Mrs. C. C. Jones, Mrs. Harry Kitchen and Mrs. F. Mont Belyea, presidents of three of the Circles of the King's Daughters, Mrs. A. P. Crockett, chairman of the House Committee and the provincial president, Mrs. C. A. MacVey.

Mrs. W. C. Crockett entertained at luncheon today at her home in honor of Mrs. MacLaren, wife of His Honor Lieutenant Governor Murray MacLaren. Covers were laid for eight and the house was most attractive with a profusion of pink roses, daffodils in two-toned shade and Japanese Iris.

Mrs. Sterling, wife of Doctor Allan Sterling was hostess at a charming three-table Dinner Bridge last night at her home. The table decorations were yellow lighted tapers in silver candlesticks and yellow daffodils. The prizes were won by Miss Miriam Colter and Mrs. W. D. MacKay. The hostess was assisted in serving by her daughter, Miss Louise Sterling and Miss Leslie Cruickshank.

Mrs. Alfred Wallace was a luncheon hostess today at her home in honor of

Mrs. Tilley, wife of Premier L. P. D. Tilley. The guests included Mrs. L. F. D. Tilley, Mrs. C. P. Holden, Mrs. J. J. F. Winslow, Mrs. J. D. Palmer, Mrs. A. J. Thompson, Miss Helen Babbitt and Mrs. J. Harold Babbitt.

Mrs. E. B. Seely left this morning for Saint John where she will spend the week-end with Mrs. W. H. Campbell of Saint John.

Mrs. Robinson, wife of Senator C. W. Robinson, of Moncton, N.B., was the hostess yesterday at a tea in the Tudor Room at the Chateau Laurier, Ottawa. A variety of mixed spring blooms adorned the table which was presided over by Mrs. W. E. Foster, Mrs. J. H. King, and Mrs. A. R. Tibbetts.

Montreal Star—Mrs. Raymond Morand, wife of the Hon. Dr. Morand, Deputy Speaker of the House of Commons, entertained on Tuesday at a tea in one of the rooms of the Parliament restaurant. In the reception room were quantities of spring flowers and in the tea-room yellow roses and yellow and purple pansies were effectively grouped over a yellow linen cloth with mauve and ivory tapers. Mrs. Alfred Duraanleau, Mrs. Robert Weir, Mrs. Hugh Stewart, Mrs. R. J. Manion, Mrs. T. G. Murphy and Mrs. R. B. Hanson presided, while Mrs. Arthur Beauchesne was in charge of the tea room assisted by Miss Carmen Gagnon, Miss Mary Quinn and Miss Cecile Gobeil.

Among those who left for Saint John on the special excursion train today were Harold Hughes and Mark Neville. They will witness the basketball game this evening between Acadia and U. N. B.

N. B. Lumber Market Endangered

(Continued from Page Eight)

safeguard her timber interests in the Old Country.

In recent months G. K. Fensom, Eastern Canada Trade Commissioner, has been endeavoring to secure a permanent market with Great Britain for Canadian timber. At the present time Mr. Fensom is in London engaged in this work.

FIRE NEAR LAUNDRY

A slight fire occurred at Devon early last evening, when a pile of wood caught fire in the yard of the Devon Steam Laundry. The fire fighters were able to extinguish the blaze without damage being done.

DON'T QUIT

When things go wrong, as they sometimes will,
When the road you're trudging seems all uphill,
When the funds are low and the debts are high
And you want to smile, but you have to sigh,
When care is pressing you down a bit,
Rest!—if you must—but never quit.

Life is queer, with its twists and turns,
As every one of us sometimes learns
And many a failure turns about
When he might have won if he'd stuck it out.
Stick to your task, though the pace seems slow,
You may succeed with another blow.

Often the goal is nearer than
It seems to a faint and faltering man
Often the struggler has given up
When he might have captured the victor's cup.
And he learned, too, when the night slipped down,
How close he was to the golden crown.
So stick to the fight when you're hardest hit—
It's when things seem worst that you mustn't quit.

LATE EDWARD SMITH

The funeral of the late Edward Smith, Doak Settlement man, who passed away suddenly at his home this week, was held this afternoon, with services at Christchurch Parish church at four o'clock. Ven. Archdeacon A. F. Bate conducted the service. The remains rested at the Parish Church from the noon hour until the hour of service. Interment was made at the Forest Hill cemetery. The deceased is survived by his wife, a step-daughter, Carrie Gray, and one brother, Elijah Smith, of Doak Settlement.

HERE FOR CHAMBERS

Mr. Justice Grimmer, Saint John, was in the city this morning and conducted chambers. There were no special cases to be argued.

BUSINESS HAS SHOWN AN IMPROVEMENT

WINDSOR, Ont., March 27—Definite improvement in business was reported at the Annual Meeting of Sterling Products (Limited) recently held in Windsor. An increase in advertising expenditures for the year was approved and the following officers were re-elected:

H. L. Chade, president.
H. L. Kinnucan, vice-president;
H. C. Eastman, secretary-treasurer.

Commenting on the business outlook for the remainder of 1935, Mr. Schade said that he looked for continued improvement.

The Sterling Company distributes well-known drug products including Dr. Lyon's Tooth Powder, Watkins' Multisided Coconut Shampoo Oil, Glostra, Del-A-Tone, Aspirin, Phillips Milk of Magnesia, Phillips' Dental Magnesia, Midol, Cascarets, California Syrup of Figs, Danderine, Pape's Diapiesin, Pape's Cold Compound, No-To-Bac, Diamond Dyes and Diamond Tints.

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Legislature Discusses C.N.R. Discrimination

(Continued from Page Four)

to Quebec via the Transcontinental was 1,351 miles; from Quebec to McGivney Junction, 376; from McGivney to Fredericton, 34; and from Fredericton to Saint John, 84 miles, a total mileage from Winnipeg to Saint John of 1,845 miles, whereas the distance from Winnipeg to Halifax via the Transcontinental from Quebec through Moncton was 2,012 miles, a saving by using Saint John of 167 miles.

If the traffic were routed through Moncton to Saint John from any western point, by any route. St. John would show a saving of 99 miles over Halifax, and yet the management of the C.N.R. in spite of all the protests that had been made, persisted in shipping all the freight they possibly could by the longest and most expensive route.

He had no quarrel with Halifax, said Dr. White, and as against allowing traffic to go through foreign ports, he would hold up both hands for that city. Still, it did seem strange that the people of Canada should have their money wasted because the management of the C.N.R. must at all costs favor the port of Halifax over the port of St. John. In the last fiscal year the operating deficit of the C.N.R. had been approximately \$48,400,000, equal to a daily loss of \$132,766 and the capital debt of two billions and a half involved an annual interest charge of \$125,000,000 more.

If the railway had been operated in a business-like manner, it would not today be in such a terrible position. It was still operating in the most expensive way it could.

Dr. White went at some length into the steamship services as they related to Saint John in comparison with foreign ports.

Then he would ask, what about the steamship services. Last year there had been 94 C.N.S. sailings from Halifax and 24 from Saint John, showing that the management was wedded to Halifax at all costs. It almost looked as if the heads of the C.N.R. were like Cato who said through the official letterheads of the C.N.R. might carry the motto, "Saint John must be destroyed."

The railway would not deliver

Stanley Douglass, Sr. Laid to Rest While Many Friends Mourn

The respect in which the late Stanley Douglass was held in this community was shown this afternoon, when his funeral took place from Christ Church Cathedral to the Rural Cemetery. Citizens in all walks of life turned out to pay their last tribute of respect to his memory.

The remains which had been resting in the Cathedral were visited by many old friends. The casket was banked with very many handsome floral tributes.

Very Rev. Dean J. H. A. Holmes, conducted the service at the Cathedral and in addition to the impressive funeral service of the Church of England the choir sang "Lead Kindly Light, 'The King of Love my Shepherd Is' and 'Nearer my God to Thee'."

At the conclusion of the service the procession proceeded in cars to the Rural Cemetery where interment was made.

Members of Hiram Lodge No. 6 of which the late Mr. Douglass was a member, attended the funeral in a body. At the Rural Cemetery the Masonic Committal service was conducted by Dr. R. M. McGibbon, Worshipful Master assisted by R. B. Wallace, chaplain.

The pall bearers were: R. K. Nevers, H. W. Woods, George E. Howie, J. H. Turner, Dr. Wm. Warwick, A. A. Shute.

The mourners were: Stanley Douglass, Jr., Howard Douglass, Dr. A. F. VanWart, Dr. G. C. VanWart, Dr. W. H. Irvine, James Pringle, M. W. Black, Dick Black, Harry Smith, Maynard Harrison, Eldon Douglass, Douglas Sansom, Alan Best, Edward Biden, Warren, Malone, Douglas Biden, James Thornburn, Murray Douglass, Don Douglass, Harry Douglass, Gardner Douglass, Frank Douglass, Edward J. Malone, J. G. Kirkpatrick, Stanley Perry, Dr. A. Sterling, Louis Phillips D. W. Oltz, R. D. Hanson, C. R. Hawkins, Otto Miller, Earle Brown, Fraser Thorburn, H. E. Harrison and Sidesmen of Cathedral.

freight at Saint John for its steamships, and even in some cases carried freight that had reached there on to Halifax, such as livestock, to the great disadvantage of the ship.

In Saint John the harbor commissioners had to pay interest on bonds to the extent of \$94,000. Halifax commissioners had no such debt, and so were able to spend from \$20,000 to \$30,000 annually for publicity and to canvass shippers to use their port. They had even been able to engage at a large salary a traffic expert in the person of Mr. Cornell, who had been working for the former transportation commission.

Before the great West Side fire in St. John a line of steamers to Australia and New Zealand had used the port. After the fire, which destroyed the docks, these steamers were sent temporarily to Halifax, but had never come back.

Then again, the C.N.R. boats running to the West Indies never sailed direct from Saint John and as a consequence New Brunswick shippers either had to pay the increased cost of rail transportation to Halifax, or suffer a delay of nearly three weeks in transporting their goods. The boats arrived from the West Indies at Saint John, stayed a day to load what cargo they could get, then went around to their home port of Halifax and remained for ten days, thus giving all their business to the sister city, and greatly prejudicing trade from New Brunswick. He thought the least that could be done would be to give St. John and Halifax alternate sailings.

Brief Presented

Dr. White said he was bringing these matters up because St. John had prepared a brief last October and laid it before the trustees of the C. N.R. Since then nearly the whole season had passed and the only information that could be obtained from Hon. C. P. Fullerton, the chairman, was that his engineers were still considering the proposition.

He felt that nothing could be done without the assistance of the government of the province, which should put every pressure at its command on the C.N.R. officials, "and do it now." He would like to show its impartiality as between Halifax and St. John, but he failed to find it.

The Attorney-General

Hon. Mr. Harrison said that he was proud to associate himself with his colleague in protesting against the treatment that had been meted out to the port of St. John by the Canadian National Railways. He was satisfied that it was a matter in which all the people of the province were vitally interested. He was informed that plas-

PROBATE COURT,
COUNTY OF YORK.

(L.S.)
Copy

To the next-of-kin and creditors of JOHN N. MURRAY, late of the City of Fredericton, in the County of York and Province of New Brunswick, woods superintendent, deceased, and to all others whom it may concern:

The Administratrix of the above deceased intestate having filed her accounts in this Court, and asked to have the same passed and allowed and order for distribution made, you are hereby cited to attend if you so desire, at the passing of the same, at a Court of Probate to be held in and for the County of York, at my office in the City of Fredericton, in the County of York, on MONDAY, the FIFTEENTH DAY OF APRIL NEXT, at the Hour of TEN O'CLOCK in the forenoon, when the said accounts will be passed upon and order for distribution made.

Given under my hand the 22nd day of March, 1935.

(Sgd.) WILLIAM J. WEST,
Judge of Probate.
(Sgd.) LEO F. CAIN,
Registrar of Probates.

ARTHUR F. BETTS

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ter from Hillsboro was now being hauled to Halifax, for shipment instead of to St. John, which meant that the railroad was carrying it 126 miles further than necessary and doing it without remuneration. He did not think that was fair treatment as between the two Canadian ports. As his colleague had pointed out, Halifax had been given 94 Canadian National steamship sailings and Saint John only 24. Certainly treatment of that kind merited a strong protest from the people of Saint John. He hoped the protest would have the hearty support of the House.

Mr. Gill

Mr. Gill said there was no doubt that the development of the port of St. John would be reflected throughout the entire province. It seemed to him that St. John had never been treated fairly, and unless a fight was waged things were liable to go from bad to worse. He noticed that recently shipments of Canadian goods had been made from Portland, Maine. It was bad enough to have our freight exported via Halifax, but when it was being sent to a foreign port for shipment it was about time to call a halt.

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