

LIST OF FINAL PRIZES in OUR CULINARY CONTEST

- \$115.00 HOTPOINT ELECTRIC RANGE, donated by the Maritime Electric Co., Ltd. This prize is only open to users of the above Company's power.
- ONE TON MINTO COAL, donated by A. H. VanWart.
- \$5.00 PERMANENT WAVE, donated by Mrs. Young's Beauty Shoppe
- \$5.00 WORTH ASSORTED FRUIT donated by the Hawkins Co., Ltd. This prize for the best recipe using New Brunswick Apples.
- \$25.00 LORIE LADIES' WRIST WATCH, donated by Mavor Bros.
- \$5.00 WORTH DRY CLEANING, donated by Fashion Plate Cleaners.
- BREAKFAST SET, MYOTT'S CHINA in Ivory and Green, donated by Colwell & Jennings.
- "DUNLOPILLO" RUBBER CUSHION, Donated by D. & D. Motors.

WILL INFORM INDIVIDUAL FARMERS OF ABATTOIR BENEFIT

Committee of Ald. G. Willard Kitchen and Councillor B. O. Waugh Will Prepare Resume of Information Respecting Abattoir and Cold Storage Plant — Joint Committee of City Council and County Council Met Last Evening.

A committee composed of Ald. G. Willard Kitchen and Coun. B. O. Waugh of Douglas was appointed last night at a meeting of a joint committee of the city and county councils, to gather information as to the benefits to be derived from the establishment of an abattoir and cold storage plant in this county, and which would accrue to this city, and especially to the individual farmer.

The joint committee of city council and county council met for over two hours last evening and discussed the matter, under the chairmanship of Ald. Dr. H. S. Wright.

The joint committee of Ald. Kitchen and Councillor Waugh will prepare a resume which will detail the advantages to each farmer and these re-

sumes—likely in the form of pamphlets—will be given to each councillor for him to circulate among the farmers. In this way the individual farmer will learn in detail the advantages of such an abattoir and cold storage plant for this county.

No Site Named

There was some discussion last night also on the matter of a site for the abattoir, although nothing of a definite nature was transacted. Following the meeting the chairman, Dr. Wright, announced that the several sites previously mentioned were considered, and also one on the outskirts of the city, and at the upper end of the city limits.

Discussion at the meeting disclosed that as high as 30,000 carcasses are

imported annually into this province, which amounts to \$600,000 each year. As an abattoir, it was pointed out, will stimulate the production of pork in this county and save at least a certain amount of this money for the province of New Brunswick, and this county particularly.

Gov't-Inspected Meat

The establishment of such an abattoir would mean that government meat inspection would be maintained here and the meat to be so inspected would have to be cooled for twelve hours after killing. This means that if the farmer wanted his meat stamped that it would have to be killed in the summer time in an abattoir, but during cold weather the farmer could kill his own animals and bring them in to have the meat government inspected. This latter, provided of course, that the heart, lungs and liver are left intact and attached.

At the present time meat for export from here goes through the city of Moncton. The establishment of the abattoir would mean that York County could export its own meats without going to all the difficulty of shipping it elsewhere first for government approval.

There was general feeling at the meeting for the establishment of such an abattoir here and the opinion was expressed on all sides that it would be a great benefit to the city and county. Peter Nugard, one of the abattoir sponsors, appeared and explained the abattoir and cold storage plant to the joint committee.

Willie and Jack were two youngsters vengefully inclined.

"Am," said Willie, "you're afraid to fight, that's all it is."

"No, I'm not," protested Jack, "but if I fight, my ma'll find out and lick me."

"How'll she find out?"

"She'll see the doctor goin' to your house."

TO NEW SUBSCRIBERS

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Railways and National Welfare

There is much food for thought on the part of the people of Canada in some figures recently published by the Committee on Public Relations of the Eastern Railroads in the United States covering railway operations south of the line. Dealing with the problem of the relation between the railways and national welfare it states, in part, "The railroads are not unique in their record of reduced business, as depression has touched all fields of economic activity. But the serious plight of the railroads has not been due solely to national depression. It has been due, also, to public policies which have strictly regulated railway operation but which have permitted, broadly speaking, practically unregulated operation of the railways' competitors. These unjust and inequitable public policies have constituted a real and serious threat to the continuance of adequate rail service, admittedly essential to national welfare."

The figures show that carloadings in 1918 amounted to 44,592,089, in 1929 to 52,827,925 and in 1934 to 30,785,594. The number of passengers carried in 1916 was 1,005,954,777 and in 1934 this had been reduced to 440,775,279. As regards rates and fares, there has been a constant downward trend since 1934 in freight rates equal to about 23 per cent and in passenger fares of 38 per cent. To meet these losses the railways have instituted measures of economy, such as increasing the efficiency of locomotives and other rolling stock and in other ways. 23 per cent of the nation's bituminous coal production is consumed by the railways and about 20 per cent of the total timber cut and 17 per cent of the total iron and steel output. The average annual wage in 1916 was \$391.61; in 1934 \$1,507.74. 38 cents of every revenue dollar earned in 1916 went to labor and in 1934 44.1 cents. Of every dollar invested in the railways in 1916 each received a return of 5.9 per cent and in 1934 1.79 per cent.

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