

# CANADIAN NATIONAL RAILWAYS

TENDERS FOR GRADING AT BORDEN, P. E. I., AND CAPE TORMENTINE, N. B.

Tenders will be received by the General Manager, Atlantic Region, Canadian National Railways, Moncton, N. B., until Five O'clock, P. M., of Monday, 23rd June, 1933, for the work of (1) Grading a Site for Oil Storage Tanks and Constructing a Road at Borden, P. E. I., and (2) Constructing a Road at Cape Tormentine, N. B.

Separate Tenders are required for (1) and (2).

Plans, Specifications and Form of Contract may be seen and Form of Tender and Instructions for Tendering obtained at the Offices of the—

Regional Chief Engineer, C. N. R., Moncton, N. B.

Division Engineer, C. N. R., Charlottetown, P. E. I.

Division Engineer, C. N. R., Halifax, N. S.

Division Engineer, C. N. R., New Glasgow, N. S.

Division Engineer, C. N. R., Campbellton, N. B.

Terminal Agent, C. N. R., Saint John, N. B.

Copies may be obtained from the Regional Chief Engineer, C. N. R., Moncton, on request accompanied by an accepted cheque on a Chartered Bank of Canada for \$25.00, payable to the Treasurer, Canadian National Railways, which will be returned if all the plans, etc., are returned in good condition within fifteen days after the contract has been let.

The lowest of any tender will not necessarily be accepted.

W. U. APPLETON, General Manager, Canadian National Railways.

Moncton, N. B. 16th June, 1933.

## 1929 SUMMARY OF LIVE STOCK

### Review of Maritime Activities Given In Federal Department Report.

The tenth annual report on the origin and quality of commercial live stock marketed in Canada (in 1929), has been issued by the Dominion Department of Agriculture and contains an interesting review of the marketing situation in every province. Complete statistical tables are given.

With respect to cattle sales, excepting for shipments to stockyards and direct on export, the information for the Maritime Provinces is not complete. There is a fairly large percentage of Maritime produced stock going direct to packers and for which the publishers have no account. New Brunswick shipped to stockyards only about 33 per cent of the volume of the previous year but direct on exports were increased by approximately 100 per cent; however, stockyard shipments comprised the larger volume. The shown total output was only 1,670, against 2,903 during the previous year. The Province of Nova Scotia marketed slightly more cattle at Yards and slightly fewer direct on export. The total for the year for these two destinations was 1,618 as compared with 1,874 during the previous year. Prince Edward Island shipped slightly fewer cattle to Yards and considerably less direct on export, the total for the year being 1,970 as compared with 2,601 in 1928.

During 1929, New Brunswick marketed fewer calves than in 1928, according to the returns. Judging by the stockyard sales and grading, there was not much change in the quality of the offering. While the total was smaller than in 1928, it was above the five-year average and more than twice the volume of any of the three years preceding 1923. The Province of Nova Scotia marketed almost twice as many calves as during the previous year, but most of them were grassers—at least that is true of those marketed at public stockyards. Prince Edward Island apparently sold fewer calves than in 1928, although there was a marked increase in sales at public stockyards. The falling off was due to lighter direct exports. The bulk of the stockyard marketings were grass quality and there were very few good veals on the Yards.

The combined sales of hogs through stockyards, direct to packing plants and direct on export during 1929 were considerably below the average of the past five years; they showed as approximately 117,000 head fewer than in 1928 and approximately 340,000 head fewer than in 1927—the peak year in the past five. The summary of sales appearing in this section brings out the fact that we practically lost our direct export trade in live hogs, this paralleling the loss of movement off yards on export. In 1927 our live exports exceeded 35,000; last year they were down to 1,400 head. Of a total marketings of 2,659,009 head, selects were approximately 439,000 head, a much heavier volume than the number of selects in the larger marketings of the previous year. In the matter of quality at least, our hogs are more than holding their own. It is rather peculiar fact that a number of years ago our status in the export market was one in which volume was plentiful and quality poor. The situation today is exactly the reverse: our volume is negligible but our quality equal to the best bacon on the market. This is a very true and direct reflection of the situation existing in production in Canada. It might be mentioned here that the heaviest hog supplies on record were marketed in 1924 at approximately 3,100,000 head.

The Maritime Provinces did not all look at the prospects for production in the same light, previous to 1929, and the result was that Prince Edward Island practically doubled her output. New Brunswick practically cut her output in half, and Nova Scotia also drastically reduced her supply. Prince Edward Island has gained for itself a very high reputation in the matter of quality production, and during 1929 strongly upheld the same. The number of selects marketed totalled 12,857 as against 6,142 in 1928, not only a heavier volume but as well a heavier percentage of the total output. New Brunswick, with 4,607 hogs marketed, turned out 494 selects, a rather low percentage. Nova Scotia marketed 3,760 hogs and turned out 1,738 selects, a remarkable performance, almost 49 per cent selects, and better than Prince Edward Island's 40 per cent. Prince Edward Island marketed about the same percentage of hogs, as also did Nova Scotia, but on

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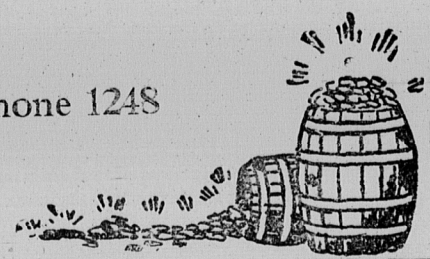
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## CANADIAN ROCKIES PACIFIC COAST

From Charlottetown and Return

Vancouver, Victoria, Seattle, \$ 169.55  
Tacoma, Portland

Jasper National Park : \$ 147.80

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# LOW TOURIST fares

Plan the holiday of a lifetime this year. See the wonders of Canada's great west. Find new adventure in Jasper National Park with its challenging peaks, alluring trails and famous championship golf course. Take the Triangle Tour to Prince Rupert, Vancouver and back to Jasper.

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En route to the Coast stop off at lovely Minaki in the lake and woods district just east of Winnipeg.

Full details from any Canadian National Agent or W. B. ROGERS, City Ticket Agent, L. V. HITCHIE, Ticket Agent, Station E. W. CLARKIN, District Passenger Agent.

## CANADIAN NATIONAL

# Man!

Look up at this skyscraper, the size of the good twist you swap a few cents for when you ask for

## HICKEY NICHOLSON

"BLACK TWIST" CHEWING

## Saint John?

Stay at the largest hotel in the Maritime Provinces. Absolutely fireproof. 250 rooms from \$2.50 up. European plan. Table d'hôte meals and Cafeteria. Ideal Sample Rooms and Garage. Facing beautiful King Square, the garden spot of Saint John.

# THE Admiral Beatty

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the other hand there was a tendency to hold back breeding stock in New Brunswick.

Record volume of production for recent years featured the market during 1929. Practically every province contributed to the increase, while Ontario and Quebec continued to hold the foremost position. The total sales to Yards, direct to packers and direct on export amounted to 630,213 head, as compared with 539,762 in 1928. The supply was far above the average of the five-year period 1925-29. Stockyard sales and direct exports account for all sales through these sources, but the figures for shipments direct to packers are incomplete, all parts of Canada not supplying the required information. The outstanding points in regard to the nature of the supply were a much smaller number and percentage of good heavyweight lambs, very substantial increases in good heavy lambs, and common kinds of all weights, and a rather liberal supply of bucks. All sheep classes showed increases and particularly prominent were good heavyweight sheep.

While we include the statement of marketings by the Maritime Provinces, we do not consider the figures, other than sales at stockyards, and direct on export, to be accurate. The statement of direct shipments to packers comprises only a percentage of the actual movement. Taking the stockyard marketings as the basis of comparison, we find conditions practically unaltered since 1928.

From New Brunswick, a marked in-

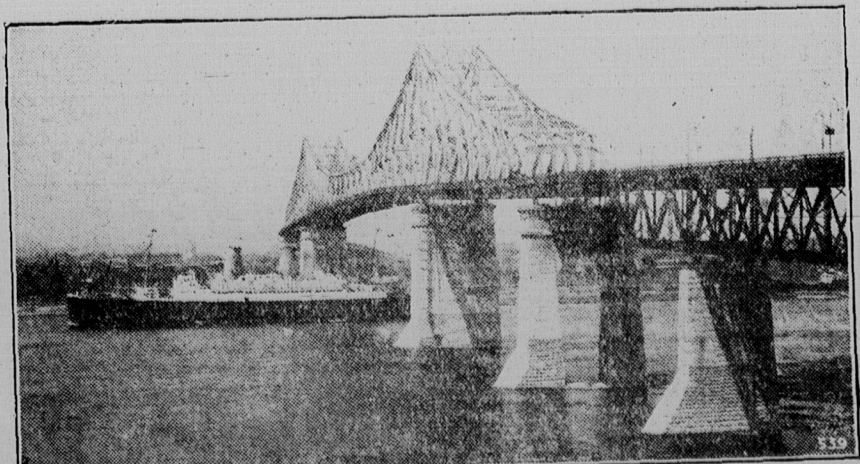
crease in the movement is noticeable as regards Nova Scotia, while there are indications of a heavy decrease in production in Prince Edward Island. Again, using the stockyards grading as the basis, we find that the marketings by New Brunswick showed a heavy reduction in good heavyweight lambs but increases in all other grades, particularly in good heavies and bucks. The sheep supply was also poorer in quality than that of the previous year. Nova Scotia's supply showed about the same percentage of good weight lambs but a heavy increase in common. Prince Edward Island marketed less than half the volume of good heavyweights, but also reduced the volume of common. Good heavies were considerably more, and there was an increase in the number of bucks.

### THE MARKETS

CHARLOTTETOWN	
Butter	30-33
Eggs	20-27
Potatoes	70-75
Oats	55
Hay	20
Straw	45
Pork	15
SUMMERSIDE	
Butter	36
Eggs	20-25
Potatoes	90-115

MURRAY HARBOR		SOURIS	
Butter	25	Butter	32-34
Eggs	21	Eggs	21
Pork	14 1/2	Potatoes	75
Oats	50	Oats	55
Hay	20-25	Pork	15
Potatoes	70	Hay	14

### "Duchess" Salutes Bridge



There was a happy incident at the opening of the \$20,000,000 Murray Harbor Bridge on Victoria Day when the Canadian Pacific liner "Duchess of Richmond," 26,000-ton giant under the command of Captain A. Freer, R.N.R., added the salute of its deep siren to the cheer of the thousands assembled. Just as the Duchess of Richmond was formally opening the bridge, the liner passed underneath it with multi-colored flags fluttering from bow to stern and her ensign dipping in the salute. Then she hailed the bridge with the stentorian clang, two short and long blasts that herald arrival of Canadian Pacific ships. It is interesting to note that the ship is 200 feet long and the bridge contains the same weight of steel—20,000 tons—as there is in the ship.