

Marven's Limited, Moncton Reverts To Maritime Ownership

W. A. Walker Remains as General Manager of Long Established Biscuit Concern

In a statement released to the press today, W. A. Walker, General Manager of Marven's Limited, Moncton, N.B., outlined the changes which have recently taken place in the ownership and control of this well-known biscuit concern.

"It is very gratifying to announce to our many friends and customers that the ownership and control of the firm of Marven's Limited, formerly J. A. Marven Limited, has reverted to its status as a 100% Maritime industry."

"During the past thirty years of my association with this firm, twenty of which were spent in association with the revered founder of the business—the late J. A. Marven—my interest and faith in this organization has kept pace with its steady growth in these Provinces.

Associated with me are men whose homes are in the Maritimes, whose business and social connections are closely allied with Canada's Maritime Provinces, whose aim in life it is to make Marven's Limited a major industry in Eastern Canada. Hence, in the change of ownership, Marven's really comes back to its own after a ten year sojourn as part of the Canada Biscuit-McCormick Organization.

"I am happy to announce that my close associates of the business for the past years will continue in their various capacities as heretofore: Mr. C. E. Fraser as Secretary-Treasurer and Office Manager; Mr. W. H. Spear as Manager of our Halifax Branch; Mr. C. H. Davies, Production Superintendent, remains to safeguard the high quality of Marven's products at their source of production in the factory at Moncton."

"Some representatives of the company in various parts of the Maritime Provinces are men of long association and well known in their respective communities: Mr. W. W. Ingram in Cape Breton; A. T. Avar in Cumberland and Colchester Counties, Nova Scotia; J. D. Dunlop of Saint John; W. Lank in Prince Edward Island; L. W. Price in the City of Moncton; D. M. Loinnes of the Valley, South Shore, Hants and Pictou Counties, Nova Scotia; S. C.



W. A. WALKER General Manager, Marven's Ltd.

DeLong, covering the Saint John River District; F. A. Cochran of the North Shore, New Brunswick area; A. Leclair, Manager of the Montreal Branch and Sales Staffs. These men constitute our field force whose constant aim it is to provide an unfailing supply of Marven's Biscuits, along with Marven Service, for merchants and consumers wherever they may live, and, with our Factory Departmental Executives, Messrs. Steeves, Sycamore, Cormier and Barton, are definitely committed to the continuation of that quality and service for which the name of Marven's has always been synonymous throughout the Maritime Provinces. The "new organization" is new in name only—in reality it is the same organization with the deletion of two letters in our name. The ownership of the company is now vested in Maritime Stockholders—its directors, representatives and executives are your own neighbors and friends—it is in truth a 100% Maritime Industry.

"We welcome as our President Senator F. B. Black, who is well known throughout the entire Maritime and who is keenly interested in the welfare and advancement of Maritime industries."

Death of Dr. G. M. Jones

The following item is copied from the Alton Times, Alton, England. Dr. Jones referred to is a brother-in-law of Mr. E. B. McLaren, Georgetown, the popular and efficient President of the Prince Edward Island potato growers Association.

Older residents of Alton will particularly regret the death of Dr. George Mellersh Jones, who died in the Cottage Hospital on Thursday night of last week. Dr. Jones, who was 80 years of age, had a general practice in the town for twenty years and it was during that period that he became well known in the district. The more modern generation will remember him as a keen motorist despite his advancing years.

Dr. Jones came to Alton in 1892 from Cambridge and Guy's Hospital and continued in his first and only practice until 1912. During that time he was Medical Officer to No. 2 district of the Alton Union. In the period of the Great War he was a temporary captain of the R. A.-M. C. A. car driver for some 36 years. He had the distinction of owning the first car in Alton somewhere about 1901. Of later years he was also a familiar figure in the locality driving another old car and he was driving it until a fortnight before his death. Lately he had lived at Beech.

A widow and three sons survive him. Dr. C. E. M. Jones being a member of the medical staff of the Lord Mayor Treloar Cripples Hospital and College.

The funeral took place on Monday, a service being held at St. Lawrence church, followed by the interment in the cemetery. The Vicar (the Rev. T. N. Rathbone Griffin, M. A., B. D.) officiated, assisted by the curate (the Rev. E. F. Gunton). In the church the hymn "Abide with me" was sung and the 23rd Psalm was chanted. Mr. Norris Throver was at the organ.

Principal mourners were: Dr. C. E. M. Jones (son), Mr. and Mrs. R. W. Jones (son and daughter-in-law), Dr. G. B. H. Jones (son), Mrs. Wathen, Mr. John Wathen, Miss Freda Johns.

Among those present were: Sir Henry and Lady Gauvain, Miss Holborow (Matron of Treloars Hospital), Mr. R. Aitken (steward), Mr. H. J. Pechell, Mr. H. P. Burrell, Miss Burrell, Mr. and Mrs. Evelyn Burrell, Mr. and Mrs. H. A. Burrell, Capt. Asser, R. N., Col. and Mrs. Hickman, Miss Nalsh, Mr. T. A. Chalcraft, Mrs. Griffin, Mrs. Couzens, Mrs. G. Bowers, Mr. F. A. Monk, Mr. A. Gape, Mrs. Wenmoth, Mrs. Moreton.

Wreaths were sent from: "To my beloved one after 56 years of happiness," Edward; Dr. Basil Jones and Marguerite; Bay, Flo and Barbara; Mr. G. E. M. Jones; Mr. and Mrs. Burrell and the Misses Burrell; Evelyn and Connie Burrell; Mrs. Godfrey Burrell; Mr. H. J. Pechell and Miss Pechell; Sir Henry and Lady Gauvain; D. H. G. Holborow; Mrs. E. O. Wathen and John; Miss Nalsh; Edith C. Anderson; Col. and Mrs. R. St. John Hickman; Mrs. E. Bowles and family; Mr. and Mrs. Moreton; M. G. Gates; M. Johnes and family; Kate Stevens.

Messrs. Kemp and Stevens carried out the funeral arrangements.

AN APPRECIATION Mr. H. J. Pechell writes:—"I would like to supplement your reporter's sympathetic account of Dr. G. M. Jones' funeral with a few words about him as a man, based on a close friendship of 44 years. If I were asked what were his most striking qualities, I would say tact and a generous allowance for other people's feelings. One instance may suffice.

"In 1909 we took a 12 days' trip to the south of France, by sea to Bordeaux. Our fellow passengers included a group of aggressive elderly Suffragettes. Long before we were out of the Thames they had set the passengers by the cars, and the prospect of an unhappy voyage was before us. All the other women were against them, some of the men were rude, and the rest of us cold-shouldered them, with one exception—Dr. Jones, who talked freely with them and was friendly and cordial. How he convinced them that aggressive propaganda did no good, I don't know, but he managed it somehow.

"I travelled by that boat. The Grive, twice again before the War, and Capt. Wilson (Commodore of the G. S. N. Line) always spoke most gratefully of Dr. Jones' act on that occasion. Surely a great impression of personality, firmly established during a voyage of under 60 hours. But the act was typical of the fine character of a generous-hearted man."—G.

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BRINGING UP FATHER



Agrarian Party, In Sympathy With Nazis May Be Formed In Netherlands Is Report

BY LOUIS P. LOCHNER Associated Press Foreign Staff

BERLIN, Jan. 3.—(AP)—The rise of a new Agrarian party in the Netherlands, dominated by Sir Henri Deterding, may result from the oil magnate's large-scale purchases of Dutch farm products for Germany, officials here said today.

Another result may be preferential treatment for Sir Henri's oil interests in a grateful Germany, these authorities indicated. Sir Henri, chairman of the Royal Dutch Petroleum Company, a Hollander recently married to a German, yesterday announced he was making available 10,000,000 guilders (about \$5,400,000) to buy products of Dutch farms—which have had a hard time finding markets for shipment to Germany where shortage of foodstuffs is a serious problem.

The oil magnate, a German official said, long has been critical because the Dutch Government artificially limits farm production on the grounds the country is surfeited with unmarketable produce. Again and again he is said to have charged Dutch farmers with selling to Great Britain below cost while taking the profits from sales to Germany.

England, he argued, can never become a first class market for Holland because she has dominions and colonies as well as the Scandinavian countries to supply dairy products. Germany, Holland's next door neighbor, is her logical market, he contended. Sir Henri's purchases will be sold in Germany not at the cheap rate at which they were bought in Holland but at higher prices fixed by the government.

Presentation

On the evening of Nov. 13th the North Shore Y. P. S. met at the home of Mr. and Mrs. B. C. Woolner, North Rustico, to do honor to one of its members—Mr. Charlie Pink—who is leaving in a few weeks for his home in Portsmouth, England, and to present him with a fitted travelling club bag and the following address read by the Rev. Mr. Pattison, M.A., B.D.:

Dear Fellow-member—It is with mixed feelings of joy and sadness that we as a group meet tonight in our regularly weekly gathering but in an special way to do honor and express our esteem and appreciation to you, Charlie, before you take your departure from our midst, a feeling of happiness to know that you sojourned with us for a short time; but long enough for all of us to love you and to hold you in high esteem. Your cheerful presence has meant a great deal to the group, you gave to the group the atmosphere by which any young people's work thrive—the spirit of fellowship, kindness, thoughtfulness and ever ready to contribute to its

welfare, not waiting to be entertained and accepting all the good things and critical if they are not forthcoming but ready always to make your own contribution and at a sacrifice to yourself, its interests come first; a feeling of sadness because you are leaving us. We shall miss you and shall ever think kindly of you and whenever you come among us again, you can be assured that warm hearts welcome you and will ever wish for your happiness.

May the voyage to your native health be pleasant and may you find your family in good health, and in telling them of your experiences on P. E. I., we know that you will give the North Shore Young People's Group, a special niche in your affection. May the lessons gleaned in the various devotional talks and the programmes be ever fresh in your mind, as you can be confident that the spirit of the pulpit which you have manifested will become a treasured possession to us something which each of us might strive. In token of our esteem please accept this gift and may it ever remind you that it carries not only your personal effects but a rich profusion of our prayers and good wishes.

Signed on behalf of North Shore Young People's Group, North Rustico, P. E. I.

C.N.R. Retirements

MONCTON, Jan. 2.—Retirements of Canadian National Railway employees on the Atlantic Region, effective today, include J. McNaughton, locomotive driver, Campbellton, N.B., who first entered the railway service as a locomotive fireman at Jampelliton on September 1, 1901, being promoted to driver four years later.

Sinclair Walsh, section foreman, Flatlands, N. B., who joined the railway service as a sectionman at Loggieville, N. B., October 1, 1904. Thomas J. Jeffrey, car repairer, Newcastle, N. B., first entered railway service as a call boy at Newcastle on July 15, 1899.

Benjamin Fielding, machinist, Truro, N.S., entered the railway service at Truro his birthplace, on November 26, 1900, as a cleanup, being afterwards employed as fitter's helper, fitter and machinist. William J. Cameron, night round house foreman, Mulgrave, N. S., joined the railway service as a locomotive fitter at Pirate Harbor, N. S., on November 17, 1900.

Minard's Lintment removes stains.

GREAT BRITAIN LAYS KEELS TO BATTLESHIPS

(C.P. By Guardian's Special Wire) LONDON, Jan. 1.—Great Britain today laid down two 35,000 ton battleship keels, one on the Tyne and the other on the Mersey. They are for the first British battleships to be laid down since the Nelson and the Rodney were built in 1925 and are approximately the same size as those craft.

Work on the keels of the battleships which Havas News Agency reported would be named the King

George V and The Prince of Wales began in the early hours of the morning, soon after the 12 strokes of Big Ben resounded through the capital to mark the new year.

No Limitations

The keel of the King George V was laid at Vickers-Armstrong yard at Walker-on-Tyne and that of the Prince of Wales at the Cammell-Laird shipyard at Birkenhead.

The year 1937 opened with no international treaty in force to check a naval armaments race. The Washington Treaty of 1922 and the London Naval Treaty of 1930 both expired with the last day of 1936. Under those treaties Britain, France, the United States, Japan and Italy limited the tonnage of their navies. The new London treaty concluded early in 1936 limits sizes of ships and guns but it does not limit the number of ships. And the 1936 treaty, signed only by the

United States and France with the nations of the British Commonwealth has so far only been ratified by the United States.

Planned For Years

The expiring treaty contained no provisions for banning the assembling of parts and materials for new units. Engineers had been planning Britain's new battleships for several years. They are expected, Havas reported, to be the fastest and most powerful naval units afloat when they take to the water in about three years.

The new battleships will be the first to be built by Britain with aircraft as part of the original equipment.

Commenting on the 1936 London Treaty the Times today expressed a hope for early ratification of the accord by Paris and London.

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Lady Tweedsmuir Pleased To Be Back In Canada

(C. P. by Guardian's Special Wire) HALIFAX, Jan. 1.—Her Excellency Lady Tweedsmuir, wife of Canada's Governor-General, returned to the Dominion on New Year's Day after a holiday in Great Britain.

Looking well after her visit to the Old Country, she landed here today from the steamship Duchess of Atholl with Hon. William Buchanan, one of her sons, and Miss Carolina Peyton-Jones, 19-year old niece of the Governor General. The party entrained immediately for Ott-

awa where they will arrive Saturday afternoon.

"My holiday in England and Scotland has been most enjoyable," Lady Tweedsmuir said on her arrival. "but it is a real pleasure to be back in Canada and to arrive here just in time for the new year."

"When we left England, it was Christmas eve and farewells at the dock were coupled with Christmas wishes. It does seem appropriate to be landing in Canada on New Year's Day. "I wish you all a happy and prosperous New Year."

She was met on ship-board by Col. MacKenzie, comptroller of Government House who had come from Ottawa to escort her home and Col. S. C. Oland of Halifax, aide-de-camp to the Governor General.

—By George McManus

Round Trip BARGAIN FARES TO HALIFAX GOING FRIDAY, JAN. 15, 1937 Mon., Jan. 18, 1937 \$4.80 From Charlottetown Proportionately Low Fares from other stations. Children of Five and under Twelve Years of age HALF FARE Tickets Good in DAY COACHES ONLY For Further Information Consult any Ticket Agent. CANADIAN NATIONAL Use Canadian National Telegraphs

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