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40 PAGES—17 to 32

Railway Union Plan Is One-Sided

Communism Seat Distressed Towns in Wales and President's Brief
Becomes Capital England May Soon Be Abandoned Is For The C.P.R.
Ukraine Republic As Facts Indicate

Ancient Kiev Once City of Czars Now Has Proletarian Government.

By Central Press Canadian

Moscow.—Europe's newest capital is established in one of Russia's oldest cities—ancient Kiev, on the banks of the Dneiper River.

Kiev, from now on, will be the seat of the government of the Ukrainian republic of the U.S.S.R. Government officials and members of the central committee of the party in the Ukraine already have moved into their new quarters and documents, files and equipment rapidly are being transferred from Kharkov, the old capital.

Extensive ceremonies marked the transfer, for Soviet Russia regards the change in capital as a proof of the stability of the Communist regime in the southern regions, harassed first by civil war and later by outbreaks of separatist sentiment.

Kiev is traditionally the capital of the Ukraine. From that city, the czars' governors administered the province and there the first Communist government was set up. The capital was moved to Kharkov only during the civil war when it appeared that the whites might over-run the town.

Kiev is one of Russia's oldest cities. It was founded a thousand

(Continued on Page 22, Col. 3)

GIRL AVIATOR UNDAUNTED BY DEATH OF TEAM-MATE

Pittsburg.—Death rode Frances Marsalis, U.S. woman pilot, down out of the sky, but Helen Rickey, her pretty flying partner from McKeesport, Pa., is continuing her aerial career undaunted.

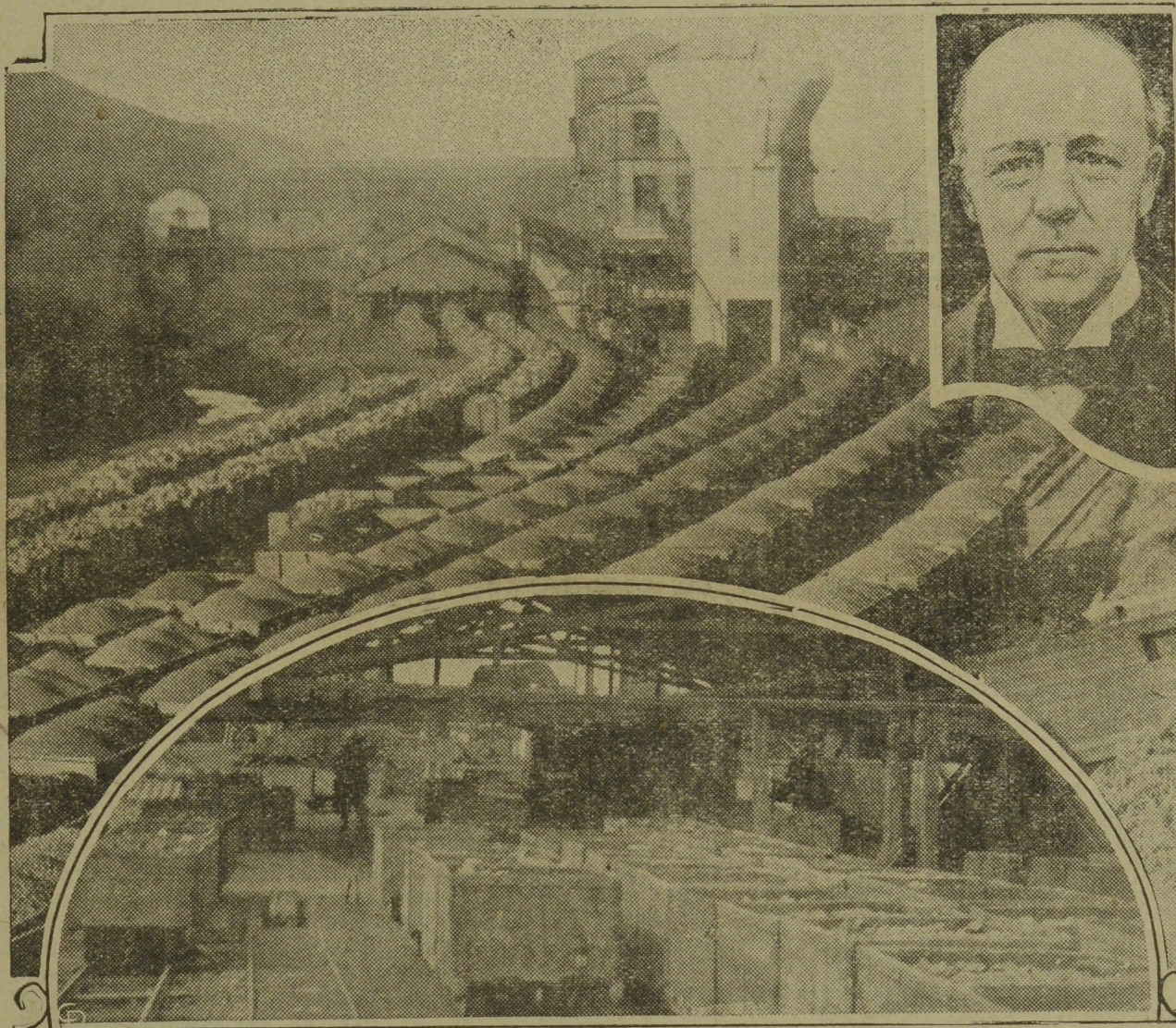
It was Helen who won the contest during the National Women's Air Races at Dayton, Ohio, the day Mrs. Marsalis, with whom she had broken the women's endurance flying record, crashed from a low altitude and was killed. And it was Helen who, though saddened by the tragedy, flew in the air cortage across Pennsylvania to Roosevelt Field, L.I., where funeral services were held for the famous aviatrix.

Not so long ago it was Helen and Frances — together in the "Outdoor Girl," the sturdy cabin plane they called home during their endurance flight.

But the "powder puff" team is no more. The only fate which could have separated these two flying mates for long overtook the New York woman as she was rounding a pylon in her racing plane. Caught in the backwash of five other planes and too close to the ground to recover, she crashed and died almost instantly.

Helen is no "jinx" convert. She's going on in the flying game, just as she is certain Frances would have done had she been the winner and Helen the "loser" in that fateful Dayton air race.

Result of Oil Consumption Surplanting That of Coal. May Transfer Miners to Farming Communities.



With oil replacing coal as the fuel used in Britain's ships which once provided markets for much of the coal mined in England and Wales, many of the large mines are standing idle with no hope of resumption of work. Photo shows at the top, a siding filled with loaded cars at a colliery. With no where

to sell the fuel many are standing loaded like this. Below, a once busy pit-head now deserted. Inset, Hon. Walter Runciman, President of the British Board of Trade, who is considering the possibility of transferring former miners to new parts of the country where they can obtain employment.

By THOMAS C. WATSON

Central Press Canadian Correspondent

London, Eng.—Towns and villages in Britain's distressed areas may be abandoned should the British cabinet decide to accept the recommendations of four commissioners who have just finished their investigations in these districts.

The four commissioners were appointed by the government to investigate the derelict areas in the north of England and the south of Wales. They make many drastic recommendations, which, if carried out, would change completely the face of England and Wales.

Investigations into the conditions in South Wales were carried out by Sir William Wyndham Portal, millionaire manufacturer of the paper on which the Bank of England notes are printed.

For the past five years much of South Wales has been derelict. The British navy using oil fuel instead of the famous South Wales coal started the distress in the district. Then the slump in shipping and the iron and coal industries further added to the unemployment in the area.

It is believed that the Portal recommendations include the complete abandonment of some of the old mines whose yield of late has made the working of the pits,

except as means of providing employment, an uneconomic proposition.

The mines which are producing a profitable yield are to be modernized, and the coal oil plants and chemical works will be established at the pithead to transform the solid coal into liquid fuel. The new product will be conveyed to its ultimate destination by pipeline, thus saving much in freights and also providing much in employment, but will also add to the dismay and chagrin of the railways.

Then there is talk of transferring the Woolwich Arsenal to

South Wales. This would be an obvious thing to do. Already London is too cluttered with factories, and in addition there would be a tactical advantage.

Woolwich Arsenal lies about ten miles east of London, and during the war was constantly threatened by air raid. If it were removed to South Wales, it would be in a less assailable position, and so it looks as though London will soon lose its arsenal.

The scheme does not end there, for over the disused hillside fir trees are to be planted which will provide future generations with

(Continued on Page 23, Col. 4)

Montreal Witness Deals With Amalgamation Suggestions For Railroads.

The question of railway amalgamation in Canada has attracted much attention. Many people are opposed to the idea, but the president of the C.P.R., E. W. Beatty, has been persistent in his efforts to get public approval for the plan.

The Montreal Witness deals with the matter in pertinent paragraphs as follows:

"Mr. E. W. Beatty is recognized as easily one of the highest authorities in this country on railroad economics, and when he analyzes the mess the Canadian railway systems are in, and the way out of the mess, his statements will carry unusual weight with all. But before Mr. Beatty ever knew anything in particular about railroading, he was trained as a lawyer to present his client's case in the most favorable, and his opponent's in the most unfavorable, light. At the point where he steps from the general conditions of railroading the world over, and in particular, of our roads in this country, and begins to allot credit or blame, then we will begin to recognize in him the lawyer with his brief.

"In the first case his brief is for the C.P.R. against the C.N.R., for private against public ownership. And he makes some very strong points in favor of his side and against the other side. But he is obviously one-sided. Had he been selected by the govern-

(Continued on Page 22, Col. 3)

OLD TWO-PENCE BANK NOTE ACQUIRED FOR PINT OF BEER

By Central Press Canadian

Toronto.—An English banknote for two pence, dated 1795, is the proud possession of William H. Bentley, Willowdale, Ontario butcher. The banknote comes to Mr. Bentley from his father, John Bentley, who once wrote to Sir John Evans, late secretary of the Numismatic Society of England, dealing with old coins, etc., and received a reply that Sir John had seen only one like it before and offered a handsome price for it.

Two pence nowadays is only four cents, but two pence in 1795 was a lot of money!

Mr. Bentley Sr. acquired the note along with a public house he bought in Leeds, Yorkshire, in 1899. The previous owner had secured it from a road tramp as payment for a pint of beer. Two pence did buy a pint in those days!

The 139-year-old note, still carefully preserved, was issued by the Woodmancoat Bank, Gloucestershire, and is a "promise to pay to Mr. Thos. Bolus or bearer on demand the sum of two pence for Sir William Dentist Hellebore, Camphire and self, 27th day of September, 1795." The note measures about five by eight inches.

Red Rose Tea

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