

## THE DAILY MAIL

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FRIDAY, OCTOBER 11, 1935

## THE COTTON INDUSTRY

The Daily Mail does not agree with everything that Hon. H. H. Stevens says and does. Hon. Mr. Stevens sat in with Hon. Mr. Bennett in all his works. Mr. Stevens however, was also mixed up with the price spreads commission and should know what he is talking about in this regard. Mr. Stevens declared at Beamsville, Ontario, yesterday that the price spreads commission had discovered that "Wages paid were not commensurate with the protection given the cotton industry." He believed that either the benefits secured should have been passed on to the workers or else the protection should have been reduced. Confining he claimed that the bigger textile companies had on occasion used their power to discriminate against merchants by refusing to sell to them or by delaying sales.

Mackenzie King, the leader of the Liberal party, knows that the Bennett tariffs while they may have benefited the manufacturers did not benefit the employees. He is in sympathy with the workers and nearly all legislation in favour of the labouring man was drafted by Mr. King. A vote for Mr. King and the Liberal candidates will remedy these conditions.

## BENNETT'S RAILWAY PROBLEM

One of the most remarkable features of this campaign is the change of attitude which Mr. Bennett has shown toward the railway problem. In 1930 he was a crusader, with firm convictions, confident of his policies. It was in this mood that he exclaimed: "Amalgamation never; competition ever!" In the same breath he undertook to rescue the country from unemployment, make the wheels of industry whirl in ever-increasing volume and drive the products of the nation into the world's markets. He was correct in visualizing the varied problems as closely associated.

This time we see no more of the crusading spirit with conviction. The railway problem is a bugbear to him. He is bemoaning its existence, confessing he does not know what to do. After hearing from his Economic Council he will make up his mind. In Charlottetown he has been repeating his dolorous tale of 1935: "How any business man could see anything but ruin for these railways, I can't understand."

The confident Leader of 1930 is no longer on the hustings. The man who knew just what to do is now beset with doubts at every turn. It is not the tragedy of Mr. Bennett, but the tragedy of the country.

So far as Mr. Bennett goes he fails to see, or declines to admit, that the railway problem—especially at this time—is part and parcel of the national problem which he undertook to deal with five years ago. Had he done what he led the people to believe he would do—found "work for all who are willing to work," build "up an agricultural life so strong it will drive its products into the markets of the world," he could still exclaim triumphantly: "Amalgamation never; competition ever!" His fiscal ideals having failed, he believes it is the railways that have failed.

By "the railways," it must be assumed, Mr. Bennett is talking chiefly about the Canadian National, of which his Government is trustee for the people. He is in no position to dictate to the Canadian Pacific, whether or not it is his main concern. In 1930 he was prepared to save the Canadian National. His own Minister of Railways declares that the Canadian National has retrenched to the maximum, and that all it needs is business. Both Judge Fullerton of the Canadian National, and Sir Edward Beatty of the Canadian Pacific have stated many times that traffic is the main requirement. In other words, if Mr. Bennett had done what he promised unqualifiedly in the last campaign the railway problem would be virtually solved.

When he deprecates the railway situa-

tion it can mean nothing else than that he anticipates a continuation of his policies and their effect on general conditions. He is not prepared to change in order that the railways and the country at large may prosper. If he is returned to office there will be "another five years of the same." This is the inference from the Prime Minister's own speeches.

Fortunately for the railways and the country, Mr. Bennett does not have to be returned to office. A change in policy can be had with a change in government. The contrast between the Prime Minister's attitude and that of the Liberal Party is filled with meaning. The Liberals are able to assure "maintenance of the integrity of the Canadian National Railways as a publicly owned and publicly controlled service" because they have confidence in their platform for the restoration of business. In this they are justified, recalling their record when previously in office. Mr. Bennett is limited by the view of his own record.

It must be plain to the people that the railways will continue to drag out a precarious existence if business is kept at the level it has reached under the Conservative regime. And while Mr. Bennett is deploring the railway situation the people cannot do otherwise than deplore the fiscal policies which have been the chief factors in producing the situation. If a Liberal Government has an opportunity to restore the prosperity which prevailed before Mr. Bennett took office he will be able to say again: "Amalgamation never; competition ever!"

\* \* \* \* \*  
SNAPSHOTS  
\* \* \* \* \*

Marysville must be the Holy City. The Daily Mail has been informed that we are not to mention that name again. We do not think this demand which was anonymous came from the town council or from a mass meeting of the citizens or from the employees of the mill. Did it come from some one who thinks that he owned Marysville.

Was the wages paid to the textile workers through Canada commensurate with the protection given these industries by Mr. Bennett and Mr. Stevens.

Did not the protection benefit the manufacturers instead of the employees.

Watch out tomorrow for roorbacks.

Evidently several candidates, who have withdrawn from the Federal contest looked several times at that \$200 deposit necessary as an entry to the big race.

In the Dominion election campaign this week all the heavy artillery—and the usual "snipers"—will be in action. And there may be some "roorbacks" in ambush along all fronts.

The \$92 candidates for House of Commons seats are required to make deposits of \$200 each, which amounts to a total of \$178,400. It is a safe assumption that many of them have bade their money farewell.

Then there was the bridge optimist who bid a small slam on an ace, two kings and three highballs.

At all events, the campaign orators are just now adding substantially to their wordage records.

Probably Mussolini is the only person ready to answer the question: When is a war not a war

## BURIED YESTERDAY

The funeral of the late Mrs. Alice Lyons took place yesterday afternoon at 2.30 o'clock from her home on Northumberland street. Many friends and relatives were present to pay their last respects to one who was held in highest esteem by all who knew her. The impressive service was conducted by Commandant William Hargrove of the Salvation Army. Interment was made in the Rural cemetery. The funeral was very largely attended and there were many beautiful floral tributes. A quartet was present and sang favorite hymns of the deceased. Commandant Hargrove was assisted in the funeral service by Rev. F. A. Watson. The pall bearers were James Saunders, Selby Locke, E. C. Atkinson, Thomas Mills, Jack McMinnamin and E. Barrett. The mourners were as follows: William Lyons, William H. McKinney, Frank Dudley, Bert Huke, Mark Argeaves, Herbert Lyons, Fred Lyons, James Lyons, George Briggs, William Dunlop, Henry Lyons, Jack Lyons, Percy Lyons, Bernard Briggs, Kenneth Briggs, Wilfred Mills, Arthur McComb, Douglas Bailey, Clarence Nason, A. Jones and Fred McFarlane.

## Difficult to Carry Out Conditions of Egg Laying Contest

(Continued from Page One)

October 14th when we have a new Prime Minister at Ottawa.

The writer attaches a letter from C. F. Bailey, B.S.A., Superintendent of the Dominion Government Experimental Station in this city, in which Mr. Bailey says it is difficult to carry out the plan laid down at present by the Dominion Live Stock Branch. The letter says:

I have just read your correspondence to Mr. R. W. Zavitz and myself. I am sorry that your letter to Mr. Zavitz was not presented to him while he was here. Unfortunately, I had another engagement and was unable to be present at this meeting. I have regretted this a great many times as I would like to have heard the discussion and might have asked a few questions that would help to clear up a number of matters of importance to the poultry breeders of this province.

As far as this matter of inspection is concerned, I am afraid nothing can be done about it. The Deputy Minister has agreed with the Live Stock Branch that registered breeders having pens in egg laying contests, or owning registered birds, must enter R.O.P. in order to get flock inspection. However, the registered breeders have a special privilege in that they are only required to enter twenty-five birds, which the Deputy has agreed may be scaled down to say, fifteen, if the number of pullets available is limited. These birds would actually be in R.P.T. and qualify for registration if they come up to registration requirements.

At one time the Live Stock Branch and the Experimental Farms Branch each had their own group of inspectors. Later on, arrangements were made for the province to be divided up in such a way that the R.O.P. inspector took care of registration and R.O.P. in one section, and the Experimental Farm inspector took care of another district. Recently, however, the Deputy Minister has decided that the Experimental Farms Branch would not have inspectors in future and that all inspection work be done by the Dominion Live Stock Branch. As a result of this arrangement, Mr. Craft was transferred to the Dominion Live Stock Branch. In accordance with this arrangement the Live Stock Branch has made arrangements through the Deputy Minister, that only those who actually enter in R.O.P. will receive flock inspection.

I would be very sorry to see you drop out of registration as well as the contest as you have been associated with registration for quite a number of years. However, in view of your peculiar circumstances, I can readily see how difficult it will be for you to carry out the plan as laid down at present by the Dominion Live Stock Branch. You could continue in the contest without actually having your birds qualified for registration if you feel that this is worth while. In the meantime, there may be some developments in connection with this work that would make it possible for you to get inspection without having entered R.O.P. although this is purely speculative on my part.

I have forwarded your letter to Mr. Zavitz asking him to write you direct. I have also sent copies of your letter to me and Mr. Zavitz to Mr. A. G. Taylor, and will advise you as soon as I receive a reply. In the meantime, we will leave your name on our list of entries re the contest with the understanding that you may withdraw later on, if you feel it desirable.

Regretting the delay in attending to this matter, I am,

Yours very truly,  
 (Sgd.) C. F. BAILEY,  
 Superintendent

## Italian Minister Requests Audience On Leaving Capital

(Continued from page One)

come when sufficient enemy forces had been concentrated in the vicinity of Jigjiga.

The Ethiopian communique also said an Italian plane had crashed at Garaita, in the north, with two fliers killed and two dying.

1,000 Said Deserters  
 Italian infantrymen were reported advancing in the Webbe and Shibel region, but it was claimed a thousand native Eritrean soldiers had deserted to Ethiopia and were nearing Makale with Italian planes in pursuit.

Seeks Audience  
 A report that Count Luigi Vinelli, Italian minister, had requested a last audience with Emperor Haile Selassie and Bellaten Gheta Herouy, Ethiopian foreign minister. He was asked to leave Addis Ababa today. Conjecture was rife regarding the request for an audience with the Emperor. Well-informed observers discounted the interpretation advanced in some quarters that the Italian minister was prepared to discuss some basis for ending hostilities.

ON INSPECTION  
 W. K. Tibert, director of vocational education for the province, returned this morning from Newcastle where he has been conducting an inspection trip.

## Hon. Mr. McNair Nails False Talk By Tory Speakers

(Continued from page One)

machinery. Mr. McNair said, "It is charged that the New Dysart Government has bought more road machinery in the last two months, than the former administration did in the last two years. This statement is utterly false. There is no foundation at all, for such an utter falsehood. Not a single cent has been paid for road machinery since we came into power. I have the Deputy-Minister's assurance that this is a correct statement. Six weeks before the election, the former administration bought \$203,000 worth of road machinery".

Old Age Pensions  
 In regard to old age pensions, Mr. McNair said, "Our opponents say we have been eight weeks in power and we have not given old age pensions. These are the statements of the supporters of the same government which took so long themselves, and yet never gave old age pensions. We have our director and the necessary administrative machinery is being set up. We are going to give the people old age pensions, as soon as the Legislature meets and votes the money to pay the Province's share".

Free School Books  
 In regard to free school books, Mr. McNair said that they would be given as soon as it is possible to do so. He said, "First of all, the legislation authorizing the Government to distribute free school books must be put on the Statute books. This will be done when the Legislature meets next February. Speaking on the road question, Mr. McNair said, "We promised you economy and we are giving you economy. We have already made a saving of \$250,000 on hard-surfaced roads".

Mr. McNair said that some of the policies of the Provincial Government had been adopted with the view of having a Liberal administration "in power at Ottawa. He said, "We must have a united Liberal front and then we can get the necessary action to remedy the conditions that now exist".

J. M. Woodman, in speaking said, "We need a change in the tariff system in order that we can get our railways earning. The drop in railway employees has been over sixty thousand, under the present administration. Many railway men are only getting thirteen days per month in employment. We need a change, and in order to get the desired change, we need the Liberal party which stands out alone for an entirely different tariff policy.

## FRESHMEN DEBATING

The third and last of the series of Freshman get-together parties sponsored by The Brunswickian was held last evening with Ernest B. VanDine in the chair. The Debating Society conducted a debate designed to teach the Freshmen the rudiments of debating. The subject was "Resolved that Canada Should support Great Britain in the event that the latter is drawn into the Italo-Ethiopian conflict". The negative side of the argument was supported by Jack Thurrott and Alfred Dougan, while William Gibbon and Albert Hubbard were for the affirmative.

## LIBERAL MEETINGS

The public are cordially invited to hear the issues of the Federal Election discussed. Chair taken at 8 p.m.

Friday, Oct. 11th

Hammondville  
 Millville (W. I. Hall)  
 Hardwood Ridge

Saturday, Oct. 12th

Nashwaaksis (Public Hall)  
 Fredericton Jct. (Agric. Hall)  
 Mount Hope (School House)

LISTEN IN!  
NATION WIDE RADIO BROADCASTS

Atlantic Standard Time

Saturday, Oct. 12th

RT. HON. W. L. MACKENZIE KING  
 11 to 12 p.m.

Liberal Broadcasts  
C. F. N. B.

Friday, October 11th

MAYOR W. G. CLARK  
 6.30 to 6.45  
 P. J. HUGHES, K.C.  
 6.45 to 7.00

Saturday, Oct. 12th

HON. J. B. MCNAIR, K. C.  
 6.45 to 7.00

ABNER B. BELYEA, Secretary  
 York-Sunbury Liberal Association.

## CAPITOL

HERE THURS. - FRI. - SAT.!

NOTHING SINCE "TRADER HORN" TO EQUAL THE THRILLS OF THIS MIGHTY ROMANCE!

A Girl Goddess of Nature! A mountain lion and a deer... leaders of the wild forest hordes! Two years to bring you the screen's greatest adventure.

## SEQUOIA

Jean Parker

Also Two Act Comedy

"DAME SHY"

KEN MAYNARD with TARZAN, in

"MYSTERY MOUNTAIN"

HERE MON. - TUES. - WED.

## "CHAMPAGNE FOR BREAKFAST"

—with—

Mary Carlisle, Hardie Albright  
Joan Marsh, Lila Lee

## CONSERVATIVE MEETINGS

all at 8 o'clock p.m.

Friday, Oct 11th

Public Hall, Nashwaaksis  
 Hon. R. B. Hanson  
 Parish Hall, Victoria Mills  
 Schoolhouse, Zionville  
 Orange Hall, Woodlands  
 Penniac.

Saturday, Oct 12th

Orange Hall, Canterbury Station  
 Hon. R. B. Hanson  
 The Hall, McNutt's Mills  
 Scotch Settlement  
 Williamsburg

## SEALED TENDERS FOR WOOD

Sealed tenders will be received at the Secretary-Treasurer's Office, County Court House, Fredericton, N.B. up to and including October 18th, 1935 for Fifty Cords (50) of 4 foot and Fifty Cords (50) of 2 ft, heavy hardwood to be delivered to the Municipal Home "Douglas".

J. S. SCOTT,  
 Secretary-Treasurer,  
 Municipality of York.

## Liberal Rally

COMMITTEE ROOMS

Queen Street

TOMORROW, Satur. Night, 8 p.m.

EVERYBODY WELCOME

ABNER B. BELYEA, Secretary,  
 York-Sunbury Liberal Association.

## CAPITAL GARAGE

QUEEN ST. W. E. VAUGHAN, Prop. CAMPBELL ST.  
 FREDERICTON, N.B. PHONE 206

## Blue Sunoco Gas

You heard Lowell Thomas talk about it. NOW TRY IT.

ALSO TRY OUR NEW COMPUTING PUMP

Reo and Packard Cars and Trucks

## GAIETY

NOW PLAYING

## MURDER FIEND STALKS MIGHTY WARSHIP!

2,000 eyes saw the victim die... but no one saw the killer!

## Murder in the Fleet

with ROBERT TAYLOR  
 JEAN PARKER  
 TED HEALY  
 UNA MERKEL  
 NAT PENDLETON  
 JEAN HERSHOLT  
 ARTHUR BYRON  
 FRANK SHIELDS  
 A Metro-Goldwyn-Mayer picture

Also Two Act Comedy

CARTOON — NEWS

HERE MONDAY!

## "THE IRISH IN US"

— with —

James Cagney  
 Pat O'Brien

## ELECTRIC MOTOR and GENERATOR REPAIRS

OF ALL CLASSES

Harry C. Moore, E.E.  
 360 KING STREET