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ing to make it go.

# The Daily Mail

WEATHER  
Cloudy with scattered show-  
ers tonight and early on Wed-  
nesday; winds, shifting north-  
ward on Wednesday and be-  
coming fresh or strong.

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FREDERICTON, N. B., TUESDAY, MAY 14, 1935

Two Cents Per Copy

## Two English Housewives Enter Race For Seats In Parliament

**If the Labor Party Pair Are Elected They Will Be the First Women of Working Class Category Among Lawmakers.**

LONDON, England, May 14—Among the candidates adopted by the Labor party for the next general election in Britain are two women whose efforts to enter Parliament will occasion widespread interest, as they are housewives of the working class and, if elected, will be the first of the category to join the ranks of the lawmakers.

According to one of them—Mrs. J. L. Adamson, of Stockport—there will be more housewives in the House of Commons "when women lose their inferiority complex", and Labor Party women members raise a fund to make it possible for such candidates to receive some financial assistance and backing. Hitherto, asserts Mrs. Adamson, every profession has been represented in Parliament with the exception of the housewife and working class mother.

While an election is not expected until next spring, all parties are now getting ready in case one is staged earlier. As usual, a particularly knotty problem for party leaders to solve is the number of women who should be nominated. In recent years Labor has had far more of them than any other party and is likely to nominate between thirty and forty for the next campaign.

It is a grievance of women of the Conservative Party that they do not receive the same consideration from their organization. In the present Parliament there are thirteen women, eleven of them Conservatives. Labor, which had nine of the fourteen in the previous Parliament, has no woman representative there today, as none of the thirty-six nominated for the election battle of 1931 survived the landslide against Labor. At the next election, however, it is regarded as certain that a number of Labor women candidates will be successful, and it is hoped by many that the two cottage housewives will be among them.

Candidates for Parliament are required by law to put up a deposit equivalent to \$750 when nominated, and this sum is forfeited should the candidate poll fewer than one-eighth of the total votes cast in a constituency. It therefore behooves party organizations to pick candidates who will at least not lose the deposit. In the debacle of 1931 Labor forfeited the deposit in twenty-one instances, but only three of these were women, of whom there were thirty-six in the field.

It is contended by women of all parties that as the total number of voters (16,182,436) exceeds by nearly 2,000,000 the number of men (14,430,836), it is high time more of the fair sex were nominated, and occupied seats in the House of Commons.

From the salary point of view there is certainly little attraction to be a lawmaker in King George's realm, as a member of Parliament is paid only \$2,000 a year as compared with \$10,000 received by a member of the House of Representatives in Washington, D. C. Even this meager stipend was slashed 20 per cent in 1931 in a general economy drive, and only recently has there been a restoration of ten per cent of the cut, making the salary of the "M. P." today the equivalent of \$1,600.

Of course such low-scale remuneration does not bother "blue stocking" or well-off legislators, but a considerable number of the Labor members of the House of Commons have no other source of income.

## More About Traffic

Automobile drivers, including several city business men who use Queen Street frequently, are making complaints regarding a dangerous traffic condition on Queen Street at the Carleton Street intersection. There is a city by-law which says that there should be a stop sign at the corner. The by-law provides that there shall be a stop sign on Carleton Street at a point where it enters Queen Street "at the northeast section thereof." The question is asked: "why is this by-law not carried out?" Has any city official or any understrapper a right to veto the by-law passed by the City Council? Perhaps says some one, it is the Police Commission, which seems to be a law unto itself. At any rate there came near being a bad accident at that point yesterday. A man was driving down Queen Street in his car. Another was coming in from the highway bridge. They both stopped at the corner, then they both started to go ahead at right angles to one another—at the same time. They did not seem to know who had the right-of-way. The man coming into Queen Street evidently thought he had the right of way. The citizen driving down Queen Street, who is familiar with city conditions and also with the laws contends that according to the city by-law quoted above, there should be a stop sign to stop the auto entering Queen Street and that a car coming down Queen Street has the right of way. He says if any person changed this by-law they did so without cause or right. Unless on the other hand the City Council had not the power to make the by-law quoted above.

The traffic regulations so far as Queen street is concerned seem to be a fearful and wonderful jumble administered according to the notions of certain people. Only a week ago it came up in the Board of Trade that the city police were preventing farmers and others from loading and unloading their trucks at C. H. Burt's and other Queen Street grocery stores. The Mayor, who was present at the Board of Trade meeting, told Mr. Burt that the police had absolutely no right to prevent these trucks loading or unloading.

C. H. Burt reported that several farmers had complained of the new parking rule which does not allow trucks to park on the river side of Queen street at all and only on the other side long enough to unload and take on freight. He stated that they had threatened to do their business at stores on the back streets if they continued to be molested by the city police.

Mayor W. G. Clark explained that the new law allowed trucks to park long enough to unload and take on freight, and it was deduced that either the truck owners or the policemen did not have a full knowledge of the new law or both.

It is time, as The Daily Mail has already stated, for the authorities to get down to earth and handle the traffic like it should be handled. It is being regulated now in a childish way. Some one has told The Daily Mail already that we might as well keep quiet—that those in authority will run the traffic the same as at present "because it has been done that way so long." Why change the modern ways. The School Board won't change—why the traffic. It will not change until a serious accident takes place on Queen street. That will be some day. We hope it will not be ourselves or any of our relations. But unless the change is made—JUST LOOK OUT!

## Concern Is Felt In Ethiopia Over Italian Situation

The protracted dispute between Italy and Ethiopia was in the limelight again today as steps were taken in various capitals indicating a crisis might be approaching.

Yesterday's developments:

Rome—Italy dispatched mobilization notices to the class of 1912, 200,000 strong, and declared readiness to announce conciliation under the Italo-Ethiopia arbitration pact.

GENEVA—Ethiopia protested again Italy's war-like preparations and demanded early League of Nations action in the border dispute.

ADDIS ABABA—Concern was expressed at Italian mobilization and Emperor Selassie was expected to summon the War Council. The foreign minister denied overtures were made to Turkey.

LONDON—Britain and France were reported seeking to hasten settlement of the dispute, fearing condemnation of Italy inevitable if the matter came before the League Council.

ANKARA, TURKEY—Arrival of the first Ethiopian charge d'Affaires stirred rumors Ethiopia sought Turkish aid.

CAIRO—Ethiopia was reported seeking aid of the Hedjaz and other Red Sea powers in her border dispute.

## First Meeting In New Quarters of the Retail Committee

The first meeting in the new quarters of the retail committee of the Fredericton Board of Trade was held this morning with W. T. Walker, chairman of the committee, in the chair. Other members present were Harold McMurray, Harold Munro, Leslie Mavor, W. R. Evans, Kenneth T. Staples, and A. Murray, secretary. Unanimous decision was made to hold June 3, the King's birthday, as a public holiday.

Discussion was held on the practice of holding the Thursday half-holidays through the months of July and August. This was unanimously approved by the committee.

## Concede Bonus Defeat

WASHINGTON, May 14—In virtual concession of defeat of the Patman bill by the veto route, veterans-bonus forces met tonight to decide upon future strategy for getting legislation at this session of Congress.

TEGUMSEH, Ont., May 14—Essex East Conservatives today unanimously chose Hon. R. D. Morand, deputy speaker of the House of Commons, as their candidate for the next federal elections.

## KILLED WHILE ON WAY TO NOVA SCOTIA HOSPITAL

**Husband, Wife, Sister Are Victims En Route To Maternity Ward**

ESTMERE, N.S., May 14—Triple tragedy struck today as John H. Macdonald drove his wife toward a maternity hospital. Husband and expectant mother were killed outright when a freight train smashed into their automobile, and a third passenger died several hours later.

Without regaining consciousness, Macdonald's sister Florence died in hospital at Sydney Mines tonight. The bodies of her brother and sister-in-law had been taken from the wreckage of Macdonald's car, carried hundreds of feet beyond a Canadian National Railway's level crossing.

A fourth passenger in Macdonald's car, Christine McLeod, sister of Mrs. Macdonald, escaped with only bruises. The four were on their way to Ottawa Brook, where Mrs. Macdonald was to have taken a train for Glace Bay, there to enter hospital. The train took her body to Sydney instead and brought the fatally injured Miss Macdonald to Sydney Mines.

The accident happened, according to trainmen, as the automobile drove very slowly over the crossing. It was moving so slowly, they said, that it appeared as though it were to stop before reaching the tracks.

## MONCTON TAX RATE HIGHER

MONCTON, May 14—The tax rate for Moncton for the current year will be \$3.40 per \$100, an increase of 40 cents over the 1934 rate. It was announced at a regular meeting of the City Council.

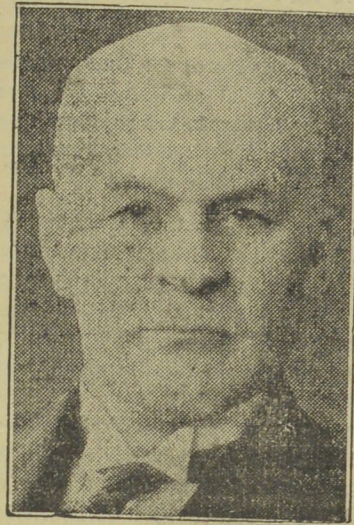
The recommendation of the committee of the whole that "the communication from the T. Eaton Co. (Maritimes) Ltd., dated May 9, 1935, enclosing check for \$5,616.93, representing two years' back taxes, be referred to the finance committee" caused some discussion in council. Alderman Gillespie opposed the recommendation, saying he understood the amount represented only taxes on retail business done in the Eaton branch here. Alderman A. M. Taylor also opposed the recommendation but on a vote of the council the recommendation was passed.

At the last meeting of the council, a motion was passed asking The T. Eaton Co. (Maritimes) Ltd., to forego tax returns in future on business income, as required under the City of Moncton Assessment Act. The check from the company represents an additional year's taxes, paying the city one more year's taxes than they were asked to do.

## VICTORIA HOSPITAL BD. MET

The Victoria Hospital Board held its regular monthly meeting last night in the city hall with the president, J. A. Reid in the chair. Other members of the board present were Mrs. D. J. Shea, Miss Areta Gerow, His Worship Mayor Clark and Messrs. Mitchell, Rowley Manzer, and Dr. A. F. Van Wart. The superintendent's report showed the following statistics: Number of patients in hospital at beginning of month, 43; patients admitted during month, 82; patients discharged during month, 88; patients in hospital at end of month, 37; number of medical cases admitted, 21; surgical cases admitted, 41; obstetrical cases admitted, 11; Births, 9; deaths, 3; major operations, 22; minor operations, 20; x-ray examinations, 64; x-ray treatment, 5; maximum number of patients in one day, 46; minimum number of patients in one day, 35. The superintendent reported that exactly the same number of patients had been admitted to the hospital last year for the same period as there had been this year. Considerable repair work has been done.

## Fullerton Will Not Give Saint John Fair Play



HON. C. P. FULLERTON  
Who Seems to be Holding Out on Saint John In the Matter of Port Treatment.

**Is Unable, He Says, To Grant Request for Better Port Conditions To New Brunswick Port.**

SAINT JOHN, N. B., May 14—"No" is the Canadian National Railways' reply to Saint John's representations for fairer treatment of this port.

Hon. C. P. Fullerton, chairman of the Board of Trustees of the Canadian National Railways, in his letter read by Mayor Brittain Monday at a meeting of the Common Council and members of the delegation which took up the port's case with railway and governmental authorities, said:

Export and import rates via Halifax and Saint John have been established on a "broad policy of keeping all competing Atlantic ports as nearly as possible on a parity, and without reference to cost".

An attempt to control the freight movement through either port on a basis of cost would be in disregard of the principle by which import and export rates to and from Halifax and Saint John are maintained on a parity with those applicable via U. S. North Atlantic ports, without regard to mileage, he declared.

When Mayor Brittain completed the reading of the letter, there was not a word spoken for a moment or two.

Then the mayor said slowly, "Black as Ink!" referring to the port outlook obtainable from the chairman's reply.

In the general discussion, which ensued, arrangements were made for F. M. Sclanders, commissioner of the Board of Trade, who was present, to prepare a memorandum on the points brought out in Mr. Fullerton's letter. As soon as possible the council and delegation members will meet again to discuss it. Individual copies of the reply are being prepared.

Rather than the letter being an end to the hopes of the port for fair treatment, members characterized it as "just the beginning" of action on behalf of the port.

Members of the delegation expressed surprise in that they believed Mr. Fullerton has not brought out his reasons adequately or convincingly.

"That's the letter of an operating man, not the chairman of the Board of Trustees", said J. D. McKenna.

Other members of the delegation attending expressed views along similar lines. They were H. C. Schofield, president of the Harbor Commission; George B. Oland, president of the Board of Trade, and John S. MacKinnon, president of the Longshoremen's Union.

Discussing the matter the Saint John Telegraph Journal says:—

After months of silence and considerable pressure, Hon. C. P. Fullerton, chairman of the board of trustees of the Canadian National Railways, has replied to a brief of the Saint John Common Council requesting increased business for this important Canadian ocean terminal. In every instance Mr. Fullerton flatly refuses to entertain any of Saint John's requests. This decision of his was arrived at in the face of the fact that the New Zealand steamship service was deliberately taken from Saint John several years ago and transferred to Halifax. The refusal is all the more surprising because at different periods since the New Zealand boats were re-moved prominent Canadian railway officials have promised that when proper facilities were established here, the traffic would revert to Saint John. In this and other directions, Mr. Fullerton bases his whole argument on the traffic exigencies of the Canadian National Railways. It would seem storage, drove away, some in a huff, from his remarkable letter that he others laughing a little foolishly.

(Continued on Page Four)

## Police "Arrest" Five Autos For Wrong Parking

While their owners slept peacefully in a local hotel, five automobiles were towed at the command of the police from in front of the hotel to a garage where they remained until the astonished owners picked them up this morning after paying towing and storage costs.

This all happened as a result of the 30-minute parking law. The cars were left in the 30-minute parking zone despite repeated warnings from the night clerk of the hotel, and this morning as call after call came into the police station, reporting a stolen car, the smiling desk officer nonchalantly referred the excited telephonist to the "car jail." One by one the owners went to the "car jail" and, after on the traffic exigencies of the Canadian National Railways. It would seem storage, drove away, some in a huff, from his remarkable letter that he others laughing a little foolishly.