

THE DAILY MAIL

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MONDAY, SEPTEMBER 16, 1935

THE ECONOMIC COUNCIL

The Prime Minister after five years of trial and error juggling with the railway situation has arrived at a solution. After firing Sir Henry Thornton the man whom Great Britain hailed as the greatest railway expert of the times; after firing the board of directors and putting in his own trustees; after watching and permitting unchecked the sniping of hired propagandists, and letting his own supporters dig out and broadcast the private records of the railway, Mr. Bennett has settled the matter.

He will commit the problem to his pet brain trust, his new economic council.

The economic council was provided for last session. It consists of fifteen members recruited from three categories: government officials, representatives of organized economic bodies and experts. The services of the council are to be honorary and as Sir George Perley told the House only a small clerical staff will be required. The prime minister himself will be chairman of the council.

E. J. Garland (U.F.A., Bow River), declared that it was the prime minister's brain trust and would be unlikely to produce anything more than the prime minister requires it to produce.

It was "a pallid ghost—a fleshless skeleton." Sir George Perley who was acting Prime Minister in Mr. Bennett's absence overseas, admitted the object was to enable the Prime Minister to have at his command a body to which he can make requests for enquiry and report on any matter of government or public interest.

The minister of railways intimated to the House that the council would study the railway problem. Major C. G. Power Lib., remarked that the government said in 1930 it had studied all these problems and had cures for them. He asked if Sir Herbert Holt was to be called in as an expert to tell the government how to run the Bank of Canada "or" he added, "it may be necessary to summon Mr. Beatty to tell the Minister of Railways what to do in connection with railway amalgamation." Major Power said the economic council idea was first invented in Germany, then spread to Italy, then to Russia and now to Canada. We have Nazism, Fascism, Sovietism, and in Canada, Hon. E. Lapointe ("Toryism").

Major Power pointed out that government could call in its civil servants and all the experts it needed without and economic council. Mr. Garland claimed the bill definitely followed the Japan scheme.

Mr. Bennett's new proposal means that after one of the world's greatest railway men struggled for years with the problem, after his own board of trustees has been hamstringing in dealing with it, after his own political board of strategy has failed to dig up a solution to present to the electorate, he will pass the buck to an economic council whose members are his own appointees and only one or two have any knowledge of railways.

Mr. Bennett also promises (he is still promising) to refer to the council the Hydro electric, coal and oil questions, together with numerous other questions. Sir George Perley stated the overgrowth of the cities would be another question.

Hitherto all these questions have been dealt with by parliament where they became national in character. Again Mr. Bennett snubs parliament and in effect intimates a parliamentary committee (which has the power to call all his experts, in or out of the service as witness is of no use. His ideas to collect some of the witnesses and let them figure out the problems.

As in the case of his "too-old-at-sixty" and other policies Mr. Bennett ignores the obvious fact that provincial jurisdiction stands between him and his invasion of their natural resources.

At the same time his economic council could "study" the railway

question, bring in a report saying "amalgamation" which Mr. Bennett could produce like a rabbit out of a hat, and if anything went wrong could blame the council. Mr. Bennett has added a new technique to his promises. He was pinned too tight to the promises of 1930. The vintage of 1935 will all be like the Russian lumber contracts he hates so much; they will all have a "fall" clause. If they fall flat he can duck from under and blame it on the council.

THE WRONG VERDICT

Judge John A. Boyne was taken off his guard when, after he had told a jury of women that the prosecution hadn't made out a good case against a man accused of buying a stolen car, knowing that it had been stolen, the 12 ladies found the defendant guilty. "You can't do that," he told them, and sent them back to reconsider their verdict. Then they acquitted the accused. The question has arisen whether the Judge exceeded his rights.

There was a similar case not long ago in England. The jury, told by the judge that the defendant certainly was not guilty, convicted him nevertheless. The judge was surprised, but resourceful. He winked at the attorney for the defense, who immediately moved for a new trial. "Granted," said the judge. Then he winked at the attorney for the Crown, who withdrew the charge, and the defendant was released.

It merely goes to show that there are several different legal ways of skinning a cat, some of which are quite constitutional.

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

The rain waited until the exhibition was over

It is said that the hope chest won by the bachelor M. P. P. will soon be put in use.

It is too bad that the Mayor of Devon was out of town when the three bears made their official call at his residence on Sunday last.

The family compact has finished its work at the exhibition. The imported member of the family group has returned home.

Reporter when told to put in his assignment book to cover the Long funeral, rang up all the undertaking parlours, used all the wires, no news. He never thought of Huey Long! "Home Products" first, is his motto.

Some people who arrange social functions such as luncheons and dinners should take a few lessons in what to do, and what not to do. Some times they give to the wrong inexperienced people the arranging of these things and they make a fizzle of it.

Bennett Leaves for  
Prairie Provinces

(Continued from Page One)

less rigidity in party circles with very large but slightly demonstrative meetings. There is about a million new voters to whom particular appeals are being directed. What is very conceivable is that any idea of uncertainty of the outcome may cause a swing to the major political party whose chances, as the voting approaches, are considered the more likely to insure stability of government.

MISSING N. S. GIRL  
FOUND IN WEEK

FAIRVIEW, N. S., Sept. 16—Foot-weary from a 150 mile hike down half the length of Nova Scotia, Marie Parger, 23, of Joggins Bridge, Digby county, was found here yesterday by Royal Canadian Mounted Police after being missing from her home for nearly a week. She told police that he had walked all the way hoping to find work in the city.

NOTICE

The 20th Century Club for young women and girls of Fredericton and vicinity will be organized in the

Womens' Liberal Rooms  
556 Queen St., on  
Tuesday evening  
Sept. 17th,

at 8 p.m. All who are interested are cordially invited to attend.

OUR MAIL BAG

ABERDEEN STREET

September 14, 1935.  
Fredericton, N. B.,

Mr. J. L. Neville,  
Editor,  
The Daily Mail,  
Fredericton, N. B.,  
Dear Mr. Neville,  
Thank you very much for your recent editorial pointing out conditions as they exist on Aberdeen Street and in the city yard.

The citizens of Fredericton already owe you a vote of thanks for the great interest you have shown in connection with improvements in our city and we are indeed fortunate in having you as the editor of our progressive paper.

Yours Sincerely,  
J. A. THOMPSON  
G. LESLIE MAVOR  
HELENA MAVOR  
P. N. FOX  
MARGARET FLEWELLING  
E. J. Cormier  
MRS. E. J. CORMIER  
PERCY W. BUTLAND  
WINNIFRED R. BUTLAND  
C. G. GILLIES.

GOV'T PLAN A  
CONFERENCE RE  
N. B. FIRE RELIEF

Premier Dysart Announces that New Brunswick Will Take Every Step to Bring Relief to Gloucester Fire-Stricken.

A conference of Gloucester members-elect and crown land officials with the provincial government in connection with planned re-establishment of families where homes were destroyed by forest fires recently in Gloucester county will take place here tomorrow.

Premier A. A. Dysart announced last night that it was "substantially correct" that the Dominion government had refused to render federal assistance to the province in this undertaking. The premier stated, however, that negotiations were still carried on between the two governments and that the matter was not yet "settled by any means" as far as New Brunswick was concerned.

"The provincial government apparently will have to accept the responsibility of adequately helping them," he said, referring to both those on settled Crown lands lots and those on granted lands, "and they will have to be treated on a fairly generous basis."

He pointed out that it would be a tremendous task to re-establish these families, many of whom have become discouraged. The cost would be larger than first estimated, particularly in the older settlements, he said.

It is understood that the attitude of the federal authorities in refusing special assistance in this case is that Dominion government's lump sum grant of \$25,000 a month to this province over-contributed to direct relief during the summer. They further feel, it is said, that the amount of federal assistance during the summer over and above one-third of the total cost of relief should be considered in lieu of any special grant at this time.

The New Brunswick government, on the other hand, does not recognize this attitude as sound, Premier Dysart said. He considered that the \$25,000 a month contribution given by Ottawa as for ordinary relief in contemplation at the time this system of granting assistance was decided on, and not for any emergency.

The lump sum grants were clearly earmarked for direct relief, he said. Premier Dysart expressed appreciation of what charitable institutions and organizations and private individuals in the province were doing to help the fire sufferers. Generous supplies had been sent from several points, and Crown land representatives and local committees had been however, on the scene constantly. There were only temporary steps, the premier pointed out.

CENTURY OLD  
CHURCH HAS ITS  
FIRST WEDDING

ANTIGONISH, N. S., September 16 St. David's United Church at Ballantynes Cove, Cape George, over 100 years old, witnessed its first wedding ceremony recently. The principals were Jeanette, daughter of Mr. and Mrs. Allan Adams, Livingstone's Cove, and John Everett, son of Mr. and Mrs. Isaac Fisher, Fisher's Mills. Being a mission church St. David's has not had resident ordained ministers and its young people have usually come to Antigonish to be married. Rev. C. C. MacIntosh, D. D. of Antigonish, performed the ceremony.

ANNIVERSARY OF  
N. B. RAILWAY IS  
COMMEMORATED

European and North American was First Railway in Province — St. John Museum Gets Original Banner Carried in Celebration Procession.

(Special to The Daily Mail)  
SAINT JOHN, Sept. 16—The beginning of the construction work, the turning of the first sod, on New Brunswick's first railway, the European and North American, which occurred on this date 82 years ago, was commemorated here in the presentation of the original banner carried in the procession held in connection with the celebrations to mark the event, to the New Brunswick Museum here by Lieutenant Governor Murray MacLaren, on behalf of the Canadian National Railways, this division of the railway including the original line of the European and North American. The banner was received on behalf of the museum by Dr. Wm. MacIntosh, Director.

The history of New Brunswick's railways, as with the Maritimes as a whole, is contemporary with the opening of the first practical steam railway in Great Britain, the Liverpool and Manchester, in 1830. The Stockton and Darlington railway of 1825 had not successfully proven the case of the steam locomotive. It was in connection with the former railway that the famous locomotive trials of 1829 were held to prove the practicability of the steam locomotive in which the "Rocket" of George Stephenson proved victorious, ushering in the era of the steam railway which has changed the face of the world.

Overseas mail brought copies of the leading English newspapers which carried glowing accounts of the opening of the Liverpool and Manchester Railway and of the railway enterprises which followed and as early as 1833 the people of New Brunswick were talking about a railway. The matter came to a head in 1835 when the merchants and business men of St. Andrews got together and held a meeting for the purpose of organizing a company under the name of the St. Andrews and Quebec railway. Military engineers were engaged to survey the route of the proposed railway and proved its feasibility. The Imperial authorities backed up the scheme but the Ashburton Treaty of 1842 brought it to a standstill, the projected railway going through part of Maine ceded to the United States.

The matter, however, was kept alive and in 1853 the European and North American Railway project got under way to connect Saint John on the Bay of Fundy, with Shediac and Point du Chene, on the Strait of Northumberland, in the Gulf of St. Lawrence, the line of railway being declared open for traffic in 1860.

At the time the St. Andrews and Quebec Railway was mooted, there was also a project to construct a line of railway from Halifax to Quebec and considerable controversy arose between the two schemes. Nova Scotia had a railway used in hauling coal from the mines at Stellarton for loading into vessels at the "Loading Grounds" on Pictou Harbour, a distance of about six miles, on which a steam locomotive, the "Samson," was put into operation early in 1839. The "Samson," which was constructed by Timothy Hackworth, was brought over from England the year before and is still in existence, being located in the Canadian National Railways station in Halifax. The Hon. Joseph Howe went to Montreal in 1851 and there met influential business men to discuss the proposed railway, a dinner at which about 150 guests were presented taking place on July 9th in the Hays' House in his honor. Hugh Allan, Esq., President of the Board of Trade, presided and others present included Hon. Peter McGill, Mr. Sheriff Boston and Town Major MacDonald. At this dinner the Hon. Mr. Howe stated "the road was as necessary for the people of Montreal, and above it, as for those below. They will visit the lower countries, the inhabitants of the lower will visit the upper. The people of both were ignorant of one another. He looked forward to the time when the provinces would be all united in one brotherhood, having a common intelligence, a common feeling, a common interest, and a common public opinion."

INJURED HER HEAD  
Mrs. David Jones, of this city, had her head badly cut several days ago when she was struck by an automobile. Her condition is reported to be improved today at her home. Her husband is recovering slowly from a bullet wound in his chest, he having been found in the yard of his home some weeks ago in a serious condition. He is in the Victoria Public Hospital.

CAPITOL

MON. - TUES. - WED.

"You killed Pat Mack," she hissed. The detectives were amazed when the Iowa school-marm pointed her blunderbuss at the one person they never suspected.

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from the novel by Stuart Palmer  
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HERE THURS. - FRI. - SAT.

Laurel and Hardy

—in—

"Bonnie Scotland"

Also New Serial  
"MYSTERY MOUNTAIN"

LIBERAL  
MEETINGS

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

Tuesday, Sept. 17th

Hanwell (School House)  
Hawshaw (Orange Hall)  
Penniac (School House)

Wednesday, Sept. 18th

Tracey (Orange Hall)  
Bear Island (Hall)

Thursday, Sept. 19th

Keswick Ridge (Hall)  
Maugerville (Lower Hall)

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

Nova Scotia followed New Brunswick the year after the undertaking of the European and North American Railway with the Nova Scotia Railway, it being the intention to link up the two systems eventually, but the provinces could not agree on terms so the people of both provinces had to wait until the consummation of Confederation in 1867 for through rail connection to the Upper Provinces by means of the Intercolonial Railway, which was made a provision of the

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ROBERT ALLEN

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Directed by Victor Schertzinger  
A Columbia Picture.

COMEDY — — — — NEWS

SHOWS AT 2.30, 7.15 and 9  
USUAL PRICES

HERE WEDNESDAY  
Shirley Temple

—in—  
"OUR LITTLE GIRL"

SPECIAL MATINEE WEDNESDAY  
STARTING AT 4 p.m.

confederation pact, the railway being declared open for traffic on July 1, 1876, and now forms part of the Canadian National Railways System. Prince Edward Island commenced its railway construction in 1871 and the line was opened for traffic on May 13, 1875.