

THE DAILY MAIL

NEW BRUNSWICK'S ONLY HOME COMMUNITY PAPER

THE MAIL PUBLISHING COMPANY — J. L. NEVILLE, Managing Editor.

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FREDERICTON, MONDAY, NOVEMBER 23, 1936

Our Bus Service

The Daily Mail is pleased to learn from official sources that the Capital Bus service will not be curtailed during the winter months. The report about the city that such would be the case seems to be without foundation. The company by its excellent service, handled by efficient and obliging drivers, has built up a good patronage. This service is particularly well patronized. During the winter months it is particularly advisable to have a good service, especially in the morning and evening hours and at the noon hour.

October Domestic Exports

Domestic exports in October were valued at \$110,998,708 compared with \$90,526,150 a year ago, an increase of \$20,472,558 or 26.6 per cent. The amount to countries of the British Empire was \$55,712,493 against \$50,238,624, a gain of \$5,473,869 or 10.9 per cent. The total to foreign countries was valued at \$55,286,215 against \$40,287,526, increasing by \$14,998,689 or 37.2 per cent. The United Kingdom was the leading market during the month with purchases to the value of \$47,767,913 against \$42,897,617, increasing \$4,870,296 or 11.3 per cent. The value to the United States was \$44,582,810 compared with \$32,213,000, a gain of \$14,998,689 or 38.4 per cent. Exports to Australia were \$3,058,625 against \$2,475,796, an increase of \$582,829 or 23.5 per cent.

Exports to other leading Empire countries follow, with figures for October 1935 in brackets: New Zealand \$965,327 (\$573,951), British South Africa \$912,314 (\$1,301,744), Newfoundland \$872,036 (\$763,096), Irish Free State \$335,270 (\$34,944), Trinidad \$276,553 (\$164,136), Straits Settlements \$140,825 (\$92,906), Bermuda \$135,631 (\$125,219), British Guiana \$114,982 (\$114,213), Hong Kong \$113,951 (\$122,019), Barbados \$83,384 (\$96,336).

Exports to other leading foreign countries: Belgium \$1,772,449 (\$1,199,296), Italy \$1,258,721 (\$647,234), Japan \$1,073,660 (\$658,765), Norway \$864,001 (\$330,834), France \$797,087 (\$598,047), Germany \$744,131 (\$447,654), Argentina \$612,609 (\$265,105), Netherlands \$489,164 (\$1,051,664), Sweden \$370,274 (\$70,628), Brazil \$357,886 (\$332,930), Denmark \$302,223 (\$164,992), Morocco \$291,105 (\$16,461), Cuba \$286,229 (\$187,727), China \$234,811 (\$478,728), Mexico \$205,098 (\$170,569), Portuguese Africa \$114,116 (\$195,995), Philippine Islands \$113,264 (\$87,444), Colombia \$109,453 (\$105,710), Dutch East Indies \$72,550 (\$54,004), Venezuela \$55,914 (\$65,831).

Railway Progress Assured

Many times in recent years the public especially a public as heavily invested as is Canada's, has been prompted to consider the future of railway transportation. The progress of highway and air services during those years when curtailed business struck most severely at railway earnings, has stirred imagination, and it has been easy for many to conclude that the railways were on their way down and out.

In a recent address to the Toronto Passenger Club, S. J. Hungerford, Chairman and President of the Canadian National Railways, contradicted such opinions by his own encouraging confidence in the future. Dealing only with passenger traffic, he was able to see successful combinations of the essentials of modern transportation increasing traffic "quite beyond anything we now contemplate." Optimistic? Yes, and yet Mr. Hungerford was decidedly practical, even conservative, in his evaluation of the possibilities.

Frank to admit that highway transport and air services were doing an enormous volume of business, the C.N.R. president refused to concede it as lost railway business. In his opinion, a great proportion of it was new business developed by these services through attractive fares, convenient and frequent service, and, in the case of the airplane, rapid transportation. That there was such new business was a challenge to the railways to get out into competition for it.

The way to do that, of course, is to meet the public's demands. That means highspeed, efficient, comfortable service at the cheapest possible cost. In the past two years it has been amply demonstrated that the railways can do this. Mr. Hungerford himself has assured the passenger branch of the Canadian roads that it would be done, and as rapidly as the financial condition of the railways and the response of the public make possible.

While it is true that Canadian railways seem to have lagged behind the United States lines in improving and modernizing their equipment, one good reason is that the depression placed restrictions on capital expenditures, thus prohibiting the costly research work connected with such programmes. In the United States a great deal of such research work was made possible by Government subsidies, and it has been only during the past two years that the streamlined, air-conditioned, lightweight 100-miles-an-hour trains have appeared in any number on the main lines.

That the United States lines were just as restricted as the Canadian roads have been is indicated by the fact that in 1933 only one new locomotive was purchased for the railways in that country, as compared with the 730 that went into service in 1929. Since that time, and as the experiments released practical improvements, they have begun the process of re-equipping. The Canadian lines can likewise benefit from those experiments and, in fact, have already begun to do so.

Last summer air-conditioning went into the first-class equipment. Both railways has installed some streamlined, high-speed units, and, indeed, are well launched on the programmes Mr. Hungerford has outlined. The lowered fares have been another means of reviving public interest in travel. Yet the revolutionary innovations have only just begun, and it is on the basis of what is to come that the railways can consider the future in terms of great and continued expansion. The arrival of "competition" is not to be lamented, but accepted as the beginning of a new and unimagined era of railway progress.

SNAPSHOTS

Wherever two or three women are gathered together now days the chief topic is Mrs. Simpson. The name Simpson seems to be a more prominent one in conversation now days than is Eaton.

It might be well for those in charge of the different city departments to instruct the under officials in their duties in the city by-laws as these affect the duties.

One way to get your picture in the paper is to live a hundred years.

Many people who are obliged on occasion to play bridge and let on they like it will not be sorry to learn that a Montreal professor says that poker will survive bridge as a card game.

We know a man who cannot cash a check when he is away because no person knows him. When he is home he can't because everybody knows him.

We know a woman who gets even with her husband by digging up some of the love letters which he wrote her, and reads them to the family.

Speaking about love letters. A down town lady had an embarrassing experience some time ago. A small boy in the house came across a bunch of choice love letters which the lady's husband had written to her. The boy played postman and distributed them from door to door all over the neighbourhood. Some of the neighbours were ladies who had known the lady and her husband before marriage, and caught on to who the letters were from. So if you don't want to destroy your old love letters, lock them up.

The old C.N.R. station near the intersection of Brunswick street and University Avenue still bears the sign "Queen Street Station." The information is entirely inaccurate.

JOHN H. LAWLOR

CHATHAM, Nov. 22—With the passing of John H. Lawlor last evening at his home on Upper Water St. here, Chatham mourns one of its most highly esteemed citizens. A lifelong resident, he had taken an active part in business activities for many years. During early manhood he was connected with his father in a monument works industry in Chatham, and carried on in this enterprise in later years in partnership with A. P. Williams, under the name of Lawlor and Williams.

Mr. Lawlor had not been in the best of health for many months but his relatives and friends were shocked to learn of his death following a brief last illness. He was 74 years of age and is survived by his wife, formerly Miss Quinn, Blackville; two sisters, Mrs. Fred Eddy, Winnipeg; and Mrs. Frank Flood, Wyandotte, Mich., and one brother, Thomas, of Coleman, Alberta.

Mr. Lawlor who was a brother of the late A. J. Lawlor of this city, was engaged with his father in the building of the Parliament building here in the early eighties.

PHEASANTS MAKE CALL

A couple of lone pheasants wandered away yesterday from their home at Forest Hill. The came up Waterloo Row and made official calls on Chief Forester Miller and Deputy Attorney-General Dickson. They proceeded over to the old C.N.R. station which is located on Brunswick Street and marked Queen street, and then flew back to their haunts on Forest Hill. Chief Game Warden Ritchie tracked them in the snow but decided they were in no danger.

SPOKE HERE SATURDAY

Dr. George E. Wilson, dean of the history department of Dalhousie University, Halifax, was in the city over the week-end, the guest of the Queen hotel. On Saturday night Dr. Wilson addressed the Council of International Affairs in the P.N.S. building on the subject "The Background of the Spanish Revolution." Dr. Wilson spent two months in Spain during the summer. He left for Halifax yesterday.

(Special to The Daily Mail)

OTTAWA, Nov. 23—All clerks in Canadian government offices in Ottawa have joined the Canada Safety Conference. This Association has for its object the promotion of the safety of Canada. Rt. Hon. R. L. Borden, war-time Premier, is the chairman.

(Special to The Daily Mail)

PRINCE RUPERT, B.C., Nov. 23—Big floods which have been going on in British Columbia are now beginning to subside. Every river in the province has been overflowing its banks and the town of Highensburg is now isolated although the waters of the rivers are beginning to go down.

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Recognition

(Continued from Page One)

ren and aged persons to Valencia, loaded into 1,000 requisitioned private automobiles, taxis and trucks.

Additional detachments of international troops arrived from Valencia, sea of the Socialist cabinet since the siege of Madrid began two weeks ago Friday.

The foreign volunteers on the capital front were organized into "The 12th International Brigade" and issued a note that "we come from many nations, at times against the advice of our governments, and we will defend Madrid as we would our own birthplaces."

General mobilization of all able-bodied men between 18 and 45 throughout Spain appeared near with issuances of a Valencia communique attacking Italy and Germany as "unscrupulous breakers of all pacts and obligations" and asserting:

"Let all the people participate in the hardships of war with a spirit of sacrifice in all corners of Spain. General mobilization from one end of Spain to the other..." (The remainder was deleted by the censor.)

MADRID, Nov. 22—Several hundred unsuspecting insurgent soldiers were killed today at Carabanchel, four miles south of Madrid, when government engineers exploded powerful mines with which they had studded government-built trenches in anticipation of the insurgents' advance, it was claimed here tonight.

The blast sent General Francisco Franco's men fleeing from the entire sector and government troops reoccupied their old positions without firing a shot, according to a communique.

While few details were given, it was asserted government troops had entrenched themselves in newly won positions at University City, the battle-scarred war zone at the north-western edge of Madrid, and that insurgent concentrations in the Casa de Campo, bordering the western bank of the Manzanares River, were harassed by long-range fire.

The Casa Velasquez, the French centre of University City, reportedly was retaken today from the insurgents who had succeeded in trapping 80 government soldiers in the top floors of the building. When they surrendered they were stripped to their underwear, but succeeded in escaping during subsequent fighting.

PERPIGNAN, France, Nov. 23—Barcelona crowds pillaged the shops of German and Italian merchants as a result of recognition of the insurgent government by Berlin and Rome, according to reports received here today.

PARIS, Nov. 23—Italy will provide a force of 15 submarines to help the Spanish insurgents blockade Barcelona, Genevieve Tabouis reported Saturday in the newspaper Ouvre.

As a result of arrangements made by Col. Mamon Franco, General Francisco Franco's brother now in Rome, Italy will speed up and increase its shipments of airplanes, guns, gas and men to the insurgents, Mme. Tabouis said.

Tanks and armored cars turned out at the Spezzia Arsenal are being loaded daily and nightly on ships at Livorno, Genoa and Civita Vecchia. Twelve ships have left during the last few days with cargoes of arms and tanks and gas, she said.

MADRID, Nov. 23—The sinking of the Spanish government merchant marine vessel "Sat-4" by the insurgent cruiser Canarias last Tuesday off Palamos was officially confirmed today.

Three sailors and two residents of Palamos were wounded during the bombardment.

Several seaplanes were dispatched from Barcelona on receipt of the news, but were unable to find the Canarias.

Government authorities said this section of the Mediterranean coast would be henceforth patrolled.

(The sinking of the freighter by the Canarias was reported earlier in the week from Penpignan, France.)

R. C. Church

(Continued from Page One)

formed Msgr. Carney that the financial affairs of the diocese were in a bad shape. As Vicar General of the diocese and as administrator after the death of Bishop LeBlanc, Msgr. Carney started to check up. Msgr. Carney is recognized as one of the most able financiers in the diocese and for nearly two years he has been quietly trying to unwind the financial tangle that tied up the diocese.

It has been decided that for the credit and honor of the Catholic Church in this diocese the debt will be cleared off at as early as possible a date and that whilst two of the Saint John churches got the diocese into the hole that each of the outside churches that can afford to do so will have to consider it a duty to help clear the debt.

Outside of the large sum mentioned as having been incurred by the two Saint John churches, several churches in the diocese have their own individual debts due to necessary building operations, etc. Woodstock and Johnville are amongst these churches. All the churches in Saint John are in debt to amounts around twenty or more thousand dollars each. These individual church debts will have to be carried by the individual parishes mentioned. The diocese as a whole, however, will have to bear the brunt of the apparently foolish debts incurred in connection with the Cathedral and the Stella Maris churches at Saint John. Otherwise these churches are so far in the hole that they would never pull out. This the Catholic people could not possibly allow.

The whole transaction would seem to be the result of a faulty system which places the handling of corporation business in the hands of any one man, however honest he may happen to be. A man may be a good, holy churchman and at the same time be a mighty poor business man. This applies to diocesan heads as well as to the smaller area of parish work. It is probable that if a board of directors or trustees composed of business men of experience had been in charge of the affairs at Saint John that such a mix-up would not have happened. The late Bishop LeBlanc was an excellent churchman, but like many other clergymen whose training is not along commercial lines, he was not a business man and the church corporation in this diocese is in the hole to the extent of over one million dollars. It is probable that the church heads will ponder over this and perhaps consider the advisability of letting the temporal affairs of the church be handled by men experienced in temporal affairs whilst the clergy attend to the spiritual affairs.

St. Dunstan's Church has been accumulating a surplus for years and has now, it is understood by the congregation from Msgr. Carney, a large amount on hand. They will use the interest of this to pay their share of the indebtedness. St. Dunstan's will pay \$1,500 per year in to this debt fund. No person in the congregation seems to be able to state just how much surplus St. Dunstan's Church has on hand.

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"FOR THE SERVICE"

Tuberculosis

(Continued from Page One)

portance of X-ray examination to detect the disease and said he spoke as one who had lost a brother in the full flower of manhood stricken by tuberculosis. He bespoke for the association the hearty and generous support of all good citizens and hoped God would hasten the day when the disease was wiped out.

Referring to the contemplated fuller legislation, Dr. Roberts, Minister of Health, for N.B., said its need was emphasized in the case of a family of ten where one member became infected but the councillor refused authority for his admission to hospital on the excuse the municipality was already burdened with debt for such cases. That member and three others had died and four more were now in a sanatorium for the tubercular. Three things were needful to cope with such a situation, education, as a first step to secure fuller legislation, and money.

Dr. Roberts recalled that in 1918 when the department of health was organized there had been 4,000 cases of smallpox, and for the last seven or eight years not a single case was reported. Cancer and mental deficiency were the two ills against which his department would next direct its attention in a campaign. Since 1909 the Saint John association had made a wonderful campaign against tuberculosis and the death rate of 226 per 100,000 of population at that time was last year reduced to 69 per 100,000. Dr. Farris had been the pioneer in that work and he had an able successor in Dr. Collins. "To those two we owe much," declared Dr. Roberts. He appealed to every one who heard

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him to show their appreciation of what had been done by supporting to their own ability the Christmas seals campaign and becoming missionaries to see that their neighbors did likewise.

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DIED

COVENEY—At Fredericton, November 22, 1936, Cecil J. H. Coveney, aged 44 years.

The funeral will take place on Tuesday afternoon with service at the home at 2.30 o'clock, to be conducted by Rev. Dr. George E. Ross, and will be under the auspices of the Canadian Legion. Interment will be made in the Rural cemetery extension.