

THE DAILY MAIL

NEW BRUNSWICK'S ONLY HOME COMMUNITY PAPER

FREDERICTON, WEDNESDAY, AUGUST 19, 1936

Immigration—West View

Few, if any, of the Royal Commissions which have investigated the Canadian wheat trade over the past decade or so, could have had such an opportune beginning as that of the Commission announced in Ottawa. Canada will be making virtually a fresh start in the wheat business by the close of the present crop year. The large surpluses of the past five or six years are gone, and, at the same time, the drought conditions which have such a wide-spread influence upon the trade, are still acute.

The Commission, as one phase of its inquiry, will be able to study these conditions, their effect on farming and crop marketing, the possibilities of land reclamation, at first hand. There are numberless other factors which Mr. Justice Turgeon will have to consider in the course of the exhaustive study asked for by the Government. There is one, however, which he can examine only superficially, if time permits examination at all. It is the question of immigration, now recognized as an integral part of the Western farming problem and of any program of future wheat production and agricultural rehabilitation.

No one section of the Dominion is more keenly aware of the immigration question and the not-far-distant decisions which will have to be made than is the West. Last February the Saskatchewan Legislature passed a resolution suggesting that "the time has now come when the Canadian Government should get in touch with His Majesty's Government of Great Britain with a view to putting forward a scheme for the voluntary redistribution of the white peoples of the Empire . . ."

There is now at work in that Province an Immigration and Settlement Committee which recently was host to an immigration convention. Hon. George Spence, Provincial Minister of Public Works, who spoke in the Legislature in support of the resolution, has been conducting what amounts to a crusade for full understanding of the question as it applies to that Province. As he expressed it, the view of Saskatchewan, and to some extent the other Prairie Provinces, is different in one important essential from that currently held by other sections of the Dominion. It is an understandable difference and should not be allowed to work against the domestic needs of any one Province or group of Provinces.

Saskatchewan, and similarly Manitoba and Alberta, are not handicapped by unemployment to anything like the same extent as the rest of the Dominion. The great majority of their people live on the land where unemployment does not exist. But because that is the case, and because the landed population is engaged in something of a specialized industry, Saskatchewan, and in lesser degree her border neighbors, have another problem, which is the problem of effecting a balance in economic life.

This balance means readjustment of two kinds. There must be an expansion of diversified farming to protect the Province against the ravages of single-crop failures. There must be an increased population before any real development in industrial production for the home market can begin. Over-specialization for an export market and too small a population for industrial development are the two great problems Saskatchewan, and the Prairie Provinces generally, must overcome. On the facts thus presented the answer is more people.

At the same time it must be realized, and seemingly those Provinces do realize it, the question of even special immigration for them is more than a matter of rescinding existing restrictions on the sole condition that the immigrants take up land on the Prairies. It would of necessity involve careful selection and rigid Government control, to say nothing of special Government financing. But whatever the nature of the details to be worked out, it is still the fact that immigration is reasserting itself as a problem for early, if not immediate action.

Buses Lead U. S. Railways

No more forceful example of the changes that have so rapidly developed in passenger transportation is to be had than that offered by a comparison of the total business of the railways and of bus lines in the United States during 1935. Showing some improvement over previous years, the Class 1 railways carried 445,995,000 passengers during the year, but for the first time the "non-local" bus lines were able to pass this once-monopolistic rival. Their total passenger traffic, as released by the National Association of Motor Bus Operators, rose almost 50 per cent. over the previous year, to aggregate 651,999,000 passengers.

There are any number of reasons by which to account for this rapid gain of the highway system, not least among them being the matter of maintenance cost plus the ability of the bus operators to keep abreast of public demand and taste. In all fairness to the railways, it is to be assumed that a large part of the total shown by the motor-bus operators was made up of those travelling comparatively short distances between city and city, or to and from intermediate points around the large cities.

This type of passenger, however, was once a railway passenger, and such an assumption does not alter the fact that a comparatively new form of transportation is rapidly becoming the leading competitor of the industry. What is still more to the point, it is now using every means possible to expand its services and its share in the gross volume of traffic. New equipment continually is being brought into service, until now it offers air-conditioned sleeping coaches, more spacious accommodation, meals, greater speed, with a steady decline in fares.

While it readily is admitted that what is true of the United States is not necessarily true of developments in Canada, but transportation is a universal service, and the comparison is of major interest as proof of the trend. Clearly, motor-bus travel is setting the pace, especially in the more thickly populated areas, and railways have their futures determined for them if they intend to match strides in the passenger field.

Canada is British Guiana's Big Market

British Guiana is a country which increasing numbers of Canadians are visiting, and Americans also, both winter and summer, since the inauguration of the service from Canada by the Canadian National Steamships "Lady" liners via Boston. The only Empire possession on the South American continent, it shares with the islands of the British West Indies the lure of romance and adventure that has always hung about this part of the world since the days when the buccaneers roamed the Spanish Main. British Guiana is located on the northeastern coast of South America between Venezuela, Dutch Guiana and Brazil and has an area of approximately 90,000 square miles and a population of 323,171, of which 40 per cent are East Indians, 39 per cent of African extraction, 16 per cent mixed races, 2 per cent aborigines, 2 per cent Portuguese and less than 1 per cent Europeans. Canada is British Guiana's big market, principally sugar, and bauxite, the ore from which aluminum is manufactured, followed closely by Great Britain. Other important minerals are gold and diamonds. Considerable quantities of rice, coconuts and coffee are produced. British Guiana buys the greater portion of her flour from Canada and there has been a decided increase in imports of dried fish. Last year imports of Canadian pickled meats doubled in volume and value, and there was a satisfactory increase in potatoes, oats, beer, and leaf tobacco. While foodstuffs and lumber have been the principal imports from Canada, it is only in recent years that any showing has been made in the sale of manufactured goods.

SNAPSHOTS

Sharkey pulled in between \$35,000 and \$40,000 in a quarter of an hour in the ring last night. We would have been willing to have tried it for that figure and would have gone to our knees much sooner. It was some fight.

The chairman of the Roads and Streets Committee, Alderman McCaughy, is to be congratulated on arranging to have Phoenix Square paved. As pointed out more than once in the Daily Mail this has been an eyesore and an inconvenience to many citizens, and mud from the square was carried across the street and into people's stores. The other proposed street improvements are needed.

Where is the old-fashioned woman who took a palm leaf fan to church? Nowadays her daughters wear summer furs in August.

Do any of the old-timers remember what was on the two signs in front of Wilmot Guiou's store, York street, in the eighties? The York and Sunbury Historical Society should have secured these.

It is only when public affairs get in a mess that the dear public begins to take an interest in them.

We have not heard much recently about the wonderful and fearful Police Commission. Have the bosses at the Council scared the other fellows off the nest?

According to Customs officials at the border, bathtubs are not baggage. Perhaps not on this continent, but there are still many parts of the Old World where the traveller without his own bathtub just has to do without a bath.

A man doesn't realize how old he looks till he passes a bunch of young girls and they don't see him.

Political radio speeches have taught us something. A short time ago we thought in our ignorance that nothing could be worse than jazz.

Profession: Any trade that allows a man too much time to think about the state of his health.

Another nice thing about grandparents is that you have somebody to blame when you spoil the kids.

Revolt

(Continued from Page One) the Generalidad under Premier Alejandro Lerroux; Senor Palau, a former radical deputy in the Cortes, and his father; and Major Jout of the Spanish army.

The names of these and many others were contained in an Anarcho-Syndicalist blacklist prepared long before the civil war began, it was reported. Catalonia's most unruly elements, grasping the opportunity presented by the rebellion, have smashed their way into home after home, seizing well-to-do residents while their wives and children looked on and dragging them off to be shot.

City Bombarded

HENDAYE, France, Aug. 9—At least 100 men, women and children were killed or wounded in yesterday's bombardment of San Sebastian by the rebel battleship Espana, a usually reliable source reported today.

The inhabitants of San Sebastian were said to have been panic-stricken by deafening explosions in the streets when the warship rained 12-inch shells on the city in the first really effective rebel sea attack.

Civil Governor Antonio Ortega, reports said, found it necessary to call out strong police reserves to prevent a massacre of 1,500 prisoners by the infuriated populace.

The battleships scudded back and forth off San Sebastian as the government defenders delivered an ultimatum that a number of prominent rebel hostages would be executed the moment the bombardment was renewed.

Hostages held in Irun and San Se-

DAILY FOREIGN NEWS COMMENT

Port Mahon, Minorca's Fine Harbor In the Balearic Islands, Regains its Strategic Importance to Britain.

Until the taking of Malta in the Napoleonic wars, the two key points of British Mediterranean policy were Gibraltar and Minorca in the Balearic Islands. With Malta in the hands of the knight of Saint John and a more or less international port, the English and French rivalry for the possession of Minorca was very bitter. So much was this so, that Admiral Byng was court-martialed and shot on his own quarter-deck for failure to relieve the British garrison besieged by the French at Minorca. This in spite of the fact that he was opposed to a superior French fleet, which had the weather-gage. He was shot not for cowardice so much as over-caution. It was felt that Minorca was so vital he should have taken any risk to save it. As Voltaire put it, he was shot, "to encourage the others."

When Napoleon secured possession of Malta the English did not allow it to remain long in French possession. With Malta a British base they felt they could well afford to leave Minorca in friendly Spanish hands.

Today the value of Malta has fallen to zero, owing to the progress in aerial bombardment. The value of Gibraltar has become problematical. A ring of hills in the Spanish hinterland command it, and it can be shelled from Ceuta, across the Strait.

The possession of Minorca with the valuable harbor at Port Mahon is again today absolutely vital to Great Britain. It is said that the Spanish rebels have already promised this base to Italy. It is not believed that Italian occupation will be allowed on any condition by Great Britain.

H. M. P.

Acadian Girls

(Continued from Page One) chusetts, Louisiana and other places in the United States. From there the party will go to Memramcook, another Acadian centre and seat of St. Joseph's University, Acadian centre of higher learning in the Maritime Provinces and then back to Moncton, where a banquet will be tendered to the visitors tonight.

The party will leave Moncton on the Ocean Limited Thursday for Quebec, leaving there the following day for Montreal. On Sunday they visit Callander, Ont., to see the famous Dionne quintuplets and from there will visit Niagara Falls Monday, arrive in Chicago Tuesday and on Wednesday will attend the celebration at Dallas, returning to Lafayette, La., on Thursday.

bastian included Count de Romanones former premier. Near Tolosa rebels pushed on in a westward advance toward Azpeita, 15 miles southwest of San Sebastian and the birthplace of Ignatius Loyola, the founder of the Jesuit Order.

MADRID, Aug. 9—Leaders of the Spanish Socialist Government, fearing fall of the capital, today held three airliners in readiness to speed their flight at a moment's notice.

Insurgents in the Guadarrama Mountains north of Madrid are firmly established and have only to await reinforcements coming up from the other side of the capital before opening a forceful attack.

There was opinion here the rebels then would have the capital at their mercy.

The crucial moment, it is believed, will come within the next ten days.

The Government leaders reliably are stated to be holding the airliners at Baraja Airdrome. Rebel air raiders tried unsuccessfully to destroy the machines but succeeded in blowing up four truckloads of ammunition.

The practice of turning off the city's electric lights at night as precaution against the air raids has been abandoned—because under cover of darkness vendettas broke out and there were many deaths.

Our Mail Bag

REPLIES TO MR. MILLER

Editor, The Daily Mail, City:

Dear Sir,—In reference to the letter of S. S. Miller, president of Board of Trade, Fredericton, published in your paper of Tuesday, Aug. 18, I feel it my duty as I was appointed as one of the Tourist Committee to station and supervise these boys in Maine to reply to remarks made by him.

Mr. Miller replied to an item in the Saint John Telegraph-Journal denying statements made in this edition. He then retracted his denial, and also wanted to discharge an employee to back up his denial without any proof that this employee had been guilty of any offence. After summing up the finals I believe these letters of our president were for the sole purpose of impressing the public with his intelligence, and by doing so he has proved himself disloyal to his organization, the Board of Trade, and exposed his ignorance in regard to tourist matters.

(Sgd.) E. O. MacDONALD, Ex-member Tourist Committee.

Cheap Rates

(Continued from Page One) west thereof as far as the Pacific Coast. From points Port Arthur, Armstrong and east to Caprelo, Cochrane and Sudbury, reduced fares will apply to all points Winnipeg and west.

Railway tickets will be good going any time between Sept. 19 and Oct. 3 inclusive and provide for a generous limit for the return movement of 45 days from date of purchase.

Different classes of accommodation will be provided for these excursion passages good in coaches only at approximately one cent per mile or in tourist cars at approximately one and one quarter cents per mile and in standard sleeping or parlor cars at approximately one and one half cents per mile plus regular charge for sleeping or parlor car accommodation occupied. Stop-overs within limit of ticket will be permitted at Sault Ste. Marie, Port Arthur, Armstrong and points west thereof, both going and returning. Tickets will be good going and returning via the same railway only but passengers will have the privilege of various routings. With these excursions taking place at an attractive time of the year for travel purposes, it is anticipated that these low fares will prove an added inducement for those desiring to visit Western Canada.

TWEEDSMUIR'S SECY AND WIFE TO ALASKA

VANCOUVER, Aug. 19—Among not (Special To The Daily Mail) able passengers aboard C.N.S. "Prince Rupert", Captain N. McLean, which sailed for Alaska last night are Mr. A. S. Redfern, secretary to the Governor General and Mrs. Redfern, who will make the round trip to Skagway. Last night's sailing marked the last Alaskan trip for the "Prince Rupert" which has had a capacity passenger list for all her sailings this season. With the departure of S.S. "Prince George" for Skagway next Monday Canadian National Steamships will close one of its best Alaska seasons on record.

CUBAN LIKES HIS "GOFIO"

What porridge is to Scot, "gofio" is to the Cuban. "Gofio" is roasted whole wheat or roasted maize ground into meal and sold in package form under the name of "Gofio de Trigo" and "Gofio de Maiz," respectively. The husk or bran is removed by bolting and sold as cattle feed. "Gofio" is a cold weather dish, consumption being greater during the cool months than in summer. The best "gofio" is made from Canadian wheat, Manitoba Northern No. 1 or No. 2 being preferred. Wheat imports for this Cuban cereal have increased considerably since 1932, according to the Industrial Department of the Canadian National Railways. Other sources of supply are Argentina, France, the United States and Belgium.

Italy Warns

(Continued from Page One) activities on behalf of the Socialist Madrid government was fanned by bitterly sarcastic comment in the Italian press.

Newspapers spoke of "two-faced play" and devoted page one space to reports of speeches, visits, and encouragement by French officials and private citizens toward the Madrid loyalist cause, pointing out that at the same time the French government was negotiating a neutrality pact.

Unauthenticated reports said Italian troops already had landed at Malaga to protect Italian nationals and the Italian consulate there. The reports, however, could not be confirmed officially.

CAPITOL

Here Mon., Tues., Wed.
HE KILLED TO CONCEAL HIS GUILT!
HE LOVES THE MURDERED MAN'S WIFE!
Yet—does a man kill the one he loves . . . because he loves so much?

The Crime of Dr. Forbes

A FOX Picture with
Gloria Stuart
Robert Kent
Henry Armetta
J. Edward Bromberg
Sara Haden
Alan Dinehart

COMEDY NEWS

HERE THURS. - FRI. - SAT.

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Richard Arlen
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— in —

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LONDON, Aug. 19—British official sources said last night Premier Mussolini's reported action in holding his air force ready openly to aid Spanish Fascists was directly contrary to what Count Galeazzo Ciano, Il Duce's foreign minister, had said Italy's policy would be.

Ciano, British official spokesmen said, had agreed to carry Britain's plea on behalf of the French neutrality pact directly to Mussolini, who was vacationing outside Rome.

GAIETY

NOW PLAYING

He owed it all to his tailor who made him the darling of the ladies. But the tailor wanted to be paid.

The PERFECT GENTLEMAN

A Metro-Goldwyn-Mayer Picture
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H. A. BURTT

Mussolini was "impressed," British sources believed, with British insistence that an immediate start should be made on some plan for assuring a hands-off policy in Spain by European powers.

Informed persons in London declared Italy was unlikely to take "such an extremely aggressive point of view" at this juncture, especially in view of the fact that Germany had taken a much more moderate attitude in the situation.

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