

EXECUTIONS SHOULD BE IN A CENTRAL PLACE IN EACH OF THE PROVINCES

Lethal Gas Instead of Hanging a Man By the Neck With a Piece of Rope — Sheriff Should Be Relieved

Now that the remaining Bannister has been re-sentenced, one hopes that the last of the matter has been heard. Not quite the last, of course, as there is all the grisly panorama of the execution yet to come. And on that score a few reflections might not be out of place.

English law requires that the execution of a death sentence must be carried out in the shiretown of the county where the crime took place, and where the trial took place. The official responsible for the carrying out of the sentence is the sheriff, even to the actual execution. In practice, however, the sheriff is able to employ the services of another official to carry out the last act. This official is no doubt highly skilled in his peculiar trade, and is the proper person to employ, the law being what it is. This means that the locality in question must be exposed to all the horrors of an execution, after having already had enough of the matter during the process of the trial. It is merely adding to the misery when an appeal results in a retrial, and the public must submit to the rehashing of all the grisly details. Especially is this the case when the retrial is granted on a technicality, and the evidence at the first trial had already established guilt beyond any reasonable doubt. Such a course merely prolongs the suffering of the accused, besides keeping a disagreeable matter before the public.

The reason for the method of execution of criminals in British countries what it is, is for the purpose of a deterrent. This is freely admitted. It seems to me that this matter is particularly pertinent at the present time, considering the nature of the bill submitted to the Parliament at Ottawa this last season. This bill proposed changing the method of execution from hanging to the use of lethal gas; and advocated that executions be carried out in certain definite centres where facilities would be provided for the purpose. The bill was not actually defeated, but shelved until another session. It is, therefore, the duty of all good citizens to bring pressure to bear through the proper channels to see that this bill, or one similar to it, is ultimately passed. This article is not an argument for or against capital punishment; it only seeks to point out that as long as the law provides capital punishment for a certain crime, that punishment can and should be carried out in a different manner from that prevailing at the present time. As far as the question of our present method being a deterrent is concerned, it is difficult to see why a properly conducted execution in a place allotted to it would be any the less a deterrent. Capital punishment means the death of the criminal, however or wherever it is

carried out. Why then must the feelings of the people of one particular locality be harrowed, just because the crime happened to occur there? Hanging is undoubtedly the most barbarous method of taking a human life that the state could possibly use, and that in itself is supposed to add to the deterrent value of the punishment. If that is true the state can still continue to use this method, but use it somewhere else than at present. The logical place for execution chambers are, of course, the Dominion penitentiaries. In most of the states of the American union executions are carried out at some central place, which is about the only feature of their administration of justice that is superior to ours. There are various methods of execution used in the different countries of the world, all with their particular advantages and disadvantages; our only guide in selection of a method, if a change is to be made, should be the choice of the most humane. For, after all, the state is only descending to the level of the criminal if it decrees a brutal form of execution simply for deterrent value. The science of penology has pretty well outgrown the idea of punishments which are deterrent only. In crimes for which the sentence is anything less than death, the idea of reform must play a part. So, while we may not be prepared to admit that capital punishment can be abolished, yet it would seem that its deterrent value would not suffer if carried out in the manner suggested in the proposed reform.

An execution as carried out at present is not a public execution, that is in name. The actual execution was done away with quite a number of years ago, but is still within the memory of many now living. But the present form of execution is public in one sense, when all the morbid details are furnished by the press through their representatives who are present at the occasion. At a recent execution that attracted much notice the press representatives were excluded. That raises an interesting argument concerning the freedom of the press which we will not follow out here. But if executions were still public there are undoubtedly many who would be eager to witness them. That fact is borne out by the presence of the crowds who congregate outside the jail where an execution is to take place. The morbid streak in human nature is still as strong as ever, but reform legislation is able to protect the public from itself in many cases. May the time speedily come when the disgusting execution as we now know it, will be a thing of the past. OBSERVER.

MARYSVILLE STATION AGENT

George Chalmers, station agent for the C.N.R. at South Devon, for the last 25 years, will take over the duties of station agent in Marysville within the next week or ten days. He will succeed Everett Vye, who passed away some time ago. W. B. Carter, Aulac, is acting station agent at Marysville.

ELECTED OFFICERS

The N. B. Society of Domestic Sanitary and Heating Engineers opened their annual session in Moncton yesterday, with D. J. Shea, Fredericton, in the chair. Reports and papers were presented by the chairman of the various committees, showing considerable progress made during the year. Officers for the ensuing year were elected as follows: President, D. J. Shea, Fredericton; vice president, G. S. Dorman, Moncton; secretary treasurer, R. E. Fitzgerald, Saint John.

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SOCIAL HAPPENINGS

Mrs. E. Atherton Smith of St. Andrews, was a visitor to the city Saturday.

Walter Stuart, Moncton, is spending his vacation with his parents, Mr. and Mrs. H. H. Stuart, Fredericton, Jct.

Ralph McKnight and his cousin Douglas Steven of Moncton are spending a couple of weeks at Grand Lake.

Miss Ada Steven of Moncton is the guest of her uncle, Ald. Ivan McKnight.

Mrs. L. Pomerance and granddaughter of Montreal are visiting Mr. Pomerance in the city.

Dr. R. S. Dakin of Montreal is the guest of Mr. and Mrs. A. J. Thompson.

Mrs. M. I. F. Carvill with Mr. and Mrs. William Hamill, and daughter Florence recently visited Mrs. James W. Howlett at Andover.

In a golf match between the ladies and the gentlemen of the Golf Club on Saturday afternoon the ladies won out by one point.

Mrs. Amos Shields and her daughter Irene left recently for Montreal, where they are visiting Mrs. Shields' mother Mrs. E. H. Allen and also her sister Mrs. Bruce Nutting.

A. R. Vivyan of Sherbrooke, Que., arrived at noon to spend his holidays with Mrs. Vivyan and son Walter George. They are guests of Mrs. Vivyan's mother, Mrs. George N. McCarthy.

Mrs. Fred Estabrooks of Sackville, who has been visiting her brother-in-law Arthur Pringle in Stanley, is now in the city spending a few days with her husband, Fred Estabrooks, ex-M. P., of the Old Age Pensions staff.

Baby Christened

The infant daughter of Mr. and Mrs. Ernest Bourque, of Lincoln, was christened yesterday at St. Dunstan's church. The baby, which was born on July 14, was given the name of Marie Delia Lillanne and was christened by Rev. Dr. J. H. Milligan. The god-mother was the aunt of the baby, Miss Delia Ouellet, and the god-father was the uncle, Henry Bourque.

Hungerford

(Continued from Page One)

plain and St. Lawrence, and brought it into being, when they turned the first sod in 1835, no matter how optimistic they might have been, could hardly have foreseen what a mighty instrument of national welfare the railway was to be in Canada. In these days of pessimism it is well to dwell upon what has been accomplished, to measure our mistakes in the perspective of our success, and I say to you that the railway has been, and is, the mightiest single force in the welding together of Canada and in the preservation of it as a national. It is a mighty servant of the people of Canada. When this railway was conceived, or was brought into being, there was, likewise, brought into being a chain of circumstances which led to the formation of the Canadian National Railways, extending its services, to every province of the Dominion. It is the aim and objective of the Canadian National Railways, the largest railway system on the North American Continent, to still be in the vanguard of progress, to be a worthy instrument in the development of this great nation. I am not one of those who believe that the railway, which for a hundred years has been synonymous with growth and development, is obsolete or nearing that point. Conditions are changing, it is true, but the railway is well able to meet change with change. It has been so in the past it will be so in the future.

The basic idea in the conception of a railway is sound today as it was a hundred years ago. It is not an accident that today the railways girdling the earth total some 724,000 miles, nor that the steam locomotive has invaded virtually every country in the world.

The instruments may be elaborated changed you have seen today the replica of the original "Dorchester" engine which opened up the Champlain and St. Lawrence Railways, and you have, also, seen the latest Canadian National Locomotive, our stream lined 6400 series inaugurating a new type of passenger locomotive.

That comparison is a symbol of what I have in mind, because fundamentally the "Dorchester" and the 6400 represent the adaption of the same ideas to changing conditions. Railways are far from decaying. They still have the same important place, and the Canadian National Railways are keeping abreast with

His Worship Mayor and Mrs. A. J. McEvoy of Devon and their children Charles and Mary motored to Black's Harbour yesterday. They were weekend guests of Mrs. McEvoy's brother and sister-in-law J. J. Hayes Doone, M.P.P. for Charlotte county, and Mrs. Doone.

Mr. and Mrs. Tracy Carten have arrived from Montreal to spend a few days with Mr. Carten's parents, Mr. and Mrs. John M. Carten.

Duncan B. Davidson, son of Mr. and Mrs. D. C. Davidson of Prescott, Ontario, is the guest of Miss Fannie Hodge, Campbell Street. Mr. Davidson, who is a grandson of G. W. Hodge, is an annual visitor to this city where he has many friends amongst the younger set.

Miss Helen Wark has arrived in the province from Londonderry, Ireland, and is visiting friends in Saint John. Miss Wark is the daughter of the late Senator Wark of this city.

Mac Logan of Devon is visiting Mr. and Mrs. Harvey McDonald at Chatham.

"Sonny" Matchett is spending the summer with his grandfather, George Dolan at Newcastle.

Mr. Burton Mersereau, Blackville, wishes to announce the engagement of his daughter Jessie Margaret Victoria, to Andrew Harvie McMillan, son of Mr. and Mrs. Angus McMillan, Jacquet River, marriage to take place in September.

Awarded Scholarship
Chas. Colton, son of Mr. and Mrs. J. Martin Colton, Montreal, and a grandson of the late Hon. C. H. LaBilloy, Dalhousie, has been awarded a four-year scholarship in a Montreal high school.

Mrs. W. P. Jones of Woodstock, is spending this week with her daughter Mrs. Fred C. Morrell. Mrs. Gordon McPhail of Woodstock and Mrs. H. H. Ritchie of Fredericton, are also guests of their sister, Mrs. Morrell.

Rev. Gordon Thompson, son of the late Rev. S. S. Thompson and Mrs. Thompson, has accepted a pastorate in Vermont, U. S. Mr. Thompson has many friends in the city where his people are well-known, he being a grandson of the late Samuel Owen, He and Mrs. Thompson have recently visited relatives in Halifax.

the times, meeting new requirements of the day with the same virility as that which expanded the Champlain and St. Lawrence, and the tiny "Dorchester" into a nation wide network of modern railways.

"In this anniversary we pay tribute to the courage and vision of our forefathers. They did not fall nor falter under far greater difficulties than face our nation. Today they had the courage to meet their problems and to plan for the future with confidence. May those who succeed be able to pay us the same tribute."

In another address at the St. Lambert centenary celebration, Mr. Hungerford said, "The growth in our country's railways since the first 14-12 mile strip of railway between La Prairie and St. John's was opened has been remarkable. Our Canadian National system alone has multiplied itself 1,500 times, for from sixteen miles it has grown to 24,000 putting it another way, since the "Dorchester" and its train made its first venturesome run of fourteen and a half miles, Canada's steam railroads have grown to 42,000 miles.

5,000 locomotives operate over this mileage, with 7,000 passenger cars and more than 200,000 freight cars of various types.

These railroads employ over 120,000 men and women, and have an annual payroll in excess of \$150,000,000. They also spend scores of millions each year in the purchase of Canadian products and materials in itself an important contribution to Canada's development."

"From the simple organization necessary to build and maintain the light road and to keep a few units of equipment moving and in repairs, the railway systems of our country have necessarily assumed stupendous proportions with far-reaching ramifications. It is true that the coming of new forms of transportation, the motor vehicle and the airplane, have complicated old problems and have given rise to new ones.

The railroads have no objection to offer to these new forms. These new expressions of progress, taking their rightful places. We are continuously adjusting our services and our methods to meet these new conditions, but not all can be accomplished at once.

Nevertheless it is well for Canadians to realize on this centenary occasion that nothing has as yet arisen to displace the railroad as a prime, everyday—winter and summer—dependable and safe servant of the

The Garden

If I had half an acre, I'd sow a garden bed,
But I've only three geraniums, white . . . and pink . . . and red.
I'd have a garden all in white, White lilacs, flowering plums, Madonna lilies, chaste and pale And white chrysanthemums.
But I can't have a garden
Glowing in the night,
So in my first geranium I tend that plot of white.

I'd like a setting in soft pink With tall, old-fashioned phlox,
And the flaunting silk doll dresses That climb up hollyhocks,
With prim and cinnamon-odored flowers
And tiny stars in rocks.
And moss-rose, but one flower is pink Within my window box.

And then, my third geranium,
The one so darkly red;
To that I give my finest care;
It's my exotic bed.
I tend my Chinese poppies here With subtle gardener's arts
And where the red rose petals drift I prop my bleeding hearts.

If I had half an acre, I'd sow a garden bed,
But I've my three geraniums, white . . . and pink . . . and red.
—ELIZABETH MOORE.

Advance Guard

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There would be a tinge of sadness, because in the party were many widows and orphans who would come to keep silent vigil by the grave of husband and father.

"There will be many mothers also, whose boys rest in your friendly land," said General Ross. "The years have passed, but time has not obliterated the memory of those who went away and did not come back. For all of us this visit has special memories which are very dear and very sacred."

Boulogne held a premier place in Canadian memory and it had been felt only fitting that it should be selected as the port of entry for the official Legion party which preceded the pilgrims, in order to pay respects and compliments to President Albert Lebrun and the people of France.

Pleasure and Sadness

"We have not forgotten, and we are here today to convey to you this message from the war veterans of Canada," said General Ross. "This visit is fraught with pleasure and with sadness. Pleasure in revisiting the land of our Allies, sadness in the thought of the thousands of our comrades who rest forever here."

The passing years had been disappointing in their failure to realize the hopes for peace that had been entertained two decades ago; but it was the fervent prayer of all lovers of peace that the sacrifice of the Great War had not been in vain.

Practically every Canadian who ever served in France passed through Boulogne, this port on the English Channel which was the gateway to the war. With the exception of the 1st Division, which landed at St. Nazaire, at the mouth of the river Loire, the infantry of all divisions entered the zone of operations through this city.

Visit Five Villages

ARRAS, France, July 20—Five French villages which contributed land on which Canada's great Vimy memorial stands were visited today by the Canadian Legion official party, advance guard of 6,000 pilgrims from the Dominion who will dedicate the memorial a week from today.

The Legion party, under Lieutenant-Colonel D. E. MacIntyre, chief transport officer of the pilgrimage deposited wreaths on behalf of Canada on the local war memorials at Souchez, Givenchy, Vimy, Thelus and Neuville St. Vaast.

Canadian people, with this knowledge and grateful for your continuing support, we face the opening of our second century with confidence.

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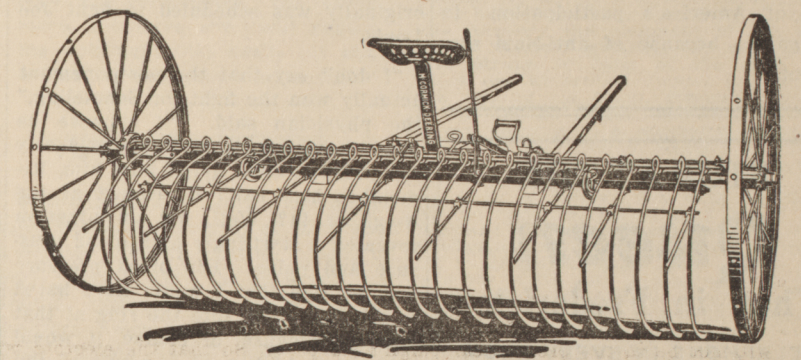
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