

## PROPHETS OF GLOOM RE WORLD CONDITIONS

### Some People Say That There Will Be a War Some Day and That We Will All Be Wiped Out

Lately I have been accosted by numerous people who, whatever the original conversation may have been, always come around in the end to gloomy prophecies about world conditions. It is quite common now to hear someone say when making some plan for the next year or so, "But oh, what's the use? I may be dead by then." At first I used to inquire solicitously, fearing that my acquaintance might be suffering from a malignant disease, but always got some reply like, "Well, there's apt to be a war any day, and we may be all wiped out." Then would follow ghastly details about what aircraft could do to a country by dropping disease germs, etc. Now I make no inquiries but usually reply that I think the chances are quite good that my friend will not be with us another year. This form of reply usually leaves him rather breathless for the moment, and I proceed on my way, having tried to be a little ray of sunshine in my own way.

I have heard these dire prophecies until I am heartily sick of them. Of course, the international situation is bad, everybody knows that. If I lived near some of the European international boundary lines I wouldn't feel very comfortable, and that's putting it mildly. I don't think it can be a very satisfactory feeling to reside anywhere in Europe today. Some of our local Jeremiahs would have something to lament if they found themselves suddenly transplanted to a French village near the German border. I am speaking now only of one's regard for the safety of their own skin, a feeling which is going to come first with most of us, I suppose.

At one time it was customary to take great satisfaction from the fact of Canada's isolation from any likely scene of conflict. It used to be said that Canada was above all nations

favoured by nature in her geographical situation. But gradually this feeling of security has worn away. Much newspaper talk and propaganda about the deadly effect of aerial warfare has undermined public confidence, until a great many Canadians would expect to be immediately bombed off the face of the earth should a war break out in Europe tomorrow.

Most of this talk is the purest baloney. It is almost on a par with the efforts of our local militia to act as the potential saviours of the country. What all these scaremongers do not take into consideration is that aircraft have by no means been developed to the point where a fighting fleet loaded with explosives can take off from a European or Asiatic base, make a non-stop flight to this country, drop their bombs and return to their base without refuelling. It just can't be done, that's all. I am not discussing lone passenger flights now, but fleets of fighting planes, heavily loaded and forced to preserve some kind of flight formation.

I don't profess to be an expert in aerial warfare, but I have read what many of the experts say, a thing that a great many people don't seem to have done. It is not even claimed by the experts that aerial warfare when conducted from a nearby base can be nearly as effective as irresponsible writers have tried to make out. A recent sensibly written article in a current magazine, written by one familiar with air navigation and fighting methods, points out the difficulties aircraft have to meet. A hostile air fleet flying over a congested area like New York City might be expected to wreak enormous damage. On the contrary the odds are very much against it. It is pointed out that the attacking fleet must either concentrate their attack on a given area or else scatter it. In the former case the damaged area is strictly delimited, and the attackers offer a better target for the defence. In the latter case the damage done is, of course, scattered. But enough of technicalities.

Some of the people who have poured out their woes are not dreading attack so much as they seem to take it for granted that within a year or two Canada will be dragged into some war involving Great Britain. In that case they foresee Canadian troops again being sent on active service, and presumably visualize themselves or somebody belonging to them exposed to the horrors of war. Now this fear is based on premises which are by no means sound. It is by no means certain that Great Britain will become involved in a war in the near future, and if she should be, it is by no means certain that Canada's response would be the same as in 1914. It certainly wouldn't be without an Act of Parliament authorizing it. The public sentiment in Canada concerning her participation in another war, not of her own making, is entirely different than in 1914. Except for the old die-hard Imperialists, of course, and they are in a minority. Complete isolation may not be practicable, but that is not the same thing as sending troops on active service.

These people surprise me. Personally I have enough to worry about in trying to keep my taxes paid, and meet my other obligations to waste energy in fretting about another war. I have already been through one war, and was so unpleasantly affected by it that I will conserve my energy to devise ways and means of keeping myself and anyone belonging to me from worrying about another one; and to keeping out of it if it does come.

OBSERVER.

### Devon Family

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place. In the general opinion of the residents of the town of Devon, the water committee, while it was necessary for them to get in the money, used very little judgment in this case. While everyone agrees that the town could not get along without selecting their justly due revenues, at the same time during the present depression when many people are struggling to get along, is not the time to enforce payment of rates and taxes from those who are struggling to keep off relief and who are unable to pay, much as they would like to do so.

It would seem to be the duty of the provincial county medical health authorities to investigate thoroughly the conditions at North Devon in regard to the use of these abandoned wells, which it is understood from the town authorities, more than one family are using today. The health of the community is more important than its financial obligations.

## SOCIAL HAPPENINGS

Miss Gladys Sriarn and Mr. Arthur Folkins spent the week-end with Mr. and Mrs. Percy Crawford of Devon.

Miss Collette Norris of New Glasgow, who has been visiting Mrs. William Hall has returned home.

Miss Jean Leonard of Sydney, N. S., and Miss Marjorie Jones, of Sussex, are visiting Miss Frances Hall.

Mrs. Edward Savage and family have gone to Shediac for two week's visit.

Mrs. Leigh Haining has gone to Saint John to visit her daughter, Mrs. Ronald Stewart.

The many friends of the Rev. J. F. Berry will be pleased to learn that he has received a call to Maxville, Ont., and will be inducted the 15th of this month.

Rev. Dr. G. E. and Mrs. Ross have gone to Boston where they will spend the rest of their vacation.

Mrs. C. D. Richards was hostess at an enjoyable three-table Bridge last evening at her home, in honor of Mrs. Frederick Pearson, of Gerrard's Croft, England. The prizes were won by Mrs. D. C. Davidson, of Prescott, Ont., Mrs. Pearson and Miss Constance Campbell. Miss Harriet Van Wart presided over the coffee cups.

Mrs. McNair, wife of Hon. J. B. McNair, Attorney-General, was hostess at a delightful luncheon today at D-Coy Inn, in honor of Mrs. Frederick Pearson, of Gerrard's Croft, England, and Mrs. Paul Barry, of New York City. Covers were laid for ten, the floral decorations being sweet peas and roses. Other out-of-town guests included Mrs. D. C. Davidson, of Prescott, Ont. Following luncheon, the guests played Bridge.

Mr. and Mrs. J. O. McNally, who for the past ten days were visiting Dr. and Mrs. C. C. Jones, parents of Mrs. McNally, at the University, have recently returned to their home in Maplewood, N. J.

Will Take up New Pastorate  
Rev. D. M. Sinclair and Mrs. Sinclair, who, with their small sons, John and Alasdair have been spending several weeks with Mrs. Sinclair's parents, President and Mrs. C. C. Jones at the University, left this morning for Sydney, N. S., where they will make their home. Rev. Mr. Sinclair has been appointed pastor of St. James' Church at Sydney. Last Sunday he preached at St. Andrew's Church in St. John.

Mrs. Edward Maeney, of Ithaca, N. Y., is the guest of her sister, Mrs. W. S. Thomas and Mr. Thomas.

Mr. and Mrs. Luke Copple, of Hamilton, announce the engagement of their daughter, Jessie Agnes Copple, to Mr. Ralph Sherman Simpson, of Ottawa, son of Mrs. J. L. C. Simpson, of Fredericton, N.B. The marriage will take place in the near future.

Mrs. J. L. C. Simpson of Fredericton is visiting her son, Ralph Simpson at his summer home, Meach Lake, Ottawa.

### RETURNS FROM PETEAWAWA

Major T. C. Barker, official secretary to the Lieutenant Governor, who has been in Petawawa for the past two weeks in conjunction with the training period of the 90th Howitzer Battery, returned here yesterday. Members of the Battery also returned to the city yesterday.

### GOV'T MEETS TONIGHT

Premier A. A. Dystart, arrived here today from his home at Buctouche. A meeting of the cabinet is scheduled for eight o'clock this evening. The only other member of the cabinet from outside the city here today is Hon. A. A. Paterson, minister of education.

### WILL CAMP AT GRAND LAKE

Bill Hickson and Dick Ketch left today for Princess Park where they will camp the next two weeks.

### WAS KNOWN HERE

Friends here will regret to learn of the death at Shediac on August 10, of Albert C. Leger, proprietor of a flour and feed store on Main street in that place. Mr. Leger had been out in his car on the previous evening and was returning to his residence after placing his car in the garage when he was seen to fall. He was taken to his home and medical aid summoned, but he died about three hours later. He was born in Barachois, Westmorland county, 59 years ago; and for a number of years he conducted a successful business in Boston, returning to Shediac about fifteen years after, where he conducted a general grocery store and a flour and feed store. Deceased is quite well known in this city, having visited here often.

Miss Edith Gregory has returned from a ten day visit in Moncton where she was the guest of her nephew, Gregory Bridges and Mrs. Bridges. During her visit, Miss Gregory enjoyed a motoring trip to Nova Scotia and spent a few days in Saint John.

Mrs. H. F. McLeod was hostess at a charmingly arranged dinner-bridge last evening at D-Coy Inn in honor of her guest Miss Georgine Faulkner of Halifax, and of her sister Mrs. Victor Dodds of Regina. The guests included besides the hostess and her guest of honor, the Right Honourable the Countess of Ashburnham, Mrs. Allan K. Grimmer, of Temiskaming, Que., Miss Bessie Babbitt, Mrs. O. S. Crockett and her guest, Mrs. Harrison, of Chatham, Mrs. A. P. Crockett, Mrs. W. J. Osborne, Mrs. John Neill, and Miss Bertha Harvey. Following dinner, the guests motored to the home of Mrs. MacLeod and played bridge. Mrs. John Neill was the winner of the prize.

Mrs. Ralph St. J. Freeze has returned from Woodstock where she spent several weeks.

Ernest Gunter has arrived from Rimouski to spend a few days with Mrs. Gunter at the home of her parents, Mr. and Mrs. S. L. Morrison.

Miss Gladys Gregory of Saskatoon is the guest of Mr. and Mrs. T. E. Griffiths at North Devon. Miss Gregory is a former teacher of the Fredericton High School.

Miss Mary Barker and Miss Mary Neville who for the past few days were guests at the summer home of Premier and Mrs. A. A. Dystart at Dixon's Point, Buctouche, returned home today. They were accompanied by Premier Dystart who is in the city on provincial business.

J. W. Scovil Ex-M.P.P., Inspector of Liquor Control Boards, is in the city today.

Mrs. Mary D. Colby is at Dorchester where she is engaged at Court work.

Miss Edith MacRae was recently in London, England.

Mrs. Harry Richards and two children, Frankie and Elizabeth Ann have returned from Chatham where they were visiting Mrs. Richard's parents, Mr. and Mrs. S. D. Heckbert.

Mr. and Mrs. Percy Nugent of Dorchester, Mass., arrived in the city yesterday and are the guests of Mr. and Mrs. P. J. Farrell. They have been enjoying a motoring trip through Nova Scotia and were accompanied to the city by Mrs. David Harnett of Moncton who will visit relatives. Mrs. Nugent has many friends in the city, she being the former Miss Gertrude Farrell.

Miss Yvonne Cormier has returned from a few days' visit to Saint John and Moncton.

Chas. N. McCarthy, C.P.R. station agent, with his nephew, Jack McCarthy, left yesterday on a holiday trip to Montreal and Ottawa.

Mrs. D. W. Griffiths was a luncheon hostess today at the Golf Club for Miss Gladys Gregory of Saskatoon. Covers were laid for six.

A small dinner party for Dr. and Mrs. J. M. Palmer and Mr. and Mrs. K. B. Palmer of Toronto was given at D-Coy Inn by R. B. Vandine with whom the party from Toronto have been staying. Other guests were Prof. and Mrs. B. S. Kierstead, Ernest and Robert Vandine.

### Education

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tion continued at U.N.B. as outlined in The Daily Mail, will be gone into, as will also the question of having our educational system based more along the lines of the vocational rather than academic. It is felt that the young men and women of the province who wish to acquire knowledge along particular lines of practical endeavour, should not be compelled to pass a matriculation examination and spend four years at the University in order to get it. It is felt that the University should be an institution of service to the masses rather than to those who can afford to take the academic courses only. The matter of adult education is one which requires considerable consideration and it is probable that only a start will be made at today's meeting. Those interested declined to discuss that matters today as the plans have not yet reached the stage where they are of public interest.

### Minto Coal

(Continued from Page One)

stated that there were many points in this province where the Sunbury-Queens county interests were unable to compete with Nova Scotia interests due to the fact that Nova Scotian producers could ship coal to these points at a lower rate than could the New Brunswick shippers.

Alton D. Taylor of Minto, manager of the Miramichi Lumber Company, and one of the largest commercial shippers of coal in the province, stated that the new regulations will probably open up other points not formerly available for shipment of New Brunswick coal. This will depend, however, on how it is interpreted by the Dominion Fuel Board; that is, as to whether it is in competition with foreign coals or not. Speaking in regard to the shipment of coal to New Brunswick points Mr. Taylor stated that the provincial operators had asked for subventions to apply within the province; that freight rates might be reduced to permit the local operators to meet prices at which outside firms were placing coal on market in Saint John, Dalhousie, Bathurst, Edmundston and St. Stephen.

He pointed out that the Nova Scotian producers had benefitted enormously through subversion during the last two years. Regardless of the fact that an order authorizing financial assistance to New Brunswick shippers had been effective since 1933, he said: "We have been the largest commercial shippers here for the last ten years, but we have never received one cent of subvention."

Details of the recently approved order are as follows:

(1) Movements of coal mined in the Province of New Brunswick and shipped to points in the Province of Quebec and Ontario be assisted by payments out of such sums as may be provided by Parliament from year to year for that purpose.

(2) With respect to coal mined in the Province of New Brunswick and transhipped wholly by rail to points in the Province of Quebec, excluding points on the Quebec and Lake St. John Railway, the Murray Bay line of the Canadian National Railways and points on the railways east of Levis and the Quebec terminals, (for use by consumers other than the rail ways), the assistance granted shall be by a thirty percent reduction of the freight rate in effect at the time of shipment. The amount of the said reduction being payable to the railways.

(3) With respect to coal mined in the Province of New Brunswick and transported wholly by rail to provide in the Province of Ontario, for use by consumers other than the railways, the assistance granted shall be by a reduction of one-sixth of one cent per ton per mile from existing rail rates, provided that the amount of the said reduction shall in no instance exceed one dollar and fifty cents per ton.

(4) With respect to coal mined in the Province of New Brunswick and purchased by the railway companies for their own use at points in the Provinces of Quebec and Ontario, payments shall be made to the coal mine operators or coal distributors of the difference in amount per net ton between the laid-down cost to the railways of coal mined in the Province of New Brunswick and the laid-down cost at the same points of imported coal that would otherwise be used, up to a maximum of two dollars, per net ton, provided that:

(a) For the purpose of this Order in Council the said difference of laid-down costs shall be determined by the Dominion Fuel Board.

(5) The assistance shall not apply on shipments of less than carload lots.

(6) The assistance shall apply only on shipments of coal from coal mines or coal properties which were operating under legal permit and shipping coal prior to December 31, 1930.

(7) The assistance shall not be granted to those participating who refuse or fail to furnish such information as the Minister of Mines may consider necessary with this movement; and that for the purpose of certifying such information the Minister of Mines or such officers of the Dominion Fuel Board as he may designate shall have free access to all books, records or accounts kept by shippers or the railways in connection with this movement and may make such examination thereof as may be considered necessary or expedient.

(8) The Minister of Mines be given the right to refuse approval in each and every application for assistance under this authority.

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(9) The Dominion Fuel Board be charged with the duty of administering this Order-in-Council and be required to report to the Minister of Mines as to the amounts paid under this Order-in-Council each year during the said period.

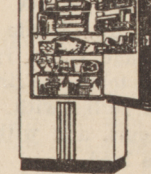
(10) With respect to acceptances issued by the Dominion Fuel Board under authority of Order-in-Council P. C. 951 of May 30, 1933, which are still in effect, shipments shall be continued under the authority of these acceptances for a period of sixty days from the date of this Order-in-Council.

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