

THE DAILY MAIL

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FREDERICTON, MONDAY, JULY 27, 1936

## Five Hundred Years—and After

The celebration of the centenary of Canada's first railway line—sixteen miles of track between Laprairie and St. Johns, Quebec—must stimulate some reflection on the development of commercial transportation in this country. Speaking in connection with the celebrations at Montreal and the termini of the original line, Minister of Transport Hon. C. D. Howe detailed the expansion that has taken place in railroading and paid especial attention to the challenge offered by its new competitors of the highway and air.

"In the field of transport, as in most other callings, it will be, in the long run, a case of the survival of the fittest and most efficient, and in the present period of evolution and adjustment it will be necessary for the railways to have regard to present trends and to anticipate the future unless they are satisfied to become a gradually lessening influence in a field which was for many years peculiarly their own," he said.

Few will dispute such an interpretation of certain development in the transport industry or deny the wisdom of the Minister's advice to the railways. It would be a stupid denial of progress to suggest that a day will not come when railways as we know them, or even the motor car and the airplane, for that matter, will be outmoded and discarded. But that day is not yet nor is it even on the horizon of imagination.

There has been a tendency for some, impressed by an occasional spectacular incident in the evolution of the motor car and airplane, to scrap prematurely the older services of the railway and the steamship. To do so is to act more from haste than from logic.

In pondering the development of motor transport, admittedly in its early stages, one can see eras of great and far-reaching chance. Yet under existing conditions which very materially define the boundaries of expansion, it is difficult to see the day when trains of fifty or sixty vans will travel our highways to haul Prairie wheat to the Lakehead. When one thinks of air transportation it is much easier to enter the realm of fantasy. In its very infancy it has been demonstrated that direct human control can be done away with, a factor that for the present greatly curtails the possibilities of highway traffic. Yet here, too, unless some radical change is made in the present trend of aeronautics, it is not practical to think of this unit as a means of moving the bulk commodities of the world's production.

For this reason alone the railway and the steamship must remain as necessary factors in our transportation system. Nor is there really any great amount of evidence that they cannot meet competition. On the contrary, all the evidence is that the new competition has stimulated them to improvements. The streamlined, 100-mile-an-hour, air-conditioned train is a satisfactory answer to any challenge offered the railways. The new extravagantly large and speedy liners of the North Atlantic are all the proof necessary that this form of transportation is not to disappear for some time to come.

What the railways can expect from the next 100 years in Canada will depend very largely, as Mr. Howe has said, on their ability to meet the demands progress is to make of them. Without attempting prophecy, the logical assumption, if trends mean anything, is that the railways, rather than disappearing, are to have a distinct and assured place in a new era of well-ordered and co-ordinated transportation service.

## Nazi's Iron Heel

Evidently Nazi authorities are disturbed by recurrences of criticism, described as "underground opposition" to Hitlerism. As usual, force is the answer to this spirit of resentment. Things have come to such a pass in Germany that it is dangerous to say a word against Nazism and its methods; yet a good deal of murmuring comes to the surface. As a method of dealing with this unrest a new Criminal Code is being prepared which, it is said, will include a maximum penalty of two years' imprisonment for any one "disturbing the peace" by "wilfully distributing false reports." Secret police have their ears open for any dissenting voice, and the speaker finds himself either in jail or concentration camp.

Cable news gives examples of the sentences imposed on those who dare to express views opposed to Nazism. A septuagenarian resident of Gotha was sent to prison for fifteen months for criticizing Nazi leaders in a letter to a friend in Switzerland. At Kiel a professor was fined 1,000 marks for "maliciously putting doubts in the souls of pupils," while another man was sent to jail for ten months for asserting that, even though it was dear and scarce, Nazi leaders were getting plenty of butter.

These are the methods taken to suppress freedom of speech in Nazi Germany. Everything is settled by might.

Poland also is feeling the impact of Nazi methods. The plan is the same as followed in Germany—suppression of free speech and freedom of the press. The President of the Nazi-dominated Senate has ordered dissolution of organizations regarded as antagonistic to procedure according to Hitlerism; also prohibition of review by the courts of police measures taken against freedom of assembly, freedom of the press and freedom of speech, and three months' "protective custody" for persons adjudged as endangering the public peace. Thus boldly, defiantly, the Free City constitution is virtually set aside so that Nazi ambitions may be advanced.

It seems incredible that any people will continue to submit to such a method of administration. Perhaps nowhere else than in Germany could it succeed. But even there—and despite ruthless suppression—revolt is becoming vocal, though at the risk of imprisonment. The Germans are a docile people, long accustomed to regimentation, but surely there are limits to their endurance of Nazism as it develops from day to day, with force its only response to protest.

## SNAPSHOTS

So the hotel proprietors claim that tourist travel is being diverted to private boarding houses while the hotel men chip in to do the boosting.

Premier Aberhart of Alberta says that he will get after the newspapers who are making fun of himself and his funny policies. He is making a laughing stock of himself politically so that he had better go chase himself instead of the newspapers.

People who hold official positions and semi-official positions should avoid the suspicion of getting hand-outs or other favours in connection with patronage matters. We are in a position to know of certain people who have been getting certain hand-outs for years.

Hon. C. D. Howe, Minister of Transport, informs The Daily Mail that he has nothing to do with the Fredericton bridge. He says the Canadian National Railway at Montreal is handling the whole matter. This is interesting in view of certain statements made by others who should be in a position to know.

## Peace to Man

(Continued from Page One)

memorial chamber set apart as a perpetual reminder of the services and losses of Canada in the Great War.

"Nine years ago I had the privilege of dedicating an altar within it where will lie forever a Book of Remembrance recording the names of more than 60,000 Canadians who gave their lives for the cause which Canada made her own. Above the door is carved: 'All's well for over there among his peers a happy warrior sleeps.' These words reveal the inner meaning of what we do today. They tell us that, beautiful and impressive as is the Ottawa memorial, the Canadian people would not feel it was complete. It was 'over there' that Canadian armies fought and died. It is 'over there' that their final monument must stand.

"Today, 3,000 miles from the shores of Canada, we are assembled around that monument—yet not on alien soil. One of our English poets, Rupert Brooke, whose ashes lie in an Ionian island, wrote that where he lay would be 'forever England'—that England for which he died. He spoke a parable; but here today that parable is living truth. The realization of it will I know bring comfort to many thousands of Canadian men and women. For this glorious monument crowning the hill of Vimy is now and for all time part of Canada. Though the mortal remains of Canada's sons lie far from home yet here where we now stand in ancient Artois their immortal memory is hallowed upon soil that is as purely Canada's as any acre within her nine provinces.

"By a gesture which all can understand, but soldiers especially, the laws of France have decreed that here Canada shall stand forever.

"We raise this memorial to Canadian warriors. It is an inspired expression in stone chiselled by a skillful Canadian hand of Canada's salute to her fallen sons. It marks the scene of feats of arms which history will long remember and Canada can never forget. And the ground it covers is the gift of France to Canada.

"All the world over there are battlefields the names of which are written indelibly on the pages of our troubled human story. It is one of the consolations which time brings that the deeds of valor done on those battlefields long survive the quarrels which drove the opposing hosts to conflict. Vimy will be one such name. Already the scars of war have well nigh vanished from the fair landscape beneath us. Around us here today there is peace and rebuilding of hope. And so also in dedicating this memorial to our fallen comrades our thoughts turn rather to the splendor of their sacrifice and to the consecration of our love for them than to the cannonage which beat upon this ridge a score of years ago.

"In that spirit, in a spirit of thankfulness for their example, of reverence for their devotion and of pride in their comradeship, I unveil this memorial to Canada's dead."

## Britain Boasts

(Continued from Page One)

per 1,000 live births, as against 130 in the year 1911.

Speaking of the care of the newly born child, Dr. A. Leyland Robinson, Professor of Obstetrics and Gynaecology at Liverpool University, said: "It is a startling thought that the first month is the most dangerous period of life, and that the first half-hour of our existence is probably the most critical part of this crucial period."

## DAILY FOREIGN NEWS COMMENT

CYPRUS KEY POINT  
BRITISH COMMUNICATIONS

Economic sanctions were regarded by Italy not as a danger but an insult. They constituted a form of protection for home industries, for which many Italian manufacturers were secretly grateful.

British prestige in the Mediterranean is lower than it has been for 150 years. Any more bluffs which can and will be called will not serve. Italy has been successful in her Ethiopian adventure and is united and confident. It is said to be a common joke among Italians that the present united Italy is the work of Cavour, Mussolini and Anthony Eden.

To preserve her lines of communication to India and the East England gained possession of Gibraltar, Malta, and Egypt. To the great statesman, Disraeli, we owe, the possession of the vital key point which today protects them all—Cyprus. Returning in triumph from the Berlin Congress he was able to tell the British people that he brought them peace with honour. More than all he had secured the Island of Cyprus which he had previously called "the key of western Asia." The great Bismarck finding himself unable to out-manoeuvre Disraeli, he said in admiration, "The old Jew; he's the man!"

The value of Malta as a base is non-existent with Italy hostile. Gibraltar's harbor makes a poor naval base, in these days, of hugh howitzers which can fire over the Rock into the port from the mainland, across the Strait from Ceuta—besides it is open to aerial bombardment. In Cyprus, Great Britain has a base for all branches of the service superior to Malta in extent and situation.

Cyprus' central position is such that a circle with a radius of 300 miles drawn about it includes Port Said, Alexandria, Rhodes and the Greek Islands with the strong Italian base at Leros. An air force operating from here would be able to harass any raider of the Suez Canal, assist Egypt or protect Palestine.

Held by a hostile power, Cyprus, as a submarine base would render the British position in the Eastern Mediterranean and British control of the Suez Canal absolutely impossible.

## Diplomatic Corps

(Continued from Page One)

17 years old. They carried pistols, rifles, axes and truncheons."

The whole Caleta district and the Calle and Larios, principal streets of Malaga, were reported completely burned, with more than 250 buildings destroyed; several hundred persons killed and more than 1,000 wounded.

The refugees brought reports that 2,500 bodies were lying in the streets of Malaga. There was no confirmation of this report from other sources.

One stated 50 Catholic priests had been placed together in a public square and shot down by a machine gun. This report likewise was not confirmed elsewhere.

### Fascists Halted

MADRID, July 27—Leftist Spain poured thousands of loyalist reinforcements into hard-won passes in the Guadarrama Mountains, sworn 'bombs of Fascism' today, and thrust resolutely forward to beat out civil war on other scattered battlefronts.

### RETURNED FROM CAMP

The Brunswick St. Baptist Church girls' camp broke up yesterday. The girls and their leaders motored from their camp at Davidson's Lake yesterday where they have been under canvas for the past ten days. The camp was sponsored by the Brunswick St. Baptist Church and provided swimming, canoeing, devotional periods and campcraft for the girls. Mrs. Dell Hart was in charge and was assisted by Miss Sadie Blair, Miss Ruth Hanson and Mrs. Burton Davis. Mr. and Mrs. Fred Saunders were in charge of the kitchen and Lawrence Hall, son of Walter Hall of this city, was business manager.

### CHILD'S HEAD CUT

A motor accident took place yesterday afternoon at the corner of Charlotte and York streets when an automobile driven by Sergeant O'Connell of the R.C.M.P. was struck by one driven by Jack Bailey of English Settlement. According to reports Bailey's car was proceeding up Charlotte street when it hit the rear of Sergeant O'Connell's car and smashed the right fender, O'Connell's little boy Bobby was knocked against the door by the impact and received a cut on his head. The youth was little the worse for his accident today.

### MARRIAGE OF INTEREST

A marriage of interest took place at George Street Baptist church last Saturday, when Miss Doris Richardson has resided in this city for the past three years, was united in marriage to George Roders, of this city. Rev. John Linton performed the ceremony and there were several witnesses.

## Our Mail Bag

DIRECT RELIEF

Dear Mr. Editor:

It is nearly six years now since Direct Relief was legalized in Canada by an act of Parliament, and marvelous indeed, would be the man who could calculate, even approximately, in dollars and cents, the very disastrous results it has had on the affairs of the country. More marvelous still would be the man who could visualize what it all means against the future prosperity and happiness of the nation.

There is not a single phase of our national life that has been adversely affected. The producer, the manufacturer, the wholesaler, the retailer, the consumer, all have suffered and are still suffering. Like a cancer, worm, this dole-giving has pervaded the morale of our population, the most precious asset a nation can boast of; for, however rich and varied may be the natural resources of a country; however perfect may be the instruments of production; however adequate the means of transportation, the human element will always be, and by far, the most important asset, the essential constituent of the activities of the nation.

Knowing all this, then, can we allow this sinful process of dole-giving to continue very much longer without making an honest effort towards solving the problem? Can we allow the unemployed to continue clamoring for bread; threatening Governments in their demands and stand by helplessly, as if nothing could be done to find a remedy for the situation, and thus help in putting a stop to this ruinous, nonsensical waste? Are we going to confess our inability to arrest the work of destruction that is going on, before our very eyes? Is there no solution to the problem?

Yes, there should be a solution. There have been no problems yet, however complex they may have been but have been solved. And just as surely as the present difficulties have largely been of our own making, just as surely also, will the problem be solved by our own efforts. In this connection let me offer a suggestion.

This dole-giving is deep-rooted in the minds of many. It has been indulged in to such a degree that the will-power of our unemployed has been impaired. It has become a disease, not only physical but mental and moral as well, and more still so than physical. A special state of mind has developed along the lines of Direct Relief. In one word, we have become relief-minded. Too many of us are thinking only of relief and speak of nothing else. We expect the Government to do everything.

Such an attitude is unsound and impossible, and will lead us to a state of chaos unless some adequate means are devised to improve the situation.

The Government is willing to do all that is possible under the circumstances, and the enormous amounts of money that have been and still are being spent on the roads and other public works, since last year, is a clear proof of the Government's loyalty to the cause of the unemployed. But the Government cannot do everything, and it is absurd for us to expect so. Moreover, public works are not intended as a cure-all but as a temporary help only, to tide over the present difficulties. Such heavy expenses cannot continue indefinitely. The finances of the country cannot stand the strain.

All these expenses mean more borrowing, more debts, and consequently more taxes and levies of all sorts which those who are not on relief are called upon to pay.

This cannot continue very much longer. It is totally impossible for the great majority of us, to maintain our own families and that of our neighbours, such as we have practically been doing these last six years. It is time to call a halt, thus avoiding a serious breakdown.

Direct Relief, its causes and effects are matters that are not clearly understood by the average man. It has been adopted more as a political strategy than for anything else. It is the fosterchild of socialism which latter is the near parent of communism, its foster-brother.

Are we, in this country, ready to adopt this socialist principle as a component part of the functions of Governments in their relations with the electorate? If not, then, let us take means to prevent it; and in my humble opinion, there is no better remedy than that of education, the need of which is clearly apparent; and I make bold to say that a campaign of education by those who have the authority and the knowledge requisite to carry it out to a logical conclusion should be started without delay.

The Clergy and the Press should be the logical agents of this educational campaign.

Notwithstanding the tendencies of the time, the Clergy is still respected and trusted by the people. No more sincere friends of the country can be found anywhere than the Clergy.

Free from the exigencies of Politics, and not being handicapped by the desires of material gain, and considering their superior education, the members of the Clergy are admirably fitted to the task. The Press, that powerful agency of popular knowledge, the members of which being the best informed men of the land, should be a forcible agency of success in this campaign.

The educationist, the lawyers, the doctors; all of us in fact, who have had the advantage of an advanced education should contribute of our own to the success of the movement.

If this could be done (and it should be done) then, an awakened public opinion would result. A new outlook on affairs would prevail; happier hopes in the destiny of our country would obtain; we would be more happy because more hopeful; more ready because more convinced to do our bit towards speeding up the process of recovery. In the meantime, let us all line up behind the Government and loyally support any measures that may be deemed necessary to take in order to cope with the situation.

This letter is already too long and I must stop.

With your permission, Mr. Editor, I will send you a few more articles if time permits. Thanks,

Yours very truly,

P. P. MORAIS.

Lower Caraquet, N. B.

### DIALOGUE

Said Youth to Age, "Shall I go or stay?"  
Said Age, "The road is long. And treacherous snags beset the feet Of him who isn't strong."

"But what of the sights, The rare delights, Beyond the hill's steep crest?"  
"There isn't a sight, my son, to match These sunsets in the west."

"The people here, The people there, Are all the same, you'll find, And life in the smallest village Is rich to an ample mind."

Said Youth to him Whose eyes were dim: "However shall I know If what you have said is really true?"  
Age softly answered, "Go."  
—Carolyn Sloat.

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