

"OBSERVER" DISCUSSES BUS AND TRAINS SERVICES

The Advantages and Disadvantages of Both Services Compared—City Bus Service Fills Long-Felt Need

The recent local expansion in bus travel is bound to give rise to a few general comparisons between bus and railway as a means of conveyance. The local activity in bus travel is, of course, a reflection of expansion of this kind all over the continent. Within recent years the buses have come into conflict with the railway lines in many cases to the detriment of the latter. So much has this been the case that the railway companies have been obliged to operate their own bus lines in some localities.

There are decided advantages to bus travel where the corresponding train service is poor. To take local conditions, hardly anyone would have any difficulty in choosing their mode of travel between Fredericton and Newcastle or between Fredericton and Woodstock, when confronted with the choice of bus and train. The train services have been so notoriously poor on those lines as to be almost a scandal. And it must be borne in mind that repeated requests for better train service on those lines in the past have met with no response. It is this state of affairs that has given the bus companies their chance. It is difficult to see how the railway companies can consider that they have a legitimate grievance against the bus companies as far as their local lines go. If methods of co-operation between the two can be worked out, so much the better. It is, on the whole, cheaper to travel by bus, as well as shorter in time of transit. Compare the three hours or so by bus from Fredericton to Newcastle with the five hours and a half required by train, also the much more convenient hours of arrival and departure.

There is, though, something to be said for train travel even on local lines, from the point of view of the personal comfort of the traveller. The trains are slow, but you have room to stretch your legs, you can get up and walk around, you are not jammed into a corner of a seat where you have to sit without moving for two or three hours. The ventilation on our local buses is poorer than on the trains, and that's saying a lot. And if one is a smoker they're out of luck on one of these long distance bus runs. I maintain that the trains are still ahead of our local buses in the matter of pure personal comfort. There is a solution for that, of course. Some of the buses operating on long distance runs in other parts of the country have all the comforts and conveniences of first-class train service, and that's what you have got to have if you are going to compete seriously with the railways. No doubt that will come some day in our own locality. Great credit is owing to our local bus companies for the efficient and courteous way in which they handle the traffic, and it looks as though the buses were here to stay. No one can question the benefit to the city of the buses operating within the city limits. This service fulfills a long-felt need.

The question of whether bus or train will win out in areas where

good train service is also given, is another matter. While a bus may be built to be as good in every respect for carrying passengers as a train, it is hard to see how it can actually be made any better. Added to this is the fact that the railroads are now branching out in train construction so as to be superior to the bus in some features. Streamlining and air-conditioning have put the train possessing these features away ahead of the bus. There is no doubt, however, that the slowness of the railroads to progress was responsible for the phenomenal growth of bus travel, but now that the railroads have wakened up, it would seem that their possibilities of improvement are greater than those of the bus.

Locally, however, the same conditions do not apply. Even on the so-called main lines in the Maritimes there is not such a thing as a "crack" train, and the rolling-stock is in every way inferior to that in other parts of Canada. It is even stated that worn-out and obsolete rolling-stock is sent down here to serve its last days in the Maritimes. I do not know what the bus situation is on Prince Edward Island, but I do know what the train situation is—it's awful. There isn't such a thing as a pullman or dining-car on the Island, and the trains are even slower than they are here. So it would seem that as long as train service remains what it is in the Maritimes, and especially the train service of central New Brunswick, the buses will have a clear field ahead of them. More power to them.

N. B. Breeds

(Continued from Page Eight)

ada, gave some interesting data on the industry. In 1931 there were fifty Holstein breeders. Last year there were 25,000 animals registered. More Holsteins are now registered in Canada than all other breeds put together. The programme for this afternoon includes a Holstein judging demonstration, conducted by Lorne Logan and Stanley Wood; a Holstein judging competition with several prizes to be awarded and Leonard Griesbach and J. H. King, the latter of the Dominion Livestock branch at Moncton, will be in charge. Addresses will be delivered by G. M. Clemons, secretary of the Holstein-Friesian Association in Canada; H. J. Kennedy, president of the Holstein-Friesian Association in Canada; and the meeting will conclude with a meeting of the Board of Directors.

This morning's session included inspection of horses, sheep, swine, poultry, field crops and pastures. Officials explained the work being done. The annual meeting of the New Brunswick Holstein-Friesian Association was held with reports by Lorne Logan, and others, and a discussion led by Hans Neilson of Plaster Rock, and Stanley Wood.

Miss Pauline Wilkins of York Mills is visiting friends in the city. Miss Wilkins attended the business college last winter and made many friends among the younger set of the city.

Mr. and Mrs. Frank McLaughlin and daughter Jean of Houlton, Me., were in the city today.

Mrs. S. S. Thompson and Miss Emily Thompson of Halifax are guests in the city.

Sheriff Estabrooks of Queens county was in the city yesterday. Nieces of Margaret Anglin.

At Algonquin Hotel, St. Andrews. Miss Mary and Miss Miriam Anglin, Toronto, who have been spending some time at the Algonquin Hotel, St. Andrews, left today for their home in Toronto. The Misses Anglin are nieces of the well-known actress, Miss Margaret Anglin.

JUVENILE BASEBALL. In a juvenile baseball game, played at Queen's Square yesterday among the Queen's Square "Royals" defeated Wilmot Park 15-10. The batteries for Park were Swift and H. Lawrence; for Square, J. McNulty and G. Fisher. A. Morgan, umpire.

Showing Him Up. An old man had visited the school and was talking to the pupils. "A long, long time ago," he said, "I was like yourselves—a very ignorant boy. Now, by working very hard, what have I become?"

A voice from the back of the class: "A swanker!"

"I started in life without a penny in my pocket," said Smith.

"And I," put in Jones, "started in life without a pocket."

SOCIAL HAPPENINGS

Last evening, Mrs. VanWart, wife of Dr. A. F. VanWart, entertained at a bridge and variety shower for Miss Kay Shea, in honor of her approaching marriage. Prize winners were Mrs. Arthur Limerick, Mrs. K. C. Bishop and Mrs. Francis Wetmore.

A house party at the summer home of W. J. Scott at Lakeside Drive, Grand Lake, recently were Mrs. Victor Dodds and her daughter, Miss Norma Dodds of Saskatoon; Mrs. H. F. McLeod and her guests, Mrs. A. E. Galpin and Miss Galpin of Vancouver.

Mrs. A. E. Galpin and her daughter Miss Galpin of Vancouver, who are guests of Mrs. H. F. McLeod, left this afternoon for Richibucto where they will spend a few days. They will later return and resume their visit with Mrs. McLeod.

Mrs. W. D. Herridge, who was to Ottawa to visit her brother, the Hon. R. B. Bennett, prior to his leaving on his extended tour, has returned to St. Andrews-by-the-Sea, where she will remain for a few weeks longer.

Mr. Haines, Mr. and Mrs. Merrill and Evertson Haines, Hartford, Conn., are guests of Mr. and Mrs. B. B. Barnes.

Mr. and Mrs. William Burns of Brockton, Mass., who have been visiting Mrs. George Hurley at her home on Regent street, left today for their home. They were accompanied by Mrs. Hurley, who will visit relatives in Massachusetts.

Miss Helen Hughes, accompanied by Mrs. J. H. Drumme and Miss Clare Broderick of Saint John, are enjoying a trip to New York.

Their Excellencies at Dinner Party.

On a tour of the Canadian West, Their Excellencies the Governor-General and the Lady Tweedsmuir honored the Lieutenant-Governor of Alberta and Mrs. Walsh with their presence at dinner on Thursday evening last in Edmonton. Their Excellencies were attended by Lieut. G. Rivers-Smith, A.D.C.; Mr. A. S. Redfern, secretary; Miss B. Spencer-Smith, lady-in-waiting, and Mrs. Killick, private secretary. Those invited to the dinner were: The Most Rev. H. J. O'Leary, Archbishop of Edmonton; Rt. Rev. A. E. Burgett, Lord Bishop of Edmonton; Hon. William Aberhart, Premier of Alberta, and Mrs. Aberhart; the Chief Justice of Alberta, and Mrs. Harvey; Major-General the Hon. W. A. Griesbach and Mrs. Griesbach; Mr. James A. MacKinnon, Dr. W. S. Hall, M.P., and Mrs. Hall; His Worship Mayor Clark and Mrs. Clark; Lieut.-Col. Newton and Mrs. Newton; Lieut.-Col. E. H. Strickland, A.D.C., and Mrs. Strickland; Captain E. W. Day, A.D.C., and Mrs. Day; Captain C. V. Dacre and Mrs. Dacre.

Edward MacKay is entertaining at dinner on Thursday at the Algonquin St. Andrews-by-the-Sea, in honor of H. M. S. Dragon, Surgeon Lieutenant Commander and Mrs. W. V. Beach, Captain F. R. B. Johnston, R.N., and his officers are giving a dance on Friday evening on board H. M. S. Dragon at St. Andrews-by-the-Sea.

Robert Payne, New York, recently arrived in St. Andrews by aeroplane to visit his mother, Mrs. Wm. T. Payne, also New York, at St. Andrews-by-the-Sea, with whom Mrs. Robert Payne is spending the summer. A number of the officers of H. M. S. Dragon, now at St. Andrews, were entertained at dinner on Wednesday evening at the Payne summer residence. Mrs. H. W. Loft, Stamford, Conn., with her two children are at the Algonquin Hotel, St. Andrews.

The marriage of Miss Jean Hamilton of North Devon, to Maurice Lodge, of Charlottetown, took place recently in Moncton. Rev. Dr. H. R. Boyer officiated in the presence of immediate friends of the bride and groom. Miss Ray Hamilton, sister of the bride, acted as bridesmaid. Robert Wilby of Fredericton attended the groom.

Mr. Lodge is a son of Frederick Lodge, of Charlottetown, and a grandson of a late pastor of Central Methodist (now United) church here. Dr. W. W. Lodge. The bridegroom attended Acadia University, graduating with the degree of Bachelor of Science in electrical engineering in 1934. He is now electrical engineer of the S. S. Charlottetown. Mr. Lodge is known as a prominent athlete in connection with the annual track meets of Maritime universities. Mrs. Lodge is accomplished in the field of sport also.

After the ceremony the bride and groom left for Cape Breton, where they will visit the Bras d'Or Lake country and other points of interest before returning to Borden, where they will reside.

Lord and Lady Rodney entertained the Hon. John Buchan and the Hon. Alastair Buchan, sons of Their Excellencies the Governor-General and the Lady Tweedsmuir, at tea at Cottesmore Farm, Fort Saskatchewan, last Thursday during the vice-regal visit to Edmonton. Lord and Lady Rodney's other guests were Miss Sylvia Hunt. Following tea the young people motored to White Mud Creek for a picnic attended by a dozen members of the younger set.

Mrs. F. G. O. Pearson, who with her small son has been the guest of her mother, Mrs. W. J. Osborne, for the past several weeks, left today for her home at Gerrard's Croft, Eng.

Babbitt Parlee, law student at Dalhousie University, Halifax, has left for Fredericton to spend the balance of his vacation visiting relatives.

Mr. and Mrs. K. E. Burdett, who, with their daughter Sally and son Kenneth, of Worcester, Mass., have been guests of Mr. and Mrs. J. C. Veness to the past few days, are leaving tomorrow for their home. They were accompanied on the return trip by Mered Veness, son of Mr. and Mrs. John Veness of Boston, who is also returning home.

England

(Continued from Page One)

they have lost. That is the case with cotton, with coal and with the shipping industry. The depression in these trades is due to causes which seem irremovable or removable only at a cost which the country is loath to incur.

Shipping

That is so in the matter of shipping. The public attention which has been aroused by the Queen Mary has only served to obscure the real problem of the shipping trade. In spite of the fact that the Queen Mary has not yet succeeded in setting up a new record for the Atlantic crossing, the conviction remains that she will do so when the conditions are favorable over the whole course for a real trial. But, as the London Daily News Chronicle points out, the question whether we can or cannot recover the blue ribbon of the Atlantic has no bearing on the real crisis in British shipping. Passenger traffic is important, but it is only a fraction of that of the cargo trade, on which the supremacy of British shipping in the past has rested.

That trade has now been mercilessly hammered by a new form of competition which is driving it out of the field, and, if continued, must bring it near extinction. While the British mercantile marine still rests on a strictly commercial basis, its rivals are now almost universally subsidized and run regardless of profit and loss.

It is estimated in London shipping circles that the sum which foreign nations now spend in subsidizing their shipping reaches the sum of £30,000,000. Last year, says the News Chronicle, the American Government paid out for mail carrying the sum of \$5,770,000, which it calculates to be more than enough to meet the entire running costs, including wages, of all the American vessels certified for ocean route operations.

One result has been that British shipping has been driven off one of the main routes of the Pacific. Italy gives bounties to firms that are building ships, lends them money and helps them to pay interest on loans. France does similarly. So also do Germany and Japan.

'Scrap and Build'.

So far, the only resort in kind to the challenge of State subsidized shipping has taken the form of a contribution of £2,000,000 to tramp shipping—a "scrap and build" scheme to replace old tonnage with new. It was a temporary expedient for a year, which has now been renewed in the hope that an international agreement would be reached which would make it unnecessary.

But no such agreement is in sight and the shipping industry grows more anxious, and is calling on Mr. Runciman, the head of the Board of Trade, to take more drastic steps to save the situation. He, as he has said, "loathes subsidies" and ship owners generally loath them. They would prefer the old tradition of sound business competition and freedom and equality for world shipping.

Will Fight Freezing.

Failing that, there is a school among them that is demanding that every country with an adverse trade balance with Britain—i.e., every country which sells us more than it buys from us—should be called on to ship its goods in British bottoms.

Alternatively, there is only the expedient of entering wholeheartedly into the subsidy war in the hope that when all countries realize that the game is not worth the candle, there will be a return to normal competitive trading.

Dr. Coady

(Continued from Page One)

In his speech here last night, considered the most important pronouncement of the congress, Dr. Coady reiterated the economic creed of the primary producers of eastern Nova Scotia. He said: "The ancient quest for life, liberty and happiness is ever present. Perhaps never before did the hope for full achievement of these ideals hang more in the balance. On all sides men are denied liberty, and they are constantly being blocked on the way to a fuller and better life."

Find the Formula

"Now, how do we solve problems in our ordinary academic studies? We find a formula, apply it, and get the answer. We shall have to do something similar with the problems of social life. And we had better find the formula quickly for the simple reason that others are crowding in with new and probably dangerous formulae. The Communist, Fascist and Socialist formulae are being pressed upon us and we may be forced to accept the unpalatable solutions that may be found via one or other of these plans."

"The crux in our social problem is an economic one, and the fundamental fallacy is the idea of profit in the capitalistic society."

Having thus stated the problem and the fallacy, Dr. Coady stated the principle which would expose the fallacy and solve the problem.

Frightening Result

"It just happened that smart men, taking advantage of the helplessness of unorganized and less intelligent human beings, have been able to do this sort of thing. It looked innocent in the beginning, but it has resulted in something that is frightening to all of us."

"There is happily a democratic way out, and the road is that of economic co-operation where ever-increasing groups of people will run their own business and pay, and only pay, their executives for doing it."

"Democracy can only be real through such a procedure. Economic freedom is the sine qua non condition of political freedom and spiritual freedom. It may be seriously questioned whether democratic peoples like those who inhabit Canada and the United States are competent to do this job. There is nothing less, however, that they can do if our ideals are going to be maintained. The adult education movement is the necessary instrument by which it may be done. If the people are not going to be organized for study and enlightenment, then, certainly, all is lost."

Man on the Street

(Continued from Page Eight)

"While I poked here and there, the campanologist pushed various handles and the vesper chimes rang out over the city. Then he played a hymn and a swift-moving arrangement of English chimes. The music was as sweet and clear there within a few feet of the bells as at a distance."

"We descended, then, down the giddy swirl of narrow steps and I bade my good companion good night."

Editors are Born.

"Just one thing more. Not long ago I was talking to one who is now editor of a newspaper. He told me that as a boy he and another lad went in the Cathedral looking for mischief. The dean ordered them out and they ran up the winding stair. The then dean was too stout a man to go between those narrow walls. From a short distance up the steps the boys bargained with the old gentleman. No wonder that lad became a journalist."

And the expatriate left with some alacrity.

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