

THE DAILY MAIL

NEW BRUNSWICK'S ONLY HOME COMMUNITY PAPER

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Dustless Roads

Good highways—"safe, smooth and dustless"—were of paramount importance in maintaining Canada's great tourist industry, Arthur Bergeron, assistant deputy minister of highways in Quebec and secretary of the provincial tourist bureau, stated in a paper read before the Canadian Good Roads Association yesterday at Charlottetown.

Discussing Mr. Bergeron's paper on "The Tourist Industry," Theodore G. Morgan, president of the Montreal tourist and convention bureau, expanded on the necessity of good roads and thought Canada should have an interprovincial highway system built to a uniformly high engineering standard in keeping with the highways to which the tourist was accustomed in his own country.

Highways should not be built in piecemeal fashion, with parts good and other stretches bad, according to the dictates of politics, he said. In the interest of safety, economy and efficiency, engineers should be given a free hand in by-passing towns and villages, in realigning main routes, and in adopting the most advanced engineering practice and specifications.

CANADA RANKS SECOND TO FRANCE IN THE WORLD IN TOTAL VALUE OF TOURISTS' REVENUES, MR. BERGERON TOLD THE CONVENTION, AND FIRST IN PER CAPITA REVENUE. ADVERTISING, BY GOVERNMENT, PROVINCIAL AGENCIES, AND TRANSPORTATION SYSTEMS, WAS INCREASING THE TRAFFIC YEARLY.

With 70 per cent of the travel by automobile, good roads were in the main necessary for maintaining the estimated \$250,000,000 tourist revenue that was expected to come to Canada this year. Other necessities were reasonably-priced accommodation, preservation of scenic beauties and fish and game resources, a hospitable attitude on the part of Canadians and elimination of petty annoyances.

Otherwise the industry would look after itself. Visitors produced nothing and were large consumers. Except for wear and tear of the highways they destroyed none of the country's resources.

If we are to preserve our place on the map, as regards tourist travel, and if we are to avoid fatal accidents of which there were more than a thousand in Canada last year, we will have to have smooth, dustless roads.

"SAFE, SMOOTH, DUSTLESS ROADS." This will have to be the slogan of every province, including New Brunswick, if we are to get anywhere. What about level crossings on the railroads? This is another matter that will have to come, not only for the protection of the sensible driver, but of the fool who tries to cross the railroad at the same time as the train, as well. Not only the tourist, but the native driver is about fed up on dust. The time for hard surface roads is here. It cannot be delayed. The Government will do well to continue its policy of hard surface roads until every road in the Province is covered. The Government is getting away to a good start on its hard surface roads policy.

Housing Problem in Irish Free State

In the Irish Free State, 75,000 new houses are needed to solve the housing problem. The need of persons of the working class is estimated at 43,000, to which may be added 2,000 houses needed to meet the demand of the middle class. In rural areas approximately 20,000 dwellings are required by agricultural workers. The total housing needs of the rural population are estimated at 30,000 houses. It is estimated the total capital expenditure to be incurred by the Irish Free State in the solution of the housing problem is around \$100,000,000, according to the Industrial Department of the Canadian National Railways. Of this sum, \$10,000,000 will be expended in free grants and the remainder by way of loans. Since 1922, 28,754 houses have been erected in municipal areas by local authorities, of which 11,259 houses have been erected within the last four years. A total of 48,203 laborers' cottages has been erected by local authorities with the aid of the State subsidies of which 5,636 cottages have been erected since 1932. The greatest housing problem is concerned with the slums with Dublin City the biggest end of it. In the matter of building supplies, restrictions have been placed on imports with the view of compelling the use of domestic materials wherever possible.

A Growing Highway Danger

Within the past three weeks three accidents occurring in Ontario have emphasized in a tragic manner that a new and alarming prospect of the safety problem on highways has arisen. To the existing dangers of the road is being added the problem of transportation by bus and truck.

On the fifteenth of last month a horrible tragedy took place at Louiseville, Quebec, when twenty-three persons lost their lives in a railway crossing accident. Two days later twenty-nine picnickers riding in a truck near Dixie, Ont., were badly bruised and tossed about when part of the steering apparatus broke, and escaped serious injury only by the proximity of a concrete retaining wall. On Sunday a motor car and bus collided head-on near Bowmanville, causing the latter to swerve off the road and run down the bank into a creek. Only the skill and presence of mind of the driver saved the bus from turning over.

For a century railways have studied the problem of how to avoid accidents, and a vast system of precautions and safety devices has been evolved to protect those who travel. Trained engineers and officials follow rigid rules that life may not be endangered. And yet injury and loss of life due to railway accidents have not disappeared.

The bus, the truck and the motor car now compete with the railway train as passenger carriers, and as they grow—and they are growing fast—in popularity the problem of making them a safe means of transportation will become more and more acute. A collision involving a bus, as evidenced in Sunday's tragedy near Bowmanville, may well involve two dozen or more people. Trucks, too, are being ever more frequently utilized in the transport of large and precious cargoes of humanity, often in the form of young children going to and from picnics.

Our conception of highways up to the present has been that of public thoroughfares for the benefit of all who cared to use them, subject to certain regulations. In future the attitude may well have to be that the main roads are transportation lines for passengers, and regulations will have to be devised and enforced to make them safe as such.

Mexico Going In Big For Irrigation Scheme

Mexico has lined up with countries that are seeking national self-sufficiency. A Six Year Plan has been adopted, the chief aim of which is the redistribution of land and the improvement of the standard of living of the rural population as well as that of the lower classes in urban centres. Two-thirds of the population of Mexico is engaged in agriculture, mainly general farming, although cattle raising is important, according to the Agricultural Department of the Canadian National Railways. Last year work was commenced on developing large potentially fertile areas in the north and northwest of the republic by increasing the existing 750,000 acres of irrigated land by an additional 500,000. It is hoped that a total of 2,500,000 acres will be under irrigation by 1940.

SNAPSHOTS

Some people call a radical, any person who would like to spoil their soft snap when they are trying to put it over on the public.

One of the members of the school board says that the piano did not cost eight hundred dollars. Possibly the amount was only \$795 but as the board does its business behind closed doors and does not give the public any information, we had to take the round figures as we received them from a dealer. Now, if the board will let us know what the pumper and other gadgets cost, the public will get some idea of what is going on. Just turn on the light and open the door.

Be grateful to the writer who makes you mad. He isn't making you think if you can say: "How true that is!"

One phase of sex equality will never be reached. No one can ever sell men fur coats in August.

A bee's sting is only one thirty-second of an inch long. It'll be less painful to accept this statement than to verify it.

The Spanish rebels assert that the civil war won't last long. The rest of the world considers that it has already done so.

Women have better memories. What man can remember that Sue married a second cousin of the man who married Bill's first wife.

If you don't tell the doctor about a sore place, it is stupid neglect. If you do, you're a neurotic.

Home and School

(Continued from Page One)

associations. The institute will conclude its sessions this afternoon.

Officers for the ensuing year are as follows: President, W. C. Haines, Moncton; first vice-president, Martin Theriault, Edmundston; second vice-president, Miss A. Pearl Ross, Fredericton; secretary treasurer, H. C. Ricker, West Saint John; executive committee: Harry Grant, Devon; G. C. Recot, Bathurst; Miss Agnes Ferguson, Richibucto; A. R. Stiles, Riverside, Albert county; F. S. Kierstead, Sussex; G. C. Cheney, Beauséjour; Donald Middlemiss, Milltown; Harry Mallory, Perth; P. R. Power, Edmundston.

Representatives to the executive committee, were elected as follows: Saint John, Miss Annie McGuigan; Moncton, W. J. Crocker; Fredericton, Miss Nellie Winter.

Dr. E. J. Alexander, Saint John, is past president of the association, and Miss Jessie I. Lawson, Saint John, is editor of The Educational Review.

Sees Week-End

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Lieutenant Tommy Rose of the Royal Air Force, a highly favored candidate because of his record-breaking flights to Capetown and back in November, 1935. Rose held the records for the London-Capetown trip, for the return and for the round trip—until they were lowered in May of this year by Mrs. Amy Mollison. Rose will fly a B. A. Double Eagle.

First out of the sky at Johannesburg will draw down a prize of \$50,000, donated by I. W. Schlesinger, South African millionaire, in connection with the British Empire Exhibition, which opens at the South African city on Sept. 15.

In a recent interview, Sir Alan Cobham, famed flier, who is managing the race, said he thought the flight might possibly be accomplished in two days. The race would show, he said, that the time was not far distant when it would be possible for Britons to spend a week-end at Johannesburg.

All Went Well

(Continued from Page One)

They flew in all about 3,300 miles. Without an accurate and official timing of their flight it could not be established whether the fliers had beaten the ten hour and 50 minute record of Bennett Griffin and James Mattern from Harbor Grace, Nfld., to the Irish Coast four years ago. Griffin and Mattern flew from Newfoundland to Berlin in 18 hours and 40 minutes.

After landing, Richman did all the talking of the pair, as Merrill, veteran of air mail and transport flying, modestly secluded himself in the cabin of the ship.

Said Richman: "The plane ran beautifully. We didn't see the Atlantic for more than an hour at a time. All the way we flew at about 11,000 feet. Everything went according to plan except that about halfway across the plane went into a steep dive and we both were thrown from our seats. That certainly was a scare. Our radio went out of commission while we were trying to talk to London."

Dustless Roads

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dodged in and out of traffic, or was hurled at a high speed over fresh gravel, around blind curves or up hills, was as dangerous as the firearm whose user "didn't know it was loaded." Speed when foolishly used became a curse instead of a blessing.

Frequent official inspection of cars and their accessories was in the interest of public safety, but accident studies showed the fault was more often in the driver than in the vehicle or the road. The chief human fault was not sheer recklessness but momentary lapse of vigilance which came from inattention to the job of driving. Impatience—involving injudicious speed, cutting in and discourtesy—came next. That fault had led to serious proposals for limiting of speed by governors, thus imposing arbitrary limitations upon the flexibility and efficiency of the vehicle. But that seemed a poor substitute for lack of self-control on the part of the driver.

Sharing responsibility with the impatient driver and contributing to his impatience was the slow driver who held back traffic. Incompetence as an accident cause came far down the list.

Because accidents largely resulted from a wrong state of mind, highway safety was chiefly a problem of the individual. Examination of all drivers for licenses had reduced accidents in those jurisdictions which had adopted that policy. Financial responsibility laws, adopted in 26 states of the Union and in all Canadian provinces, except Quebec, had removed many thousands of careless and uninsured drivers from the roads.

Uniformity in legislation and in accident statistics was important, as was also strict enforcement of traffic laws as swift retribution was the only argument that would convince the reckless or discourteous driver.

Radio equipment was providing a valuable aid to motor police. It was estimated that two-thirds of all police and court work in North America was concerned with the motor vehicle.

William Canning engineering director of the Keystone Automobile Club of Philadelphia, agreed with Mr. Robertson's opinion that the government should be in the brain of the operator rather than in the carburetor of the vehicle.

Capacity, safety and service ability are the prime requisites of highway bridges, according to P. L. Pratley Montreal engineer. Bridges should also be designed with an eye to economy and appearance, he said, and should provide for further increases in traffic. Engineering foresight was needed in making bridges wide enough to correspond with possible road widening at a further date.

In the interest of safety there should be the same number of traffic lanes on a bridge as on the highway it was part of, he said.

Referring to increasing highway traffic, David Noonan, assistant commissioner of New York State highways, advised establishment of four lane roads where traffic density warranted more than two lanes. Three lane highways produced "too high a proportion of head-on collisions," he said.

W. J. Lawson, assistant chief engineer in the New Brunswick department of highways, described to the more than 200 delegates attending the convention, the current hard-surfacing programme of his government in a paper on "bituminous concrete construction."

Congratulation on New Brunswick's paving progress was extended by J. E. Myers, chief chemist of the New York State department of public works. Mr. Myers referred to the "apparent suitability to local conditions" of the pavement which the New Brunswicker described.

"Highway engineers familiar with local conditions," said Mr. Myers are the men best fitted to discuss and to select pavement design."

Hon. A. S. MacMillan, Nova Scotia minister of highways, was elected president of the Canadian Good Roads Association at the concluding session of the 22nd annual convention here today. G. Sheldon Sharp of Tyne Valley, P. E. I., retiring president, was chosen honorary president.

The final meeting of the 1936 convention gave its approval of a resolution sponsored by Theodore G. Morgan, chairman of Montreal Royal Automobile Club, advocating establishment of an inter-provincial committee to study traffic regulations in all the provinces and seek uniformity in the interests of safety.

A motion expressing a plea that provincial governments make "sufficient appropriations in their budgets for proper maintenance of roads, thus preserving the enormous capital invested by Canada in highways" was also approved by the convention.

Other officers elected were: First vice-president, Hon. F. M. MacPherson, British Columbia minister of public works; second vice-president, Hon. T. B. McQuesten, Ontario minister of highways; third vice-president, Hon. F. J. Ledue, Quebec min-

DAILY FOREIGN NEWS COMMENT

Swift Toboggan Slide in Past Year

From High Sounding Moral Principles to Inglorious Expediency in League of Nations Principal Supporting Nations

The agreement to furnish no munitions of war to either side in Spain which has received the support of the British Foreign Office has been fathered by fear that if Britain renders their proper dues to the two respective Spanish factions, i.e., the rebels and the official Spanish Government, Germany and Italy in defiance of law and right will assist the rebels, threaten European peace, and also the British and French positions in the Mediterranean. In effect they put either side on the same footing, if the rebels had not already received previous assistance. "The two sides represent the legal and illegal, the right and the wrong, freedom and its negation, the prospect of ultimate peace, and the danger of early war."

"Accomplished Facts"

Follow One Another

As neither Italy or Germany have so far recognized the rebels as the lawful Government of Spain, for them as for Britain they are still insurrectionists in international law. England and France held consultations. Suddenly German and Italian aeroplanes appeared in Spain. They were "there." Fascist Planes Fly Without Talk

The crews of the first Italian planes that joined the rebels, were detailed before the revolt started on the night of July 17-18. The planes belonged to a squadron of the Italian Air Force. On the 26th they flew from Milan to Sardinia, flown by officers and men of the Italian Air Force. In Sardinia the crews were changed. On the 27th the planes took off again, the pilots were instructed to fly a course by compass to an area where two Italian ships awaited them. Wireless instructions from the ships gave them Spanish Morocco as their final destination.

Great Issues Hang in Balance

Great issues of justice or evil doing, of British interests, of the future of the League, of peace or war, will be decided by the Spanish civil war.

—H. M. P.

ister of highways; secretary-treasurer, G. A. McNamee, Montreal.

Directors—The officers: Justice A. E. Aarsenault, Charlottetown; J. P. Bickle, Toronto; Colonel J. L. Boulanger, Quebec; H. S. Carpenter, Regina; Hon. W. R. Clubb, Manitoba; Arthur Dixon, Victoria, B. C.; J. A. Duchastel, Montreal; Hon. C. M. Dunn, Saskatchewan; Premier A. A. Dymart, New Brunswick; Hon. W. A. Fallow, Alberta; H. P. Keith, Edmonton; R. W. McCollough, Halifax; A. McGillivray, Winnipeg; Hon. J. P. McIntyre, Prince Edward Island; T. G. Morgan, Montreal; A. Pion, Quebec; T. P. Regan, K.C. Saint John; W. G. Robertson, Toronto; R. M. Smith, Toronto; S. L. Squire, Toronto.

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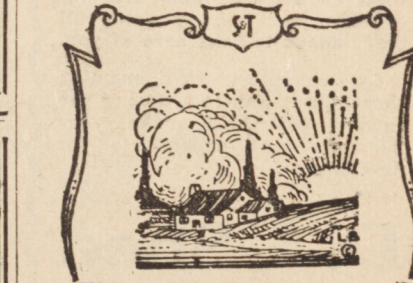
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