

THE DAILY MAIL

NEW BRUNSWICK'S ONLY HOME COMMUNITY PAPER

Published Every Afternoon (except Sunday) at 327-329 Queen Street, Fredericton, N. B.

THE MAIL PUBLISHING COMPANY — J. L. NEVILLE, Managing Editor

Subscription Price: \$5 Per Year by Carrier; \$4 Per Year by Mail. Three and Six Months' Subscriptions Taken at Proportionate Rates. Phone 67.

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FREDERICTON, WEDNESDAY, APRIL 22, 1936

Cataloguing the Prairies

The three prairie provinces, which for unexplained constitutional reasons have a census taken twice as often as the rest of the Dominion, will be indicted with the inquiring—probing is a better word—enumerators throughout the month of June. Some economical minds in the House of Commons would have saved the \$750,000 it is estimated the census will cost by doing without the information of the social and economical vicissitudes of the West—which is what a modern census amounts to. But that brought them up against the Constitution, with the only alternative of an appeal to Westminster.

There was a day when the census enumerators contented themselves with counting heads every ten years and cataloguing the results under the classifications of sex, age, marital affiliations, race and religion. Not so today. When the enumerators start their march through the Western Provinces they will want the answers to a multitude of questions that add up to a complete history of each individual, including the social status and a property inventory.

There will be a special interest in the analysis the Government will make of the information received. When the census was last taken in the West, five years ago, drought and the early stages of the depression had wiped out all evidence of the prosperous 'twenties. The present year represents a decided improvement in the financial fortunes of those Provinces, so that it is possible to regard the period 1931 to 1936 as the depression years. The census, therefore, should reveal with some accuracy the extent to which the people have suffered from the twin tragedies, in addition to improving mere figures on the ebb and flow of the populations. Such information will be of great advantage in directing the rehabilitation of the agricultural West.

Geneva Cornered by Italy

When Mussolini first began his African venture, and all through its talkative stages, he made no attempt to hide one important objective. It was to break the League of Nations. So far he has made remarkable progress, and, with the assistance of France, all indications are that he is to succeed. Any one watching the progress of the war in Ethiopia and the progress of the League's peace machinery cannot but conclude that there has been a definite change in direction. Rather than attempting to end hostilities and force a settlement, it's objective now appears to be to hold out against Britain's demand for action and refrain from further penalties until the Italian army has gone as far as they wish to go and "mopped up."

Wednesday, while the Committee of Thirteen was in session, Mussolini named the distance. In Cabinet session—his most convenient microphone for a world broadcast—he stated that military operations would continue until Ethiopia was completely crushed and the armies of Haile Selassie "annihilated." Figuratively, he was thumbing his nose at the Geneva Peace Council. His action was consistent with his whole programme up to date. Always he has forced the League to make the overtures, delayed as long as possible in replying, and then supported each refusal by a more emphatic step against its wishes.

This was the procedure followed when the peace negotiations were first suggested. Asked to state his willingness to enter negotiations, he held off until the last day, agreed to accept "in principle." Almost immediately the Italian armies began their drive forward. Confronted with his latest treaty violation, the use of poison gas, his reply is that Italy is carrying on the war in the most humanitarian way possible — under the circumstances, and 200 tons of poison gas are shipped through the Suez Canal. Yesterday the Committee learned that it is without authority to prevent the use of that gas.

One humiliation rapidly following another, the League is soon to reach the point where it must admit itself to be helpless and useless, or it must make a gesture, at least, toward following up its stand. Had it not begun to discipline Italy by sanctions it might have been able to get away with the procrastination. Today it cannot and expect any one to hear, let alone heed, its voice again. Even now it is doubtful if it will be so much as consulted when the times comes for settling peace in Africa.

Agricultural Revenue of Canada in 1935

The gross agricultural revenue of Canada is estimated at \$943,081,000 for 1935 as compared with \$942,565,000, the revised estimate for 1934. This represents an increase of only \$516,000, or less than one per cent. Increases are shown in the revenue from farm animals, wool, dairy products, fruit and vegetables, poultry and eggs, maple products and flax fibre, but these increases are largely offset by the decrease in revenue for field crops, fur farming, tobacco clover and grass seed and honey.

The net agricultural revenue is estimated by deducting from the gross revenue the value of such items as feed for farm animals and poultry, seed and unmerchantable grain and vegetables produced on the farms for home use. The preliminary estimate of the net agricultural revenue for 1935 is placed at \$609,318,000 as compared with \$577,952,000, the revised estimate for 1934, an increase of \$31,366,000 or almost 5½ per cent.

Commercial Figures in 1935

Commercial failures in Canada during 1935 were at a lower level than in any year in the period of observation from 1922 to the present. A considerable betterment was shown over 1934 when failures were less than in any one of the previous thirteen years. Failures numbered 1,314 in 1935 against 1,532 in 1934. Defaulted liabilities at \$17,600,000 were less than in any other year since 1922 and showed a marked decrease from 1934.

SNAPSHOTS

Today the world is reaping the harvest of yesterday.

The CFNB staff is giving the citizens a good break in connection with the Moose River notes.

We're all mixed up in our maxims. What does it mean when April comes in like a lion?

A new rose named Eclipse doubtless has thorns to justify the adroitness of its name.

An archeologist at Ur found himself in a prehistoric restaurant. Naturally, the patrons assumed it was a waiter showing up with the steak.

Refinancing is a way of getting out of debt by going into debt, while reforestation is a means of getting out of the wilderness by planting trees.

A psychologist believes that woman's temperament may be judged from her feet. If she drums the same impatiently, you are not getting away with the alibi.

As lawns turn green, remarks the Kitchener Record, we're reminded there is mowder work in the offing. Well, some one had to say it.

Premier Aberhart, of Alberta hints ominously that, in time, he will confound his critics. But hasn't he got critics and every one else confounded right now?

This Province Will Set Up Provincial Saving Banks

(Continued from Page One)

deposits in any amounts and from any person or corporations and to open offices for this purpose at such points in the province as he may find necessary, and subject to the approval of the lieutenant-governor-in-council, to fix from time to time, the conditions as to interest and repayment which will govern such deposits. The interest must not be more than four per cent, however.

Monies available under the proposed measure will be used for investment for any one of the following purposes and no other:

(A) Farm loans;

(B) Loans for industrial purposes;

(C) Bonds for debentures of or guaranteed by the Dominion of Canada or any province of Canada;

(D) Bonds and debentures of or guaranteed by any municipality or school district in the province of New Brunswick.

Further with the approval of the lieutenant-governor-in-council, the provincial secretary-treasurer will be empowered to appoint such officers as he may deem necessary and all expenses will be paid out of and all revenue paid into the consolidated revenue of the province.

Transient Salesmen

Hon. C. T. Richard, provincial secretary-treasurer, introduced a bill respecting licensing of transient salesmen, photographers and others.

Among its provisions are the following:

"No non-resident shall, within the province, sell or offer for sale or take or solicit orders for the sale or take goods, wares or merchandise to a consumer without first obtaining a license therefor.

"No non-resident shall within the province carry on the business of a photographer or take or solicit orders for photographs or enlargements or reproductions thereof without first obtaining a license therefor."

"No non-resident shall within the province take orders or subscriptions for any book, magazine, newspaper or periodical without first having obtained a license therefor."

The proposed license will be issued by the provincial secretary-treasurer for such licenses will not authorize their holders to do any act prohibited in the proposed measure in any municipality without complying with the by-laws of that municipality.

The lieutenant governor-in-council will be empowered to establish a schedule of fees for licenses and to exempt any person when satisfied that such person desires to establish a bona fide business in the province or is the agent or employee of a bona fide business established in the province.

Fines, not to exceed \$500 each, together with costs of convictions, or jail terms not exceeding six months each, will be provided. In any prosecution, the onus will be on the person charged to prove that he is not a non-resident.

Provincial Hospital Bill

Hon. Dr. W. F. Robert's, minister of health and mines, introduced a bill respecting the Provincial Hospital, which he said would bring the present 'obsolete' act 'up to date in every respect.'

Because the lengthy bill had not been printed copies were not distributed.

Bus Line Will Be Put on F'ton-Woodstock Route

(Continued from Page One)

president at Moncton, either in this city or in Moncton, with a committee of several others named by the chairman of the transportation committee. It was felt that by such a meeting more could be accomplished by the city in alleviating conditions which are now coming to a head, and of which a chief development seems to be the throwing of at least twenty-five men in the South Devon shops out of work, as well as a diverting of C.N.R. traffic to another part of the province.

Suggests Bus Route

In conjunction with the commencing of the bus service to Woodstock, George W. Hodge suggested that it might be a good idea to have a bus run from Fredericton to Chipman, which service would be to the advantage of people in this city and Chipman and intervening points.

R. L. Phillips, chairman of the transportation committee told the meeting of a delegation from Devon appearing before him asking assistance and of the subsequent wire sent to Mr. Appleton with his answer that the proposed curtailment of service at South Devon could not be held up. Mr. Phillips told of a gentleman of the Canadian National Railways calling on him yesterday and going into figures of the "Whooper" train. Freight coming through Devon can be carried on three days a week.

Mayor McEvoy

The purpose of yesterday's meeting was to see if conditions respecting railways could not be bettered. Mayor A. J. McEvoy of Devon told of taking a C. N. R. man to see W. G. Clark, M. P. P., and the latter had promised he would communicate with Moncton and Ottawa. A City like Fredericton should have suburbs and Devon is a suburb, said Mayor McEvoy. South Devon has been built up around the round house there, he said. The loss of work to the 25 or 30 employees there would mean a loss of \$25,000 per year. "If we lose it in Devon we lose it in Fredericton where the purchasing is done, and as time goes on the wedge will grow bigger," pointed out the mayor of Devon.

'The town of Devon will be destroyed I claim', was Mayor McEvoy's terse remark. He insisted that the government should absorb these men instead of putting them on the dole. We have to retain our population. These men come from old Loyalist stock. We talk about civilization—bring men in, put these men out. It is not a square deal. We have a man in politics who ought to bring pressure to bear, he said.

Ald. Raymond Creadson who represented the industrial committee of the city council also spoke. He said that he and Ad. Forbes, and himself had given considerable thought to the matter. He wondered why no one outside the industrial committee had done anything about the matter. The prime thing was the rebuilding of the bridge. "I think both the railways are taking advantage of the destruction of the bridge," he said. "We are too conservative and lax in the Maritime Provinces. We haven't the fighting spirit to tell these people. Fredericton is the most non-aggressive city in Canada!" exclaimed Ald. Creadson.

J. L. Neville, a member of the transportation committee also spoke. He concurred in Ald. Creadson's remark and said that the C. N. R. bridge was the crux of the whole situation. He thought that it would be wise to get in touch with W. G. Clark, M. P., and others at Ottawa, and urge that work commence on the bridge as early as possible.

Mayor McEvoy of Devon interposed that it would take three years to build the bridge. What will we do in the meantime?

Mr. Hodge thought the talking out of the bridge was a blessing in disguise. Because when a new bridge is built we can be on a through line to Saint John from Quebec. We should agitate to have Fredericton on the main line. Then we could have fifty to one hundred men in Devon. The co-operation of Saint John Board of Trade should be sought.

Ald. Creadson said that he had been talking with W. G. Clark, M. P. He had thought that we should have the bridge built first and the line from McGivney next. He agreed with Mr. Neville.

S. S. Miller, president of the Board of Trade, said that in a conversation with a C. N. R. man prospects of freight from McGivney to Saint John via Fredericton was discussed. This would mean the breaking-up of trains at McGivney and the C. N. R. would not want to have freight come through Fredericton.

J. D. Palmer said that Mr. Miller was pointing out a practical railway problem but it was not an insurmountable thing. Mr. Miller said that the railway situation is the most serious thing that has happened to us here in his career.

Mr. Phillips mentioned that no replies had been made respecting carting freight to Devon.

C. L. Dougherty spoke also and inquired if the layoff of the C. N. R. men at Devon was temporary or permanent. He said that we have want-

Rescue Robertson and Scadding This Afternoon at 3.30

(Continued from Page One)

two men across the muddy mire property to a field a short distance away where a small mine office has been equipped as an emergency hospital.

Millions of anxious people all over the world were somewhat relieved today to hear that it had been definitely established that the men entombed in the Moose River Mine would be taken out before midnight. Hon. Michael Dwyer stated today at one o'clock that after being down in the rescue shaft that it could be officially taken that Dr. Robertson and Alfred Scadding, the two men who have been imprisoned at the 141 foot level of the Moose River mine, since April 12 would be taken out before midnight. The distance now to be cut clear by the miners who are working frantically to save the two men, is not more than ten feet. During the past few hours they have gone six or seven feet. Whilst the miners cannot tell how many hours more it will be on account of so many factors entering into the situation, they are confident it will be only a few hours before the most gigantic task in the mining industry of Canada will have been accomplished.

Arthur Phillips, deputy Minister of Mines for Cumberland County, has every confidence that Simpson will be able to accomplish this work. The rock formation is becoming more loosely broken up.

The latest report last night given by the Canadian Radio Commission stated that the two imprisoned men in the Moose River mine could hear the digging of the rescuers and that there was about twenty feet of loose rock still to go through. The men seemed weighed down with inertia. They had no nourishment since Sunday night.

It was reported that Dr. Robertson and Scadding were heard tapping on the wall.

All through last evening periodic broadcasts over the Canadian Broadcasting system described the chilly weather with its accompanying cold rains through which all bravely plodded to their sworn task of saving their brother men from their ghastly peril in the bowels of the earth. Much rock was continuously being brought up to the surface by the rescue brigade. A lean-to had been built to protect the men from the downpouring rain and the work was progressing well. The shaft is well built which the rescuers are creating and without danger, this message being directed to the families of those on duty at the actual

ed through freight through Fredericton. He wondered if the bridge or the building of the Valley line would be for through freight. Mayor McEvoy pointed out that the layoff was probably permanent and the railway is taking this work to Moncton, New castle or Saint John. We want to maintain the round-house, he said, and he mentioned that it would be very hard to sell property in Devon if this goes on. In all the layoff includes five car men, nine in the round-house and ten other men. About ten have been laid off so far.

W. J. West asked if it was true that the bridge may not be built. He was assured that W. G. Clark, M. P., had said the bridge would be built, but no one man can guarantee it. Ronald G. Loughlin said that this bridge is not a paying proposition we will not get a bridge and if it is a paying proposition we will not doubt get the bridge.

Bridge Will Be Built

It was Mr. Palmer's opinion that the bridge would be re-built and promptly because it is the key to central New Brunswick traffic. "I don't there is any question of re-building," he said.

He felt that if Mr. Appleton could come and sit at a table conference the matter could be ironed out. He felt the Devon layoff was only temporary. He suggested that a small committee go to Mr. Appleton to Moncton or have him come here.

Mr. Phillips declared he would be willing to go to Moncton with one or two others to try to make some arrangements to have some of the work done here. Any engine that can be serviced at Devon should be his opinion. The motion to have the conference arranged with W. U. Appleton to iron out the problems was made by Roland G. Loughlin.

C. L. Dougherty suggested that the whole outlook at the lower end of the town would be changed, but Mr. Palmer assured that the engineers have that problem before them and the situation will be taken care of.

Mr. Phillips pointed out that if a heavy bridge is built the freight will go right through with no terminal at Devon. Local trains would, of course, be serviced there. He mentioned the point that we might be too close to Saint John to be a divisional point in line. A C. N. R. man had made the remark that the bridge being light has saved central New Brunswick in this respect.

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work of rescue. The announcement also paid a tribute to the representatives of the press.

Horace A. Porter, B.C.L., M.P.P.

(Continued from Page One)

good organization work in Queens County for the late Hon. Dr. Hetherington, who was a candidate in that county. In June last he was elected to represent Saint John city in the present Legislature and he is doing valuable work both in the House and on several important committees.

For twenty years Mr. Porter has been connected with the Saint John Exhibition Association. He has also been active for twenty years in the Canadian Club and is past National President of the Associated Canadian Clubs of Canada. His time altogether seems to be pretty well occupied with these various activities in addition to his extensive legal practice.

TO ADDRESS THE HOUSE

Hon. A. P. Paterson, president of the Executive Council and Minister designate for Federal Affairs is to address the House this afternoon.

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