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## Are You Going to Kill Yourself or Others During Present Year?

It Depends In a Large Measure Upon How You  
Handle Your Car—Jaywalkers Are Also Warned to "Order Flat Bouquets" For Themselves.

Next week will be Safety Education Week in New Brunswick. An effort is being made to prevent serious and fatal accidents in this province. Premier Dymally will open the campaign against death tonight at 7.45 o'clock Atlantic Standard Time in a radio address which will be broadcast over a four station network in New Brunswick. Forty fatalities in New Brunswick last year were due to automobile accidents. Of these forty accidents eight were children. The majority of these accidents were due to CARELESSNESS and could have been avoided. Faulty condition of cars is another cause and this is probably in a large measure due to carelessness.

Experience the world over has demonstrated that accidents can be avoided. That this is so, is proved by the known fact, borne out by statistics, that most automobile accidents occur in clear weather, on paved dry highways and that, often, they involve those who are experienced, physically fit and sober and consider themselves cautious and careful drivers.

So that, in the last analysis, accidents, as a general rule and of course excepting those resulting from gross carelessness or intoxication, are the result of little specific acts which can be isolated, pointed out and avoided, the avoidance of which may carry a person through a life time of safe driving.

As a general rule it takes two to cause an accident—though not always—but it is another fact that if a person is really careful he or she can generally avoid contributing to the cause of an accident.

The first great essential, of course, is to have control over your car and the next is to see that it is always kept in good condition, brakes in order, etc., and then AT ALL TIMES observe the rules of the road.

These rules are reasonable and even in cases where one or two may seem extreme it is always better to observe them on the principle that it is wiser to be safe than sorry. They may not have been devised to apply to you but they most certainly will apply to somebody. Therefore, co-operate in all these essentials.

Take the case of the driver who

stops at a crossway and then grumbles because no cars are coming in any direction so he goes on. But just imagine if this individual were multiplied by hundreds each thinking the same thing and each figuring that he or she might as well "go on. How long would it take before the streets and highways were virtually shambled.

Traffic laws were made for the protection of the motorist and the pedestrian or the driver of a horse, vehicle, bicycle, etc. To each and every one of these they apply and each and every one, for the common good, must observe them.

Suppose that every Tom, Dick and Harry in the land took it upon himself to put his or her own interpretation on any other law as too many are inclined to do in respect to the traffic laws!

Supposing every Tom, Dick, and Harry said, for instance, that the law against theft did not apply to a particular store or individual. We all know that anarchy would be the result.

And that is just what is happening in too many cases anent the traffic laws. There are too many self constituted judges amongst motorists and pedestrians as to what they mean, and what they do not mean whereas their meaning is crystal clear.

They mean just what they say. Stop when you are told to; go when the way is clear; avoid excessive speed, be personally fit to drive, etc.

They mean to the pedestrian to obey all safety signs, also, to avoid jay walking, not to try and save a minute or so by going against a signal; not to figure you can "beat" that car out for too often you can't.

Motorists, drivers of horse vehicles cyclists, pedestrians, obey the traffic laws as you do the other laws of the land.

IT IS THE ONLY MEANS TO ENSURE SAFETY ON OUR STREETS AND HIGHWAYS.

All accidents are not due to careless automobile drivers. Many of them happen to the best of drivers and are due directly to the carelessness of pedestrians.

Pedestrians, too often, are flagrant violators of the traffic laws. In some

cities, of course, traffic police are at busy corners and have the situation well in hand and crossing at certain intersections can be done only on order of the officer. In others the street lights alone are the traffic indicators. In this latter case they are too often not observed by the pedestrian. Time after time a man or woman or child will saunter across an intersection regardless of what light is on. The marvel is that more accidents do not occur.

And it is all so silly! For the average person is not in such a rush. A minute or so means nothing to him or her. The pedestrian gets an opportunity to cross when the proper light goes on. The automobile driver gets his or her chance when another light flashes on. One must wait for the other; one must go or stop as the lights dictate.

The chief offenders are the pedestrians and such have been properly christened "jay walkers" for they go against the basic principles of safety, against the dictates of common sense and although they may not realize it they often take their lives in their hands.

"Oh, no," someone may say. Let us see.

A motorist seeing his light to go ahead comes to a street intersection at only a moderate rate of speed and does not stop or try to stop. He or she is perfectly justified in "going through." A pedestrian paying no attention to the light, steps out onto the crossing. The car driver not anticipating any such move is not in a position to bring the car to an immediate stop, and CRASH—someone is hurt.

It may be only a bruise but most certainly it will be a shock to the nervous system of both the pedestrian and the driver. But no one can blame the latter, in such a case, even if the pedestrian should be killed. The real author of the tragedy is the demon CARELESSNESS.

Last year in Nova Scotia 66 accidents were attributed to crossing the street inattentively by adults and general inattention and eighty-five children were guilty of the same faults.

There you are.

To pedestrians in SAFETY EDUCATION WEEK, especially, it might be suggested that in addition to the safeguarding of their own lives and limbs they have a great responsibility to the maintenance of safety on streets and highways. In cities observe all traffic signals; on highways watch that car. It may seem to you a long way off and you may want to get on the other side of the road. A minute or two and it is past you and you may cross with safety; a dash across ahead of it may be just a second too late. When the crash comes you may know nothing about it; you may be beyond all earthly cares.

The height of folly is to try to save a minute when the risks are so great and the odds so heavy against you. It is becoming more and more apparent that the Jay Walker must be protected against himself or herself. This can be done by the rigid enforcement of the traffic laws.

It can be done much better if pedestrians will WALK CAREFULLY. To impress this is one of the objects of SAFETY EDUCATION WEEK. But it is not for one week only. The coming of the automobile has made the streets and roads less safe than in the days of the horse driven vehicle. This is apparent to everybody.

ACCIDENTS, AFTER ALL, DON'T OCCUR, THEY ARE CAUSED.

The greatest gamble in life is when anyone, motorist or pedestrian, disregards common sense; fails to use ordinary precautions on the streets and highways to save a few seconds.

## ITALIAN INDUSTRIES HARD HIT BY WORLD ECONOMIC SIEGE

Sanctions Force Business to Operate at Loss, but Duce Remains Nation's Idol

(By Reginald Sweetland)

TURIN, Italy, May 28—How have sanctions applied by the League of Nations affected the industries of Italy? How have they affected the small merchants? How have they struck at the standard of living of the man in the street?

Following a survey of the industrial centers of Northern Italy, I am able to state that if sanctions are continued for another four months—or five at the maximum—the results will be extreme, and this will be written to many of the major industries of a nation that is attempting to become economically self-dependent.

Surplus supplies of cotton and wool are about at an end. With steel and coal, both imported materials, the matter is different.

### English Steel Imported

One fact stands evident: Those big industrial concerns that are executing government contracts are able to import raw materials from abroad. Others are not.

Steel from England and from Belgium, both sanctionist countries, is going into the manufacture of Italian war materials, into auto trucks, into tanks and into airplane motors and parts. The automotive industry is well favored since it is devoting most of its working hours to manufacturing armaments and engines of war.

Just as there may be no strikes among the workers, so also, it is virtually impossible for employers to discharge workers, regardless of losses incurred through inability to purchase raw material and through curtailed operations. Hence there is little visible unemployment.

### Cotton Imports Checked

Textile manufacturers are hard hit. Many imported raw cotton from the United States. Today they may not,

for the government controls credit, and only through exchange restrictions forbids the purchase abroad of necessary materials.

Italy has after years of great effort built up a cotton export market in Egypt, Turkey and the Balkan countries. Today these textile manufacturers are idly sitting by and watching Great Britain and Japan take these markets away from them. They can do nothing about it. What they are doing is praying that the new Ethiopian colony will more than repay them for the loss of their present markets. But even this is a gamble.

### Government Discounts Siege

It is a gamble against time and the voiced opposition of more than 50 nations, led by England.

Officially, the government states that the economic siege of Italy has not been economically detrimental to the nation. In one sense this may be considered true, but only by taking into consideration that the government has all along been able to import steel, gun, cotton, and coal for its own defenses and for offensive purposes.

Apart from that the blow has been a hard one. Business is being operated at a loss, stocks are dwindling and in some cases, as in cotton for the textile mills, even reserves are about nil.

The small business man, the petty merchant, was hit first, for he could not send credit abroad.

### Payrolls Must Stay Up

The big industrialist, except those with armament or war contracts to fill, is in a more difficult position, for he must maintain his payrolls at whatever loss.

The government controls credit; the government controls imports; the government controls exports. The standard of living, this correspondent learns, has dropped below the level of 1934.

Certain foods are restricted. Two meatless days a week tell the story of the stoppage of meat imports.

Second-hand markets and pawn shops are doing a big business. Articles falling into the hands of pawn

shops have long ago passed the luxury category and now include such articles as haircombs, fountain pens, glasses and cutlery.

Visits to department stores will show that even some of the one-price stores have fallen into tune with hard times and permit bargaining and haggling for prices.

### Duce Remains Here

With all this—let it be emphasized—there is no outward sign of discontent. Duce remains the hero of the nation, just as young Ballilas (juvenile fascists) with toy rifles, remain the symbol of the nation. The Latin, with all his fictional lack of perseverance, is a patient person.

Admiration for Premier Benito Mussolini openly expressed, and hatred for Great Britain symbolized in the person of Capt. Anthony Eden—foreign secretary—these are the two unifying forces, the two sentiments that save the wounds inflicted by sanctions.

How long can a condition like this last? Perhaps four, perhaps five months more, before the luster of conquest has dwindled and patience thinned to a fine thread.

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