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FREDERICTON, N. B., TUESDAY, MAY 5, 1936

Fredericton Leads in Membership

Hugh Hooks, district organizer of the International Community Concert Association, stated last evening at the conclusion of the concert rendered by the Russian Imperial Singers, that Fredericton and Amherst stood highest in membership in the International Community Concert Association in proportion of membership.

Once again Fredericton, the pretty little capital city by the blue Saint John River, has distinguished itself as a lover of "arts and poetry."

This should be of more than ordinary interest to all who have the interest of our city at heart. To those responsible for this added honor much credit is due.

Civilizing New Guinea

A cable message from Canberra, Australia, brings the news that when the Labor party moved for adjournment of the House of Representatives eleven hour efforts were being made to save Ludwig Schmidt from hanging for killing three New Guinea natives. Schmidt, an elderly German gold prospector, and three companions went to an unpolluted section of north-eastern New Guinea despite orders to stay out. In August, 1934, they pillaged a village and carried off the women. Three unarmed natives who tried to rescue the women were shot by Schmidt. The Federal government first ascertained that Schmidt did not intend to appeal, then announced that it would not interfere with the execution unless the New Guinea Administrator should exercise his power to substitute imprisonment. In view of the brutality of the crime, such action was considered extremely unlikely.

At a period when its Samoan mandate was giving New Zealand much trouble, Australia was avoiding friction in New Zealand. This was accomplished largely by the humane and intelligent fashion in which the patrol officers handled native problems. The Commonwealth is anxious to maintain the good record. Since the territory was taken from Germany and placed under Australian control forty-five natives have been executed. "If we fail to punish Schmidt," Federal Ministers said in effect to the protesting Laborites, "the natives will say, and justifiably, that there is one law for the white man and another for them."

The conscientiousness with which Australia administers its mandate is shown by the list of qualifications required for cadets in the service. In addition to acquiring a working knowledge of accountancy, post office procedure, customs regulations, soils, crops, map making from field notes, bridge and road building, they must study practical anthropology. The latter subject includes the development of native races, census taking, prison and police control and the prosecution and defense of natives in the courts. Over 1,700 young Australians recently applied for cadetships; as only sixteen vacancies existed, the authorities were able to make the tests stringent. Of the thirty cadets already sent to the territory a number are lawyers and university graduates.

South Africa Looks Ahead

Even now, Mussolini's campaign in Ethiopia is having repercussions in other parts of Africa. The Union of South Africa is increasing very largely its military air force and taking other steps toward building up the defenses of the country. In emphasizing the need for this expansion, Defense Minister Oswald Pirow drew the attention of members of Parliament to the lessons of the Italian campaign in Ethiopia.

The Minister's reference to military operations in Northeast Africa does not particularize, and there can be but a guess as to what he has in mind. Had the Italian forces been repulsed, there would at once arise apprehension as to the effect of this on native populations elsewhere, and especially in the Union, where the colored race is seeking political rights. But the apparently inevitable fate of King Selassie's forces will not develop warlike ardor in other black tribesmen.

Another thought that arises in connection with the South African armament policy is: Will it be a menace or an assistance to Britain? Undoubtedly there rankles in the hearts of a strong element in South Africa bitter memory of the last Boer War, but in a new generation this feeling appears to be weakening. Under British administration South Africa has developed and prospered in a way that would not have been dreamed of under Boer rule. Today the country is literally booming. Gold and enterprising industrial policies have pulled it out of the depression, and people consequently are in the peaceful frame of mind that always accompanies good times. In this respect the Defense Minister's statement is significant and reassuring. "Our attitude toward our northern neighbors," he said, "is as cordial as that of Great Britain to us, and any help we can give in connection with building up their air force, or with any other means of defense, will be theirs on the same generous basis as Britain applied to us."

The defense plans appear to aim also at industrial development. Parliament was informed by Mr. Pirow that technicians of his department were exploring the possibility of producing in South Africa military equipment hitherto imported, such as airplane engines, steel helmets, gas masks, rifle barrels, aircraft bombs, artillery ammunition, grenades and armored cars. This would mean a great deal for South African workmen.

There is no panic in the Union. The Defense Minister emphasized that South Africa was not preparing for war in the near future, but was taking elementary precautions "which every nation must bear in mind if it values freedom and independence."

The Flowers of Spring

At this season of the year all nature lovers are thinking of the flowers that bloom in the spring, and their part in beautifying the garden plot at the back of the house, the front lawn, or even in making a widow box a delight to the eye. Dwelling on this subject, the National Revenue Review makes interesting comment on the origin of many garden flowers well known in Canada.

Few of these are native to this country. Most are imported from other lands. The tulip, for instance, was introduced to Europe by a traveller from Constantinople, and became such a favorite that Holland gardeners commercialized it, and from that country came most of the bulbs set out in Canadian gardens. The narcissus is peculiar to Central and South Europe, the Mediterranean region and most of Asia. The primrose known in Canada is a native of the Swiss Alps, and grows wild in the cooler parts of Europe, Asia

SNAPSHOTS

A prominent Montreal man who is on the inside, speaking to The Daily Mail today says: "It depends upon how much you fellows pull whether you will get your bridge or not." So there you are.

Garson's fleet was not very fleet in getting here, to do the salvaging of the old bridge.

The residents of Aberdeen street will have to wait two years for an investigation and report on the stone crusher. This should crush the residents of Aberdeen street, including one of the Aldermen.

A resident of Church Street says that the cats fighting at night in his neighbourhood are worse than the Beaverbrook chimes. They must be terrible.

Next to a polling booth pencil, perhaps the bluntest thing is the way Nazi referendum managers put the question.

What's this? A sea-serpent in the St. Lawrence? But why not? There is plenty of room—and the tourist season is at hand.

In Russia, doctors are now dropped in parachutes from planes. Thus for the little ones is prettily combined the stork story and the facts of life.

The mighty Maine tide will go unharnessed, but there is work still for science to do. It never really slipped a martingale on the atom.

The future dwelling will be without windows, a noted architect says. Making it fine for the neighbor's boy who loves to bounce a ball against a house.

Another thing many are fed up on—going to the door to see if opportunity knocked and finding it was another peddler.

Oshawa school trustee says that if all books objected to in the public library were banned there wouldn't be any left. Which indicates again the difficulties that confront literature and screen censors. On few other subjects is there so great a variety of tastes.

Albright Corner Route Probable Within Next Year

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 ada route because of federal participation.

A call for tenders will go out immediately for the hard surfacing of 420 miles of provincial highways during 1936-37. The total number of miles hard-surfaced in 1934 and 1935 was 134.

"In order to reduce the cost it has been decided to embark a two-year programme. Tenders will be invited for stretches of from 25 to 30 miles instead of the eight to 12 miles laid out in the contracts in 1934. This, it is calculated, will effect a very material saving because of the economy of buying on a quantity basis.

To Be More Plastic

"Some slight changes in the specifications have been decided upon that will make the pavement more plastic and will consequently be less subject to cracking and have the quality of being largely self-healing. These adaptations are the result of intensive study on the part of the engineering staff and represent the findings of practical engineering authorities as being best suited to serve our severe climatic conditions.

"The permanent pavement will be applied to the more generally used main trunk highways, while the stretches of carpet coat will be applied to the lesser used trunk highways.

"The engineering staff, under the direction of C. B. Croasdale, chief highway engineer, has been making an exhaustive study of the cost of maintaining gravel roads with the result that it is made eminently clear that permanent surfacing is desirable not only for the purpose of reducing cost of upkeep but to enable us to capitalize on the advantages accruing from dust-free roads, not the least of which is to reduce motoring hazards.

Hopes For Federal Aid

"As a relief measure it is confidently hoped that the federal government will share in the programme outlined, not only on the trans-Canada project, but also on other main trunk highways, and thus afford another means of enabling the province to abolish direct relief.

and North America, also on the mountains of Ethiopia and Java. Greece and Asia Minor are the home countries of the hyacinth. It also has been developed by Dutch florists. Crocuses grow profusely in Europe, North Africa and the temperate zones of Asia.

Thus, in interesting fashion the National Revenue Review chats about the flowers that may give to many a Canadian garden quite a "cosmopolitan" touch, though the gardener may not know it. And it provides the further interesting information that during the eleven-month period from April 1, 1935, to Feb. 29, 1936, florist stock imports to Canada totalled in value \$573,062. Tulip bulbs alone were valued at \$170,752 and \$163,500 worth of these came from the Netherlands.

"After a few years of intensive endeavor, we shall have our main arteries of traffic covered. While it is impossible to avoid substantial increases in the capital debt, the maintenance cost will be reduced to a minimum, eliminating expensive grading equipment and the purchase of similar new machinery, except for the irreducible minimum demanded for keeping the remaining gravel roads up to standard."

No details of the highways to be included in the programme were disclosed by the premier in making his announcement.

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The asphaltic concrete programme is as follows:

Contract No. 170, Highway No. 2—Aroostook Br.—One Mile North of Grand R.—32.1.

Contract No. 171, Highway No. 12—Perth-Bath, 17.5; 2. Florenceville-Hartland, 9.0; 7. Andover-U. S. Boundary, 5.0—31.5.

Contract No. 172, Highway No. 2—Allandale R. R. crossing-McKinley Ferry, 30.2.

Contract No. 173, Highway No. 2—Frtion-Gagetown, 32.5.

Contract No. 174, Highway No. 2—Lakeside-Sussex, 23.6.

Contract No. 175, Highway No. 2—Penobscus-Jones, 34.2.

Contract No. 176, Highway No. 2—College Bridge-Frosty Hollow, 8.7; 11 and 15, Moncton-Barachois, 19.15—28.2.

Contract No. 177, Highway No. 16—Aulac-Cape Tormentine, 31.0.

Contract No. 178, Highway No. 1—Prince of Wales-Woodland Rd., 27.1.

Contract No. 179, Highway No. 11—Campbellton-Matapedia, 11.6.

Contract No. 180, Highway No. 11—Bathurst-Bellefleur R., 24.8.

Contract No. 181, Highway No. 11—Chockpish Rd.-Gilbert's Corner, 25.1.

Contract No. 182, Highway No. 8—Doaktown-Douglasstown, 56.0.

Contract No. 183, Highway 14—Moncton-Albert, 33.0.

Several officials of outstanding construction firms in Canada who are in the city today studying the specifications for the new paving programme, state that the provincial engineers have done a marvellous place of work in getting out these specifications. The specification call for a good type of road at a minimum cost.

PERSONALITY OF ARTISTS

"Personality of Great Artists" was the theme of an address delivered to the Fredericton Gyros at their weekly luncheon meeting last night at the Nu-Palms, by Hugh Hooks of the Community Concert Association, who is visiting the city at the present time. A large number of Gyros heard the address, which proved most interesting.

Bus Service

(Continued from Page Eight)
 and Covered Bridge. It is not anticipated that many passengers will come from Doaktown on this last trip but it should be of convenience in picking up passengers between Stanley, Covered Bridge, Taymouth, Penniac and other intermediate points between Stanley and this city as it gives those people in the outlying districts a chance to come to Fredericton on Saturday evening and do their shopping.

This service it will easily be seen brings people into the city on Saturday morning and again on Saturday evening and people between here and Stanley could very well come in here in the morning and if they were not able to leave Fredericton at 2 P. M. they could leave by the last bus going out at 11 P. M.

Programme to Minimize Accidents

(Continued from Page One)

convinced this appalling loss of life can be eliminated or very greatly reduced by a rigid enforcement of highway regulations. The campaign being launched is designed largely for the protection of motorists themselves. Any slight inconvenience that may result should be regarded in the light of a contribution or sacrifice to a worthy end."

The Premier emphasized particularly several important amendments to The Motor Vehicle Act.

Any place officer may order from the highway any motor vehicle which, in his opinion, would be a menace to public safety owing to some mechanical defect. The license plate in such instances will be removed and held by the Registrar until he is satisfied that the mechanical defect or defects have been remedied.

Every trailer must have securely attached to the back thereof, within six inches of the left side of the body, a red light or reflector, which is to be approved by and sold only through the Department.

Every commercial vehicle equipped with a cab, body or a rack of over six feet in width, or carrying a load of over six feet in width, must have affixed thereto in front and as high and as far apart as possible two lights, a red on the left and a green on the right, and, in addition thereto, when the body or rack is of a permanent character, must have affixed to the rear thereof and as high up and as far apart as practicable, two white lights, one on either side, and all in addition to the lights required under other sections of the act.

Every motor vehicle must be equipped with a device for dimming lights and during the period when lights are required to be displayed, the driver of a motor vehicle meeting another motor vehicle, shall dim his lights at least three hundred yards before meeting such vehicle or as soon as such vehicle is visible.

"It is sincerely trusted," said the Premier, "that the public will co-operate to the fullest extent in the campaign to make our highways safe. The heavy loss of life heretofore is a responsibility that rests upon everyone and we should not be satisfied until this Province has reached a degree of perfection in this regard that will distinguish it on the North American Continent."

Italian Troops Ready to Occupy Addis Ababa

(Continued from Page One)

It also was learned the Djibouti railway line had been cut near Mojo, about thirty miles from Addis Ababa. It was impossible to establish whether this was the work of the Italians or revolting tribesmen.

Ethiopia's fleeing Emperor Haile Salassie and his family left Africa yesterday for a refuge in Palestine. Ras Nasibu, the Emperor's commander on the southern front, and Wehib Pasha, one of the members of the southern Ethiopian army general staff, arrived in Djibouti last night.

The Negus, tired and apparently heart-sick after his futile seven months' struggle against the invading Italians, was represented as holding little hope of ever returning to his throne.

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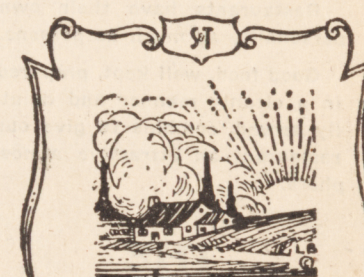
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