

THE DAILY MAIL

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FREDERICTON, FRIDAY, OCTOBER 23, 1936

British Ideal Menaced

Replying to Communist demands that the Fascist organization headed by Sir Oswald Mosley be disbanded by the British Government, Sir John Simon declares that such action would be dangerous unless applied with equal severity to Fascists and Communists alike.

Legislation aimed at one faction alone would mean an end to British tolerance, he pointed out, and would bring about repressive conditions resembling those obtaining in Germany, Italy and Russia. Some of those who are loudest in their denunciation on one side or the other of what occurred in the East End of London seem to be signally ignorant of the elementary principles of British freedom, said Sir John.

Lord Marley, British statesman, now visiting in the United States, speaking in Georgia recently, said: "We must expect in England an increasing attack on the liberties of the people; disciplining of the civil population, less tolerance, and the beginning of what may be called a respectable form of fascism."

By an overwhelming majority, British people are agreed that neither fascism, communism nor nazism is to their taste. They prefer democratic rule to a return of despotism under any modern appellation.

Moreover, it is doubtful whether even British communism would care to undergo the hardships and privations imposed on the people of Russia in its name, or British Fascists to submit to the ruthlessness of a Hitler.

It must be borne in mind then that neither fascism nor communism is acting in defense of the British ideal—democracy. Both are engaged in a private quarrel between themselves, but both, also, are helping to destroy the privileges which the British citizen has enjoyed for centuries, and which are his proudest boast.

British democracy may need amending in order to bring it into line with modern thought and modern requirements, but the adoption of either communism or fascism will mean, not its modernization, but its utter destruction.

High Hat

"Uplifting" is about as good an adjective as any to apply to some new styles of feminine headgear. The rakish pancake may itself have invited a more impressive type of successor; the wheel of fashion is likely to turn rather suddenly to extreme change. The higher hats are not without a beguiling tilt of their own when the countenances below are considered improved thereby; of course there are plenty of winsome faces which may be adorned by a distinctly perpendicular crown. As usual, the exercise of individual taste as to what is most becoming may be trusted.

Philosophical observers view the procession of the fashions calmly, realizing that variety, after all, has considerable appeal and that it is the part of wisdom to take without complaint what the gods may send for women to wear. Speculation if not too loud may be permitted as to the hidden or inner meaning, if any, of the rise in hats. Does it signify renewal of ambition with the passing of the summer solstice, or is it mysteriously linked with some development in the art of hair dressing? Is it to indicate how infinite are the ways by which charm may be emphasized, or is it just another illustration of the workings of that canny law which, at stated intervals, demands something different? There is opportunity here for surmise both poetic and practical.

Two Ounces of Fat

Blasting fascism and communism, the president of Fordham University, the Very Rev. Robert I. Gannon, said: "The increasing denial of the God-given rights of man is lending to social chaos."

President Gannon sees fascist and communist states alike arrayed against the forces defending natural law, which in essence, he says, is man's participation in divine law. As belief in God declines, the belief in the omnipotence of man increases, the educator said, and this, he believes, leads to pragmatism, expediency, the death of principle and to chaos.

Most of us agree that if the world ever gets around to generally subscribing to that greatest of all constitutional documents, the Ten Commandments, most of the social chaos will be transformed into a near cosmos. The trouble is, too many people personally amend the Ten Commandments, or repeal certain of the clauses. At best, we who are less than saints choose which commandments we shall keep and which ignore. If we stick to our combination, we think we are rather good citizens.

This business of man's idea of his omnipotence is merely another evidence of man's silly conceit. We brag about our transoceanic flights, yet the golden plover, a bird about the size of a robin, flies 2,000 miles overseas, day and night, on a consumption of two ounces of fuel in the form of body fat. Man has enough fat in his head to carry a plover to the moon and back.

Yes, the world is too pragmatic these days, too willing to believe that "whatever works is true." For a while yet it will continue to butt its head against the wall of eternal varieties.

Tribute to S. J. Hungerford

"About the time Horatio Alger was in his heyday as a writer of juvenile success fiction, Samuel J. Hungerford, as a lad of fourteen, obtained his first employment as an apprentice in the locomotive shops of the South Eastern Railway in Farnham, Que. That was fifty years ago. Mr. Hungerford worked as a mechanic for various Canadian railroads, and subsequently as foreman, master mechanic and shop superintendent, resided in seven of the nine provinces. Then came the posts of general manager and assistant vice-president of the roads now part of the Canadian National Railways; in 1920, he was made vice-president of the system; in 1922, acting president, and president ten years later. Recently he was made chairman. From apprentice to head of the largest railway system in the western hemisphere, Mr. Hungerford has reached heights undreamed of by Mr. Alger's most ambitious character"—*New York Times*.

SNAPSHOTS

Tomorrow is Apple Day. Don't turn down the Boy Scouts?

An apple a day keeps the doctor away.

An onion a day keeps everybody away.

Evidently the powers-that-be in Nova Scotia are not afraid to air conditions of county jails as they are.

A Fredericton man nearly shot a duck the other day. The shell proved to be a souvenir cigarette lighter. What a break for the duck!

Does Moncton think that, what with its magnetic hill and big chain store, it can pull away from the Capital the new C.N.R. bridge?

The more we observe the noble warriors of Spain, the more we can't understand what they are making the world safe for.

200 Indians

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the Muncey Indian Reserve, 23 miles west of London.

The disorders occurred when R.C. M.P. Constable H. F. Paquet, stationed on the reserve, attempted to arrest a drunken Indian, during the progress of the Oneida Fair. About the same time, Constable J. M. Bella endeavored to make another arrest. If was then, said police, the 200 tribesmen, many of whom appeared to be intoxicated, turned upon the officers.

The two civilians, named Pickering and Collins, went to the aid of the constables, and were mauled. Later the four whites were able to fight their way to the police headquarters, where a call was sent out for assistance.

Constable Paquet was bruised and battered; Constable Bella suffered a broken rib. Collins' nose was broken while Pickering had superficial hurts.

The two Indians, whose arrest precipitated the disturbance, were placed in custody after the arrival of the rescue force.

Trade Treaty

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has been in operation. Under this Canada extended to Germany the benefits of its intermediate tariff and Germany extended most-favored nation treatment to good imported from Canada.

This arrangement came into effect at the beginning of 1933 and has been renewed from time to time. In the last few years its advantages, so far as Canada was concerned, have been largely negated by drastic exchange restrictions imposed by Germany.

Drop Since 1930

Canada's exports to Germany have been on the decline since 1930 but imports from that country have remained fairly constant.

Next to wheat, copper is Canada's principle product in demand in Germany. Other leading commodities shipped from Canada are asbestos, nickel, fish, sausage casings and wood pulp.

German exports to Canada have consisted almost wholly of manufactured articles such as novelties, toys and musical instruments bulk large.

Canada's trade with Germany for the past six fiscal years was as follows:

Year	Exports	Imports
1930-31	\$13,942,000	\$16,197,000
1931-32	10,405,000	11,657,000
1932-33	8,057,000	9,088,000
1933-34	10,588,000	9,922,000
1934-35	4,474,000	10,014,000
1935-36	4,559,000	9,908,000

Canadian

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amongst the legal luminaries sailing.

Other passengers include Peter Wright, Mr. and Mrs. Tom McDonald, J. Fraser, Admiral John Dennison, Miss A. C. Dennison from Toronto, L. J. Adjutor Amyot, Mrs. Amyot, Paul Amyot, Quebec; Mrs. A. H. Ginman, Montreal; Mr. and Mrs. H. Biermans, Mr. and Mrs. E. De Hauffe, Paris, France.

Hon. J. B. McNair

(Continued from Page One)
Industry Commission Act, the Natural Products and Marketing Act, and the Farmers' Creditors Arrangement Act. Certain labor legislation having to do with minimum wages, hours of work and weekly rest will also be dealt with and the last amendment of the Criminal Code. New Brunswick is interested in some of these cases. Mr. McNair will be accompanied by Mrs. McNair.

CONDITION UNCHANGED

The condition of George W. Segee, who is seriously ill at the Victoria Hospital this week, remained unchanged today. Mr. Segee suffered a relapse yesterday.

County Court

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Dr. Prince favored establishment of a central place in the Maritimes where death sentences might be carried out.

"I agree with you," said Mr. Justice Archambault.

Ten voluntary witnesses were heard by the commission. Private sittings and examinations of the Halifax jails and the Maritime Home for Young Women at Truro, N. S., will occupy it until Saturday when it will proceed to Saint John, N. B.

Regarding treatment of women prisoners, Dr. Prince said: "Conditions in our jails in Nova Scotia are far from satisfactory, to put it mildly. For successful work with women's institutions, we should have indeterminate sentences so that discretion as to the time of the prisoner's release might be used."

Rev. C. F. Curran, pastor of St. Joseph's Roman Catholic Church, Halifax, and, with Dr. Prince, a member of the royal commission on jails set up by the Nova Scotia government last year, said that "in the admission of naval authorities we (Halifax) have as bad women as can be found anywhere." He urged a "campaign of enlightenment."

Endorses Brief

County Court Judge R. H. Murray endorsed the brief. "In Windsor, (Nova Scotia) the sheriff has deplored the fact he has put young people in jail," he said. "I believe provincial control would be better than municipal administration. Many of the municipal authorities don't understand handling jails."

Dr. W. D. Forest, medical officer for Halifax County, said the commission was getting a wrong impression. Municipalities, he said, were not in charge of jails. The provincial government appointed the sheriff in charge of the jail and he took orders from the government. He deplored "sentimentalism" in dealing with prisoners.

Prof. C. H. Mercer of the Prisoners' Welfare Association suggested the commission might advise the government at Ottawa that when it receives a letter from the League of Nations Society asking for particulars regarding penitentiaries, it might be sent on to the various provinces who will answer as to how they are living up to League of Nations standards.

Describe Institutions

Rev. W. D. Wilson of the Halifax Industrial Schools for Protestant Boys, and Brother Aileran of St. Patrick's Home for Roman Catholics, described their institutions and Miss Josephine Strothard of the Maritime Home for Young Women told the commission of the home's work. A. H. Minshall, former chairman of the city prison committee of the Halifax County Council, and Alderman W. J. O'Toole also spoke.

Changes in existing penal conditions were recommended by representatives of the Halifax branch of the Prisoners' Welfare Association appearing before the commission today.

The association's eight recommendations sought: One-year penitentiary sentences; restriction of power of committing prisoners to penitentiary to supreme and county court judges; application of League of Nations standard rules in federal, provincial and municipal institutions; limiting to 500 the number of convicts in any penitentiary; concentration of long-term prisoners in certain penitentiaries to effect their separation from lesser offenders; visiting committee with advisory functions; technical training for prison officials; centralization of the entire Canadian penal system under one authority.

Trend to City

(Continued from Page One)
tion's movement toward the larger centres.

"The people who have taken the place of our Baptist families who moved away, are not of as high standing intellectually, spiritually, or morally, and the problem is distressing when no amount of visitation or personal work seems to avail to interest them," the chairman's report said.

H. S. Robertson of Stratford, Ont., Chairman of the Historical Committee, proposed preparation of the history of the Baptists in Ontario and Quebec in book form when he presented the Historical Committee's report. It commented on the lack of historical record material in "more than half the churches in the Convention."

Twenty-eight Ministers Ordained
Report of the Advisory Council on Ordinations, Credentials and Discipline placed the number of ministers ordained or accredited with ministerial standing during the past year at twenty-eight.

Budget of the Convention for the year was set at \$150,000 by the Christian Stewardship Committee's Chairman, H. F. Stillwell. He declared: "No little consideration had been devoted to budget percentages of the nine participating boards, with the result it was decided to allow the percentages to stand unchanged."

He reported as "encouraging" the fact that 60 per cent of the churches responded to the campaign for a special \$40,000 stewardship fund and raised \$29,750.

OUR MAIL BAG

THE NEW BRIDGE

Dear Mr. Editor:

Your able editorial of today's issue is very admirable, and it is very obvious that to get the new railroad bridge here is what all thinking people realize, that real activity is imperatively necessary. But "The Method, 'The Men,' 'The Brains' to think in advance," in other words the real 'go-getters,' where are they? Surely either Premier King or his predecessor Ex-Premier Bennett would sink party for what is to all apparent here, i.e., National Benefit, and do something. Why not enlist the ability of the Hon. Mr. Hanson? Why not Judge O. S. Crockett? There was a man who accomplished things, our new post office, the experimental farm, etc. Both these men have exceptional ability and personal interest in our Capital City and Province. Such accomplishments as the late Hon. Mr. Emmerson, George F. Gregory, are not now unavailable. Doubtless Premier Dysart is big enough to give us his aid, for he does surely possess outstanding ability and personality. Boards of Trade, Delegations, Editorials, Speeches, Parades, act as temporary stimulants, but don't "sign the dotted line." Revolutionary changes usually work slowly, allowing the enemy promoters lots of time to mobilize their ammunition, while the defense enjoys their untroubled slumber, and "the deal is turned," and positively will be in this instance unless we get men of action.

We must, however, cut out this political stuff and co-operate to effect real results. Why should we bother our heads anyhow about such or get any kick out of this sort of thing except during election times? Let's forget after the celebration, and do as we all do at Christmas join in making times better for all hands. Or better still make it a crime to discuss politics between elections. The River Valley Railway was a good instance of how not to do things—thirty or more years of political hot air, and the road now not where it should terminate, and if this bridge is lost to us, its rails will be torn up and shipped to Moncton, or wherever the biggest "pull" exists, and this costly experiment relegated to history. Without this bridge and the utilization of this very road miles of saved travel, and millions of dollars will be conserved in transportation of freight in shipments from Halifax to New York, and should the late Governor Pugsley's ambition be finished complete and controlling advantages of transoceanic trade will accrue much to the general benefit of our beloved Canada generally, and our long suffering New Brunswick in particular.

It is believed that lots of our New Brunswick citizens entertain similar views, but, like the writer hesitates to make such public, and for this reason I shall ask you to guess the author's name, or perhaps sign it as John Doe, which like charity, covers everything—everybody.

Sgd.

Wealthy Belgian

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some weeks ago, the Baron had nothing to say.

"I have several meetings to attend in Montreal," he told reporters, "and until these are over there is really nothing I can tell you."

The Baron, an engineer himself, is the grandson of the Baron Empain, who built the Metro, Paris Subway system. Many of his enterprises are located in the Belgian Congo.

Stop to Think

(Continued from Page One)

himself hanging on the back end of a truck," he continued.

Brakes, said the man who has driven nearly 3,000,000 miles without an accident, should be the first thing in the motorist's mind.

"You wouldn't drive a wild team of horses with reins made of shoe strings, would you?" he asked.

He firmly believes that drunken drivers should be entirely banished from the road, and that more teeth should be put into the traffic laws to deal with such cases.

Setting a "safety example" for other drivers, Baker kept his super-charged Grahams under the legal limit of thirty-five miles an hour during the entire 234.2 miles trip from Windsor. He slowed down to twenty miles an hour while passing through towns and cities, and at all crossings and intersections he slowed down to 10 miles an hour. He completed the run in six and one half hours.

The claim to the new mileage record is based on the fact that the run was made on six gallons and three quarts of fuel, which figures out to 34.26 miles per gallon. Riding as official observers were G. M. Shaw of the Canadian Automobile Association, P. B. LaTrobe of the Ontario Safety League, and J. H. Turpenney of British American Oil.

The automobile carried full equip-

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ment, and the three passengers and the driver, with their luggage, totaled 865 pounds of weight.

Baker will spend today at the Automobile & Supply Company, Limited, 434 University Avenue, where he will discuss driving and safety methods with visiting motorists.

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