

THE DAILY MAIL

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FREDERICTON, MONDAY, JUNE 1, 1936

The Careless Pedestrian

Much is being written and said this week about the careless driver, the speed fiend, the lunny driver who cuts in and out on the road and thus takes his own life and the lives of other people more sane in his hands. The danger which a man runs who tries to cross the railway at the same time as the train has been pointed out, and rightly so. There is altogether too much racing with death and many homes in New Brunswick have paid the penalty. People used to think that the man on the railway took his life in his hands. THERE HAVE BEEN CLOSE ON EIGHTY DEATHS ON THE HIGHWAY BETWEEN SAINT JOHN AND WOODSTOCK WITHIN THE LAST SCORE OF YEARS. THERE HAVE BEEN LESS THAN HALF A DOZEN DEATHS ON THE RAILWAY IN THE SAME PERIOD.

But the deaths have not all been due to the careless driver, the drunken driver, or to the speed fiend who appears to be trying to reach eternity before his time. Pedestrians are in many cases just as much to blame—and some times more to blame than are the drivers. Within the last couple of years deaths have taken place in this vicinity caused by deaf or stupid persons walking out from a farm road side directly in front of an approaching car. The driver of a car cannot be blamed for this kind of foolishness on the part of the pedestrian. The man who walks out of a cross-road or gateway into the main highway without stopping or looking where he is going takes his life in his own hands. The car driver cannot be expected to provide for surprise attacks like that. The child running out of a yard after a ball and suddenly running in front of an approaching car nine times out of ten to its death. The foolish man or woman who starts across the street intersections when he or she sees a car approaching and does it just to be contrary does this at his or her own risk. If the driver acts quickly and has good brakes on his car this fool pedestrian escapes. Then he or she turns up the nose at the driver as much as to say, "See, I made you stop until I crossed the street." The man or woman who does this "shows his ignorance." He imagines he is living back in the eighties. He does not recognize that the world is moving, that the automobile has come to stay and that the car driver has his rights.

As pointed out the other day in The Daily Mail and referred to by a leading clergyman at St. Dunstan's church on Sunday, a new menace and one which is very liable to produce fatal results has lately appeared. The roller skating craze has struck these parts. It would not make so much difference if the skating were confined to safe and proper areas, but some of the children and even some of the grown-ups are crazy enough to use the highway for skating on. This applies particularly as we have already stated to the section of the city in the vicinity of Woodstock Road. Children, and others who should have more sense, are to be seen each day dodging in and out amongst the cars—and the poor driver with his hair on end is trying to avoid either killing some of these roller skaters, or else injuring them for life.

There is no doubt about it that careless pedestrians are the cause of many automobile accidents. Jaywalkers are amongst the principal offenders. A jaywalker is the chap who is in such a hurry to cross the street that instead of walking to the end of the block and crossing at the proper place, he suddenly dashes from the sidewalk in the centre of the block, runs into the street from between the parked cars at the curb and then starts a whirling dervish dance as he reaches the other side. Just how close to eternity he has been, he in his innocence is not aware. They say that the good Lord throws a certain protection over fools. We saw a man do this stunt the other day when he cut across in front of the Normal School. We were all ready to call up Doug Terry, the undertaker. He dodged a loaded car and two trucks, just missed knocking down a small boy and scared an old woman into convulsion fits. Statistics in Canada during the past year show that many thousands of men, women and children have been killed by "jaywalking." Don't be a jaywalker.

This week leaders in church and state are endeavoring to remind the public that while the automobile is a splendid piece of machinery which not only contributes to our pleasure, but which has become a business necessity, at the same time it is a source of danger. This fact is not recognized enough. The breaking or disarranging of a small piece of steel, a bar or a bolt, or the matter of a "blow out" might cause the loss of several lives. There is a terrible responsibility not always recognized by the man at the wheel, and often laughed at, especially by foolish young people. There is also a responsibility to the pedestrian. We cannot all drive cars but we can use our noodle—the man on the street can do this as well as the man in the car.

Buy Your Own Goods

His Worship Mayor Kitchen, of Fredericton, in extending welcome to delegates to the New Brunswick Women's Institute convention last week, made a strong plea that the women purchase New Brunswick products. He said that women were the purchasing agents for the homes and that they should always give their home products the preference. He urged the buying of New Brunswick made goods to the extent of at least \$25.00.

His Worship is dead right when he says women are the purchasing agents of the homes. Statistics show that eighty-five per cent. of all purchases for the household and personal use are made for women or by women. But to ask that only \$25.00 be spent on New Brunswick goods is much too conservative. Both the men and the women of this province should purchase New Brunswick products whenever and wherever possible.

If the housewives of New Brunswick would take stock of the articles on their pantry shelves and in their storerooms they would be surprised to learn how few of these articles were produced in New Brunswick, or the Maritimes. It is not because we do not produce them but because they were not specified in the buying orders.

The Maritime factories give employment to Maritime labor and use Maritime products and they are generally of the best quality. We wish for prosperity, but we will only get it when we make it ourselves. Why send our money away from home for goods that are produced at home? Our people should become Maritime conscious and if they will purchase home products they will soon see a change for the better in the economic conditions of their friends and neighbors.—Broadcaster.

SNAPSHOTS

There are a couple of dens that should be broken up. One is on King Street and the other on Regent street.

We have spoken before of the King Street House of Iniquity. There are some doing at this joint.

A train can't pull over, so observe the law—"STOP."

The girl who stowed away on the Queen Mary may not have been acting according to Hoyle, but she certainly has good taste in ships.

Middle-class people are those who wouldn't think of living in one room unless it was fastened behind an automobile.

An old timer can remember when parents hoped for a girl because she wouldn't cause them so much anxiety.

If he remembers when a young lawyer or doctor used to "hang out his shingle," he looks younger with his hat on.

Inspect your lights before dark.

Be prepared for the reckless moves of the other drivers on the road.

Remember DANGER signs are not erected without reason.

Backing your car without looking to see that the road is clear is a dangerous practice—be certain the road is clear.

The Queen Mary

(Continued from Page 1)
passenger vessel she was a failure and her only useful work was when she carried in her enormous holds 3,000 miles of cable, the first, across the Atlantic. She measured 680 feet long, with a beam of 83 feet. After making herself unpopular at various ports, where her great size was more of a nuisance than a blessing, she was sold in 1890, for a partly, few thousand pounds to be broken up on the banks of the Mersey.

The maiden voyage of the great ship Queen Mary calls to mind the ill-fated Titanic. The steamer track for the Atlantic ferry service is but ten miles wide, and the great liners pass with in sight of each other as they speed between Europe and America on their fortnightly departures. Against icebergs there is no protection at all when they are shrouded in fog or darkness except by going dead slow. But the modern demand for speed more speed, causes liner captains to take risks that they would not have taken in a more leisurely age.

When the Titanic entered the area of icebergs she was driven relentlessly on regardless of the peril.

The loss of the Titanic will probably remain for all time the greatest single disaster that has occurred, or ever will occur, at sea. She was the largest ship afloat and the sister ship of the Olympic, which survived the submarine peril of the Great War. The Titanic left Southampton for New York, on April 10, 1912 with 2,224 people on board, of whom 885 were the crew. Less than five days later 1513 of those people were dead, and the magnificent and "unsinkable" ship was lying at the bottom of the ocean. She left Southampton on the Wednesday and on the following Sunday morning ran into a cold area, which indicated the presence of icebergs. On Sunday night at 11:45, when the ship was doing eighteen knots, some of the passengers felt a slight jar, but nothing sufficient to cause a general alarm. It was a clear, starlight night, and the berg had been seen by the look-out, but too late for the runner to swing the vast hull out of danger. Though the wireless distress signals were sent out that the Titanic was sinking. Some heard the S.O.S. call, some did not. The wireless operator of the California was off duty, and though her crew saw the rockets of the Titanic, they for some inexplicable reason did not take them for distress signals. The California was only ten miles away, should she have heard the S.O.S. call and responded no doubt but the greater portion of those lost would have been rescued.

The first vessel to arrive was the S. S. Carpathia, which had picked up the wireless signals when sixty miles distant. She made the trip at full steam ahead, but did not arrive until one hour and a quarter after the giant steamer had disappeared. However, she picked up all the boats and thus rescued the 711 survivors, whom she took to New York. Captain Smith perished with the ship as did also John J. Astor and W. T. Stead. Reports show that the rescued was an exemplification of the British slogan women and children first.

The successful crossing by the S. S. Queen Mary registers an event that will long remain in the history of events that has mark the year 1936, as a year of progress.

Our Mail Bag

REV. MR. KNOTT REPLIES

Saint John, N. B., May 30, 1936.

To the Editor of The Daily Mail,
Fredericton, N. B.

Dear Mr. Editor:
I received through the mail the issue of your paper dated May 27th with the article "An Unfair Statement" marked. Let me first congratulate you on the very fair report given of the Convention of the Christian Temperance League. I wish also to express my appreciation of your attitude toward alcoholic liquors in general. I crave, however, some of your space to answer what I consider somewhat uncalled for strictures on me for a statement in my address. The part to which you so strenuously objected was given as one among other reasons why we should eliminate private profit in the manufacture and sale of alcoholic liquors. It was as follows: "That it thereby influences, in part at least, the press, and uses it to create public opinion adverse to temperance."

Had all the argument been heard you would understand that my statement was grounded on fact. I was dealing with the Dominion-wide question of the manufacture of alcoholic liquors. Indeed I suggested that we study the question of manufacture with a possible view of taking it out of the hands of private corporations and placing it in the hands of the Government. I did not suggest that the papers were bribed or that they were being criminally or illegally used. I stated that they were being used at least in part and whether the use was paid for or free it tended to create public opinion adverse to temperance.

"The French Exporter for June, 1924, contained the following. 'The year past will be considered the most striking in the history of prohibition and anti-prohibitionist campaign advancing from place to place we, the anti-prohibitionists, gained over two provinces, Manitoba and Alberta; two other provinces, Ontario and Saskatchewan, will soon yield to our effort. The Wines Exportation Commission may lay claim to a preponderant share in this success.'"

"Our action assumes the most diverse forms; drawing up of tracts and pamphlets, editing the latter and their distribution throughout Canada, press publication and press controversies; furnishing of funds at the right moment. We organized a campaign in British Columbia for the adoption of certain measures favorable to the sale of our productions." Here is an organization definitely stating it used the press wherever possible, both by paid advertisements and readers, and again through furnishing funds to the "Moderation League" through which some publicity in the press was obtained. This was all legitimate and I made the statement that the elimination of private profit would eliminate that phase of propaganda. This is the ground for what you choose to call an "intemperate statement by a fanatic." I do not need to point out any newspaper in New Brunswick or elsewhere. I was not attacking newspapers, I have too high a regard for the personnel of the newspaper staffs that I know. It needs a fertile imagination to read into my statement a fanatical and intemperate attack upon newspapers. I have studied the temperance question from my youth up and my statements have always been made after careful study of the question.

There came into Canada during the prohibition days despatches from New York headed: "Lives Wrecked by Prohibition Liquor;" "Refined Young Woman Becomes Inebriate Through Drinking Prohibition Liquor." The story was that of a young woman who had been drinking four years under prohibition and had become a confirmed drunkard. It was an effort to discredit Prohibition. It was published in some Canadian papers, but not in New Brunswick. It was no less a person than Sir W. Mitchell-Thompson of Ireland speaking for the TRADE who said: "Our trade is our politics, and anything that can be used to further the interests of the trade is legitimate business." He mentioned newspapers amongst other channels.

Now Sir, you have called my statement unfair. You go so far as to suggest that I be eliminated from the Christian Temperance League as an "intemperate fanatic" that retards its usefulness. I think the whole article in essence tends to discredit me and through me the Temperance organization. I would simply say, Sir, that I am willing to leave my reputation as a fair-minded temperance advocate to the judgment of those who know me, both friends and foes of temperance. I regret that this controversy should arise as there never was a time when it was more important that temperance people in every walk of life should be working together. It was the Pope, who speaking to the Catholic Press in Rome, recently, said, "The press rules the world."

It places a tremendous responsibility on the Press, if it be true. It

Urge Governments

(Continued from Page One)
Port William, Ont. It was approved after the addition of a clause urging the adoption of technical agricultural education.

Bond Interest

The New Brunswick Association moved a resolution "that the interest rate on all Dominion of Canada bonds and also on the bonds of the provinces be reduced through a general refunding scheme thereby aiding our governments to refrain from further taxing an already overtaxed populace."

"That as soon as general economic conditions will permit, adequate sinking funds be established for the orderly reductions of the debt of the Dominion of Canada and also be established in those provinces which have not already done so."

"That all future public bond issues have 'callable' clauses inserted therein."

This was carried.
The convention approved a resolution calling for amendment to the Criminal Code in several respects. One was "so as to enable poor offenders indicted for minor offences to pay fines on the instalment system or by working out their punishment by public service."

Organization of Food

(Continued from Page One)
is an increasing care to keep Britain in line with the Dominions—a welcome development in these critical times. It is more than ever necessary that all Governments of the British Empire keep in step. One of the greatest dangers to which the Commonwealth is exposed is that of drifting apart through disagreement over a sudden issue on foreign policy, which danger can only be eliminated if foreign policy is based on guiding principles accepted wholeheartedly by all British nations. For example, if efforts to lessen Franco-German tension meet with appreciable success, they will be followed by a discussion of economic questions such as international access to raw materials. British nations must reach agreement among themselves if they are to play an effective part in a general world settlement of disturbing factors."

Closer Dominion collaboration in other spheres is suggested by the Daily Telegraph, regarded as a Government mouthpiece, which expresses the view of most imperialists here that "at a very early stage in the re-planning of national defence, the Dominion will have to be called into consultation. In some directions the fundamental change in conditions affects outlying portions of the British Empire even more directly than the Mother Country. Defence is a problem for the Empire. It is one in which the Dominions will have to carry a heavier responsibility than in the past."

F. H. S. Cadets

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John Gamble 91 93 184
W. M. Smith 93 90 183
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means that the moral issues as well as the economic issues can be shaped by them. I am sure that The Daily Mail desires to do its part in advancing sobriety. In spite of your article I believe, Sir, that we are not very far apart on the Temperance question.

I remain,
Yours respectfully,
BRICE D. KNOTT.

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