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FREDERICTON, THURSDAY, APRIL 2, 1936

Sultan's Methods Out

The modernization of Turkey under the rule of President Kemal Ataturk appears to have extended even to the courts. Last week, eight defendants accused of conspiring to assassinate the president were acquitted, although one of them had confessed. The court found that the confession had been obtained by torture, and when it had been withdrawn, there was no other evidence on which to hold the defendants.

In the good old days of the Sultan, the accused would have had little chance. So rotten was the Turkish system of justice that other nations insisted on the right of their nationals to be tried in their own consular courts. Witnesses were suborned and judges were bribed. Ataturk has changed all that. Even when his own life is in question, the courts are free.

The conspiracy case attracted great attention in Turkey, because it was felt to be a test of the new court system. The verdict may prove of large importance, not only by strengthening the confidence of the Turks themselves in their scheme of justice, but in inducing foreigners to reside in Turkey for business purposes, since they may feel greater assurance that if trouble comes they will receive a fair deal from the courts.

How Manitoba Does It

While in other parts of the Dominion there has been a great deal of theorizing about placing unemployed people on the land, the Manitoba Government has been dealing with the question in a practical way — getting something done. A report recently presented to the Western Province Legislature indicates that 772 families have been placed on the land, and that of these only 137 have failed to get along and abandoned their holdings. Expenditure on this plan to date has been \$481,773, and of this the Dominion Government contributed \$123,000, or about 25 per cent. It is explained that had these people been supported by direct relief the cost would have been something like \$200,000 more than the total amount expended in placing them on the land, including cost of equipment.

The Manitoba Government is attempting to follow this with an experiment aimed to assist single men in getting established in farm life. As outlined by the Regina Leader-Post, the suggestion is that such men engage with farmers for a two-year term, the farmer to pay the prevailing wage during the summer, the Dominion to pay a bonus during the winter, and at the end of two years provide further assistance to enable the man to acquire a farm of his own.

The prospect of becoming a farmer in his own right should appeal to many a young man now, through no fault of his own, unable to make a living at anything else.

The aim of the Manitoba Government evidently is to get as many married and single unemployed as possible interested in farming as a permanent occupation. There will, of course, be failures, but the percentage of those who have persevered in Manitoba makes the undertaking worth while; and especially so as the expenditure will be much lower than by direct relief methods.

The Government is looking further ahead than the day-to-day providing of assistance for those in need. The immediate returns to these new farmers may not be impressive, but they will be much better off than living in idleness in urban centres. The scheme justifies the Leader-Post's comment: "What is being accomplished in Manitoba raises the question whether other Provinces are doing all they might to encourage families on relief in the cities to go on the land."

Manufacturing Industries in 1934

The rise in manufacturing production which commenced during the summer of 1933 gained momentum in 1934, with the result that the value of production, number employed and salaries and wages paid were substantially higher. Compared with the previous year, there was a gain in 1934 of 10.4 per cent in the number of employees, 14.6 per cent in the salaries and wages paid and 21.4 per cent in the gross value of production. The returns for 1935 are not yet compiled.

The downward trend in manufacturing operations which began in the fall of 1929 continued with increasing force to about the middle of 1933. The first pronounced increase was reported from the month of June, and thereafter, each succeeding month of the year recorded a slight gain over that of the preceding month. The gains in the latter part of the year were not, however, sufficiently pronounced to overcome the losses of the beginning of the year. As a result of this, the output of manufactured products in 1933 was valued at \$2,086,847,847 the lowest level reached during the depression. This was a decrease of 48.2 per cent as compared with the peak of 1929.

In 1934 the value of production amounted to \$2,533,758,954 an increase of 21.4 per cent over the previous year but still 37.1 per cent below the 1929 level. The number of persons employed dropped from 694,434 in 1929 to 493,903 in 1933 a drop of 28.9 per cent. In 1934, however, the number of employees rose to 545,162 an increase of 10.4 per cent from the 1933 figures. In spite of this increase the employees in 1934 still numbered 21.5 per cent below the 1929 figures. The decline in salary and wage payments exceeded even that of the number of employees, the drop between 1929 and 1933 being \$347,847,75 or 42.7 per cent.

All groups shared in the improvement recorded in 1934. The greatest recovery was made by the iron and its products group with a gain of 45.5 per cent in the value of production and 15.3 per cent in the number of persons employed. Non-ferrous metals were a close second with increases of 44 per cent in production value and 19.4 in employment. This group also reported an increase in 1933 of 8.3 per cent in the value of production. The textiles and textile products group recorded increases for the second consecutive year.

SNAPSHOTS

The young man who boldly put out the light while sitting on the girl's knee last night in a downtown home should have pulled down the blind when they started spooning — Not that we care but the girl should have known better.

It is no wonder that the Lord brings freshets to the "fashionable East End" section.

Fred Squires started more speaking when he proposed the amendment to the motion to go into supply. Time costs so much per day.

The Moncton city council is no longer a paradise where women may not enter. But they still have closed doors. Will they close them when the women go in?

The trouble with Hitler is that he confuses a treaty with a vanishing cream.

The robin's liquid notes may be heard almost anywhere now, so that the red-breasted fellow is "no longer news."

A hockey expert is reported as favoring five-man teams. Is this the quintuplet influence at work in the realm of sport?

There is at least striking sarcasm in university students' demand that pensions for their part in the next war be given now.

There's one chap out in the suburbs who claims an infallible way of recognizing spring. When a thaw floods his cellar he knows that winter is gone.

An Arizona Judge who fined his wife \$10 for speeding seems to be convinced that the law should be impartially administered. The Judge's comment reveals him as something of a humorist. "I've known your husband for a long time," he said, "and know that he sought to teach members of his family to drive carefully and to observe all traffic laws." The probability is that this upright judge also paid the fine.

Washington despatches intimate that the Secretary-Treasurer of Dr. Townsend's \$200-a-month pension plan for all people—now resigned—received \$12,585 as salary during 1935 and had his rent, grocery and other major expenses paid. This money, it developed was paid in dimes, nickels and quarters by aging people who had been attracted by the \$200 a month that would put all of them on "Easy Street." It appears that there is always an open season for suckers.

Help the Protestant Orphans to-night by attending the entertainment in the Opera House in aid of this worthy cause.

If every Protestant would contribute twenty-five cents per year the orphan's cause would go. Did you give your quarter yet?

Daniel Bannister Not in Lake Cabin Night of Jan. 5 Says Frances

(Continued from Page One)

Shown the double mitten found in the woods on the trail off the ballast pit road by Sergeant Peters on Monday after the tragedy the witness said it looked like mittens Daniel used.

Frances Heard

Frances Bannister, sister of the accused youth, followed Blakney on the witness stand.

She said, "Daniel Bannister is my brother. I knew Phil Lake to see him. He worked on the roads last summer. I was at Lake's home at Pacific Junction twice in January. The first time was Thursday, Jan. 2 and the second Sunday night, Jan. 5. It was about 11 o'clock when Daniel and I got there the first time. Arthur and Daniel wanted me to go with them to Lake's. They asked me early that afternoon. "What did they want you to go for?" "They wanted me to go with them to get the Lake baby."

Continuing, Frances said Arthur left home that afternoon for Lake's and she and Daniel left that evening between 7.30 and 8 o'clock.

(Continued on Page Five)

Hon. W. S. Anderson Discusses Features of New Highway

(Continued from Page One)

have heard many brilliant addresses, said The Mover and the Seconder carried out their duties in a very fitting manner.

Dealing with the criticism of the proposed new road from the Miramichi to the Tobique, Hon. Mr. Anderson said, if there are any other resources that can be tapped, bring them to the Government. That is the kind of work we are looking for, work of a business nature. It has been alleged that we are not justified in going ahead and making use of our God-given gifts. He was surprised that a

native son would belittle his native province and refer to a portion of it as a barren waste, as a member for Carleton did in reading the Armstrong letter. The reference to the centre of the province was not a service to New Brunswick or to the county of Carleton which the Opposition critic represents.

Engineers tell us, said Hon. Mr. Anderson, that the Miramichi end was a wonderful country. Wonderful in which to build a road. In the first forty miles it would be necessary to touch the surface only slightly, and the grades are better by two per cent than those on the roads from Fredericton to Newcastle. If we were going to build a railroad it would not be difficult to do so. As to the swamps, you could go from Renous to Plaster Rock on horseback, and the horse would not go to his knees. The man who gave Hon. Mr. Anderson this advice, said he could bank on it, and if it was not as he said, he would pay the expenses of the trip.

A portage had been made last fall for forty miles from the Renous end, and they had found not one foot of corduroy. They had built a road from Minto to Nelson, and in that place there had been seven miles of corduroy, and on the road from Minto to Moncton there were eleven miles of corduroy. Hon. Mr. Anderson said he would like to know the purpose for Mr. Armstrong's vicious attack.

Hon. Mr. Anderson said he had endeavored to show that the Government had a mandate to build this road. He also thought that it was an economical proposition. The lumber is there, and we can get no revenue from it until a road is built, which should be done before the lumber is destroyed by fire or bug worm.

Hon. Mr. Anderson said he knew many reasons why this road should be built, but wanted to know one valid reason why it should not be built. This is not a proposition for spending money, this is an investment of money, just as when we built a hydro line. We expect to get revenue out of it. He wondered why the Leader of the Opposition was opposing this proposition, as the leader of the Opposition comes from Carleton county, and Carleton county realizes the value of lumber. He referred to the Flemming and Gibson operations, and said that their lumber company employed many men, and carried a wonderful load. He referred to the old days of lumbering on the Miramichi, and said that most of the hay, oats, and beef used for the lumbering operations, had been supplied by Carleton county.

Hon. Mr. Anderson said this was a subject on which he felt strongly. He remembered the old days when men went in on snowshoes, and cut the top of the trees leaving a stump of four or five feet. Every bush and tree was cut down to get the log out. There are only a few hemlock stands left. One is located in the area to be served by the new road. We have dissipated the resources of our province, and this waste is going on today. For the last ten years the operators have been digging into the lower reaches of hemlock. They have been cutting eight foot junks and leaving the stumps there. For years this waste has been going on. The province has been getting nothing out of it. We don't salvage more than fifty per cent on the ridges. This colossal waste must cease and the first step is to build this road, in order that winter mills may go in. He instanced the efficient work of the Flemming and Gibson mill. No better outfit existed. They used every part of the tree. Too long we have stood back and watched our forest reserves slaughtered. It is time to forget petty party politics and pull together for the province.

He said that in Northumberland county the Conservative party was 100 per cent behind the government in anything they consider to be in the best interests of the province. They give the fullest co-operation of the people as far as the best interests of the people are concerned. They stand four square behind the government. He said this did not refer to election matters, as in four or five years they will be lining up into their own camps.

Hon. Mr. Anderson extended congratulations to the members of the Opposition, and said he found their addresses refreshing. True they did not have much to work on. We have not been in power very long. They were handicapped in having very little material, but they had made the most of what they had, but he thought some of the remarks they had made were unfortunate.

He thought the subject of Old Age Pensions would have been one that the Opposition would have avoided, as it would bring back to the minds of the people of the province, the old government's broken promises. One remark was that Old Age Pensions would die of old age, and in the next breath the Opposition pointed to the great number of officials that had been appointed in this Department. Hon. Mr. Anderson didn't think this was consistent. He pointed out that there was a great deal of initial work in regard to this service. The old people had to be examined as to their financial situation. This entailed a great amount of work. This could have been done with a few officials, but it would have been slow and taken a great deal of time.

He then referred to the matter of

balancing the budget. He promised to balance the budget, he said, and the budget will be balanced. But owing to this orgy of extravagance of the former Government, it was impossible to balance the budget immediately, unless there was a windfall. We cannot balance the budget because of the expenditures they made in the past, as it takes 65 per cent of our revenue to service the great debt.

The Opposition takes great credit for the Valley railroad. We do not wish to minimize the efforts of the Baxter administration. Hon. Mr. Baxter did good work. Hon. Mr. Anderson pointed out that the first time Premier Baxter went to Ottawa, a Conservative government was in power, and Premier Baxter came back as he had gone, but he had made the sale of the Valley railroad when a Liberal government was in power at Ottawa. Hon. Mr. Baxter had spoken of this in the House in a kindly and friendly manner. Hon. Mr. Baxter took credit or the part he had played and gave credit to the Dominion government for the part they had played.

What we find most difficult to understand is the attitude of the members from Carleton county in regards to the opening up of a road from Renous to Plaster Rock. When these gentlemen first mentioned the project they did so in a reasonable way. They asked the government what was their justification for undertaking it. They went further however and said that so much money had been offered to oppose the project. Well, Mr. Speaker, we do not like to hear of money being offered in this way. People do not put up money as a rule unless they expect some returns and we cannot help but wonder just what is at the bottom of the wild exhibition which we had in this House a few days ago when the leader of the Opposition so viciously attacked the building of this road. I say frankly and sincerely, Mr. Speaker, that we cannot understand how the representatives of the county of Carleton (a county which for generations has been in close touch with the lumber industry) can take the attitude which they have taken in the matter. They are shouting from the house tops that the government had no mandate to undertake it, that it was uncalled for and altogether unwarranted on economic grounds and they demand reasons why it was undertaken.

Well, Mr. Speaker, we can easily give him the reasons why this road was undertaken. We had a direct mandate from the people to do so. When the Liberal party went to the people, they had a plank in their platform that if elected, they would develop our forest resources. You know the result. By an overwhelming majority, the Hon. Mr. Dysart was told to go ahead and carry out the promises of the Liberal party. How, I ask you, could we develop the hardwood industry and make use of the great hardwood ridges in the centre of our province if we did not build a road by which to get out the lumber. Hardwood, as every one knows, cannot be floated down our streams. Do not tell us that private initiative unaided would do it. That timber had been left untouched since this province has been a province and it is well indeed that we have a Premier at last who can appreciate the value of our heritage. That, Mr. Speaker, is one of the reasons why the road is being built. We are simply carrying out our promise to the people who elected us.

Another reason and a very pressing one, was the crying need to find work for the men of the province. I do not have to dwell on just how serious the conditions were in our northern counties at that time. Owing to so little pulpwood being peeled last summer and the depressed condition of the lumber market, we found ourselves in September and October facing one of the blackest periods which we have ever experienced. It was so serious that the auditor of the counties of Northumberland and Gloucester came before the government and after giving a synopsis of their financial condition declared that if something was not done and done quickly that an unprecedented number of people would be forced on relief and that the counties would collapse. This was the condition in this province when the government decided to open the road. But, Mr. Speaker, this work was undertaken not only because we had promised to develop our resources and because the work was so badly needed, but also because it was a sound business proposition. By building this road the province will not only receive stumpage on hardwood timber which would otherwise not be available, but will also increase the stumpage value of spruce timber by at least \$2.00 per M. sup. ft. There is not the slightest doubt in the minds of those conversant with the situation that enough additional revenue will be received in stumpage alone to pay interest and sinking fund on the cost of this project.

In addition to the reason which we have just mentioned, viz., additional stumpage revenue, there are other economic reasons which made it almost imperative that the area in question which thirty years ago stood ready for the market and today by the ravages of age, budworm and fire are now a complete waste. Are

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we going to stand idly by and wait until fire or some other visitation destroys more of this great natural resource? No, Mr. Speaker, in spite of the wishes of the Leader of the Opposition, the Liberal party will endeavor to put an end to this colossal waste.

The Hon. Gentleman from Carleton would have this House believe that this project was undertaken without any study or knowledge of the country through which the road would run. Mr. Speaker, they know better than that. One of the first things which was done when this government took office was to have the Department of Lands and Mines prepare a map of the province, showing the location of the hardwood ridges. From this we were able to map out a road which would not only tap an enormous amount of timber, but which when completed would constitute a valuable trans-provincial highway. Before anything was decided upon, however, the Government sent survey parties in from both Renous and Plaster Rock to study the route of the proposed road, and it was only after a very favorable report had been submitted by the engineer in charge of these parties that the work was proceeded with.

Mr. Speaker, in addition to the reason which I have advanced why this road should be constructed, I would like to point out we should consider ourselves particularly fortunate in having an asset such as this to develop. It is no difficulty for a government to make work. They can borrow money, straighten out curves and cut down grades on the public roads, but what have you left? A little better road perhaps, but no revenue to help pay the increased load of debt. This proposition is different as we have pointed out already, it will increase our revenue sufficient to pay the cost of construction and when completed, the work, the real object of the development, will only be commencing. Mr. Speaker, during the coming years hundreds of men will find employment during the winter months in the operations which will be carried on by reason of this undertaking.

Mr. Speaker, the members from the county of Carleton tell us that this road is going to cost over two millions of dollars; in other words over \$25,000.00 per mile. This is utter nonsense. Instead of being a difficult road to build, it is a very cheap one and will not cost one-third of their estimate. It would be very easy to spend a lot of money if the Government wished to bring everything to a railroad standard, but such is not the case. It will be built as cheaply as possible, not with a view of driving seventy miles an hour, but in order that trucks will be able to haul reasonable loads.

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