

THE DAILY MAIL

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FREDERICTON, N. B., AUGUST 20, 1937

Prince Edward Island Automobiles

THE appearance in the city today of an automobile with a Prince Edward Island number plate recalls the fact that when the writer spent a couple of months on Prince Edward Island in 1916 that it was against the law for any man to drive an automobile along the streets or on the country roads of that province. We well remember one morning in July, 1916, that we were in company with a man from New Brunswick, who had the previous evening taken his car off the steamer "Northumberland" at the wharf, which ran a short distance out from the C.N.R. station in that town. The man, who was a prominent New Brunswicker, got in his car and drove a couple of blocks up the street to a hotel that was then known as the Mawley House. When he came out of the hotel he was served with a summons by the town policeman of Summerside and was requested to appear before the Cadi, or town magistrate—a very fine old gentleman by the name of Wright. There he was charged with driving an automobile contrary to the laws of the Province of Prince Edward Island. As he was a prominent New Brunswicker and as Creelan McArthur, now senator; Roy Holman, Graham Rogers and several other prominent citizens used their influence, the New Brunswick citizen was allowed to go without being put in the Summerside jail.

A few days later a prominent Charlottetown citizen named W. K. Rogers, was arrested for driving a car between Charlottetown and Summerside. It was understood at the time that he was to be put in the stocks, but they could not find the stocks. About the next year, the provincial authorities of Prince Edward Island decided that they were making the laughing stock of themselves by prohibiting people from riding in cars. The public opinion, however, was too strong to allow them to open the roads all at once. So a provincial law was passed providing that a man living at Summerside could drive a car as far as Saint Eleanor's, about twelve miles, but he could only drive his car on Mondays, Wednesdays and Fridays and not after six o'clock in the evening. It is that an endeavor was made to have hanging the penalty for any fellow who took out a girl in a car after 6 o'clock in the evening, but at that the Federal authorities thought that this was too severe a penalty. We do not know what would happen today if someone in Fredericton proposed this penalty for cars parking on the road in the vicinity of the golf links.

The writer remembers one day in 1916 coming down the street in Summerside when he saw a large crowd gathered in front of a tombstone shop, not very far from the main street. Thinking that someone was killed and that there might be a news item in the story, we hastily approached the spot and inquired what was going on. "Why, it's an automobile!" said one of the bystanders. The automobile was surrounded by a crowd of people, some of whom were looking under it and others looking into it. There was nobody driving the car, but one of the bystanders remarked: "You fellows front there had better look out, because you never can tell when the darn thing might take a notion to start." A meeting of the Board of Trade was called and the matter of allowing this car to remain in the town was discussed. One old gentleman named MacDonald, claimed that it would scare all the "hosses" on the island. He threatened to resign from the Board of Trade if any resolution was passed favoring the driving of automobiles on Prince Edward Island. One old lady said: "They tell me that the automobile is the devil's tool and I believe that it is." Bruce Johnston, a newspaperman, Summerside, wanted to buy the automobile.

Today hundreds of cars are owned by people on Prince Edward Island and hundreds more visit this beautiful island each year. Any person today who would propose abolishing cars would be laughed at—and yet the conditions referred to above, actually took place on Prince Edward Island twenty years ago.

Pork Eating Canadians

AS consumers of meat, it was a surprise to find two or three years ago that the Canadian people had swung from pork to beef. In 1933 the per capita consumption of pork was 75 pounds and of beef 55 pounds. In 1934, however, the consumption of beef was 69 pounds and of pork 66. Beef was again the leader in 1935, but last year the consumption of pork was once more in the lead with 68 pounds to 60 per capita. There are more than twice as many cattle on Canadian farms as swine.

The Canadian people eat far more poultry than mutton. The consumption of poultry was 18 pounds per capita last year, while that of mutton and lamb was only six pounds. Canadians are amongst the smallest mutton consuming people in the world.

It might be said that chicken is the favorite meat dish and that, except around Christmas, comparatively little turkey, duck or goose is to be found on the dinner table. There are more geese than ducks on Canadian farms but more turkeys than the two of these combined, the number of turkeys being over two million. There are fifty-six million hens and chickens busy around the barn-yard, according to the Agricultural Branch of the Dominion Bureau of Statistics, Department of Trade and Commerce.

An Eminent Novelist Gone

LIEUT.-COL. CYRIL MCNEILLE, writer of detective fiction, is dead in Sussex, England. This news may not interest the world greatly until it is understood that his pen-name was "Sapper," and that he wrote the fascinating series of stories recounting the exploits of "Bulldog Drummond." To the younger generation of readers, Bulldog Drummond was perhaps better known than Conan Doyle's famous character, Sherlock Holmes. Lieut.-Col. McNeille did not begin his literary work until after the Great War, in which he served with the Royal Engineers; hence the nom de plume "Sapper."

The "Bulldog Drummond" stories were more thrilling than mysterious. They were wholesome and vigorous in thought and action, without a touch of the salacious material to which so many modern writers have resorted. And appreciation for such literature is evidenced by the large following of readers he secured. "Sapper" had written several other popular novels, and because of his death at the early age of 49 readers of the type of literature he produced probably will be deprived of a great deal of enjoyment in the years to come.

SNAPSHOTS

Is the labor trouble on the North Shore the result of politics?

Commodore Stewart used to say that politics on the Miramichi consisted of religion and spruce logs. The present trouble seems to be politics and spruce logs without religion.

For many months we have been worrying over the unemployment situation on the North Shore. Now the workers are throwing up their jobs and walking the streets.

It is probable that the Provincial Government will go ahead and continue to do its best for the working man no matter what trouble some ill-advised agitators may try to stir up.

Something is wrong when the crop of fatal and serious accidents on the highways continues. This seems to be a banner year for car accidents.

Are the Saint John hotel people still telling the tourists that it takes four hours to reach Fredericton by car?

Mr. Appleton informed The Daily Mail on Wednesday that the new C.N.R. bridge would be finished in March next. They will have to make better time than they are making on the new subway.

Is there any reason why that road down Waterloo Row past the new subway cannot be used as it is? At present Charlotte Street is the only route to and from the down river sections.

Tourists get as far away as College Hill looking for a way to Saint John. There are no proper directions to tell them which way to go.

Nature knows best, and a race that submits to a dictator probably deserves one.

In a hick town, a solid citizen is solvent so long as he comes around regularly to renew his note.

Once a strike is settled, everybody seems willing to forget everything, including the fact that some people got killed.

BIG LABOR

(Continued from Page One)

he had been in touch with members of the New Brunswick Fair Wage Board and government officials since Wednesday night's meeting, but these persons had refused to take any action.

An unsuccessful effort was made to communicate with Premier Dysart, who was reported to be on his way to Bathurst from his home in Buctouche, the chairman said.

The meeting at Nelson was addressed also by George M. McDade, former Conservative member at Ottawa, Chatham; Councillor Frank Dolan, Nelson, and J. Bye. They later left for Chatham and spoke at this meeting, which was presided over by G. P. Gammon. T. M. Murray and Alvin Walls also spoke at the Chatham meeting.

Of the various firms, Reid & Cambridge, Newcastle, was the only one, it was stated, which was willing to meet the union's demands, but employees of this plant will strike also, it was decided.

Among the various matters requested by the union from the lumber operators are: Recognition of the union; a minimum wage of 28 cents per hour, with time one-half for overtime, in the saw mills; 50 cents per hour as the minimum for loading pulp boats; 50 cents per hour as the minimum for loading long lumber boats, outside work, and 65 cents per hour inside work of this type.

Fredericton Angle

Fair Wage officers and members of the Provincial Government were out of the City today. Those however in government circles who were familiar with the affairs connected with the North Shore strike situation state that H. R. Pettigrove as well as members of the Fair Wage Board and members of the Cabinet have for several days been trying to adjust matters satisfactory to the labor element on the North Shore. It is understood that in response to a request from the Labor leaders that an order was passed which should have satisfied the laborers at the mill. It is claimed that the labor agitators on the North Shore went ahead with the strike arrangements before waiting for this order to be issued. It is claimed here by those

who seem to be in a position to know that the lumber worker on the Miramichi are receiving at least twenty-five per cent wages than was paid previously. It is also claimed that the strike is caused by political agitators who wish to make trouble for the Provincial Government at a time when the latter is trying to do all that can be done to improve conditions for the working men on the North Shore. It is also claimed that New Brunswick Farmer-labor party on the North Shore are taking this action in order to make themselves solid in forming their organization.

Even those in this section who are sympathetic with labor organizations do not seem to express much sympathy here with the strikers who it is claimed are receiving good wages after many months of idleness and who are apparently ill-advised by their leader. A telephone message received by The Daily Mail today from Nelson states that the Labor leaders are trying to induce men who are working on the Provincial Highway construction in that area to strike out of sympathy for the lumber strikers.

PUBLIC SERVICES

(Continued from Page One)

ed, I believe that no government can afford to refuse us this.

"Countries of Europe have success fully urged this on their governments and while some schools and colleges on this continent are increasing instruction in this subject, it is purely voluntary. The only exception I know is the State of Wisconsin, which has a law making the teaching of co-operation obligatory in public and secondary schools and colleges, and it is enforcing the law and promoting this education through the many agencies of the state."

"Beginning then with the school, the unfolding of co-operative philosophy in terms suited to the child's capacity, will govern the elemental character of its thought and its idealistic imagination. As the child is father to the man, you are thus laying the foundation early in life upon which your ideal is later to be constructed. The youth is thus influenced both by its teaching in school and by the co-operative atmosphere of the community, with the result that selfishness is lessened or destroyed. It begins to understand early in life that the good of one is the good of all. In him is created the communal spirit which is the soul of the community. A rural community thus organized can have as intensive a life as any urban centre. They had it in the old days of Ireland and Scotland."

Other Speakers

Dr. D. B. Finn, Halifax, presented to the conference an address on the "Need for Science in Our Fishing Industry." The afternoon session was addressed by E. A. Corbett, director of the Canadian Association for Adult Education, who sketched the history of this movement in the 19th century and stated what he consid-

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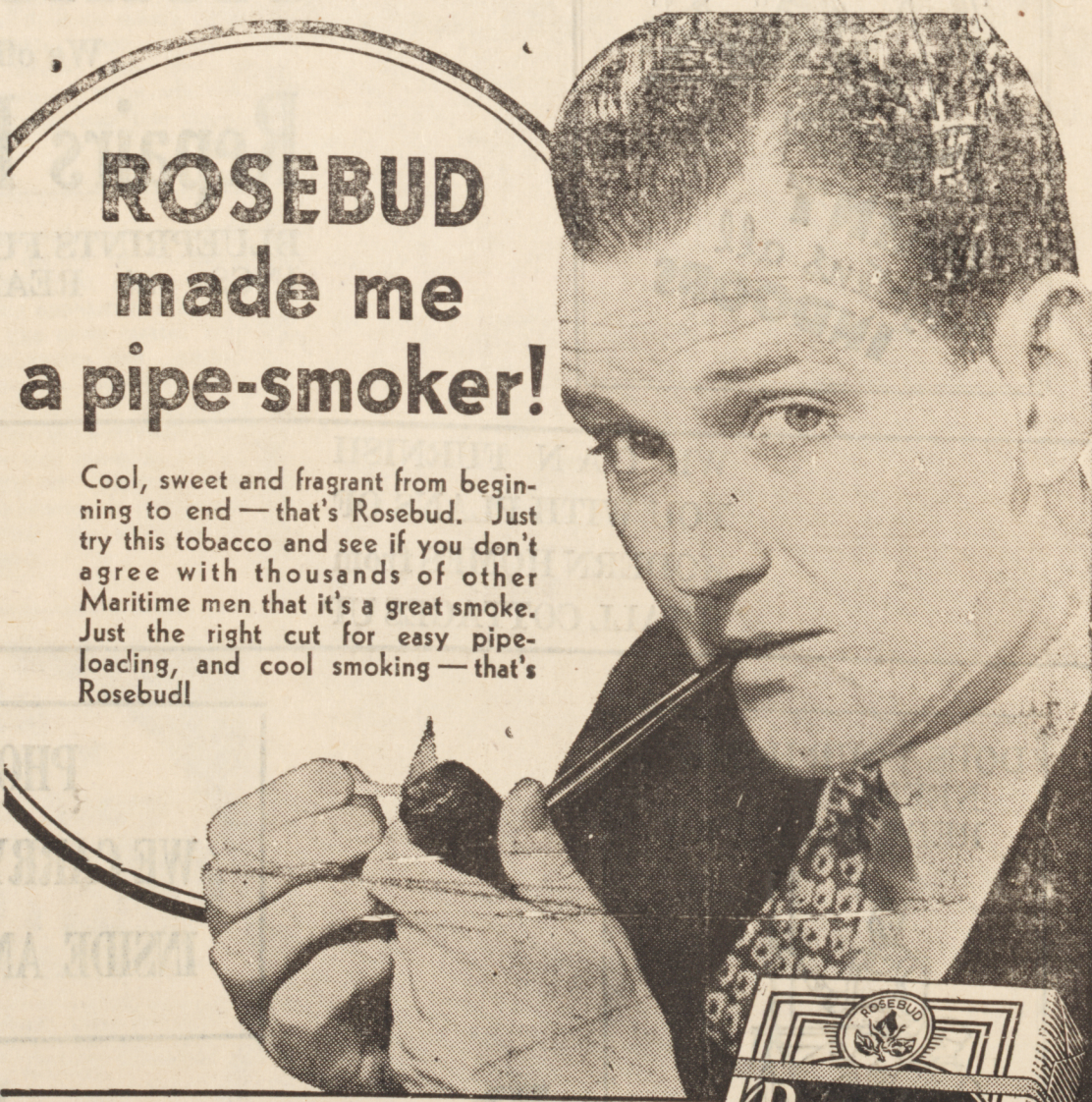
— with —

Victor
MOOREBeulah
BONDI

"Now surely, we women who have hastened in the past to adopt the latest thing in household gadgets, will not hesitate to take up for ourselves and our families a movement of proven worth that will safeguard the household itself. Our task is to work with those who lead, give leadership to those who fall, spur on the men of lethargy, and breed boldness among ourselves and in our children."

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