

## THE DAILY MAIL

NEW BRUNSWICK'S ONLY HOME COMMUNITY PAPER

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## GLACE BAY VS. MINTO

IN THE Saint John Telegraph-Journal of Friday, October 22, 1937, the following news item appeared:

"GLACE BAY, N. S. Oct. 21—The New Brunswick suggestion the Fair Wage Board be called in to effect a settlement between operators and striking miners in the Minto, N. B., district was under consideration, District President D. W. Morrison of the United Mine Workers, declared tonight."

It looks very strange that a proposal made by the Premier of the Province of New Brunswick to men employed in the Province of New Brunswick should be considered and decided by a group of men in the Glace Bay, N. S., whose interests would certainly seem to be more with Nova Scotia than New Brunswick.

BECAUSE OF THE PRESENT STRIKE WHICH THESE GLACE BAY MEN HAVE CALLED HERE, NOVA SCOTIA IS SELLING 1,000 TONS MORE COAL PER DAY WHICH SHOULD BE PRODUCED RIGHT HERE IN THIS PROVINCE. How much is this fact going to influence the decision at Glace Bay? Which way would the Dominion Coal Company and other Nova Scotia operators wish to see the matter decided?

The above is something that should be very carefully considered by everyone interested in the future of this coal mining community.

## PRESS, PUBLIC, PULPIT

IT IS APPARENT that Rev. Dr. Dickson of Metropolitan United Church of Toronto, has not a high opinion of the press or its reading clientele. Newspapers, he told his congregation on Sunday night, seek to give the public what it wants, and in his view the public is more prone to listen to the spicy story than the wise saying of the philosopher, to the deliberately bad than the positively good. And, he assured his congregation, it made him sick "to read all about our pink teas and what Mrs. Brown wore." "What nonsense and tommyrot in this twentieth century."

The press has a function to perform, in portraying life, its fancies and foibles as well as its solemn facts. The fundamental common-places are taken for granted. We doubt that the nonsense and tommyrot of pink teas and Mrs. Brown's apparel are confined to any century, but they demonstrate a phase of community interest. So do the "coming-out" parties, which the Metropolitan minister thinks waste newspaper space. But we believe if these things affect Dr. Dickson's health he should confine his reading to something else, unless he finds compensating advantage in noting that young people in particular take their interests, whatever they may be, and thereby set an example for their elders, even for some clergymen.

Can he be sure that if Jesus were on earth today His utterances would not make the newspaper headlines because they would not be spectacular enough? Perhaps the people would be so thrilled by hearing the old-fashioned gospel of a loving God, instead of attempts to sensationalize everyday events, that they would throng to hear. The pulpit, as well as the newspaper, has a function. Each fails to appeal when it departs from its true character. Hungry souls seem to flock to the ringing, heart-burning evangelist. Because people like to read about pink teas in newspapers is no sign they want to hear about them in pulpits. Nor do we believe the public prefers the deliberately bad to the positively good. If so, the pulpit should wake up.

## AUSTRALIA TUNED IN

RE-ELECTION of Premier Lyon's coalition administration in Australia is of more than ordinary interest in and beyond the Empire. Differing from the two previous elections in the island Dominion, when all the emphasis was on domestic problems and resulting economic crisis, Saturday's balloting had foreign policy and the national contribution to defense as the major issues.

The Government (United Australian and Country Parties) campaigned on the slogan "Tune In With England," appealing for re-election on a policy of increased co-operation with Great Britain and the rest of the Empire re-enforcing the platform with a promise of an enlarged navy. The Labor Opposition, led by former Premier James Scullin, offered an "isolationist" defense program, strung on assurances of a greater air force, a development to which the Government has long been committed.

While it is possible that side issues may have determined the public's choice in local instances—the Labor charge of "secret conscription commitments to Britain" is blamed for the defeat of the Minister of Defense—the decision was primarily concerned with the one major issue. Quite emphatically it reaffirms the trend of public opinion in that country and establishes beyond question of the outside "observers" the determination for closer association and cohesive action among the British peoples. Located on the fringe of one trouble zone and her life threatened by the uncertainties in another, Australia can appreciate better than most the necessity of Imperial co-operation.

## ALL FOR "DEMOCRACY'S" SAKE

AFTER more than a year of rather drastic purging it is still to be inferred that all is not well in Russia. Stalin seems to have found it a man-sized job to make the Soviet safe for what he, as a majority of one among the Russians, calls democracy. Accordingly he has had shot, jailed and exiled "anti-democrats" by the thousands. High officials, Party leaders, State Premiers, in fact most of those who could be suspected of conspiring with the dictator in the establishment of the new democracy, have been sacrificed to its success. But, tacitly of course, his best efforts have failed. Accordingly, with only a few weeks until the "free and secret" balloting to inaugurate the new era, the press has been mobilized to admonish the multitudes on the dangers of the privilege. "The country is not entirely cleaned. Agents, spies of hostile capitalist encirclement; handits of Trotsky and Bukharin gangs; bourgeois nationalists of all shades; churchmen and members of religious sects; remnants of crushed classes; exploiters masking as democrats", must be prevented from slipping into places of power in the "workers' dictatorship."

Where it could the Government has dis-franchised such characters. Beyond exposing a rather undemocratic fear, the appeal discloses at least one weakness of popular government in Russia. By insisting upon a one-party democracy Stalin has made it impossible for the people to disapprove the system and him. But as every candidate is a Communist he has made it rather difficult to distinguish between friends and foes. The purge, in all probability, will remain the most practical method of keeping Russia safe for Stalin, his fair-weather associates and the system.

## Snapshots

"The mountain labored and brought forth a mouse."

Albany Robichaud who on account of partizanship lost several jobs when the Dysart Government came into power, was put on yesterday to impress the Acadians. His speech in French yesterday was enjoyed (?) by local Tory hee-lers.

Politics make strange bed-fellows. Senator Leger who landed the job which should have gone to Hon. Dr. Taylor, was joint chairman at yesterday's meeting. Senator Leger if he had to run an election in Moncton would lose his deposit.

It was a good thing that they did not ask Senator Leger to speak on finances. He made a miserable failure of his job as Provincial Secretary in the Tilley administration.

As some Irishmen might say: "If those who were here yesterday have to wait for jobs until 1950 when Mr. Squires comes into power, they will be dead by then."

It is small stuff to criticize the raise in pay given to a couple of hard working stenographers at the departmental building. Many of these stenographers work far into the night without extra pay.

There is a kick at Dysart because financial houses by their combine and hold up game forced him to go to the United States for money. What about the Conservative party which sold out our greatest asset, the Grand Falls power, to an American syndicate?

Twenty-five blocks of paved streets have been erected in this city during the present year and notwithstanding this fact the city tax rate has been reduced from 2.90 to 2.82 per cent. This speaks well for the business and financial ability of the present City Council.

## FURTHER ATTACK

(Continued from Page One)  
sustained by the British subject involved.

His Majesty's ambassador was instructed to acknowledge this note and to say that while His Majesty's government accepted the apology and assurances, at the same time they must make it clear that in the opinion the retaliatory fire by the British post was entirely justified and must always be expected if other cases of this kind occur."

Great Britain sent the battle cruiser Hood to Mallorca today to keep an eye on the strategic Balearic Islands. The move came as Foreign Secretary Eden tried to keep the non-intervention sub-committee on the road to removal of foreign volunteers from Spain.

The Hood, the world's latest warship, sailed from Gibraltar to relieve the cruiser Despatch.

Britain thus will have her highest ranking admiral in the western Mediterranean in touch with the islands which lie on the Anglo-French trade lanes.

East of Mallorca lies the other important Balearic island—Minorca—which still is held by the Spanish government. It was there that an Air France base was attacked Monday.

The comparatively narrow strip of water between Minorca and the Italian island of Sardinia is the main route between France and her African possessions, while Mallorca is near Britain's main route to her eastern Mediterranean bases at Malta and Alexandria.

The Hood carries Vice-Admiral A. B. Cunningham, who commands the battle cruiser squadron. The Despatch is due for a rest in Malta.

## COMMITTEE WILL

(Continued from Page One)

It was also pointed out that the present condition of the C.N.R. road bed from McGivney to Devon was unsafe and that different accidents had resulted. As this road has to be rebuilt it should be built of a standard sufficient to provide for transcontinental traffic. The report of Sir Alexander Gibbs, who pointed out the national advantages of the McGivney Junction-Devon route was referred to by the different speeches.

Every member present spoke on the question and all agreed to get behind the proposition one hundred per cent. Liberals and Conservatives in the Fredericton Board of Trade are working shoulder to shoulder to promote this natural route of western and Central Canada freight traffic from the Transcontinental Railway at McGivney down the Valley to the sea.

R. L. Phillips, chairman of the transportation committee, was the first speaker, briefly outlining the purpose of the committee meeting. He stated that he had conferred with the members of the Saint John Board of Trade, and they had expressed themselves as being heartily in favor of the move instituted by the local Board, and promised fullest co-operation in support of the movement. He suggested that a smaller committee be appointed to confer with a committee from Saint John on the matter.

E. C. Atkinson

E. C. Atkinson, president of the Fredericton Board of Trade declared that it is the duty of every citizen in the province to back the movement since it is a matter of great national importance. To be successful, he stated it must be above all petty politics, and Liberalism and Conservatism must be momentarily forgotten in dealing with the matter. It must be considered in the light of what it means to the province and that the genuine support of all should be given the federal member, W. G. Clark in seeking this objective. He quoted the Sir Alexander Gibbs report which advocated the routing of traffic by the valley route through Fredericton to West Saint John, since the shorter distance makes it a more economical route than any other. He added that the new and improved facilities at Devon would mean a great amount of extra work in the district if the traffic is routed this way, stating that many people have been practically without work since the bridge went out.

W. G. Clark, M.P.

W. G. Clark, M.P., stated that he had had correspondence with the Saint John Board of Trade during the last session of the House regarding this same matter, but at that time he felt that one thing should be done at a time, and had not taken the matter up lest it interfere with the decision on the reconstruction of the bridge. He said that the railway officials were not at the time in favor of rebuilding the bridge, but stated that since the Gibbs report advocated the shorter route as being more economical, they would possibly be more in favour of this move than they were in reference to the bridge. He pledged his full support to the movement, and declared that if the move was economical and feasible, he could see no reason why the request should not be complied with.

## ANTHONY EDEN

(Continued from Page One)

George Lansbury, veteran pacifist and former Labor parliamentary leader, urged that Great Britain should be willing to place into a common pool under a new international commission "all those non-self-governing parts of the Empire, and all of them to be used for the service not only of ourselves but of all mankind."

Discussing the possibility of an Anglo-American commercial treaty Captain Gazelet acknowledged there were difficulties—"possibly with the dominions"—but he pointed out Canada had signed a trade treaty with the United States.

Arthur Greenwood, Labor leader, said he believed "every citizen who read the first lord's statement in the House last night must feel revolted." He referred to Mr. Duff Cooper's statement that the government's policy in regard to Spain was: "What goes on in Spain is not our concern, but that we will keep the high seas free for British commerce."

Mr. Greenwood said the speech "deserves the complete contempt of all decent-minded people." He added, "The speech is a disgrace to the cause of common humanity and shows callous disregard for the loss of human life, which is a shame to this House."

The suggestion the King visit the Empire was made by Sir Hugh O'Neill who said: "Now we have a young active King it would be of tremendous imperial benefit if during the course of the next few years the ruling Sovereign could pay a visit to the British dominions and the British Empire." He expressed pleasure the King would hold a durbar in India.

J. D. Palmer

J. D. Palmer stated that this route was the logical way to ship goods to the sea for export, and felt that it is of national import because of this. He declared that it can be proven that it is a sound and economical move from the railway's point of view, and that it had been the same before the old bridge was taken out, even though heavy freight could not be accommodated. He stated that a small expenditure can improve the line between this city and McGivney Junction, and also believed that the Canadian Pacific Railway could be induced to reduce the rate of toll for carrying freight over their line between Westfield and West Saint John. If this could not be arranged, he suggested advocating the construction of a line between these two points. He was of the opinion that the construction of a parallel line would be a good business move, with the C.N.R. using the C.P.R. right of way rather than buying new. Mr. Palmer declared that the money saved by routing the traffic via the valley would more than pay off the interest on the sinking fund of the new bridge. He declared that it was time to get together and present the case, and believed that the railway heads are good enough business men to see that the move would be profitable.

Mayor Kitchen

His Worship G. Willard Kitchen, mayor of Fredericton, and Hon. J. B. McNair spoke briefly on the matter. Hon. Mr. McNair stated that he had not considered the matter fully, but pledged his wholehearted support to any move which was to the general good of the country. His Worship the Mayor stated that he is fully behind the action of the Board of Trade and would say "by all means go after it," if it is to the good of the city and province.

C. H. Forbes

Referring to the necessity of improving the line between here and McGivney, C. Hedley Forbes stated that the roadbed was in a dangerous condition anyway. Lately there had been two accidents there in which people were injured because of the rails spreading. He declared that it must be reconstructed anyway, and stated that it may as well be done right away, while they are at it. It was stated that the road between here and Saint John was in good condition and would not need improvement.

Other members of the committee spoke along the same general line, stating that they were fully behind the move. They included J. T. Jennings, S. S. Miller, G. W. Hodge, Alderman Ray T. Forbes and J. L. Neville.

President Atkinson moved that a committee of three be appointed to confer with a committee from Saint John, and report back to the general committee. Mr. Phillips suggested that the committee be composed of five members instead, and it is moved and seconded by Ald. Forbes. It was suggested that any other members of the general committee who wished to sit in be welcomed. The committee, which is composed of W. G. Clark, M.P., R. L. Phillips, chairman of the transportation committee, J. D. Palmer, E. C. Atkinson, president of the Board of Trade, and Ald. W. Raymond Crowdon, will make a study of the Gibbs report and briefs drawn up on the matter by the Saint John Board.

## ORIENTALS COURT

(Continued from Page One)

The Japanese Emperor Meiji, father of the present Mikado, lay dead. The great General Nogi, his friend and servant, heartbroken over the loss, led his beloved wife up a mountain and the aged couple took their own lives as they knelt together.

It was an act of devotion to their ruler. For Nogi it was more than that. Thirty thousand Japanese soldiers had died at Port Arthur in the Russo-Japanese war. Nogi held himself morally responsible for their deaths. Only his own death could meet that responsibility.

During the World War, a Japanese admiral was in command of a convoy of Australian troopships coming through the Mediterranean. A German submarine torpedoed one of the troopships and sunk it. The Admiral, by quick work saved all the soldiers and a large number of nurses.

Then the veteran went up on the bridge and blew out his brains. He had failed his Emperor by losing a ship, and only death could wipe out that stain on honor.

Not long ago, near the old city of Agra in India, a girl widow threw herself onto the funeral pyre of her husband. She thus carried out the ancient rite of Suttie, now banned by law, and so demonstrated her love for the deceased.

During the World War, we had a lot of Chinese carpenters on the British front in France. In accordance with their custom, they were under obligations to pay all their debts on a certain day. I've forgotten just what it was.

If they didn't have the money to meet their bills, they committed suicide, generally by lying down on a railroad track and letting a train run over them.

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'SEA DEVILS'

## HARDER TIMES

(Continued from Page One)

tween the law enforcement squads of nations, the pacific officer declared, and it was up to them to continue their "voluntary collective efforts as police officials acting through sectional, national and international organizations."

From three other countries on both sides of the Atlantic Chiefs brought word of their departments' work to the convention on its opening day. England and Scotland and Canada had officers tell of crime prevention progress in these countries.

England sent A. Killick Mayall, Oldham, President of the Chief Constables' Association, who described the police setup in the Old Country. Chief Constable P. J. Sillitoe of Glasgow declared the practice of exchanging data between the police of different countries had proved of "inestimable value," and he suggested greater speed in spreading information through the world about travel-crooks.

A universal coding system for transmitting information about criminals, he said, and a simple code of fingerprint classification would be of great service.

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## 'NANCY STEELE IS MISSING'

George Fallon, rookie second baseman of the Dodgers, recalled from Elmira, is a native of Brooklyn.

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