

THE DAILY MAIL

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FREDERICTON, NEW BRUNSWICK, OCTOBER 18, 1937

THE VALLEY ROAD TO THE SEA

A CONCERTED EFFORT on the part of business men and others both in the city of Fredericton and in the City of Saint John should be made to have the traffic in regard to freight from central and western Canada routed via McGivney Junction, Devon, Fredericton and down to the Saint John Valley to the seaport at Saint John. When it was decided to build the new C. N. R. bridge at Fredericton, it was stated by railway men and others that this bridge would be the keystone of the railway situation in the lower provinces. With this idea in view the bridge which is now being constructed is being built of such a standard as to enable even the heaviest of freight traffic to pass over it. This provision, while a wise one, will be useless unless the connecting link between the bridge and the Transcontinental Railway at McGivney Junction is put in the proper shape for the handling of this heavy traffic.

The whole matter of the financial and other economic advantages both to the railway and to the public has been argued out many times and the whole question was ably dealt with in the Gibbs report which unhesitatingly recommended the routing of central and western Canada products across the Saint John River and down the Saint John Valley to the Sea as against the longer haul which is now necessitated by the fact that there is no bridge over which to cross.

It is understood that the Fredericton Board of Trade intends to get busy in connection with this matter and it is hoped and we believe that this Board will have the hearty co-operation not only of the Saint John Board of Trade, but also of the Federal members for York-Sunbury and St. John-Albert.

MR. ABERHART'S REASONING

PREMIER ABERHART'S objections to the action of Lieutenant-Governor Bowen in reserving assent to three bills of the Alberta Legislature were the widely anticipated next step. The Premier is in the position where he must object or surrender. Having chosen the former course, he might have sought to place his objections on firmer ground. From his statement of Sunday night, he is proceeding on the assumption that the office of the Lieutenant-Governor is a thing wholly apart from the Legislature and without responsibilities in the functions of government.

By what reasoning, if any, Premier Aberhart has been able to excommunicate the office would be impossible to say. If he has relied upon the flexibility of the "conventions and understandings (which) mainly govern the relationship" between Crown and the Governments to enlist uncertainty on his side, he has reasoned without the B. N. A. Act. It is true the constitutional framework of the Dominion, unlike that of Britain, rests both on written and unwritten law. Here, as there, the relationship of Crown and Parliament is of the unwritten law, traceable only by the precedents, conventions and understandings of centuries of usage.

But the B.N.A. Act, the written law, defines the legislative powers and scope of Parliament and the Legislatures. In doing so it defines also some aspects of that relationship along parallel lines, fixing specific powers for the Governor-General and the Lieutenant-Governors. Mr. Justice Taschereau of the Supreme Court of Canada ruled Lieutenant-Governors "are officers of the Dominion Government, not her Majesty's representatives," but this view was reversed by the Privy Council.

Other authorities, among them Bourinot, consider "it is beyond dispute" that the Lieutenant-Governors are fully authorized to exercise all the powers lawfully belonging to the Sovereign, as represented by the Governor-General including the right of dissolution. In recent years it has been held by some authorities that, while the Statute of Westminster annulled the British veto, it made no alterations in the written Constitutions of the Dominions. Accordingly the Lieutenant-Governors remain in possession of all their constitutional authority and are more than ever representatives of the Sovereign in the Provinces.

By Section 55 the power to reserve or withhold assent to (veto) bills of the Legislature is expressly given to the Lieutenant-Governor. There have been authorities who held that such power could only be exercised "subject to the instructions" of the Governor-General-in-Council, although Bourinot states that "we have no official information of such 'instructions' having been issued," in his discussion of instances where the power has been used. Sir John A. Macdonald, while Minister of Justice, ruled in connection with reservation of bills from the Ontario Legislature by then Lieutenant-Governor Howland:

"Bills are only reserved when, in the opinion of the Executive, they are beyond the competence or jurisdiction of the Legislature, or contrary to instructions. The Governor-General is not called upon to take the advice of the Canadian Ministers on the reservation of bills. All that he has to do is to look at his Royal instructions. In the same way, every bill passed by a Provincial Legislature should be assented to, unless the Lieutenant-Governor is satisfied that it is beyond the jurisdiction of the local Legislature, or if it be contrary to the instructions received from the Governor-General."

Lieutenant-Governor Bowen acted on the belief that the three bills in question were beyond the competence of the Social Credit Government. In doing so he was accepting a responsibility of his office, which, contrary to Premier Aberhart's interpretation, is a safeguard of representative government. Far from attempting to challenge or override the "will of the people," he was making inoperative questionable measures until such time as his superiors, and perhaps the people, had an opportunity to examine and speak upon them.

Snapshots

The Normal School girl who would not let the Freshman smoke in the car on returning home from the Freshmen dance probably went according to her idea of the correctness of the thing. But she probably will not get to the next dance.

The patrons of one of the dance halls think that it is time for a check up on the party or parties who are stealing stuff. Coats, hats, money and rubbers disappear in a mysterious manner at nearly every dance.

They tell us that the next war will be the end of civilization but they don't tell us which end.

A seed dealer says that all bulbs purchased from him will turn out to be beautiful bloomers. This is a cheap way to get bloomers.

Spirits of two Japanese colonels killed in North China have been promoted to major generals. The insignia should be two stars on a halo.

What is a "good husband," anyway? Not a perfect husband or an ideal husband, but just a regular run-of-the-mine good husband—such as every girl hopes to draw in the matrimonial sweepstakes.

Part of the Quints' education is learning to drive a nail. It would take five females to make the right mark in that class.

FOR NEPHEW

Mrs. Hawkins entertained at a Sunday night tea yesterday for her nephew David Church of Fredericton Junction who was her guest.

DIED

PIDGEON—Passed away at Fredericton, N. B., Oct. 18, 1937, LeB. Henry (Harry) Pidgeon.

The funeral will take place Wednesday, Oct. 20 and will leave the home, Regent Street, at 10:20 a.m. Requiem Mass will be celebrated at St. Dunstan's Church at 10:30 by Rt. Rev. Msgr. F. L. Carney. Interment will be made at The Hermitage.

REVOLUTIONARY

(Continued from Page One)

related, and they should produce shortly some startling results.

The most important subject considered by officials now is the adoption of the postal service to the new airways system which will carry mail and express across Canada from coast to coast, and then join the great "red" networks of airlines which connect the various units of the whole British Empire.

This airways system will function properly much sooner than anticipated by the general public of this Dominion since many of the developments and plans have been made public for a number of state reasons. Already it is known in certain circles that considerable advance has been made in these plans, and according to present indications it will be possible to mail a letter or parcel anywhere in British Columbia or any point eastward from that part of Canada and this mailed matter will travel by air across the country by airplanes travelling at a minimum speed of 180 miles an hour, reaching Montreal in record-time. If this mail arrives in Montreal before 2 P. M., it will depart for Botwood, Newfoundland, reaching that point not later than 10 P. M. of the same day. Then it moves across the Atlantic Ocean and it is due in Limerick about 4 P. M., allowing 14 hours for the ocean flight with favourable winds. The present arrangements bring this mail to London about 8 P. M., in order that it may be distributed during the night to many European points for delivery in the morning. On the other hand, if the mail is in the hands of the postal authorities before 8 P. M., the London officials will immediately forward same to Limerick, where it leaves about midnight and it is due to arrive in Botwood, Newfoundland, about 11 A. M., allowing 15 hours for this flight against the headwinds. It reaches Montreal at 5 P. M., and it is thus possible to carry this mail or express to many Canadian and United States centers overnight, the elapsed time being only twenty-six hours.

It is estimated that the rates and tariff will be reasonable for this trans-Canada and trans-Atlantic service because experts have found that the traffic will be heavy, especially

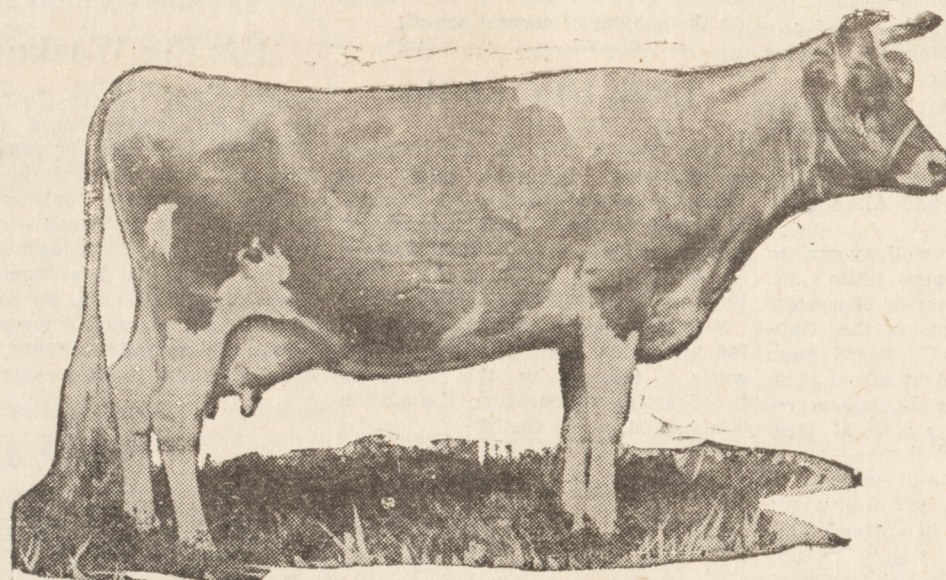


BECAUSE—It's the happiest kind of tonic first thing in the morning—you try it!

Remember
KING COLE

on the part of certain enterprises to whom such a service is invaluable such as bankers, business houses, new companies who specialize in pictures, film companies, and similar organizations. These are of a character who are willing to pay for the fastest possible services.

The present seaborne traffic amounts to about 3,600,000 pounds of first-class mail, 17,000,000 pounds of print, etc., 11,500,000 pounds of parcels, and 300,000 passengers per annum. It is figured by experts that about 3 1-2 per cent of the first-class mail, or 1,700 pounds per week, would be carried by air, yielding at \$6 per pound a revenue of about \$10,000, and



Brampton Favourite Girl, world's record four-year-old Jersey cow with 19,176 pounds of milk and 1,019 pounds of butter fat.



Of course you'd like to get a useful, serviceable Aluminum Whipping Spoon absolutely free. Any thrifty housewife would. And it is yours as a gift when you buy your next pound tin of Barbour's ACADIA Baking Powder. One reason why Barbour's ACADIA Baking Powder is the choice of so many experienced cooks is its double-leavening action—first, in the mixing bowl and again in the oven, ensuring lighter, fluffier cakes and biscuits. Bake with Barbour's ACADIA to-day. Your grocer has it. And—while they last—you will receive free with every pound tin an attractive Aluminum Whipping Spoon.

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TYRONE POWER



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HERE WED., and THURS.

Robert Montgomery
Rosalind Russell

—in—

"NIGHT MUST FALL"

that one per cent of the parcels, or 2,200 pounds per week, would be sent in this new manner, yielding about \$2,200 at a rate of about one dollar per pound. Furthermore, it is known that the aircraft would be able to carry about 1,500 pounds of payload and the gross revenue derived should be about \$4,000 per trip, making at least three trips each week. It is hoped to include passengers in these plans somewhat later, and it is estimated that about 2 1-2 per cent of

Capitol

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WITH
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HENRY FONDA
Margaret LINDSAY
STUART ERWIN
J. Farrell MacDONALD

NEWS :—: COMEDY
SHOWS: 3, 7:15 and 9:15
MATINEE: 10c and 20c
EVENING: 15c and 25c
PLUS TAX

HERE, THURS., FRI., SAT.

GENE AUTRY

The Singing Cowboy, in
"ROUND-UP TIME IN TEXAS"

ADDED ATTRACTION
Donald Wood, Ann Dvorak in
"THE CASE OF THE STUTTERING BISHOP"

MRS. JENNIE JOHNSTON

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Capes, Neck Pieces, Hudson Bay, Muskrats, Squirrel Broadtail, Beaverette, Northern Seal, Ermine, Etc.

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the first-class ocean travellers would use this means to get back and forth to European points, or eight per trip, showing a revenue from this source of at least \$4,000 on each flight.

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In managing trust funds this institution makes no pretense of being infallible. But, it can and does do many things which most individuals are unable to do to minimize the risks of investment. In this connection it may be of interest that this Company supervises the investments of a number of corporations and endowed institutions.

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