

COMPROMISE SECURED AT LEAGUE COUNCIL MEETINGS CONTRIBUTION TO EUROPEAN PEACE

Army Engineers Watching Approach "Father of Waters"

Breaking of Levees Watched as an Invading Enemy

U. S. Army Working to Finish Plans

Worst Catastrophe in U. S. Faces Dense Population of Mississippi Valley

Plans for immediate evacuation of all residents and communities of all low-lying lands where a serious break occurs in the levee within 50 miles on either side of the Mississippi River were completed last night. It would be executed piece meal as breaks in the levee occur or, when army engineers, watching the Mississippi as they would the advance of an invading enemy, decide that a serious break is inevitable.

The evacuation plan is being laid out with all the care of a military campaign, and the commanding general of each corps area is in complete charge of the evacuation plan in his particular area.

The commanders of the Fourth, Seventh and Eighth Corps areas have been instructed to draw up detailed plans, including the lines and means of transportation they will use in the evacuation and the points at which they expect to establish the refugee camps on high ground.

The care of these camps, if and when established, will be turned over to the Red Cross and perhaps other agencies. Army engineers and thousands of workmen have labored on day and night shifts for days on the great levees from Cairo to below Memphis, Tenn., a distance of approximately 300 miles. They have strengthened and raised the levees, and some have been felt among Army engineers that the strengthened levees would hold.

War Department officials issued reassuring bulletins designed to calm fears of residents along the lower Mississippi after it was reported many were panic-stricken by publication of the Army's evacuation plans.

They emphasized that the evacuation programme is of a precautionary nature and may not need to be placed in complete effect. One bulletin, issued under the heading "Army preparing for high water on the lower Mississippi," said: "The War Department and others concerned are making plans for assisting the people in the lower Mississippi Valley in evacuating to high ground, should it become necessary. From present knowledge it appears likely that the flood waters will pass down the valley without causing wide inundation—and people must not become panic-stricken. What the Department needs to do now is to plan carefully for orderly evacuation where necessary. It is hoped that no widespread evacuation will become necessary."

REDUCE EXPENDITURE RATHER THAN INTEREST, C. P. R. PRESIDENT URGES

WINNIPEG, Jan. 28—Hope that Canada would have a rest from over-production talk for a while was voiced here tonight by Sir Edward Beatty, President of the Canadian Pacific Railway, in saying only two factors determined the size of Canada's wheat crop. "The courage and enterprise of the farmer and the fortunes of the climate."

Addressing the Caledonian Societies Burns night banquet, Sir Edward said: "The fate of this country would have been infinitely worse than it has been had the farmers of Western Canada accepted the advice so generously given them and reduced their wheat production."

In paying tribute to Robert Burns and to Scots generally, he said tender sentiment and pawky wit; generous instincts and thrifty wisdom; end

LETTER PUBLISHED IN THE DAILY MAIL BRINGS A PROTEST

MONTREAL, Jan. 28—Col. Wilfrid Bovey of McGill University today criticized a statement made in the columns of The Daily Mail by W. C. Milner, former associate archivist of Canada, objecting to return of pre-Confederation archives from Ottawa to New Brunswick.

The archivist said "the New Brunswick government had a particularly bad reputation for the preservation of its records" and the administration proved "incapable of recognizing its duty" according to Col. Bovey.

"Such statement," said Col. Bovey, in a statement, "made without full information . . . hurt the spirit of friendship and unity which should prevail in Canada."

He added: "Mr. Milner evidently does not know that . . . with hearty

REGENCY BILL GETS FIRST READING

(Special to The Daily Mail)
LONDON Jan. 28—The Regency bill got its first reading today. It enumerates the different times when the sovereign is unable to be present and rule the country in mind and body. There could be a vice-regent who must be over thirty-one years of age, must be a British subject and a resident of Great Britain. In case the King is ill or unable to attend by absence, a regency may be formed of several members of the Royal Family.

WEATHER HOLDS UP WAR

(Special to The Daily Mail)
MADRID, Jan. 28—Bad weather is holding up the activities at the war front today. An insurgent ship was reported as having seized a government coast guard.

less courage and wise caution, were Scottish gifts not only to the Dominion, but to the Commonwealth, qualities as solid as the granite of Scotland itself.

Reiterating his belief the time is here to renew immigration to Canada Sir Edward said: "Scots have played no small part in building the world-wide Empire of the British Commonwealth of Nations. What they have done for Canada is written in the history of the nation. Let us hope profoundly they will continue to be, in the future as in the past, the very backbone of the Dominion."

Sir Edward remarked that he spoke to an audience of thrifty Scots, and expressed the opinion repudiation of public obligation would find little favor in the West.

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Our Highways

IN conversation with The Daily Mail today a visitor from the United States who has travelled through the Province during different summers expressed his appreciation of the start that was being made by our present government towards giving the people of the province what he calls "dustless roads." He claimed that in addition to giving our own people modern highway conditions to which they are entitled in this twentieth century, that the dustless roads will bring millions of dollars into the Province in the way of tourist travel.

The cost and type of our highways must depend upon the social and economic results derived from highway expenditure. The roads of the horse and buggy days certainly are not suitable for the motor vehicles and heavy traffic of today. The rapid expansion of heavy trucks and motor buses using roads built at public expense have to be considered. These have come to stay. Rapid travel and safety today require harder roads and wider roads and decreased grades.

The better type of roads have increased the area within which business can be profitably done. The carpenter, the painter and the doctor can now go twenty-five miles to work as cheaply and as quickly as they could have gone one mile before the days of automobiles and good roads. Farmers and business men near good roads find it easier and cheaper to go long distances to markets. Churches can be reached more easily at greater distances. The area served by hospitals is extended. Social isolation is broken down and community interests are broadened out. For the most part the cost of maintaining these improved hard surface highways is placed on the users of gasoline of the motor vehicle and of the large trucks.

Expenditures of huge sums of public money for the construction and maintenance of our highways is a development of the twentieth century and neither the public nor the governments that administer public affairs can ignore this fact. There is no sane person today but who will admit that not only business and other economic conditions but also the safety of life and limb depend upon a modern system of highways. Previously the highways were little more than rights of way. In wet weather they were paths through the mud. In fine weather each passing vehicle stirred a dangerous cloud of dust.

There is no more important phase of public work of the government today than its services and how these services are to be financed. It is the duty of governments to see that the safety, health and education and moral well being of the people are to be maintained. Taxpayers are all anxious for the maintenance of these services. They are anxious to shift the burden over to the coming generations rather than dig down and pay current expenses. They want and must have necessary services for which they are unable to pay. It is up to progressive governments to provide these services.

There is no person in the Province today who wishes to continue or to go back to the old horse and buggy days, or to the roads choked with dust. The money spent in this Province on good roads today is money well spent. And every section of the Province wants these roads. No member of the Legislature will say that his County should not have good roads.

PROBE OF B.N.A. SEEN LIKELY

OTTAWA, Jan. 28—A recent issue of an Ontario paper carries the following article:

Members of the Government are understood to be considering the appointment of a Royal Commission of constitutional, economic and financial experts for the purpose of a Dominion-wide survey of financial and economic conditions with a view to reallocation of the legislative and administrative powers of the Dominion and the Provinces.

Recasting of the British North America Act—the written constitution of Canada—is held to be long overdue by outstanding Canadian statesmen, since, while it served quite well in the days of buck boards and prairie schooners, it is not satisfactory in a modern world of wireless and airplanes and new ideas about social security, co-operative marketing and "new deals."

Financial Condition Serious

The matter is likely to be brought to a head by the parlous financial condition of the three Prairie Provinces which have felt the full blast of four or five consecutive crop failures in an ever-widening drought area and unless the Federal Government does something to extricate them from the desperate financial predicament

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SAYS ALBERTA JUST GROPING

EDMONTON, Jan. 28—Because he considers the Alberta Government is merely a "vacillating machine which operates in stops, starts and reversals," John Hargrave, technical adviser to the Social Credit Planning Committee, finds himself unable to co-operate further with Premier Aberhart and his Cabinet.

So he has left Edmonton. Hargrave's statement delivered to the press after he had left his hotel, and apparently caught a train for the East, said: "I still feel the first Social Credit Government in the world is not yet publicly committed to the principles of Social Credit. I still feel that it lacks technical knowledge and that, as a consequence, it has, over the past sixteen months, groped its way like a man stumbling along on a pitch-black night."

"There were, I felt, and as I stated in the first interview, indications that it was groping its way in the right general direction," but, as a result of the meeting held on Jan. 22, I should now hesitate to say even that."

Hargrave is the leader of the Social Credit Party of the United Kingdom and came to Edmonton to "see for myself how the first Social Credit Government in the world was at

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MINES SEEN USING ALL GRADUATES

Chas. McCrea, K.C., Predicts University Talent Will Be Needed

TORONTO, Jan. 28—So rapid and tremendous has been the revival of the mining industry that the time is not far distant when it will be able to absorb every young man the university can graduate with any degree of talent and capacity, and mining, metallurgical or engineering training, members of the Board of Trade Club were told recently by Charles McCrea, K.C., former Provincial Mines Minister.

Chief speaker at the club's weekly dinner-meeting at the King Edward Hotel, Mr. McCrea recalled that in recent years such graduates, and even experienced men, had been unable to find any outlet for their energies and abilities. So extensive had been the advances made by the industry during the past two years, he said, that already a dearth was threatened of competent and able men to fill the "higher positions" in the industry, both as to investigation and production.

Future is "Vast"

Mr. McCrea regarded the revival and expansion in the mining industry, especially in Northern Ontario, as the outstanding feature of Canada's business and economic recovery from depression. Great as had been recent new development and stimulation of production, he foresaw future potentialities of the industry as "vast."

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Trade Agreements Are Discussed

(Special to The Daily Mail)
NEW YORK, Jan. 28—In regard to the trade agreement between England and the United States early reports are too optimistic. The reports from the British Consulate at Washington are more modified and say a further discussion is necessary before further agreements can be reached.

Hope to Soon Recall All Volunteers

(Special to The Daily Mail)
LONDON, Jan. 28—The Non-Intervention committee is to call a meeting shortly to determine the date when they can recall all volunteers from Spain. Rigid laws will be enforced in connection with all violations of the law. This will also provide an international patrol.

Unravelling of International Tangle Brings Back Faith in League of Nations

COMPLIMENTARY BEAR LICENSE TO U. S. TOURISTS

D. W. Griffiths, director of the New Brunswick Government Bureau of Information and Tourist Travel, is back in Boston on his annual pilgrimage "with a new bag of tricks and a travelling circus to lure New Englanders to the neighboring Canadian province states a Canadian Press despatch.

At Mechanics' Hall, workmen are busy erecting the New Brunswick exhibit at the New England Sportsmen's show, opening next Saturday, and, according to Mr. Griffiths, "it's going to be a knockout."

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Poachers Cooperated With Buyers in Illegal Industry

Allain Says Own Evidence Incorrect, Life Not Threatened

Returns to Witness Stand and Corrects Errors

Guardian Knew There Was Poaching, Afraid to Search

F. & D. ASS'TION URGE COMMISSION AGRIC. EDUCATION

MONCTON, Jan. 28—A resolution asking for the establishment of a permanent commission on agricultural education, to be named by the incoming executive, was passed unanimously at yesterday afternoon's session of the 61st annual convention of the New Brunswick Farmers' and Dairy-men's Association here. The proposed commission will make a report at the end of the year.

The resolution was in keeping with the consistent note of the convention (Continued on Page Four)

WANT COERCION TO ATTEND MEETING WITH STRIKERS

(Special to The Daily Mail)
WASHINGTON, D. C., Jan. 28—Secretary of Labor Perkins wants a bill passed giving power to subpoena leaders of the General Motors corporation to force them to attend meetings in connection with the settlement of the strike. The President of the General Motors claims that they are doing all they can and that 10 factories have gone back to work.

FIGHTING IS INDECISIVE AT MADRID FRONT

(Special to The Daily Mail)
MADRID, Jan. 28—The front of Madrid is a sea of mud and rain, and nothing decisive is reported.

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RICHIBUCTO, Jan. 28—Simon Allain, Babincoast Post Office, dismissed fisheries guardian, who yesterday stated on the witness stand to the Royal Commission investigating the illegal fishing of lobsters that several men had threatened to kill him at Point Sapin last fall, returned to the stand yesterday afternoon and said that he had been mistaken about certain points in his evidence. The men had not threatened to kill him, but to kick him, he explained.

Allain also said today that he never heard John Baptiste Gaudet, Pt. Sapin guardian with Allain on the "flying patrol" last year tell Point Sapin men "they didn't have to worry about us," he had made the statement yesterday.

The evidence of ten witnesses was admitted at yesterday's sittings with Mr. Justice A. T. LeBlanc of Moncton as commissioner and Hon. H. F. G. Bridges of Campbellton, commission counsel.

Another highlight of today's hearing was the evidence offered by John Baptiste Gaudet, a dismissed guardian who came to this shiretown bright and early this morning seeking to contradict certain statements and allegations made by his running mate of last year Allain.

Albany Fagan told of buying illegally caught lobsters last fall at St. Louis and Baie Ste. Anne. He said he transported the lobsters with his brother, Gerard Fagan, to Chockpish, where they were resold to Fred Richard, buyer for Joseph Richard.

The majority of the lobsters purchased at St. Louis were taken to Peter's Mills, about eight miles from Chockpish, and near the home of the witness. From there they were taken to the Chockpish wharf by car.

Fagan told the commissioner that he was tipped off when the fisheries officers were on the watch and remarked "The poachers and the buyers co-operated pretty well; we kept each other advised."

Gerard Fagan, brother of Albany, told of R.C.M.P. Constable Thivierge seizing a car of which he was the operator last October on the road leading to Chockpish.

Lawrence Vautour, St. Louis VII.

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MAPLE LEAF EXHIBITS LEAVE FOR QUE. TODAY

(Special to The Daily Mail)
CHARLOTTETOWN, Jan. 28—The prize winning entries in the 1936 Maple Leaf Contest, conducted by the Canadian Travel Bureau at Ottawa in co-operation with the Canadian National and Canadian Pacific Railways which have been on display in the Canadian National Hotel here following display in the Nova Scotian at Halifax and the Cornwallis in Kentville, N. S., left Charlottetown today for Quebec City where they will be placed on display in the Chateau

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Intricate Danzig and Alexandretta Problem Solved by Discretion.

GENEVA, Jan. 28—The League of Nations council's success in handling the delicate Danzig and Alexandretta problems brought renewed confidence here last night in Geneva as an effective medium for unravelling international tangles. The council adjourned until May 24.

Compromise entered into both settlements. The report on the Danzig question handed in by British Foreign Secretary Eden recommended appointment of a new league high commissioner for the free city to succeed Sean Lester, but it was understood the new incumbent would be instructed to use discretion in exercising

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