

THE DAILY MAIL

NEW BRUNSWICK'S ONLY HOME COMMUNITY PAPER

THE MAIL PUBLISHING COMPANY — J. L. NEVILLE, Managing Editor.
Published every afternoon (except Sunday) at 327-329 Queen Street,
Fredericton, N. B.

FREDERICTON, FRIDAY, JUNE 25, 1937.

Beating the Train

Turning from general traffic accidents on the highways, it is well to understand what has been happening specifically at railway crossings. In a pamphlet issued fortnightly by the Board of Railway Commissioners of Canada there is a detailed statement of such accidents as well as of "hair-breadth escapes" by reckless drivers. From Nov. 1, 1936, to April 30 of this year the Canadian Pacific Railway reported 215 and the Canadian National 97 cases of recklessness by auto drivers, in which only good luck averted loss of life.

Notwithstanding safety devices and cautionary signals, says the pamphlet, people continue to take chances and disregard safety. In the long list of offences, location, date, hour, and in most instances car licenses, are provided, with brief explanations of what occurred. In dozens of cases: "Auto crashed through gates and did not stop; bell ringing," or: "Regardless of stop signal, crossed in front of engine."

There isn't any use figuring out why drivers do these foolish things. Not all of such drivers are intoxicated. Such action may be laid to the old impulse to "beat the train"; give the engine crew a scare, and wave mockingly to men whose nerves must be sorely tried. Brave fellows, such drivers, though when they don't beat the train it is another story—to be told at the inquest. And the tragedy of it is that this class of motor accident is increasing. The Railway Commissioners say that if there is to be a lessening of this foolishness "the sane motorist must educate the culpably negligent motorists." The best way to do this is by providing a good example in caution when approaching a crossing.

Stick to the Weather

The arrogance of official bodies is proverbial; and it is not lessening. The first thought of members of such organizations is to tell people what they must or must not do. And the strange thing about this is that generally these orders are obeyed. Mankind in the bulk is docile; but only to a point. And in England such a point seems to have been reached. A hairdressers' association undertakes to tell the barber what he should talk about to the customer, who, it is claimed, is his guest, not his victim.

The barber should talk "real news," not chatter away about the weather, which, presumably, the man in the chair knows all about. But what better "opener" to conversation—if there must be conversation—than the weather? Surely even the most versatile barber will be handicapped if obliged to begin with a dissertation in theology, or higher mathematics. His customer may have trouble even with the multiplication table and be baffled by the age-old search for the lowest common denominator.

Politics as a starter is risky, and, except preceding an election, the subject is dead anyway. The gold standard is a general headache; though the present condition of the market might suggest a few sympathetic remarks, with the flattering insinuation that the "guest" knows a sound reason for the slump in shares. But there must be something preliminary to discussion of any of these theoretical subjects; and what better than the casual "Nice weather we are having, sir"? Anyway this hairdressers' association has gone too far—as all official persons do in time.

Nazi Nose Spites the Face

The "postponement" of German Foreign Minister Baron von Neurath's visit to London, and the reported "rift" in London-Berlin relations, was hardly the expected development as things stand. Those who have watched the events in Russia and the decline of her Continental influence, who witnessed with relief the comparatively easy settlement of the Deutschland-Almeria crisis, and who can gauge the advantages in the French upheaval from a German-Italian view, find it difficult to believe the explanations offered. What actually is difficult to believe is that German officialdom could let displeasure over a minor incident run away with its better judgment.

The only explanation for the postponement—London circles accept it as something more definite and final—is that Hitler is in a temper because there were some doubts as to the authenticity of the charges that the patrol ship Leipzig was attacked by an unidentified submarine while on duty. The doubts delay proceedings of the Four-Power Committee, and might lead to abandonment of his suggested "reprisals." In reprisal against Britain he has called off von Neurath's visit.

The wonder is how Hitler hopes to hurt Britain. It was Germany who stood to gain from the proposed conversations, which had much broader and more important questions to deal with than the Leipzig affair; or even the Spanish situation as a whole. Never have the "breaks" in the international field been all so strongly in Germany's favor. Never had she greater opportunity to discuss and plan for the future without embarrassing emphasis on the past. All that she has been working for since Locarno was buried could have been placed on the table and discussed to her advantage.

Hitler has torpedoed all those prospects to make momentary capital of the Leipzig attack. "Torpedoed" will most likely prove to be the proper term, for there is no doubt about the annoyance he will find the prospects are not easily salvaged. His extreme attitude has not only left the British Government and the Non-Intervention Committee open to vigorous questioning, but it throws an unfavorable light on his own Spanish policy. It makes Spain too important in the German programme, and it raises suspicions of future action which, even if taken arbitrarily, might be detrimental to British policy.

Sleepers

There is something exciting about a railway station with its hurrying people and puffing locomotives. It speaks of adventure, a change of surroundings and maybe a few new clothes packed in a suitcase. The trip may only last an hour or it may be for a few days whereby several nights' sleep is at stake. But in the sleeper, the smiling porter at his expert bed-making is assurance enough of a comfortable journey.

However, it was not always so. Just 77 years ago the first sleeping car was built in Brantford, Ontario. It was built especially for the Prince of Wales, later King Edward VII, when he visited Canada. He and his entourage were the first to rest in bunks while travelling at night. Later in the same year George Pullman took out his first United States patent, secured a monopoly and became a multi-millionaire.

The first Brantford coach was 46 feet long and 10 feet wide, painted blue with gold trimmings. Upon the centre panel was the royal coat of arms and immediately above it, the carved coronet of the Prince of Wales in white and gold. The three compartments inside were tastefully decorated, and well-furnished with handsome carved tables, chairs and lounges. Canadian wood was used extensively in the construction of this sleeper.

SNAPSHOTS

K—SNAPSHOTS

A Fredericton truck which recently went to Moncton on business lost three hours on account of the Capital not being on daylight saving time.

The chain stores are having troubles of their own in the United States.

"A telephone pole" contrives Francis White, "never hits an automobile except in self-defense!"

International College of Surgeons sets up \$1,500 award to stimulate research. "Research" doesn't mean a second hunt to find the appendix.

A canoe now the outdoor rage in the East folds up to the dimensions of a suitcase, but leaves you with the vitrola and a non-collapsible girl.

The chief obstacle to universal brotherhood is the general suspicion that poor kin want something.

Recipe for winning fame: First change your name to something easy to remember.

Most people are annoyed by an unnecessarily loud tone of voice unless it comes out of their radio.

Prominent People On Board C. P. R. Liner

(Special to The Daily Mail)

QUEBEC, June 25—Bringing two Lieutenant-Governors and several prominent Canadian and Empire businessmen, the Duchess of Britain docked here last night with a large passenger list from Cherbourg and Southampton.

A distinguished visitor arriving was Louis Bertrand, member of the French Academy, who has come as a delegate to the French language congress meeting here. Mr. Bertrand's arrival coincided with the celebration of French-Canada's own special festival, St. John Baptist's Day.

Lieutenant-Governor E. W. Hamber of British Columbia, and Lieutenant-Governor H. A. Bruce of Ontario, Mrs. Hamber and Mrs. Bruce, returned in the Empress after being present at the Coronation, as did the Hon. A. Paquette, provincial secretary of Quebec, and Commodore P. W. Nelles, Chief of Naval Staff. A visitor coming from the Coronation and arriving today was Hon. A. G. Ogilvie, premier of Tasmania, Commonwealth of Australia.

Sir Edward Beatty, C.P.R. president, J. W. McConnell, president of the St. Lawrence Sugar Refineries, J. W. Hobbs, president Consolidated Plate Glass, Hon. A. Buchan, son of the Governor General, and T. N. Watermeyer, general manager South African Railways were other prominent arrivals.

Weekly Mail Services To Australia Started

(Special to The Daily Mail)

LONDON, June 25—The Secretary of State and Postmaster General discussed the airmail services before the House of Commons today. A weekly air service to Australia has already been started. There was also discussion of special arrangements for handling by air the heavy Christmas mail.

Heat Strikes

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able in Manitoba, although slower growth would make for better results.

Eastern Saskatchewan and the Peace River section of Alberta received beneficial rains which materially bettered the situation in these areas, but over a large part of both Provinces, crops have declined under the influence of hot dry weather. Good rains are urgently required to check further serious deterioration and to restore badly burned pastures.

Should the rainfall be long deferred, yields over much of Eastern Alberta, West-Central and Central Saskatchewan will be very low.

There is now little hope of a commercial crop in Southern Saskatchewan and only feed can be looked for if rains come soon.

Rainfall during the past week varied from light to heavy showers scattered over most of Manitoba with the best rains falling over the western half. Except for the northern cropland areas, where more rain would be welcomed, all sections are well supplied with moisture for present needs.

Peace River District points received most of the rain which fell over Alberta during the past seven days.

Elsewhere in the Province, precipitation was of little consequence and except for the southwestern section, all districts report an urgent need of rain to arrest the rapid crop deterioration resulting from high temperatures and low moisture reserves.

Surgeon Defends High-Heeled Shoes For Women

OTTAWA, June 25 — A famous British orthopedic surgeon today came to the defense of women who wear high-heeled shoes but condemned wearing of footgear that is too tight.

Women who wear tight shoes, R. Watson Jones of Liverpool, said, were "on a par" with Chinese women who used to bind their feet to make them small. However, he said, high heels were not injurious, "provided they are not too high." The trouble high heels were supposed to cause was considerably exaggerated, he declared.

He expressed the opinion women were "getting more sense" in their choice of shoes, declaring he had noticed in England that their foot-wear was becoming larger.

Situation

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erations against insurgents in the Carabanchel sector of the city.

Basque troops rallied ten miles west of fallen Bilbao to resist the insurgent advance toward Santander. Government advisers said an insurgent attack on Orduella, on the Bilbao-Santander highway, was repulsed with heavy losses.

Foreign Secretary Eden today suggested to the House of Commons that reports of German warship movements eastward in the Mediterranean should be received with great reserve. Authorized sources said the British government held assurances that neither Germany nor Italy would take any individual naval action against the Spanish government.

The House prepared for a full dress debate on foreign affairs tomorrow. Eden assured members that official information received by the Admiralty did not confirm German ship movements. He was equally skeptical of advices that many thousand Italian soldiers were landed last week-end at the insurgent port of Malaga.

Authoritative sources said Ambassador Sir Neville Henderson had advised Germany that Britain would "regard most seriously" any hostile action against the Spanish government in retaliation for the alleged submarine attack against the German cruiser Leipzig. It was following the asserted attack that Germany and Italy left the four-power naval patrol of Spanish coasts in protest against the refusal of Britain and France to stage a naval demonstration off the port of Valencia.

Ottawa

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Loans Not Gifts

At first sight, Winnipeg interests believed that this suggestion offered the solution to the whole situation. It was altogether unlikely, in any event, that the provinces would ever repay the moneys which the Dominion had loaned them for relief purposes; it was pointed out by the Dominion that Manitoba would simply be an indirect gift to the city.

The Federal authorities, however, heard of this interpretation of their offer and lost no time in disabusing the minds of both Winnipeg and Manitoba officials of an idea of a gift from the national treasury. It was admitted unlikely that Federal moneys advanced to the Prairie Governments in the past would ever be recovered. But the statement was definitely made that there were to be no more such transactions. Any money which the western provinces get for relief purposes from now on, it was intimated, they must reckon on repaying.

GOLD AND SILVER IN WALLS, FLOORS OF OLD MINT

OTTAWA, June 25—Tons of old floor and wall material from the dismantled refinery section of the Royal Canadian Mint here are being treated at the Dominion Fuel Testing Laboratories to recover hundreds, perhaps thousands of dollars of gold and silver lodged in them in the form of dust and filings down through past years.

By routine measures by mint authorities sweepings are always treated to recover valuable gold and silver dropped and scattered from the minting machines.

State Taxation

(Continued from Page One)

than 10, and progresses through fifteen graduations to the maximum of \$550. A. & P. lost its suit; Louisiana won.

Twenty states now have anti-chain store tax laws. Pennsylvania may join the parade, though the bill now lays on Governor Earle's desk awaiting his approval or veto. That he was expected to approve the legislation is indicated by the sudden closing of 150 A. & P. in the Philadelphia area on June 1, with several hundred others to be abandoned later on. Another chain, American Stores, closed 72 units.

Pennsylvania's bill starts with a tax of \$1 per year on single stores and marches upward to \$500 per store for chains operating 500 stores. A. & P. had 2100 units in the state.

This whole movement is only eight years old, though the pioneer Maryland law (declared unconstitutional) dates as far back as ten years. Chain stores constitute only 7.7 per cent. of all retail establishments; but they do 22.8 per cent. of all retail business. There are (1935 census) 127,000 chain store units, with gross sales of 7½ billions per year.

The highest tax is that of Texas, \$750 on each store over 50 but that law is inoperative by injunction while it passes through the state courts.

Free Hand

(Continued from Page One)

though the present change of Government is probably only significant as the first tremor of the coming earthquake. The real upheaval is expected in the autumn, probably in October when financial difficulties, it is expected, will compel a showdown.

Middle Road Solid Solution

Much, it is believed, will depend upon the direction events then take. If the conservative elements attain power, it will mean abrogation of the Franco-Russian treaty, thereby removing the girder in the Europe superstructure rivetted to Paris, Prague, Moscow, and undoubtedly powerfully supporting the existing structure. If the swing is toward the left, it is believed that internal troubles are inevitable. Indeed, any deviation from the middle of the road position will probably put half the population erecting barricades and the other half storming them.

A situation comparable to Spain, only on a much greater scale, will then become possible, if not probable.

Camille Chautemps is highly regarded in Britain and the Government he has formed is expected to carry forward the Blum policies.

Meantime, developments of the Leipzig incident are being awaited with uneasiness. Britain's position

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of resisting Hitler's demands for action against Valencia in advance of an investigation would be greatly strengthened if a strong Government existed in France.

TAKE THE HEAT ON HIGH (or Keep In High Gear This Summer)

WHEN the heat comes, some people, like old cars, can't make the grade—they have to slip into "second" or into "low". The heat slows them, saps their "horsepower". Why can I, a youngster of almost 80, who, judged by conventional standards, should be on the scrap heap, drive in high through the hottest summer, defying Mr. Sol, just as in winter I scorn Mr. Zero? The answer is foods. People give no thought at all to the foods they ought to eat, only the foods they like. They follow the herd. Herd intelligence is notably no intelligence at all.

If people would really think, they would realize that bodily health depends upon the blood that feeds the body cells. The blood depends upon the kind of foods which build the blood. Therefore the kind of blood that flows through our bodies can make us shrivel and shiver on cold days and wilt and wither on hot days. The cause of both is viscid,ropy, toxic blood, derived from denatured, dead, demineralized, constipating foods.

Here is how to prove me right or wrong. During the hot spell, make your breakfast of Roman Meal, Bekus-Puddy or Lishus, all you can enjoy with milk or cream, raisins or chopped dates, not body-heating sugar. Make thick enough to chew thoroughly. If hot cereal is not liked, cook any of them the previous night, allow to cool, place in refrigerator and serve for breakfast, with sliced or canned peaches, ripe bananas, fruit jelly, preserve, or honey with cream or milk. Drink Iced Kofy-Sub, sweetened with brown sugar, or preferably honey, added while hot, a very delightful and healthful beverage. For noon meal a salad of fresh fruit or raw vegetables, iced Kofy-Sub. For evening meal, a large fruit or vegetable salad, sprinkled with grated nuts, grated cheese or cottage cheese, or lightly steamed vegetables if salads are not liked, as second choice. Any kind of juicy fruit for dessert. Iced Kofy-Sub or hot Kofy-Sub if hot drink is preferred.

Train the intestines to eliminate after each meal. It is of utmost importance to exercise all groups of muscles briskly, fifteen or twenty minutes daily, to the point of deep breathing, to burn up internal poisonous waste. If you do not know how, send fifty cents for my book "SYSTEMATIZED

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NEWS — Usual Prices — COMEDY

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The above is from a photograph of Robt. G. Jackson, M.D., taken in his 77th year.

Robt. G. Jackson, M.D.

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