

CANTON SUBMITTED TO WORST AIR RAID IN MODERN HISTORY

Local Commissions And Boards May Form Municipal Units

Hon. A. P. Paterson Suggests These Might be
Reorganized as Municipal Corporations
Under General Plan

Municipal Audit Suggested

Municipal Management Should be Made
Uniform

(Special to The Daily Mail)
CAMPELLTON, N. B., Sept. 23—Addressing the Union of New Brunswick Municipalities here this morning Hon. A. P. Paterson, Minister of Federal and Municipal Relations pointed out the work which his department has been doing since its inception, for the benefit of the Municipalities. Mr. Paterson in opening, said:

"It is a pleasure, I assure you, to meet you gentlemen of the Union of New Brunswick Municipalities and to hear you discuss problems in which we are mutually interested.

As I stated at your last annual meeting, I had only the average layman's vague conception of municipal organization and the problems involved in their administration and that it was my intention to carefully study the whole situation.

I regret to say that there was practically no information available in any department in Fredericton pertaining to this subject, except some information regarding our public schools, in fact, there was not even a list of the names of the incorporated municipalities of this Province.

However, a short time after the Department of Education, Federal and Municipal Relations was established, we started to make a complete survey. In order to be of value, this survey had to be such as to enable one to have a complete picture of each municipality and to make comparison of one municipality with another.

It had been my expectation to have the report completed by midsummer, but lack of uniformity in practice and accounting methods rendered the task more difficult than I had anticipated. This is not a reflection upon any of the municipalities. They did the best they could. The blame rests with Provincial governmental organization in the past, which virtually neglected this extremely important branch of administration.

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ENDEAVOR FOUND NEAR AZORES

(Special to The Daily Mail)
HALIFAX, Sept. 23—Word has been received by radio that the Endeavor I, which had been missing for the past several days has been found. The Endeavor I, T. O. Sopwith's first American Cup Challenger, broke her tow line off the eastern seaboard a week and a half ago and has been reported missing ever since. The yacht and crew were both in good condition and when found were about two hundred miles from the Azores.

If the report is correct the boat sailed three thousand miles under its own sails.

A later report states that the skipper of Endeavor II had died at sea.

GENEROUS GIFT TO ST. GEORGE'S HOSPITAL

(Special to The Daily Mail)
LONDON, Sept. 23—Harry Oakes, resident of the Bahamas and owner of a Canadian gold mine donated a gift of eighty thousand pounds to St. George's Hospital. The building is badly in need of repairs.

Germany Says In- debted To Spain

(Special to The Daily Mail)
SALAMANCA, Sept. 23—The German Ambassador presented his credentials to General Franco. In the course of his remarks he stated that Germany was more or less indebted to Spain for assistance given during the World War.

CZECHOSLOVAKIA AS MAJOR POWER VISIONED IN INDUSTRIALIST'S PLAN

PRAGUE, Czechoslovakia, Sept. 23—A plan to transform Czechoslovakia into a great power has been published by Jan Anton Bata, head of the biggest shoe factory in Europe. Described in a book entitled "We Will Build a State for 40,000,000 People," Bata's plan is designed to make Czechoslovakia capable of supporting a population nearly three times its present size.

Since Bata's (brother, the late Thomas Bata, expanded a small shoe shop into one of Europe's biggest industrial enterprises, the book is being read with much interest.

Czechoslovakia is an area smaller than Florida. More than two thirds of its present population of 15,000,000 is in the western half of the country—the highly industrialized Bohemia, Moravia and Silesia. The long, narrow eastern section, the tail of this oddly shaped country, comprising Slovakia and Carpatho-Ruthenia, is relatively undeveloped. It is this that Bata intends to change, primarily by a system of communications which will open

the rich resources. It now takes as long to go from the western frontier to the eastern, 600 miles away, as it does from the capital, Prague, to London.

Bata proposes, first, the building of a highway cutting straight across the country, so that it will be possible to reach the eastern border from the western in eleven hours. Second, he proposes supplementing railway lines and making a direct east-west connection. Third, he would build a series of canals connecting Czech waterways with the principal rivers of Europe and providing cheap water transportation direct from all parts of the republic to the North and Baltic Seas in the north and the Black Sea in the south.

In elaborate charts and maps Bata points out statistically how the projected communications system could be constructed and financed. It would be possible, he asserted, to use many of the 250,000 unemployed now dependent on the state and exploit raw materials available in the republic.

Unfit Cars Court Death

THE MOTOR MAGAZINE IS PUTTING UP A CRUSADE AGAINST the alarming death toll taken in Canada by automobiles each year. It is time that other newspapers and public bodies join in this campaign. As things stand at present, life seems to be held altogether too cheap. Not only are the laws which are placed on the statute book for the protection of the public, not enforced in many cases, but there should be more laws. The time has arrived for action. Appeals to the public by the pulpit, by the press and by motor vehicle officials throughout the different provinces do not seem to have any effect. Courtesy campaigns addressed to motorists have been tried. Improvement of highways with the idea of making motoring safer for the sane driver have been constructed, but instead of making for more safe driving it seems to add an incentive to the reckless driver to take greater chances. Jay walking has long been denounced and in some cases punished. Safety inspection by the police has been in operation at stated intervals. Lessons on the rudiments of safety have been taught to the school children, but as yet the desired result has not been attained. Despite all that has been done, reckless driving resulting in death and injury to thousands of people annually continues unchecked. What then is left to be done?

The time has arrived for sterner action and the following four point campaign is suggested:

1. Enactment of the law to provide penalties for the sale of an unfit motor vehicle by any person in the Dominion of Canada.
2. Compulsory safety inspection of all motor vehicles twice a year with more frequent and more rigid driving tests.
3. Stiffer penalties for reckless driving.
4. Better regulation of pedestrian traffic, with penalties to jay walkers and other non-observers.

There should be a law which should apply to automobile dealers and to private individuals who may sell cars direct to others. This law should make it an offense punishable by prison or a fine for any one to sell a motor vehicle that is not properly reconditioned as to brakes, steering, lights, horn, wheel alignment, muffler and manifold gaskets to prevent seepage of carbon monoxide into the car, also the windshield wiper and other operating parts that might tend to endanger the people using the streets and highways. It is no uncommon thing to see an advertisement in the daily press which offers for sale used cars at a price of fifty dollars or less. Can any dealer or repair man guarantee that a car at such a price is safe for operation in this age of speed. The junk yard is the place for such cars. Every one of these cars which is sent out without being reconditioned is released for service under the banner of Death. STATISTICS SHOW THAT MORE THAN SIXTY THOUSAND MOTOR VEHICLES IN AN UNSAFE CONDITION ARE IN OPERATION IN CANADA. THIS IS ABOUT SIX PER CENT. OF THE ENTIRE REGISTRATION IN THE DOMINION. THIS IS IN ITSELF A FIRST CLASS ARGUMENT FOR THE ADOPTION OF COMPULSORY INSPECTION OF ALL MOTOR VEHICLES AT PROPER INTERVALS. But a considerable percentage of these unfit cars would not come into the possession of its present owners had there been a penalty for the sale of unfit motor vehicles. Apart from the desirability of stiffer legislation from the safety standpoint those engaged legitimately in the buying and selling and repair of motor vehicles should endorse such a campaign, if for no other reason than from the angle that it will mean greater business for them in their service department.

The time has come when there should be inaugurated and strictly enforced a compulsory safety inspection of all motor vehicles. In the United States where this has been tried there has been considerable of a check in the accident toll both fatal and non-fatal. The other day, The Daily Mail pointed out that it might be a good idea for the Motor Vehicle Branch to award some concession to those year after year who have driven a car and have been free from accidents as against those who have had frequent accidents as a result of their own careless driving or speeding. There should be some way of arriving at a solution of the menace of the high-speed dare-devil and the unfit car. Regulation of pedestrian traffic is to a certain extent a municipal matter but after all it is up to the Motor Vehicle Branch, and the R. C. M. P., to see that some regulation in regard to this feature of traffic is promoted.

REPORTERS NOT PESTS, HON. R. C. MATTHEWS SAYS

EDMONTON, Sept. 23—Hon. R. C. Matthews of Toronto, Past President of the Canadian Chamber of Commerce, said in an interview here today he did not "like the attitude of some business men and public leaders that reporters are pests."

"I always feel they are merely doing their job in the way they are expected to perform it, and I have found Canadian newsmen on the whole a gentlemanly and well-informed lot."

NEW ZEALAND GOV. RECEIVES VOTE OF CONFIDENCE

AUKLAND, Sept. 23—By a vote of 52 to 17 the Government of New Zealand today received a vote of confidence.

LONDON, Sept. 23—Wing Commanders and Lieutenants of the British air force have been hired by the Turkish Government. The British airmen will give instruction to Turkish pilots for the next three years.

Hundreds Killed In Canton Today Severe Air Raid

Worst Bombing Event On Record In History
Of Modern Warfare

Streets Strewn With Dead Bodies

Threat By Japan To Rain Death Fire
Disregard Powers

BRITISH POPULA- TION PEAK FORE- SEEN IN 3 YEARS

Then It May Fall to 5
Million in Century,
London Hears

LONDON, Sept. 23—In another 100 years Great Britain's population may drop to 5,000,000—little more than half the present population of London. If the present trend continues, according to Sir Leonard Hill, specialist in physical medicine. As it falls in numbers the population will become composed more and more of the aged. Sir Leonard told a meeting of the Sanitary Inspectors' Association at Brighton.

He pointed out that in every 100 people there were now twenty-three less than fifteen years old and twelve more than sixty. In thirty years, he said, the figures will be ten and twenty-four, and in sixty years four and forty-five.

"With its population reduced, the British Empire might ultimately come to an end, and England take the place of a small and happy country like Sweden or Switzerland," he said. "The Ministry of Health has been inquiring why people do not want babies. The answer is that they cannot afford them. Rent and taxes are too high, and they want to keep up a certain standard of comfort and position among their neighbors. They want to go to entertainments and to gamble. Many women do not want the pain and trouble of having babies."

If the present trend is followed, Sir Leonard said, by 1931 there no longer would be an excess of births over deaths.

"You may take it that in three years our population will reach its maximum and then fall at an ever-accelerating rate," he said. "With the present trend, in thirty years it will, it is computed, have fallen from 41,000,000 to 30,000,000 and in about sixty years to 18,000,000, and in 100 years to 5,000,000."

BE DULL, FROSH, BUT SLIGHTLY, SAYS DR. WALKER

NEW YORK, Sept. 23—A student who is a little dull holds an edge over his brilliant classmate, Dr. Rollin H. Walker, famous 70 year old educator, declared during an interview on the Let's Talk It Over program broadcast over NBC.

"It is almost an advantage to be a little dull," he said, "for then you have to hold to a task not only until you have memorized the material and seen the point of it, but until the fires of feeling are lighted. The smart student leaves off before his emotions are stirred, and it is only the man who feels deeply who accomplishes great things. An experienced teacher is not so greatly impressed as one would expect with a phenomenally smart young freshman. He has seen too many of them get a puncture by the (Continued on Page Four)

(Special to The Daily Mail)
CANTON, Sept. 23—The most severe air raid of modern history was staged on the city of Canton this morning. Ten heavy bombers and many fighting planes bombed the city. After the plane had flown by the streets were covered with dead bodies, limbs and torn parts of human bodies. Many people were roaming throughout the streets mentally deranged and their was great confusion caused by hysterical children who were looking for their missing parents. Buildings were completely demolished and all their inhabitants killed.

Japan has also been bombing the land between Shanghai and Nanking but no further attempt has been made to bomb Nanking.

The United States has sent forward a protest to Japan regarding the bombing of international. In Northern China the Japs are succeeding with their attacks.

This morning at sunrise all Japanese Battalions seized fighting for ten minutes and every Japanese soldier faced Tokyo as a homage to the Emperor on this day which is being celebrated in a special way all through Japan.

The British Ambassador who was wounded some time ago in China by Japanese planes will leave the hospital on Saturday. He will spend ten days in Southampton following which he will take a trip through Dutch East India.

NANKING, Sept. 23—Japan's threat to rain death and destruction on China's capital was carried out today in disregard of British, French, American and German protests against unrestricted bombing of a great city.

More than 50 Japanese took part in two raids, killing or wounding more than 200 Chinese civilians, mostly in the poorer quarters of the city. Scores were burned to death as incendiary bombs lighted tinder-like straw huts along the Yangtze River front.

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B.N.A. ACT COPY BURIED IN LORDS CLEANING OPERATION

LONDON, Sept. 23—The parliamentary records office received a cable today from the Government of Canada asking for a certified copy of the British North America Act.

The Librarian of the House of Commons says the original of the act should be in the Victoria Tower, the main tower of the House of Lords, but owing to obstruction caused by cleaning operations now under way, it will take a long time to discover it. When it is found it can be seen by anybody on payment of seven shillings and sixpence.

The document is to be used by a royal commission enquiry on provincial-federal relations.

HISTORICAL SOCIETY MET
The York and Sunbury Historical Society met last evening in the Post Office. S. H. MacFarlane gave an address on "Bells." Most of the meeting was taken up with routine business.

DALHOUSIE GRAD LEAVES ESTATE TO ALMA MATER

Making a Return for
the Benefits He Had
Received

(Special to The Daily Mail)

HALIFAX, N. S., Sept. 23—Last year, Mr. E. John Jordan, was graduated from Dalhousie University in 1891, and who had held one of the famous Munro Bursaries, wrote to President Stanley that he intended to leave his estate to Dalhousie University in order to assist the endowment of scholarships and thus make a return for the benefits he had received. Mr. Jordan stated at the same time that he intended, while living, to do something in the same direction. The University has received two cheques from Mr. Jordan as a first instalment of his assistance. Mr. Jordan is now living in Vancouver, but hopes to visit Eastern Canada and his native Province, Prince Edward Island, in the coming year.

HATFIELD FOUND GUILTY OF FRAUD SUP. COURT JURY

OTTAWA, Sept. 23—Freeman Hatfield, Parrsboro, N. S., skipper of the Gypsum Queen, was found guilty today by a Supreme Court jury of defrauding the Reparations Commission of \$71,276. The jury recommended mercy and he will be sentenced tomorrow by Justice Kellner MacKay.

Immediately on the announcement by Judge MacKay that sentence would not be pronounced today, Warwick Beament, counsel for Hatfield, entered a plea on behalf of the prisoner.

Hatfield had no criminal record whatever, and he was 76 years old, said Beament. Already he had spent two years and nine months in prison, and the maximum sentence in the charge of which he had been found guilty was three years. Taking into consideration the fact that he had been a model prisoner, he would have had in due course certain remission of sentence. The net result was that Hatfield had already served longer in prison than he would have served on a three year sentence, with statutory remission. Col. Beament also reminded the Judge that Hatfield had made restitution of \$25,000.

Special Crown Prosecutor McNulty agreed with defence counsel on several points. He felt it only fair to note, however, that Hatfield's period in detention was through no fault of the Crown, but had arisen in consequence of the prisoner's unwillingness to face trial. This had involved lengthy extradition proceedings.

The judge assured counsel he would take these matters under advisement.

Hatfield, 76-year old shipmaster, was charged with obtaining \$71,276.72 from the Reparations Commission by false pretences. He represented that his ship had been torpedoed by a German submarine off the Irish coast on the morning of July 31, 1915. The Crown claims that the schooner was lost through stress of weather.

Counsel Sum Up All Evidence

The jury yesterday heard Mr. Beament characterize his client as "a scapegoat for Senator Logan, the political henchman."

"They put that man in the box," Beament said, pointing to Hatfield, "a man against whom they have proved nothing; and Logan, the political henchman, is still walking free. I say not only should Logan be in that box, but Hatfield should be out and Logan should be in there alone."

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HARVEY MORTON VICE PRESIDENT AND GEN. MGR.

(Special to The Daily Mail)
MONCTON, N. B., Sept. 23—The appointment of Harvey Morton as assistant to the vice-president and general manager of the Atlantic region of the Canadian National railways at Moncton is announced in a circular issued by W. U. Appleton, regional vice-president and general manager. Mr. Morton was born in Moncton, entered the railway service at messenger in the accounting department in that city on December 15, 1891, and was promoted to clerk two years later. On May 1, 1912, he was appointed chief clerk to the chief engineer and seven months later was made chief clerk to the operating general superintendent.

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