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Weather: Fair and cooler.

MARITIME INDUSTRIES MUST HAVE ACCESS TO LARGER MARKET

Must Stabilize Transportation Throughout Canada

Appeal to Supreme Court of Potato Case and Senate Bill on Agenda

Prejudice Must Disappear

Instrumental in Securing United Action Maritimes

MONCTON, Oct. 13.—"The Maritime Provinces, as a whole, were and are strongly opposed to any form of regulation which might have the effect of interfering with the freedom of transport from and to the Maritimes," is a statement advanced in the report of James D. McKenna, Saint John, chairman of the Transportation Commission of the Maritime Board of Trade, submitted yesterday at the annual meeting of the board which opened here yesterday.

The statement was made as the report dealt with the efforts of the commission co-ordinating with the various Maritime Trade Boards to have amended various sections of the Transport Bill that would probably be detrimental to trade and commerce to and from the Maritime Provinces.

The report of the activities before the Senate committee was dealt with as well as other activities of the commission during the year. The decision in the "potato case" by the Supreme Court was termed "disappointing."

Chief Function

"Since the Transportation Commission was first organized, its chief function has been to act on behalf of the Maritime Provinces as a whole in rail rate negotiations.

The report said further: "The commission is convinced that there is needed throughout Canada some basis of regulation to develop and preserve a transportation system adapted to the needs of commerce of the country and the national defence."

It concludes with:

"It is realized that to obtain service and low rates our transportation facilities must be progressive in good order and in a healthy condition, keeping in mind always that Maritime industries, among other things, must have access to the larger market of the whole Canadian people instead of the restricted market of the Maritimes themselves."

Main Matters Acted On

Among some of the principal matters considered and acted upon by the commission were:

(Continued on Page Four)

ENUMERATING IN NORTH THRILLING, BUT IS COSTLY

Doughty Officials Live on Hardtack and Risk Their Lives That the People May Speak

KENORA, Oct. 13.—Away up north the election enumerators—the fellows who ferret out the voters and mark 'em down in the book—always get their man, like the Mounties, but it's an expensive and muscle-tiring process.

In preparation for last Wednesday's election, for instance, Chief Enumerator George Carmichael had to travel more than 4,000 miles by train, canoe, airplane and taxi up and down and across this extensive riding to locate all the eligible electors.

He spent three days travelling, adventurous ones, too, back and forth to investigate the voting situation at a mining camp 300 miles north of Kenora—and came back with only



MR. JUSTICE T. RINFRET who spent Thanksgiving as guest at Canadian Embassy at Washington

PROBE URGED OF EDUCATION

Protestant Teachers Demand Investigation of Quebec System

MONTREAL, Oct. 13.—Demand for a Royal Commission inquiry into "Protestant education in all its phases, and to legislation relative thereto" in Quebec, was contained in a resolution passed here today at the annual meeting of the Protestant Teachers of Quebec.

Referring to the recent demand for the resignation of all members of the Protestant Education Committee, Hon. Gordon Scott, the Chairman, declared Premier Duplessis had no responsibility for the demand. "There is a time-honored tradition in this Province in regard to education," he saw, "and I am sure the Premier has no intention of disturbing that tradition."

The Dangerous Headlight

IT IS STATED that a non-glare headlight has been invented by an Ontario man. If such is the case the adoption of such a headlight on cars should be made available and its adoption made compulsory at as early a date as possible by all highway departments.

The point to be stressed is the great number of accidents, fatal and non fatal, which occur on the rural highways at night. With the headlight situation what it is, this is far from surprising. The driver who is blinded by the headlight glare of a car coming at him at the legal rate of 50 m.p.h., so that he can see neither the approaching car itself, the road in the blind spot ahead nor a pedestrian or object in his own path if one be there, has not sufficient time to give thanks for the miracle of his escape before he is forced to go through the ordeal again. All too often there is no opportunity to make a prayer of thanksgiving. The morgue is not the place for them.

It is claimed, after exhaustive tests, that the new No-Glare Headlights eliminate the hazards of blinding glare and overdriving visibility while giving improved illumination of the surroundings and increased distance visibility without danger to traffic. These are the features which are demanded as a solution of the constantly recurring problem which, in every case, carries danger to life and property. The driver whose eyes are handcuffed by the blinding glare of headlights, through no fault of his own, becomes a helpless threat to his own safety and that of others. And he cannot even report the offending night rider.

The development of safe lighting devices for motor cars has been much too long delayed in view of the many improvements which have marked automobile progress. And the glaring headlight is one of the most dangerous factors in connection with automobile traffic.

That the automobile has come to stay has long since been generally recognized. That there has been altogether too many accidents, fatal and otherwise, is also generally recognized. Every effort is being made by highway departments, good roads associations, automobile clubs and others to reduce these accidents to a minimum. This can be done and it will have to be done. The discarding of the dangerous headlight is one of the features of efforts toward public safety.

SIR HERBERT MARLEN AND LADY MARLEN



Sir Herbert Marlen, Canadian Commissioner at Washington, and Lady Marlen, who recently entertained Canadian statesmen.

(Special to The Daily Mail)

Japanese Government claims that the British Cars which were shot yesterday carried no markings and were not following the routes agreed. On the other hand the British claim that their cars were plainly showing the Union Jack.

Windsor Visits Nazi Camp

(Special to The Daily Mail) BERLIN, Oct. 13.—The Duke of Windsor visited a Nazi training camp today. The Duke travelled by plane and returned to Berlin last night.

Govt. Can Solve Rail Problem, Says Minister Transport

Foreign Trade Has Been a Barometer Railway Revenue

Reviews Possible Means

Several Proposals With Good and Bad Points Shown

INSURGENTS ARE ACTIVE ON FRONT NEAR ARAGON

(Special to The Daily Mail)

HENDAYE, Oct. 13.—Large troop concentrations and movements of war materials are reported from the Aragon front behind General Franco's lines. It is pointed out by observers that a victory in this area might result in the cutting of communications between Madrid and Barcelona and also to a large extent offset the advantage gained by the Loyalists from the threatened opening of the French border to furnish them with munitions and war supplies. From Salamanca it is reported that General Franco has lodged protests with the League of Nations regarding the reported execution in batches of 5000 rebel prisoners held by the defenders of Gijon on the Biscayan front. Some time ago the defenders of the city threatened the execution of their prisoners if any more air raids were made on Gijon by insurgent planes. According to General Franco this threat is being gradually carried out by the daily execution of the rebel prisoners in large squads.

There was considerable aerial activity today on the large scale which generally precedes major military operations on a large scale giving confirmatory evidence of an impending rebel offensive. Rebel planes bombarded a Junction point between France and Spain in the hope of destroying railway communication through the Pyrenees. Insurgent sources claimed that a mass bombing attack on Salamanca was beaten off with the loss of 24 Government planes.

The Valencia Government claimed that a counter raid on Valencia by rebel planes was beaten off with the loss of 13 planes shot down. 10 Italian aviators were taken prisoners from planes forced down.

Franco's northern armies last night drove through icy rains toward the town of Villaviciosa, last important barrier before Gijon.

The way was opened for the advance on Villaviciosa, only 11 miles from the Asturian seaport of Gijon that is the rebel objective, when Monarchist Requetes entered the town of Cangas de Onis, on the Sella front and found it in ruins—supposedly dynamited by "dynamiteros" of the retreating Loyalists.

The capture of Cangas de Onis cleared the highway to the Biscay coast and last night the insurgents, advancing behind motorized units, were reported near Arriónras, six miles farther north.

Rebels Control Highway On the insurgents left flank another column occupied the town of Solo de La Duena and took control of the highway from Oviedo to Robadesella.

To the south, where a second nationalist army cut through mountain passes in preparation for a "nut-cracker" operation that will be the final phase of the assault on crowded Gijon, Generalissimo Franco and (Continued on Page Five)

UNION TO STAND BY ITS MANDATE OVER S. AFRICA

COLESBERG, Cape Province, Oct. 12.—General Smuts, Justice minister of the Union of South Africa, tonight



stated that the mandate over Southwest Africa, is "necessary for the future safety and security of our boundaries and we are going to hold on to that mandate."

He made the reference to the former German colony in a speech here in which he recalled a proclamation issued by Prime Minister Hertzog last April 2 which prohibited all but British subjects from taking part in activities of public bodies and political organizations in Southwest Africa, governed by South Africa under a League of Nations' mandate.

That proclamation, General Smuts said, made it clear the Union stands or falls by its mandate over Southwest Africa.

MORE UNITY AND CO-OPERATION FOR CANADA IS NEEDED

HALIFAX, Oct. 13.—Hon. R. B. Bennett, Conservative Leader of Canada, was presented with a old "D" one of the university's awards of distinction, by Fred Day, president of the Students' Council, at a banquet tendered last evening by the Alumni of Dalhousie University. In his address to his fellow alumni, the Conservative leader urged a greater amount of co-operation and a stronger sense of unity among the dominions was necessary if the British Empire were to remain intact.

MARITIME BOARD OF TRADE CLOSED CONVENTION

W. W. Hubbard Elected to Office at Closing Session Held at Hub Today

(Special to The Daily Mail) MONCTON, Oct. 13.—The election of officers of Maritime Board of Trade took place this morning. S. G. Mooney of Perth the retiring president was nominated for a second term but declined the honor. A hearty tribute was paid Mr. Mooney for the successful way in which he had filled the office during the term which just closed. Col. John Angus MacDonald, Sydney, N.S., was elected president; vice-presidents were: Nova Scotia: J. K. Warren, Halifax; New Brunswick, J. A. Morris, Moncton; Prince Edward Island, R. E. Mutch, Charlottetown, ex-officio, H. M. Soley, W. W. Hubbard H. A. Reid, J. McIntyre, Dr. J. A. Clancy, George Tweedy, E. A. Saunders, F. MacLure Sclanders. Transportation committee, E. R. Turnbull, John Chew, C. H. Read, J. B. McKinnon, J. B. Dever, M. Hesler, R. F. Mutch, Col. John A. MacDonald, S. G. Mooney, F. McC. Sclanders and F. Saunders.

The morning session this morning was taken up with the reports upon resolutions and reports of the different committees.

Amongst those who were present at the Maritime Board of Trade convention from Fredericton were, Deputy Mayor Ray T. Forbes, ex-Mayor R. L. Phillips, Alderman B. R. Ross, W. W. Hubbard, J. L. Neville and Alexander Murray.

(Continued on Page Four)

COLUMBIA UNIV. PROFESSOR SEES TROUBLE FOR CANADA IN B.N.A. ACT

Visiting Professor Thinks Canada's Present Constitution Is Unworkable

MONTREAL, Oct. 13.—Prof. J. Bartlett Brebner of Columbia University today told the Provincial Association of Protestant Teachers of Quebec that Canada is afflicted with constitutional troubles because its Constitution—the British North America Act—had been formed at a time when it was impossible to foresee what many Canadians want to have the power to do today.

Speaking on "Canada's Constitutional Troubles", Professor Brebner said that for the past six or seven

years there had been an urgency about these troubles. "It seems imperative," he told the 1,500 delegates to the three-day convention, "that Canada should at least have her political instruments in workable condition." But mere instruments, he added, would be no guarantee that the Dominion's scattered, divided peoples would wield them with conspicuous success. If time were to be kind and tensions slackened, Canada, he thought, might get along without doing much to solve her obvious constitutional problems.