

THE DAILY MAIL

NEW BRUNSWICK'S ONLY HOME COMMUNITY PAPER
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FREDERICTON, NEW BRUNSWICK, THURSDAY, JANUARY 13, 1938

THE BOARD OF TRADE

THE ANNUAL MEETING of the Fredericton Board of Trade held last evening was not as largely attended as it should have been, but the reports of the President, the Chairman of the Transportation Committee, Chairman of the Industrial Committee and others showed that the Board had been active during the past year and that it had accomplished many things of a benefit to the city and the locality.

Through the active interest of the Board in conjunction with other organizations, much was done towards the promotion of the new railway bridge building activities, tourist trade, and other matters.

The program outlined by the Board for the year and suggested by President Atkinson's report contains many matters which, if carried out, will be of benefit to this locality and should have the support not only of members of the Board but of the City Council and of the citizens generally. The recommendations put before the Board by Mr. Atkinson in his annual address included the support of the reconstruction of the Nashwaak sub-division of the Canadian National Railways, the support of a building of an airport, the support of the construction of a market place for the better providing of market accommodations for farmers who sell their produce, and the urging upon the Provincial Government of the erection of an adequate Departmental Building to centralize the various departments of the Provincial Government service.

The first of these recommendations and the most important to be considered at the present time is the reconstruction of the Nashwaak sub-division of the C.N.R. between McGivney Junction and the new C.N.R. bridge at Devon. This recommendation which has the hearty support of the Saint John Board of Trade and of the Federal member for York, and which also had the support of the Federal member for Saint John who unfortunately passed away a few days ago will provide for a greater volume of transcontinental traffic over the new railway bridge and down the valley railway to the seaport at Saint John. This is probably one of the most important matters that will face the Board of Trade during the coming year. It is up to the Boards of Trade of the cities of Fredericton and Saint John as well as the City Councils of both cities to keep busy and to continue to impress upon the Federal authorities the necessity of having this connecting link put in proper shape.

Ex-Mayor R. L. Phillips, Chairman of the Transportation Committee of the Board and Alderman Ray T. Forbes came in for considerable favorable comment of the way in which they handled the matter of transportation and industry during the year. The Board starts another year under the most favorable conditions and it will have the best wishes of all citizens who are interested in the progress of this city and vicinity.

EDUCATION AND THE POLICE

A FEW WEEKS AGO The Daily Mail quoted several recognized authorities in connection with the police administration in which authorities pointed out the necessity for an education if a man was to make a success on the police force especially if he aimed at holding the position as Chief of Police. In the course of a sermon at the Wilnot Church some time previously, Rev. Dr. J. W. Bartlett spoke in identically the same way. Now down in Halifax the city is advertising for applications for the City police force. After giving the requirements in regard to height and so on, it is stated that applicants for the police force must hold a Grade X school certificate.

This educational requirement is along the line of the requirements of other cities both in Canada and in the United States. With the raising of standards in other lines of activity it is not surprising that there should be this comparatively high standard as regard the police force. Officers of the law today are far more than arresters of drunks and rowdies. In order to meet their requirements and to command the respect of the men under them this should apply especially to a man who holds the position of Chief of Police in any city. You cannot take a man off a farm or from a lumber camp or off the roads and without necessary education give him all the qualifications for a police official.

There are schools for police officials in several of the larger cities today. The policemen although not called upon to take the place of Supreme Court lawyers, must have an intelligent idea of the laws of the land and in order to have this must have far more than the ordinary grade two or grade three training. The standards of yesterday are not the standards of today. In the old days all that was required was to have a good sturdy fellow on the police force no matter what his ability or educational requirements might be.

NATURAL RESOURCES OF JAPAN

AT THE PRESENT TIME, Japan is causing a great deal of anxiety, especially to those who are responsible for our marketing of Canadian products. The average citizen is more concerned with the thought of a conflict. So it might not be amiss to devote some space to facts about the Land of the Rising Sun.

Japan proper comprises the mainland, Shikoku, Kyushu, Hokkaido, Chishima, Ryukyu, and over 400 islands. In all the area is about 148,000 square miles and the population over 69 million. Canada is about 25 times greater in area and has only one-sixth of the population.

Mountain ranges and volcanic chains traverse the Japanese islands, the rivers are generally rapid, being used mostly for generating water-power. The plains, few in number, but fertile, contribute much to the development of industry. Numerous bays on the Pacific Coast are good harbours. The climate in general is mild but humid.

Only one-seventh of the area is fit for ploughing and more than half of it is rice or paddy fields. Intensive cultivation is practised, the average farm being two to two and a half acres in extent. Manual labour is employed with simple implements, although the ox and horse are used to some extent. The annual agricultural production is valued at three billion yen or about 840 million dollars. Canadian agricultural wealth amounts to about six billion dollars a year. The principal products raised in Japan are cereals, including rice, wheat and barley.

The forests of Japan cover 58 million acres or nearly 62 p. c. of the total area of the country. Canadian forests occupy about 14 times as much space.

The principal mineral products include gold, silver, copper, iron, zinc, tin, lead, as well as coal, petroleum, sulphur, sand and stone, and are valued at 271 million dollars. Canada's mineral production was valued at 361 million dollars last year.

The fishing industry brought in about 140 million dollars in Japan while the same industry in Canada during the same year was valued at 34 million.

SNAP SHOTS

The report on Fredericton's industries for the year made to the Board of Trade last evening by Deputy-Mayor Forbes, showed a healthy condition of affairs and was very encouraging. The prospects for the present year are also very encouraging.

Those who were elected on the executive of the Board of Trade should make an effort to assist in the work of this splendid organization. Some of them are active and useful. Others are elected who do not attend a meeting from one end of the year to the other.

We have a lengthy letter dealing with the civic elections and criticising personally some of those who have been elected to the present council. As the elections are over and the majority has spoken, why bring this stuff up now? The new Council will be judged by its future performances in regard to our city affairs. It is only fair to give the citizens who have been chosen as Aldermen a fair show. They are all respectable gentlemen, and they are our governing body in civic affairs. As such they are entitled to our respect.

Mayor McEvoy and his administration have been returned by acclamation in Devon. Now when the spring opens up they should take the tin cans and old boots off the river front. The Devon Council however under Mayor McEvoy had a good year in 1937.

IRELAND'S

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terest, particularly among the nationalities whose music has been presented. This is the third of the ten programmes, the first two having covered the fields of French and Scottish music.

Mr. Gibson himself will explain the Irish influence on Canadian life and music, while Miss Frances James one of Canada's leading sopranos, will sing the selections. The Toronto Conservatory Spring Quartette under the leadership of Ellie Spivak will contribute instrumental music by the outstanding Irish composers.

The time for the broadcast will be from 7.30 to 8.00 p.m., EST.; 8.30 to 9.00 p.m., A.S.T.; 6.30 to 7.00 p.m., C.S.T.; 5.30 to 6.00 p.m., Mountain time, and 4.30 to 5.00 p.m., PST.

R. A. F.

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The secret seemed to be in the statement of 'first line' military airplanes. Officially Britain has 1,560 'first line' military airplanes, 190 short of the first line strength to be reached under the rearmament program. But behind these 'first line' planes there are many more, how many more has never been announced. They are identical with the first line planes and many are actually with the first line squadrons.

It was indicated that there was an astonishing reserve strength even now, and that within one year there would be about six reserve planes for each first line one. That would mean an eventual strength of about 12,250 airplanes based on a first line strength of 1,750.

The reserve strength is divided into two classes. It is indicated strongly that in the first reserve line there is even now an average of more than three planes actually with active squadrons for each first line plane. In the second class there are 'stored reserve' planes.

DIED

WILLIAMS—Passed away at Keswick N. B., Wednesday, Jan. 12, 1938. Walter Fenwick Williams, aged 72 years. Funeral will take place on Friday afternoon, Jan. 14. Prayers at the home at 1.30 and service at the United Baptist Church, Keswick, at 2 o'clock. Interment will be made at Keswick. Rev. C. S. Young will officiate in the service.

COMBUSTION

(Continued from Page One)
1,806-mile non-stop flight to Auckland N. Z., southern terminus of the new route he inaugurated at the turn of the year.

About 38 minutes after the take-off Musick reported an oil leak in one of the plane's four motors. He stopped that motor, set the brake on its propeller and turned back toward Pago Pago.

"At this point," said a Pan American statement, "preliminary quantity of fuel was released through the emergency dump valve provided for this purpose (to lighten the plane's load for landing.)"

"Shortly after 8 o'clock the ship reported over Apia harbor (74 miles west of Pago Pago) which is in the direction from which a normal approach for landing in Pago Pago would be made."

"The aircraft was never at any time more than 75 miles distant from Pago Pago and its farthest point when it turned back was approximately 50 miles from port."

Was Dumping Gasoline
"An interrupted chain of radio check signals followed the message from Apia until 8.27, when the Clipper signed off, reporting that it was dumping excess gasoline preparatory to landing at Pago Pago, which then was approximately six minutes ahead of the aircraft."

Failure of the plane to report within a few minutes after the expected landing time of 8.30 caused the spreading of the alarm. The wreckage was sighted after a 12-hour search.

Trippie stated that the fire was of "unknown origin", incidental to the dumping of gasoline.

Other Pan American Airways officers informally expressed the belief that the gasoline dump valves, located under the plane's high wings, permitted the highly explosive fuel to vaporize sufficiently near the exhaust of the engines to cause combustion under certain favorable atmospheric conditions.

"Captain and his flight crew are entirely blameless," Trippie said.

"Radio Reports from the plane prove that on this flight as on all previous flights he carefully followed the most conservative operating technique possible."

Needless to say, everyone connected with Pan American Airways is grieved beyond expression at the untimely fate of Captain Musick and his splendid crew. At this time, with all details unknown we can only express belief that after analysis of possible causes of the fire, a way will be found to prevent a recurrence."

In the Crew

Crew members besides Captain Musick, the airways headquarters here said, are C. G. Selers, first officer; P. S. Brunk, junior flight officer; F. J. McLean, navigator; J. W. Stikroff, engineering officer; J. A. Brooks, assistant engineering officer; and J. F. Findley, radio officer.

BENEFIT

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tario and Quebec textile mills and the thousands of textile workers.

And if the United States market is opened for Canadian woollens, Canadian mills will undoubtedly benefit, for it is believed Canadian woollens are superior to those of United States manufacture. Ontario and Quebec pulp now enters the United States free, but if any concessions are made on the higher grade papers, Canadian mills will benefit.

Tariff concessions on fish would be of vital importance to the Maritimes. The Dominion tried vainly to have concessions made in 1935 when it negotiated the existing treaty with the United States.

Reductions on aluminum products would also be highly beneficial to the Quebec industries.

OUR MAIL BAG

OUR POLICE FORCE

Editor, The Daily Mail,
Fredericton,

Dear Sir—In Halifax the City Council advertises for applications for its police force. Amongst other qualifications an applicant has to have an education equal to Grade X in high school. This is in line with all up-to-date cities. Why does not our City Council consider the same line of qualification?

Yours truly,

"VOTER"

NOTE:—"Voter" should know by this time, because it has been sufficiently discussed, that our City Council has nothing whatever to say about our police force—its qualifications or its work. This is entirely in the hands of the Police Commission. The state of affairs may not be an ideal one, but it is one that was apparently endorsed a couple of days ago by the vote of the citizens. Surely, "Voter" when he cast his vote, knew these conditions. Why bring the matter up again, now that the citizens have spoken. They have what they asked for.—(Editor's Note).

Ten persons were killed Monday in the crash of a Northwest Airlines transport plane in the Bridger Mountains of Montana, near Bozeman and seven U. S. naval fliers were lost in the disappearance of a U. S. Navy bomber on manoeuvres in the Pacific last Thursday.

THE SURPLUS AND EXPENSES

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productive asset. While the work is still uncompleted, vast increases in REVENUES FROM MOTOR VEHICLE LICENSES AND GASOLINE TAX ARE APPARENT IN THE FINANCIAL REPORT AND FURTHER INCREASES MAY BE ANTICIPATED UPON COMPLETION OF THE ENTERPRISE. It should be borne in mind that a large portion of this revenue comes from the tourist trade and it is hoped that more will come from this quarter. All our neighbouring provinces and the State of Maine recognizing the value of hard-surfaced roads, have completed their road programs. New Brunswick cannot be isolated if we are to retain and increase our tourist travel. Neither can we extend our construction program over a period of years. It must be completed at once. We cannot have roads without spending money. We must provide the facilities to encourage tourist dollars and if we can use these tourist dollars to pay for our permanent roads then we have accomplished a fine stroke of business. We are doing no more than giving credit where it is due when we say that the present administration will go down in history for achieving so quickly a balanced budget and at the same time for providing this province with a system of hard-surfaced roads which cannot be equalled in any province in Canada.

The public will not overlook the remark made by the Premier: "I am frankly delighted that we have returned to the road of balanced budgets. Now that we have achieved that position we propose to keep the province there, paying its way and at the same time servicing the public debt." That will appeal to the people of New Brunswick, and, should it be necessary, it will convince the rest of Canada that this province is in a sound and stable position.

Let those who will, be critical, but the facts speak more forcefully than any mere words. The people must give credit to the present administration. The record to date, and we have no doubt it will continue, proves that this province has the best administration in its history. It deserves every co-operation and every opportunity to place the province in a strong economic position.

Scottish Curlers Arrive to Meet Canadian Rinks



These bonneted Scotsmen photographed in the lounge of the Canadian Pacific liner Duchess of Bedford on arrival at Halifax New Year's Eve are members of the party of curlers who have come to Canada to meet Canadian adherents of "the roarin' game" in many cities and towns of the Dominion. They are

all members of the Royal Caledonia Club. Captain William Henderson is seated third from the left of the group. During a two months' tour they will visit Saint John, N.B., Sherbrooke, Quebec, Three Rivers, Shawinigan Falls, Montreal, Ottawa, Sharbot Lake, Kingston, Port Hope, Lindsay, Peterboro, Galt,

Detroit, Toronto, Wolland, Hamilton, Medonte, Fort William, Winnipeg, Regina, Calgary, Banff, Edmonton, Saskatoon, Sudbury, North Bay, Timmins, Swastika, Kirkland Lake, Buffalo, Utica, Albany, Boston and Portland, Me., and will sail from Saint John in the Duchess of Bedford on February 25.

Capitol

—NOW PLAYING—

ZANE GREY'S

New Story appearing only as a picture.

KING OF THE ROYAL MOUNTED

Starring

Robert Kent

With Rosalind KEITH and Alan DINEHART

ADDED ATTRACTION

THE WOMEN MEN MARRY

With George Murphy, Josephine Hutchinson, Claire Dodd, Sidney Blackmer.

Here MON., TUES., and WED. NEXT WEEK

'Back in Circulation' With Pat O'Brien, Joan Blondell

Gaiety

NOW PLAYING

GEORGE ARLISS

—IN—

"DR. SYN"

A compelling story—with a great star at his dramatic best

With Margaret Lockwood and John Loder

The Most Notorious Rogue of His Time—who ruled men with an iron hand and made his name feared in the whole civilized world . . . fights his infamous past for the happiness of a man and a girl in love.

—ADDED ATTRACTION—

"WILD MONEY"

A Paramount Picture With

Edward Everett Horton

LYNNE OVERMAN, PORTER HALL, LOUISE CAMPBELL, BENNY BAKER, RUTH COLEMAN, BILLY LEE. Eddie pinches pennies but when love comes along . . . just watch!

Here FRIDAY and SATURDAY

Joe E. Brown

—IN—

"Fit For A King"

MAYOR

(Continued from Page One)
resulted was a brief interview given by the mayor on the wandering short wave microphone.

Mayor McMonagle who made the trip at his own expense, said this morning that he had tried in vain to have the officials in charge of the broadcast allow Gordie Drillon to speak on the Canada-wide hook-up in connection with the presentation. To his pleas, those concerned with the broadcast were adamant. He insisted Mr. McMonagle added, that if it were not possible to broadcast from the ice surface arrangements be made to have Gordon say his piece in the studio between broadcasts. This likewise met with definite refusals, in spite of the fact that several people from strange places were given time to broadcast in the course of interviews.

Referring to the more or less amusing feature of the broadcast during which announcers persisted in calling him 'Mr. McMonagle,' the mayor said this morning that he had not only written his name for the broadcasters, but had typed it plainly and handed it to the man handling the broadcast.

Mr. McMonagle refused to say today whether any person or persons was to blame for the slip-up. He said he would withhold any statement he might make for the present, other than that he was not pleased with what had occurred.

NIGHT COUGHS
due to colds...checked without "dosing".
VICKS
VAPORUB
PROVED BY 2 GENERATIONS



"I don't see you at many fashion shows . . ."
"I'd go to more—if they'd pass around Sweet Caps!"

SWEET CAPORAL CIGARETTES

"The purest form in which tobacco can be smoked."—Lancet