

PEDESTRIANS KEEP TO THE LEFT SAYS FOSTER

NEW BRUNSWICK'S
HOME COMMUNITY
PAPER

The Daily Mail

The Weather

Fair today, milder with snow to-morrow

VOL. XLIV.

FREDERICTON, N. B. WEDNESDAY, MARCH 16, 1938

NUMBER 62

WARNING GIVEN CZECHOSLOVAKIA TO BE UNDER NO DELUSIONS ABOUT ANSCHLUSS

E. R. McDonald Puts Forth Claim For Shediac Terminus

Quotes Authorities To Show That Shediac Is Favoured By Air Experts

UPPER PROVINCE INFLUENCES SCORED

Demands Investigation In Regard To Safety of St. Lawrence Route To Avoid Tragedy Later

In the Provincial Legislature yesterday afternoon E. R. McDonald, K.C., M.L.A. (Liberal) of Westmorland took up the matter of the Shediac Airways terminus and upheld the claims of Shediac in that connection. Mr. McDonald in a stirring speech that was listened to with interest both by the House and the galleries made the charge that Montreal interests are behind the move to have the Canadian terminus of the Trans-Atlantic air service established on the St. Lawrence rather than at Shediac. Mr. McDonald asserted that Shediac had originally been the definite choice of both Pan-American and Imperial Airways and as solicitor in this province for Pan-American Airways Mr. McDonald should know what he was talking about, as he has been solicitor in New Brunswick for the Pan-American Company. He asked that the Provincial Government take steps to have the dangers of the St. Lawrence route investigated and exposed. Mr. McDonald contended that if the Montreal influence prevailed and the Montreal route was adopted for the Trans-Atlantic service that some day the people would wake up and find a tragedy that was the result of the public being sacrificed to Montreal greed.

Apparently, said Mr. McDonald, some strenuous influences were brought to bear by Montreal people in favor of the Montreal route and this influence has caused considerable comment in this province.

Experts Say Shediac
Not only has Shediac the natural advantages for the airport but we have the assurance of experts given after a thorough investigation that Shediac was the proper situation for the Atlantic base. Mr. McDonald quoted a letter written to the Secretary of the Shediac Board of Trade from the manager of the Imperial Airways in which it was pointed out the undoubted advantages offered by Shediac for the establishment of an airbase and this letter stated that

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E. R. McDONALD, K.C., M.L.A. who dealt with Shediac Airway Terminus in Legislature yesterday

12-Year-Old Girl To Russia Alone to Study Dancing

(Special to The Daily Mail)

WINNIPEG, March 16—Enroute to Moscow, and all by her own sweet little self, 12 year old Lily Karasik, of Winnipeg, left last night for Montreal over the C.N.R. This young lady is going to Moscow to continue her study of classical dancing and will reside with her aunt and uncle. She will sail from Halifax on SS. Batory this weekend.

The youthful dancer has been studying classical dancing since she was a wee bit of a tot and has made a

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The Shediac Air Terminus

IN THE LEGISLATURE yesterday afternoon E. R. McDonald, K.C., M.L.A., for Westmorland, expressing his personal opinion as a private member of the House, demanded that before any further action was taken in regard to the trans-Atlantic air terminus that thorough investigation be made in regard to the safety of the St. Lawrence River as it relates to aeroplane traffic. Mr. McDonald pointed out that all authorities including the manager of the Imperial Airways had emphatically expressed the opinion that Shediac from point of safety and otherwise, should be the natural terminus of the trans-Atlantic airways. He pointed out the dangers that would accrue from the use of the Newfoundland-St. Lawrence-Montreal route.

The fact that the Italian Armada which safely landed aeroplanes worth a quarter of a million dollars at Shediac a few years ago is a strong argument in favor of that site. Shediac was selected as a landing place only after a thorough investigation of the whole Canadian Atlantic coast by unbiased expert engineers.

Mr. McDonald expressed himself in the strongest terms against what he considered influences in the upper provinces that were at work to get the terminus away from this section of Canada. He pointed out the advantages of the Shediac terminus as against the disadvantages of the Montreal route, and he also pointed out the advantages which the establishment of the terminus at Shediac would be not only to the Shediac district but to New Brunswick and to the Maritime Provinces.

Mr. McDonald like many others, is at a loss to understand a situation in which the airways people contend that the decision rests with the Federal Government and with the bill which was introduced into the Federal House on March 1st by the Minister of Transport. That bill bears out the contention that the decision does rest with the Federal Government because section three of the bill provides that air routes inside and outside of Canada shall be under the direction of the Minister of Transport. Mr. Howe asked the Federal House to support that bill. As against this the Minister of Transport did on March 4th four days after the bill had been introduced into the Federal House, wire the Premier of New Brunswick to the effect that the decision in regard to the routes rested with the airways corporations. This would seem to be a situation which requires an explanation from somebody. Mr. McDonald, whilst he is a supporter of the Liberal Party in the local House, did not express himself as such a supporter but simply expressed his private views. These views however, seem to have the endorsement of the majority of people in this section, many of whom have long since formed the opinion that in all important matters of interest to the Maritime Provinces that this province and the other members of the Maritime group seem to be sacrificed for the benefit of the upper provinces no matter what party may be in charge of affairs at Ottawa.

A. K. Grimmer, Mayor Temiscaming, Supports the Motion

OTTAWA, March 16—Relief, described as the paramount municipal problem from Halifax to Vancouver by the mayors of those two cities, was discussed at both sessions today as the Canadian Federation of Mayors and Municipalities opened a three day conference here.

There was unanimity of opinion among representatives from the small towns to Canada's largest city, Montreal, that the federal government was not doing all it should to ease the burden for municipal ratepayers. It remained for the resolutions committee to draft a proposal to reconcile the views of those who think the federal government should pay 100 per cent of relief costs and those who think the provinces and municipalities should share.

Mayor Walter Mitchell, of Halifax, said the City Council there passed a resolution to cut off relief April 30, but he was going to rescind it. Two resolutions on relief were referred to the committee today. The first was that passed by the Montreal City Council yesterday as a recommendation to the executive committee of the council that notice be given Montreal will cut off all direct relief June 15.

The second was presented by Mayors A. S. McLeese, Oshawa, Ont. and A. K. Grimmer of Temiscaming, Que. It would have the conference admit that the relief problem must be borne jointly, but at the same time ask the federal government to as-

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Says Canada Has Restricted Trade Routes Against The U. S.

WASHINGTON, March 16—The change was made yesterday in congress by C. H. Priest, a member of the Portland, Me., port development commission that Canada was restricting its trade routes against American ports.

Priest testified Canada "changed its policy on a traffic rate for mutual interest in 1924 and developed facilities east of us in Saint John, N. B., and Halifax and deliberately made effective regulations making it impracticable for North Atlantic ports to continue handling this commerce."

"Why should these restrictions be allowed to continue when commerce should naturally flow through our ports?" he asked Grady.

"If Canada declines to yield along fair and equitable lines," Priest declared, "we shall be forced with other United States ports to ask Congress to erect similar barriers against the United Kingdom."

Priest said "Canadian" railroads now pool their traffic and traverse Maine from Megantic to Vanceboro. Canadian air routes are planned across our state from Montreal to Vanceboro and Moncton.

"For 15 years," he continued, "we have been patient and tolerant, but we would be derelict if we did not serve notice we'll not tolerate this any longer."

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COMMITTEE AT LEGISLATURE DISCUSS TAXES

Agree With Daily Mail Contention Regarding Rights Business Men

In discussing the matter of municipal taxes before the Municipalities Committee this morning several of the members of the Legislature as well as delegates from Dalhousie expressed the opinion that property holders in towns, cities and municipalities who did not have all their taxes paid should be entitled to vote by the payment of their poll taxes only. Many of those present agreed that the contention which has frequently been put forward by The Daily Mail regarding this matter is correct, and that it is entirely unfair to deprive business men of a vote in civic affairs because they have not paid the full amount of their taxes. It was pointed out by Mr. Doane, M.L.A. of Charlotte and others that a man might be assessed for two hundred dollars taxes and be deprived of the right to vote because he had only paid one hundred and seventy-five dollars of that amount while another man with no business connection whatever, and who was only taxed ten dollars, would be allowed to vote because his full amount of ten dollars had been paid. This man might be a foreigner who had no interest whatever in the community other than that he was working for a business man who was deprived of his vote or he might as has been the case have paid his taxes by doing relief work on the roads. No action was taken following the discussion which cropped up as a sideline of a general discussion.

On Duties of Committees
Remarks made in the Legislature yesterday afternoon by Mr. McAllister (Opp., St. John Co.), prompted Hon. J. B. McNair, Attorney General to address a few general remarks on the duties of committees in this morning's meeting of Mun. Com. He pointed out that all committees were

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ROBICHAUD WOULD FAVOR FREE TRADE

OTTAWA, March 15—L. P. Robichaud (Lib., Kent, N.B.), speaking in the House of Commons last night, quoted Premier Macdonald of Nova Scotia as saying protection had not helped the Maritime Provinces and favoring free trade. The New Brunswick members were speaking during debate on the report of last year's special committee on farm implements. When automobile tariffs were reduced in 1927, the industry did not suffer, Mr. Robichaud continued. The sales went up and the industry flourished.

"If I were a dictator of Canada," he continued, "I would issue a decree to come into force tomorrow morning establishing absolute free trade in this country." There had to be a halt to the policy of subsidizing and bonussing manufacturers at the expense of primary producers.

IN LEGISLATURE

FREDERICTON, N. B., March 16—Members of the New Brunswick Legislature were entertained at a smoker last night at the home of H. Ralph Gunter (Lib., York).

This afternoon the budget debate was adjourned on behalf of Dr. P. H. Laporte (Lib., Madawaska) by J. G. Boucher (Lib., Madawaska). Dr. Laporte will speak tomorrow afternoon.

Leave of absence was granted A. C. Smith (Con., Saint John County) until Thursday next on account of urgent private business.

A Dalhousie delegation will appear tomorrow morning before the municipalities committee when bills relating to that town will be taken up.

Nazi Creates Uproar In The Assembly At Czechoslovakia

Says Cannot Allow Historic Events To Pass Without Noting Importance to Germans

NAZI SALUTE TO "MY COMRADES"

Reads Statement Saying Would Be Wiser To Create Situation Favourable To All

SUGGESTS BETTER RULES FOR SAFETY N. B. PEDESTRIANS

Dire Necessity of Safeguarding Democratic Rule

(By Mrs. J. L. Neville)
Challenging the statement made by one member of the opposition that there were too many lawyers in the House, Walter W. Foster, M.L.A. for Kings, asserted his great interest in the farmer's welfare, his own county of King's, being the banner farming county of the province. He paid a glowing tribute to the memory of Hon. Dr. Roberts, Sir Douglas Hazen and William M. Ryan, M. P. Mr. Foster's speech was clearly thought out and to the point. Dealing with the financial position of the province the speaker explained the difference between the object of private business and public government. The speaker had every respect and admiration for the legislators of our province who irrespective of party, class or creed, were sincere and did

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Rome and Berlin Axis Solidified By The Anschluss

ROME, March 16—Warning that any attempt to interfere with the Rome-Berlin axis by other powers will meet with a solid wall of 20,000,000 bayonets extending from the North Sea to the Mediterranean was sounded in an article written recently for La Tribuna by Corrado Zoli, former governor of Eritrea. Anschluss, he said, not only strengthens the Rome-Berlin axis but perfects it from a territorial viewpoint.

JAPAN COLLECTS CHINA'S JUNK TO SHOOT IT BACK AS SHELLS

SHANGHAI, March 16—Scrap iron from the junk piles of China is being shot back at the Chinese from Japanese guns. Chinese coolies, helpless under the bayonets of Nipponese soldiers, collect it and send it off by boatloads to the munitions plants of Japan to be turned into shells. The ruins of factories, shops and homes in the area of conquered Shanghai are the principal source of supply.

Since the Chinese withdrawal from this zone last November, systematic removal of all junk metals in the Japanese-occupied districts has been under way. Were it not for the presence of the Japanese soldiers, the blasted areas of the Whangpoo metropolis would be a junk dealer's paradise. But to steel-famished Japan, junk from the occupied areas of Shanghai is legitimate spoils of war. Most productive of scrap metals have been the Hongkew and Yangtze-zepoo districts of the International Settlement. In these two areas were the largest and best equipped of Shanghai's Chinese factories. Approximately 900 of these concerns were completely destroyed, and 1,000 others were damaged during the fighting.

The wrecked machinery of these establishments, representing an investment of more than \$50,000,000 (American), has provided a bonanza of junk. Japan has made the most of it. During the two months that Japanese troops have been engaged in the junk-collecting business the ruins have been stripped clean of metal. Chinese coolies, manning carts under Nipponese military guard, collect brass, tin, old copper and zinc as well as scrap iron. Ruins of houses and shops, as well as those of factories, are searched. Twisted window frames and kitchen utensils go into the carts to be hauled to Japanese wharves.

WILL NAZIS MENACE THE CULTURE OF VIENNA

"Conquest" Most Humiliating Event In City's History

WASHINGTON, March 16—The Nazis' "conquest" of Austria may result in the economic rehabilitation of that almost landless little nation. But many here are wondering what it will do to Austria's ten-centuries-old culture, its cheerful soul and its "humor"—qualities that have survived a series of national disasters.

With the swastika flag floating over Vienna's ancient Bundeskanzleramt, history writes the most mortifying episode in Austria's glamorous and tragic story. Vienna was once Europe's proudest capital. From Vienna a rich and feared country of mixed millions was ruled by the Hapsburg kings and emperors, by Marie Theresa, by Metternich, by Franz Josef.

Empire Dwindled
Defeat by the Allies stripped away Hungary, Bohemia, Moravia, Slovakia, Galicia, Croatia and other Danubian

lands. An empire of 51,000,000 people and 260,000 square miles was reduced to a tiny republic of 6,000,000 people and 32,000 square miles. The Viennese pulled in their belts, pawned some of their works of art and went on singing, dancing and drinking beer. Then came deflation in the early '30s, the Credit Anstalt crash that cost a billion schillings, the general strike, the Socialist regime, the civil war tragedy of February, 1934. Still the Viennese got into their little taxis and rolled down the Ringstrasse to the opera.

The world-shocking murder of Chancellor Dollfuss by the Nazi shock Vienna out of some of its gemütlichkeit, but not for long.

Waiters Still Sing
Waiters in leather shorts still sang as they served foaming mugs of beer. Flower girls, many of them ancient

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