

The Daily Mail

A Daily Paper For Every Home

The Daily Mail is printed and published at 327.329 Queen Street, Fredericton, N. B., daily except Sunday by The Capital Printing and Publishing Company. W. G. Todd, Managing Editor.

Subscription rates: by carrier in City of Fredericton \$4.00 per year; by mail outside of the City of Fredericton \$3.00 per year.

Telephones: Business, advertising and printing 612, News and subscription, 67.

FRIDAY, JANUARY 6, 1939

FOUNDATIONS FOR THE FUTURE

The announcement of Hon. F. W. Pirie, Minister of Lands and Mines, that some 600 colonization lots have been surveyed and are ready for approval to applicants this year, recalls to the attention of the public the valuable service being performed by the colonization division of this Department. The fact that the number to be allotted this year is over 150 more than last year is particularly encouraging as it shows that, in addition to maintaining the accomplishments of past years, officials of the branch are going steadily forward in the work.

It is well known that New Brunswick is a land of rich, undeveloped natural resources, and that it is in need of increased population to take advantage of its inherent wealth and make this available to all. Yet a serious problem has always been that of obtaining population without admitting objectionable elements. All young countries are faced with the same problem, and various means of solution have been tried at different times in different localities. The United States pursued, for a time, the open door policy, and the results were far from all that could be wished.

New Brunswick and the Dominion as a whole have sought to avoid the mistakes by the Southern Republic, but to find an alternate has been a difficult task.

The colonization plan as now being carried out in this province provides for a dissemination of the classes of people now living in the province; a growth and expansion of our own population rather than the importation of foreign peoples. Foundations are being laid for a future that will see New Brunswick well-populated by a homogeneous race.

An objection raised from time to time during the century that the work has been going forward has been that irresponsible persons were exploiting Government-owned timber land. Application for lots was frequently made by persons whose intention, rather than to found homes on the land granted, was to strip it of the timber and then move away. As pointed out by Mr. Pirie, however, regulations now in effect provide such restrictions that it is no longer a paying proposition for this type of settler to apply for lots, with the result that those who do make application are in practically all cases serious-minded "pioneers" desirous of settling and establishing homesteads.

U. S. NEUTRALITY

Probably the most important single legislative issue arising in the United States Congress will be the extension of the Neutrality Act (expiring in May). If the Administration is to follow through on the foreign policy now developing, a greater presidential discretion is essential. Mr. Roosevelt backed away from his "quarantine the aggressors" speech in Chicago because it was not supported by public opinion. He is apparently persuaded that such opinion has shifted; that public morale can be maintained only by maintaining national prestige through "giving" as well as "taking" in international interchanges. Should Japan, for example, resort to retaliating insults, the prevailing Administration opinion is that this Government would have to act even to the extent of formal embargoes—cotton exports to the contrary notwithstanding. The present disposition of Congressional leaders is to avoid a fight by merely extending the Neutrality Act. At the moment, it is a toss up as to whether the Executive will win some concessions.

Canada is one of seven countries whose reproduction rate assures an

NEW TRANSCONTINENTAL AIRLINE CHANGES PACE

Canada as we know it—nine provinces united in Confederation, raising wheat, fruits and cattle, growing timber, blasting the rocks for precious minerals, fishing, manufacturing, for 11,000,000 Canadians and for the markets of the world—owes its existence in large measure to the railways. They brought the men and the machinery to do the work, brought out the products of enterprise, created communities and tied them together into one great country extending from the Atlantic to the Pacific. They pioneered and they kept pace with the times.

It would be absurd to say that their day is done. Nevertheless, the coming of aviation has changed the pace of the world and Canada is not the country it was even a year ago.

It is not likely that aeroplanes will ever carry wheat, or livestock, or large quantities of ore, lumber or rolls of paper or great shipments of manufactured goods. The railways will still be needed for the transport of these important commodities. At the same time, aviation is becoming essential to the growth of Canada. While the rest of the world takes to the air, we cannot stubbornly stay on the ground, any more than we could jog along in waggons and canoes when the iron horse began champing in England and the United States a century ago. In these days of accelerated tempo, mails and express are taking wings to themselves—on nearly all Empire routes mails are now carried no other way than by air—and the growth of passenger travel by air, either for pleasure or business, has been phenomenal. Nineteen years ago, commercial air transport completed its first year of regular flying. Aerial routes across the world totalled a little more than 3,000 miles. Today the figure is about 330,000 miles, an increase of more than a hundredfold. In 1937, more than a million passengers were carried on regular air lines in the United States. This was twice as many as in 1934. Revenue passenger miles in the first five months of this year totalled 167,861,040, which was twenty-five per cent. better than in the same period in 1937.

Figures like these give a clue to the reason the Trans-Canada Air Lines came into existence. Of course there was flying in the Dominion before this year. In 1937, for instance, no less than thirty commercial companies were transporting passengers, mails and freight to remote sections of the Dominion. The Dominion Bureau of Statistics tells us that in that year a total of 26,205,766 pounds of freight and mail were transported by air, an increase of nearly 1,000,000 pounds in a year. Over five years, the increase had been tenfold. Canadian planes carry more than three times the total tonnage of United States air lines, or a total much greater than that of the combined plane services of the United States, Great Britain and France. Nearly 11,000,000 miles were flown in the Dominion in 1937, an increase of about 2,000,000 over the year before.

Most of this activity has been in the North country, largely to the min-

increasing population, the other countries being Italy, Japan, The Netherlands, Poland, Portugal, and Russia which tops the list. These facts, shown in a population study of 19 countries made by the Statisticians of the Metropolitan Life Insurance Company, reveal that the United States is not in such a favourable position.

Girls born in the United States today will not reproduce their own numbers in the next generation if present conditions continue. In fact, according to prevailing mortality and fertility, 100 girls born today will in the course of time have only 95 daughters and 90 granddaughters, and this in time will inevitably lead to a dwindling population. This is a long way from the conditions prevailing in the early years of the United States. If the conditions of fertility and mortality then prevailing had continued unchanged, 100 new born girls would in the course of time have had 223 daughters and 497 granddaughters. That an excess of births over deaths is still shown in the present conditions is due to a relative excess in the proportion of women in childbearing ages today, which results from high birth rates in the past. This excess, however, is a temporary condition which is gradually disappearing.

The net reproductiveity of Sweden and Norway touches the lowest levels of any of the nations studied, while, contrary to general belief, the rate for France is more favourable than that for England and Wales. The

ining areas, many of which have owed their development to aviation and a great deal of Canadian flying has been devoted to fishery patrols, forest patrols, and to mapping the wilderness. The value of the aeroplane in patrolling and mapping cannot be overestimated in the light of the long tedious journeys which were necessary on foot and horseback, by canoe in summer and by dog train in winter, only a few years ago.

Except in one respect, then, Canada has not been backward in taking to the air. But this one point is an extremely important one: Canada had no transcontinental air line. The history of air transportation has been just the opposite of that of the railways. Steel crossed the continent first and then began branching north and south; aviation left joining east and west until the last.

The responsibility of providing the transcontinental air service has been entrusted to the Trans-Canada Air Lines, a corporation created by Act of Parliament in April, 1937. It was capitalized at \$5,000,000 divided into shares of \$100 each. Under the provisions of the Act, the majority of the stock must always be held by the Canadian National Railways, which is at present the only stockholder. It may dispose of shares but only to British subjects resident in Canada or to Canadian air transport companies. The board of directors consists of four representatives of the shareholders and three chosen by the Governor in Council. S. J. Hungerford, Chairman and President of the Canadian National Railways, is President; other representatives of the shareholders are James Y. Murdoch, K. C., Toronto, H. J. Symington, K. C., and Wilfrid Gagnon, Montreal, all directors of the Canadian National Railways. C. P. Edwards, Chief of Air Services, Department of Transport, J. A. Wilson, Controller of Civil Aviation, and George Herring, Chief Superintendent of Air and Land Mail Services, Post Office Department, represent the Government.

Aircraft and crews, communication service between the planes and the ground, hangars and other required buildings are provided by the corporation, while the Dominion Government is responsible for radio range stations, lighting of routes, meteorology service and emergency landing fields. Facilities of the Canadian National Railways are being used, for the sake of convenience and economy, in secretarial, treasury, accounting, legal, purchasing, medical, advertising and publicity and several other departments. The T. C. A. has its own traffic department.

Trans-Canada Air Lines already has two hangars, one at Winnipeg, which houses the operations headquarters offices and link trainer centre and overhaul shops, and one at Lethbridge. Another is being built at Malton Airport, Toronto, and others may be constructed next year at Moncton and at Montreal. The former Royal Canadian Air Force hangar is being occupied at St. Hubert Airport, Montreal, for the time being.

By coming a little late into the field of transcontinental air service, Canada has been able to benefit by the mistakes made in Europe and the United States, where many airports are now seen to be badly situated and where, with the enlargement of aircraft, hangars are too small. The T. C. A. hangars are spacious enough to accommodate the big "fourteens" of its fleet and may be expanded, without seriously affecting the structure or interfering with service, to house the largest aircraft likely to be used in Canada in the future.

A forward looking policy has also been followed in the building up of the Trans-Canada air fleet, which consists of fifteen Lockheed twin-engined monoplanes. Five of the Lockheeds are Electras and they are used in the services between Vancouver and Seattle and between Lethbridge and Edmonton. They have accommodation for ten passengers and a crew of two and space for 800 pounds of cargo. With a fuel capacity of 207 gallons, their cruising range is 720 miles. Their two Pratt & Whitney Junior Wasp engines generate 440 horsepower each and give the craft a maximum speed of 205 miles an hour and a cruising speed of 175 miles an hour.

On the main line, the ten Lockheed Super Electras or "fourteens" are used. With a cruising speed of 200 miles an hour and a maximum of 260 miles an hour, they will be able to provide flight schedules as swift as any on the continent. Their two engines are Pratt & Whitney Hornets generating 850 horsepower. The

Just in Jest

"I want to find some means of giving my next party a happy twist," says a hostess.

The only thing we can suggest is a corkscrew.

A shower of frogs was reported from a village in Normandy last week. Over here we just get the same old cats and dogs.

One scientist declares that he is now firmly convinced that man descended from a vegetable and not from an animal. So, apparently, are those friends who persist in calling us "Old Bean."

"What's wrong with that soprano?" "She doesn't practise what she screeches."

A man stated in court that his name was Rabbit and that he was proud of it. No wonder; it's a name to conjure with.

"Do you think those cookery classes accomplish anything?" "Certainly I do. I haven't seen a tramp in the village since they started."

Spectator (at football match): "Do the forwards ever score?" Onlooker: "I don't know. I've only seen them play the last three seasons."

The explorer approached the savage chief.

"I have come to you from beyond the sunset—from the Great White King," he said.

"Tell me," replied the savage chief, "are they gonna do anything about these wireless programs?"

Super Electras have accommodation for ten passengers and a crew of three and are capable of carrying 2,700 pounds of cargo.

The main line of the Trans-Canada Air Lines extends from Moncton to Vancouver, through Montreal, Ottawa, Toronto, North Bay, Kapuskasing, Wabamungo, Winnipeg, Regina and Lethbridge, a distance of 3,118 miles. From Vancouver to Seattle the distance is 122 miles and the branch from Lethbridge through Calgary to Edmonton is 238 miles long. Other companies provide "feeders" connecting important off-line communities with the T. C. A.

The first commercial operation began in September, 1937, with the acquisition of the Canadian Airways Limited service between Vancouver and Seattle. Passengers and mails are now being carried on two flights each way every day. At the time of writing, T. C. A. has a schedule of ten daily trips. Planes flying between Montreal and Winnipeg by daylight carry express. On the night flights between Winnipeg and Vancouver both express and mails are carried. The same is true of the trips between Lethbridge and Edmonton. In the near future, with the perfection of ground facilities in the east, mail planes will fly overnight between Montreal and Winnipeg. Passenger service will begin in the west shortly, to be extended to Montreal in the new year. The last stage will be the opening of the line from Montreal to Moncton.

PERSONAL

MEN, WOMEN PAST 40! FEEL YOUNG as ever. New OSTREX Tonic Tablets contain raw oyster stimulants, vitamins, general invigorators. First dose starts new life, vigor, vital force or makes refunds its low price. Call, write Ross Drug Company and all good druggists.

As I See It

Daily Foreign News Comment

By H. M. Paint.

HITLER AND HIS "VOICES"

There is a great deal of nonsense talked about Hitler being a weak man. It is the fashion nowadays among certain people to represent him as the tool of the wealthy industrialists and Junkers of Germany—a man of straw. This is a dangerous underestimation of one of the most terrible personalities which has troubled the world for centuries. It is a grievous error to label a man as weak simply because one does not like him.

In fact Hitler is not weak, but strong. He is strong because he is at once a fanatic and a mystic. His fanaticism gives him singleness of purpose and his mysticism gives him a sense of complete assurance in time of crisis.

His government, in spite of his avowed hatred of the Jews is a return in essentials to the Government by Revelation of the prophets of Israel. He does not proceed by methods of reason or logical thought. He gets, "hunches"; he dreams; he communes with the stars; like Joan of Arc he obeys the dictates of his "voices".

He is an example of the perfect gambler willing to hazard all, but with unerring judgment of the probabilities—of just how far he can go, while avoiding complete disaster. Like a perfect gambler also he has an uncanny sense of timing—of knowing just when the run of luck will change and shifting from the red to the black.

He does not take advice from anyone on political strategy. His advisers, inform him of local conditions, give him information on which to base his plans—but he decides.

How able the man is—and how lucky—can better be realized when one understands that in all his great gambles he has proceeded against the best opinion of his technical advisers.

When he entered the Rhineland, when he conquered Austria, when he entered Czechoslovakia—he went against the advice of his technical supporters, counter to the opinion of his Foreign Office, and against the judgment of his own General Staff. He is at the moment the ablest politician living in the world—and the most dangerous.

He is also a great organizer. In 1923 he was a corporal, gassed in the war, poor and forgotten. In ten years he built up a party organization which put him in charge of one of the greatest tyrannies the world has known.

Since coming to power he has imposed his will on the greatest nations of the modern world.

B. E. LETSON

Shoe Repairing

WORK GUARANTEED

385 KING STREET

CONSULT

MRS. T. MORGAN

FOR THE BEST IN HOME COOKING

Phone 171-41 — 533 King St.

Crawford & Graham

WHITE AND BROWN BREADS

Try Our Delicious Oatmeal Loaf

N. Devon — Phone 857-21

SEE WHAT YOU BUY

So that you can see before you buy, Bachelor cigars are wrapped in transparent Cellophane... the silky, richly coloured, imported leaf is in plain view as a pledge of Bachelor quality.

100% Havana Filler

10¢

ANDREW WILSON & CO. LIMITED

BACHELOR

CIGARS

Capitol

NOW PLAYING
Packed to the brim with hilarious comedy, melodious music, and exciting thrills!

GENE AUTRY

— in —

'MAN FROM MUSIC MOUNTAIN'

SMILEY BURNETTE

Carol Hughes - Polly Jenkins and Her Plowboys

ADDED ATTRACTION

Gee, Men! Torchy Joins the G-Men!

'TORCHY GETS HER MAN'

Glenda Farrell, Barton MacLane, Tom Kennedy. Directed by William Beaudine

HERE MONDAY

"HARD TO GET"
Dick Powell, Olivia DeHaviland

DR. G. R. LISTER

-:- Dentist -:-

Burchill-Wilkinson Building
QUEEN STREET -:- Below Regent

CORD WOOD

16 inch. Hard and Soft Millwood

COAL

Springhill, Broad Cove, Inverness, Minto

M. G. HANSON

COAL and WOOD

198 St. John St. —
Phones 228 or 1319.21

Geo. K. Bell

CHIROPRACTOR and
OSTEOPATH
(P.S.C. Graduate)(14 Years in Fredericton)
General Practice of Chiropractic and Osteopathy
Foot Correction Made and
Arches Adjusted606 Queen St. — Phone 414
Hours 10-12; 2-4; Evening 7-8

RICHARD DUNN

ALL KINDS OF WOOD

Union St. — Phone 623

COY'S BAKERY

BREAD ROLLS

DOUGHNUTS PIES

J. Edward Hughes

Barrister, Solicitor,

Notary Public, Etc.

Offices: Phone 195

65 York Street.
FREDERICTON, N. B.

WILKINS FISH MARKET (Formerly Jamiesons)

FRESH EGGS — DAIRY BUTTER. OYSTERS. CLAMS
FRESH FISH. SMOKED FISH. LOBSTERS
672 QUEEN STREET (Morning Delivery) PHONE 1518

AULA - OPEN - AIR - RINK

Good Ice — Refreshments — Good Music

Skating Every Afternoon and Evening

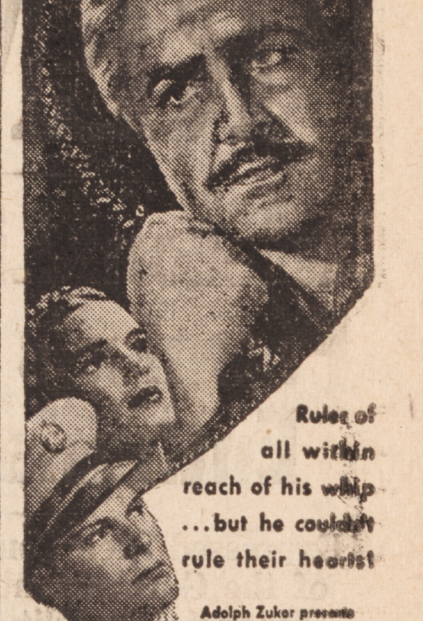
Admission: Adults, 17c. Children, 12c.

Across From AULA SERVICE STATION. Woodstock Road

GAIETY

NOW PLAYING

"I AM THE BOSS!"



"RIDE A CROOKED MILE"

A Paramount Picture with
AKIM TAMIROFF
LEIF ERIKSON
FRANCES FARMER
LYNNE OVERMAN
Directed by ALFRED E. GREEN

Also—
NEWS ANDY CLYDE COMEDY
SILLY SYMPHONY

HERE MONDAY

"THE GREAT WALT"

With Luise Rainer, Fernand Grézet

DENTIST

Dr. B. R. Ross

HOURS:—
9-6 or by APPOINTMENT
404 Queen Street

WE WISH OUR FRIENDS AND PATRONS A

Prosperous New Year

BOOKS AND MAGAZINES

Bill Mazzuca
71 YORK ST. Phone 1413-21

SPECIALS

Domestic Shortening 2 lbs. 75c.
4 Dreadnought Toilet Paper 85c.
Super Suds Large and Small 10c.

MacFarlanes

Cor. Albert and Regent Streets
Phone 453-11