

WHAT WILL JAPAN GRAB NEXT?

These are days of intense soul-searching, of heated debate, among those who shape, or aspire to shape, Japan's expansionist policy. The decision to expand was settled once and for all in the summer of 1931. At that time the cautious financiers and internationally minded statesmen of Japan were completely routed by the militaristic believers in their country's boundless destiny as a world power.

But the expansionists are not yet of one mind as to the timing and velocity of Japan's aggrandizement. Some favor assimilating the vast territory and population conquered in the last four years before attempting additional conquests. Others argue that, in the present preoccupation of the major European powers with crises arising out of Italy's and Germany's quests for larger places in the sun, Japan should grab speedily, while the grabbing is easy.

All, accordingly, study the European crisis, in an earnest effort to determine how far to go and when. And the indiscretions, intentional or otherwise, of some of the principals strongly intimate that much may happen in Asia if the European crisis continues.

Among the questions up for consideration are the following:

Whether, and when, to bring about the secession from the Nanking government of the five northern provinces of China, of which Peiping is the political and Tientsin the commercial capital, and the setting up there of a regime as frankly subservient to Japan as that now nominally governing Manchukuo;

Whether, and when, to put the squeeze upon American and British and other European commercial interests in that area, in order that their business may fall under Japanese control;

Whether to extend Japan's political and military sway south into the pulsating Yangtze valley, Fukien and other commercially promising parts of China, with a view to shutting the door in the face of western economic interests, as has been done in Manchukuo;

Whether—and these are apparently points of more spirited controversy—to bring about a showdown with Russia for supremacy on the Asiatic mainland, while that country is preoccupied over possible German-Polish threats from the west; and whether the European crisis may assume such serious proportions for the British and the Dutch that seizure of the British naval base at Hong Kong and of the Dutch oil wells in Borneo will be feasible.

Startling as some of these ideas may seem to persons only casually acquainted with far-eastern affairs, they are foremost in the minds of thoughtful Japanese imperialists. Nor are they intrinsically more fantastic than Mussolini's African aspirations seemed to be a few months ago.

The men charged with the formulation of British policy can scarcely have been unaware of these currents

when making their decision to meet Mussolini's challenge in the Mediterranean basin. When they withdrew most of Britain's Asiatic fleet, which in less preoccupied days almost certainly would have concentrated in Chinese waters to help temper Japan's soaring ambitions, they must have decided that, as between the Mediterranean and the China trade, the former was the more vital to British interests. Or do they expect the United States to look out for occidental interests in Asia while Britain deals with the Italian explosion?

Even so, it must be exceedingly distressing to the British, who used to have pretty much their own way on the China coast, to note the calm manner in which Japanese generals in Tientsin and Hsinking discuss prospects of a "spontaneous popular uprising" in north China, which would set up a pro-Japanese government there. This would leave the foreign diplomatic missions to China with a lot of costly buildings and extensive legation guards, on frankly Japanese controlled soil. It must be equally galling to read in the army-directed Japanese press in China that "the British are about to dispose of Japanese interests" of the valuable Kailan coal mines north of Tientsin. These mines are among the most important coal-producing properties in the world. They were the scene of some of Herbert Hoover's youthful engineering exploits.

No less galling to the Russians are the casual remarks of highly placed Japanese officials to the effect that Japan needs the gold, fish, timber and other resources of eastern Siberia. Russia has been moving the bases of its economic power as far as possible from the European frontier into the strategically situated Ural-Baikal region. It would have much to lose by Japan's absorption of Siberia. The Japanese realize that—which accounts for their absorbing interest in what Hitler and the Poles may be up to in the next few years.

INSANE MAN RUNS AWAY WITH TRAIN

BALTIMORE, Nov. 7.—A man, apparently insane, leaped to the throttle of a train standing in the Western Maryland Railroad yards today and sent a string of eight cars careening wildly through the yards.

The train backed down a strip of track and crashed into a loading platform, where its progress was halted. The platform and a passenger coach were wrecked.

F. R. Skinner engineer of the train, said that the man jumped into his cab as the train moved slowly away from a roundhouse, knocked him into a corner of the engine cab and held him by the throat. Skinner fought to

OPPORTUNITY EXTENSION OF GAME SEASON

MONTREAL, Quebec, Nov. 5.—Now that the deer hunting season north of the St. Lawrence River is over for the season, sportsmen from Montreal and vicinity will have an opportunity of a hunting expedition in territory further east during the week-end commencing Friday, November 15 at greatly reduced round trip railway fare, according to C. K. Howard, head of the Game Hunting Department, of the Canadian National Railways.

On that occasion a coach excursion will operate from Montreal to points in eastern Quebec, The Gaspé Peninsula and to stations in the Maritime Provinces as far east as Halifax and Sydney, N.S. Thus sportsmen desiring to extend their deer hunting activities into November will find this coach excursion not only an economical means of travel but may also avail themselves of this means of reaching some of the best deer hunting areas in eastern Canada, with sufficient time at their disposal to have a real hunting expedition before commencing their departure for home.

An excursion train will leave Bonaventure station on Friday, November 15 at 12 o'clock noon and should the province of New Brunswick be the Sportsman's area, arrival at any point along the line may be made during Saturday morning and hence the hunter may promptly enter the woods in search of his trophy before the week expires. As a result he may have a good start on Saturday and although no hunting in New Brunswick is allowed on Sunday, the sportsman may yet have up to Tuesday evening before retreating for the return journey.

Should the excursion train be taken leaving Bonaventure station the same day at 8 p.m. arrival at points in New Brunswick is made early Saturday afternoon providing ample time for a good hunt.

Licenses for hunting may be procured promptly on arrival at Campbellton, Hithurst, Newcastle, Chatham, Moncton, Fredericton, and other points in New Brunswick.

Set to his feet, the man seized the throttle and put the locomotive in full speed reverse.

The engine, which had been assembling a train of passenger coaches, gained speed rapidly. In a moment the engine and string of eight coaches were speeding across the yards.

Not until the dead-end of the tracks were reached was its progress halted. B. W. Grove, fireman on the locomotive, attempted to beat off the man but was unable to release his grip on the throttle until the train plowed into the loading platform.

Yard employees rushed to the scene and succeeding in holding the man who fought wildly. A squad of ten city police finally forced him into a police patrol.

Cards in his pockets bore the name Webb Carr, Westminster, Md.

Timber Trade of the West of England

In common with the rest of the kingdom, the West of England has been enjoying a rather brisk trade in timber, writes Mr. Frederick Palmer, Canadian Trade Commissioner in Bristol, in the forthcoming issue of the Commercial Intelligence Journal. Steadily improving trade conditions generally are making for broader and more urgent deliveries, but merchants and others have so far been able to cope with advancement of the timber trade. From the Birmingham area an improvement is reported in the supply of Canadian timbers, with shortage of some descriptions in recently distributed cargoes. Douglas fir from British Columbia seems to be retaining its popularity, with a particularly good request for scantlings, of which modern designs of houses require long lengths. The steadily improving conditions in this area are naturally making for better trade in boxes and cases, and manufacturers of such goods are ordering larger quantities of timber. Plywood is receiving more attention, with considerable study being devoted to the widening of the application of such material to the solution of packing problems. With respect to hardwoods, the consumption of furniture, which is continuing to increase, has made for a good outlook for such timber. It is reported that deliveries of Canadian hardwoods are being maintained, while deliveries of hardwoods from the United States are lower than usual. Sales of Canadian birch have been very good. Quotations for some grades have an advancing tendency. From most parts of the West of England a real interest is being displayed in the advantages of Western red cedar for certain purposes. It has been used in a great variety of undertakings and under widely varying conditions. It has been selected for beehive and other farm building construction, for fence posts, and for certain types of fencing. In the West of England the industrial improvement has resulted in a general demand for Quebec yellow pine, principally for pattern-making.

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RAILS FORCE GEESE TO TAKE DANGEROUS ROUTE

Ornithologist Sees Tragedy at Niagara Falls

TORONTO Ont., Nov. 8.—Man pushes twin bands of shining steel into the wilderness of the North country, and scores of wild geese in the roaring waters of Niagara Falls. Can there be any connection between these two widely separated happenings?

Science is inclined to believe that such a connection may exist, strange as it may seem.

Birds Change Route

L. L. Snyder, ornithologist at the Royal Ontario Museum, told The Globe yesterday that some Ontario naturalists are wondering how prominent a part the new railway into Moosonee on James Bay is playing in geese swinging far from their normal routes during their long autumn journey to the Gulf States, Mexico and California.

"During the summer months," explained Mr. Snyder, "the geese have their nesting grounds scattered across a great area in the vicinity of Baffin Land and Hudson Bay. As fall approaches, and their annual migration to the south draws near, the birds begin to converge in James Bay. They finally collect by the hundreds of thousands in Hannah Bay (in the southerly part of James Bay). From this point the great flight departs for the South."

"Within the last two years," Mr. Snyder continued, "the route of that flight has altered. The flight, which passed over Toronto recently, for instance, is one of the largest ever witnessed by some of the oldest observers. It is possible that equally large flights have passed this way before, but so far as I can ascertain, no one has witnessed them."

"Something has certainly happened," said Mr. Snyder, "but naturalists are baffled to explain just what it has been. It is rather striking that this swift and mysterious change in the normal route of the birds coincides with the building of the railway into James Bay, and a resultant influx of hunters. It just seems barely possible that the arrival of man may have altered the balance of certain natural instincts of migration, causing the birds to leave early, or some other change from their normal routine. This change might in turn cause them to veer from their regular course—perhaps because they had begun migration before instant had prepared them to."

"This explanation is merely a theory," said Mr. Snyder, "but the fact still remains that something very important has happened to cause the strange behavior of these geese." The flight which passed over Toronto and settled on the Niagara River, bringing death to thousands of the birds are not the common Canada geese. They are composed of Lesser Snow and Blue geese. Flocks of Canada geese in this vicinity are not uncommon, explained the bird expert.

Falls May Be Trap

If the annual migration continued to follow the route of the last two years, said Mr. Snyder, Niagara Falls might easily become a vicious trap which would take its toll among the geese every year. The birds stayed in the middle of the stream, where the current was swift, because they were afraid of humans on the banks. Before they could defend themselves many of them were caught in the whirl of the swifter currents near the brink of the falls, said Mr. Snyder, and swept to death.

If the cause for the change in route is not discovered, it will be just another mystery surrounding these already mysterious and romantic birds. It was only in recent years that their nesting place was found in the Baffin Land region by a Canadian explorer, J. Dewey Soper. In their long flight from the Gulf States to the Arctic they have been known to halt and come down to earth in only one district, near Winnipeg. But calculations as to the speed of their flight—almost fifty miles an hour—and the elapsed time between their departure from the south and their arrival in Winnipeg shows that they settle to earth, for a time, somewhere in between. But all the powers of science have so far been unable to discover where that stop-over is made.

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JOHN BULL'S TASK TO RESTRAIN MUSSOLINI

TORONTO, Nov. 8.—"How would YOU stop Mussolini's war?" Judging from the answers to this question from a variety of citizens yesterday, there are three main schools of thought on the subject.

The first favors the idea that the League of Nations should be made to do it, but seemed, when asked just how this could be brought about, rather at a loss to find an answer.

Job For John Bull?

The second school believes that if the rest of the League won't do it, Great Britain should put her foot down and say very firmly: "Stop it, Benny, or Mama spank!" Then say these citizens, Mussolini, in spite of his sabre-rattling, would be a good boy and quit.

The third main idea sums itself up in the answer, "I wouldn't," and the reasons offered for this view are many and various.

There were one or two with more original, if rather blood-thirsty ideas. Said one, stopped casually on the street: "I would have Mussolini assassinated. If he were no longer dictator I don't think the war would go on then, because I believe the majority of the Italian people are opposed to it, but are afraid to give expression to their views."

"Would you do it yourself?" asked the reporter.

"Not me. Not even if they paid my expenses to Italy and back. Anyway, why bark when you can hire a dog? I could get a gunman in Chicago or New York who would do the job for \$50 and his expenses."

Another, very prosperous and in a hurry to get home to his dinner, did not appear to cherish any great affection for the Italians.

"Me?" he said. "Oh, I'd get all the air fleets of Europe, and bomb Italy right off the map. Then the war would have to stop. It sounds drastic, but with such an example and such an aerial police force there would not be any more threats of war ever."

"Typical of the League of Nations school" was the reply of a woman teacher: "I would make the League take a very firm stand and, if economic sanctions proved unavailing, employ force. That would end the war in short order!"

"But how would you persuade the League to do it?"

"By your question you assume that I would have the power to stop the war, and, if I had the power to do that, I shall have the power to do it any way I chose."

Not very logical, perhaps, but very feminine.

Of the "Why stop it?" school, a mechanic declared, "Let 'em all fight so long as Canada can keep out of it like some people did in the last war. Then we can sit back and make lots of money selling munitions to anybody that wants them."

Said one: "It is rather presumptuous of Britain, with her land-grabbing record, to interfere with anybody else who is trying to do the same thing on a much smaller scale."

Several others declared that the quarrel was between Italy and Ethiopia, and concerned nobody else. England, and France, they thought, should keep their noses out of what, after all, was none of their business.

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