

MAXIMS
OF A
MERE MAN

To have light and keep it dark is
also hypocrisy.

THE CHARLOTTETOWN GUARDIAN

The People's Paper Read by Everybody

MAXIMS
OF A
MERE MAN

Be genuinely and inwardly what
outwardly you seem.

Covers Prince Edward Island Like the Dew

CHARLOTTETOWN, CANADA, FRIDAY, SEPTEMBER 4, 1936

10 PAGES

Annual Subscription Delivered \$4.00
By Mail Canada and U. S. A. \$4.50

Fliers Are Forced Down In Wales After Ocean Hop

Merrill and Richman Will Take Off For London Today — Elapsed Time Of Flight 17 Hours And 53 Minutes.

(Copyright 1936 By The Associated Press)
(A. P. By Guardian's Special Wire)
LLANGADOCK, Carmarthenshire, South Wales, Sept. 3.—Forced down by exhausted fuel supply after having flown the Atlantic, Harry Richman, the crooner, and his veteran pilot, soft-spoken Dick Merrill, tonight slept in their plane "Lady Peace" surrounded by curious cows in a remote Welsh field.

When Richman first telephoned London's Croydon Airport that they had made a safe forced landing, he said that if they could get gasoline they would immediately take off for London, but tonight he and Merrill decided to wait until Friday.

Merrill brought the plane down safely and undamaged about 175 miles from the fliers' Croydon goal, after they became lost over Wales due to failure of their radio apparatus. They flew around for about an hour and a half, Richman said, before their supply of 1,000 gallons of gasoline gave out and they picked out the little field near this sparsely populated community.

Richman said tonight they had landed at 3.30 p. m. British summer time (11.30 a. m. A.D.T.) making a total elapsed time of 17 hours and 53 minutes for the flight.

The flight was projected as a round-trip jaunt between London and New York, but when or whether the fliers would depart for Floyd Bennett Field was undisclosed.

They flew in all about 3,300 miles. Without an accurate and official timing of their flight it could not be established whether the fliers had beaten the 10 hours and 50 minute record of Bennett Griffin and James Mat'em from Harbor Grace, Nfld., to the Irish coast four years ago. Griffin and Mat'em flew from Newfoundland to Berlin 18 hours and 40 minutes.

After landing, Richman did all the talking for the pair, as Merrill, veteran of air mail and transport flying, modestly secluded himself in the cabin of the ship.

Said Richman: "The plane ran beautifully. We didn't see the Atlantic for more than an hour at a time. All the way we flew at about 11,000 feet. Everything went according to plan except that about halfway across the plane went into a steep dive and we both were thrown from our seats. That cer-

tainly was a scare.

"Our radio went out of commission while we were trying to talk to London. We circled about for an hour and a half before we could find a suitable landing place."

Richman, standing beside the plane, then essayed several "wise cracks" for the edification of the dour-looking Welshfolk who had come to see the ship.

"Are we in Scotland?" he asked, and when told of the location—"we'll, I'm a Welshman!"

Surveying the scene with mock gloom, the crooner went on: "I never knew there were so many cows in the world—such nice gentle cows—but still it's just too darn still around here."

Jews Turned Over To Immigration Inspector

(C. P. By Guardian's Special Wire)
SAULT STE MARIE, Ont., Sept. 3.—Discharged by Magistrate Andrew Elliott in police court today on charges involving breaches of the Immigration Act, Chaim Rosenberg, Max Bluecher and Bernard Brenner, German Jews, were turned over to Immigration Inspector T. J. Wyatt for final disposition of their cases before deportation board sitting late today.

Brenner and Rosenberg will ask for deportation to the United States. Brenner's visitor's permit to that country expires next January and Rosenberg's in October.

Bluecher lost his status as a visitor in the United States, his permit having expired, and it was indicated he will ask for deportation to Palestine where he has friends and relatives.

The men were held last week on charges of illegal entry to Canada from the United States. At that time they said they had expected they could cross into Canada and then return to the United States as immigrants and settle there. They expressed fear that they would be killed if they were sent back to Germany.

Hamilton Mayor Opposed To Central Form Of Government

(C. P. By Guardian's Special Wire)
HAMILTON, Ont., Sept. 3.—Mayor William Morrison, K.C., of Hamilton today described as "impractical and absolutely impossible" a form of central Canadian government suggested by Mayor E. J. Craig of Halifax before the Union of Nova Scotia Municipalities at Digby, N. S., last night.

The administration suggested by the Halifax mayor would eliminate municipal governments and place cities and towns under the government at Ottawa.

"Such a form of government would be a virtual dictatorship," said Mayor Morrison. "The only government which is the mirror of its people is that which is in closest contact with, and has a knowledge of, the needs and wants of the people."

He agreed the Dominion was overburdened with government but did not think the problem could be solved as simply as the Halifax mayor suggested.

ITALIAN PLANES GO TO REBELS, CLAIM

Non-Intervention Policy Strikes Snag As German Reply Not Forthcoming.

(A. P. By Guardian's Special Wire)
PARIS, Sept. 3.—Pressure from two sources was applied to the French Government today to force it from its neutrality stand toward Spain.

Delay of Germany in replying to a proposal for the formation of a committee to control non-intervention measures, informed sources said, heightened the influence of Communists demanding French aid for the Spanish Government.

Without Germany, sources close to the foreign office said, a meeting of the powers coordinating committee would be "useless."

Communists charged the delay was a Nazi manoeuvre to prevent the full effect of non-intervention by obstructing an accord while the Reich armed Spanish rebels and France "blocked" the government.

Neutrality hopes were jolted further when the Spanish embassy informed governments pledged to neutrality it had received word 24 Italian airplanes were delivered at Vigo, Spain, which is in rebel hands.

While a fresh outbreak of the recurring occupation strikes continued to spread, Maurice Thorez, secretary-general of the Communist party in France, denounced a workers' uprising against Premier Blum's non-intervention stand.

While informed observers agreed continuation of the Spanish civil war increased the menace to European peace, the government completed a plan to strengthen the national defenses.

LONDON, Sept. 3.—(A.P.)—Great Britain, informed sources disclosed tonight, expects Germany to accept an invitation to participate in the international neutrality committee.

Hesitation of Germany in responding delayed convocation of the committee which proposes to coordinate the "hands off" policies of European powers in the Spanish civil war. The meeting was expected, however, to be called for early next week.

Three more nations accepted offers to join the 12 which already had agreed to send representatives. The new members were Hungary, Russia and Finland.

Britain, meanwhile, overhauled its own machinery for enforcing non-intervention in Spain.

An inter-departmental committee met under the chairmanship of William Morrison, financial secretary to the treasury, to consider the efficacy of measures already taken to ban arms and aircraft exports to Spain. The committee also prepared to prevent enlistment in the armies of either belligerent and to bar financial aid should the international committee prohibit such help.

Four Trapped In Coal Mine

(A. P. By Guardian's Special Wire)
LOGAN, W. Va., Sept. 3.—Grim-faced miners battled through tons of jagged slate and rock today to reach four fellow workers, trapped in the deep workings of a coal mine by an explosion that already had taken the lives of six.

The rescue-crews gave up hope than any of the men might be found alive, but continued digging in relays through a 100-foot wall that separated them from a small area of the big MacBeth mine where the bodies were believed to lie.

Since morning, the workers had bored more than 300 feet through the obstacles that shut off the trapped group from escape after the blast, apparently caused by gas, roared through the pit.

Outside 1,000 persons, among them the wives and relatives of the miners, anxiously waited in a drizzling rain.

Two-by-two the dead were brought out. The first pair, Elsie Watts, 32, and Andy Gazdik, 60, were carried out shortly after the explosion. Then, after digging all night in the hope the others might be alive, the rescuers found the bodies of Willie Reffit, 40, and Grover Saunders, 28. An hour later they came up, the bodies of Edward Saunders, 40, and Julius McShane, 45, partly buried by debris.

The rescuers were in constant danger from the falling slate and the spreading gas fumes. Timbers had to be braced against the sagging roof and it slowed the rescue operations.

The men still trapped and believed to be dead were Gus Mounts, 33; Tom Tiller, 25; Victor Corillo, 25, and Jack Adkins, 50.

Incident Arouses Fascist Italy

Reported Killing Of Italian Workman In Barcelona May Have Serious Repercussions.

ROME, Sept. 3.—(A.P.)—Sentiments of Fascist Italy was aroused tonight against the Spanish Socialist government because of the reported killing of an Italian workman by government forces at Barcelona.

The incident grew out of the reported killing of an Italian workman whose name was given as Umberto Pazzalenda, father of seven children, by government fighting men because they found religious images in his house.

An official communique today said "The Italian consul general at Barcelona made repeated and energetic protests, but the present state of affairs is such in Spain that protests are no longer sufficient."

"One cruiser," the communique said, "is already at Barcelona and it is probable that other forces may be sent there." From Genoa came word another cruiser was already underway for Barcelona.

In Rome, the press ministry asserted the reported killing was "atrocious," and said it was the sixth by Spanish government forces in Spain.

Final Sessions Of Three-day Convention Held

Good Roads Assn. Delegates Hear Addresses And Elect Officers At Concluding Sessions. Dinner At C. N. Hotel Last Evening.

Hon. A. S. MacMillan, Minister of Highways for Nova Scotia was elected president of the Canadian Good Roads Association at the conclusion session of the 22nd, annual convention yesterday. Hon. G. Shelton Sharp of Tyne Valley, retiring president of the Association was elected Honorary President. Last night the convention delegates and guests attended the annual dinner at the Canadian National Hotel where all convention sessions were held. During the three-day convention addresses dealing with approval and experimental highway construction, traffic control, and highway safety were given by engineers and Travel Bureau officials.

The annual dinner last night was presided over by retiring President, Hon. G. Shelton Sharp. Speakers included Premier T. A. Campbell, Hon. J. P. McIntyre, Dr. W. J. P. MacMillan, Mayor P. W. Turner, Theodore G. Morgan, President, Montreal Tourist and Convention Bureau, Montreal; Hon. A. A. Dyrart, Premier of New Brunswick; Mr. Justice A. E. Arsenault; Hon. A. S. MacMillan, Minister of Highways for Nova Scotia, president elect of the Association; Mr. W. H. McIntyre of Ontario Highway Department; Mr. C. A. Hogenogler, Senior Highway Engineer, United States Bureau of Public Roads, Washington, D. C.; Mr. W. S. Canning, Engineering Director, Keystone Automobile Club, Philadelphia, Pa.; I. D. Noonon, Deputy Commissioner of Highways for New York State; Arthur Highway Department; and Mr. Arthur Dixon, Deputy Minister of Highways for British Columbia. The dinner was followed by dancing in the convention hall at the Hotel.

Included in the program at the dinner were vocal solos by Mr. Raoul Raymond and Miss Lucy Blanchard. Accompanists were Mrs. Raymond and Mr. Al Blanchard. Baskets of flowers were presented to Mrs. T. A. Campbell, chairman of the ladies entertainment committee, on behalf of the ladies delegates. Presentations were also made to Mr. Justice Arsenault, president of the entertainment committee and to Mr. A. H. Mould, manager of the Canadian National Hotel.

Toasts to the King and the President of the United States were responded to by singing the respective National Anthems. The remainder of the toast list included "our governments," proposed by Mr. T. G. Morgan and responded to by Hon. A. A. Dyrart; "The Canadian Good Roads Association," proposed by Mr. Justice Arsenault and responded to by Hon. A. S. MacMillan; "Our Guests," proposed by Mr. W. H. McIntyre, Ottawa and responded to by Mr. W. S. Canning of Philadelphia, C. A. Hogenogler, Washington, D. C. and Mr. David Noonan.

Annual General Meeting

Hon. G. Shelton Sharp of Tyne Valley, Prince Edward Island, retiring president of the Canadian Good Roads Association was made honorary president of the organization at the annual general meeting held following the afternoon discussion session yesterday afternoon. Hon. A. S. MacMillan, Minister of Highways for Nova Scotia, was elected president. Other officers were: First Vice-President, Hon. P. M. MacPherson, British Columbia; Second Vice-President, Hon. T. B. McQueen, Ontario; Third Vice-President, Hon. F. J. LeDuc, Quebec; Secretary-Treasurer, G. A. McNamee, Montreal, Directors—the officers and Hon. A. E. Arsenault, Charlottetown; J. P. Bickel, Toronto; Col. J. L. Boulanger, Quebec; H. S. Carpenter, Regina; Hon. W. R. Chubb, Manitoba; Arthur Dixon, Victoria, B. C.; J. A. Duchastel, Montreal; Hon. C. M. Dunn, Saskatchewan; Hon. A. A. Dyrart, New Brunswick; Hon. W. A. Fallow, Alberta; H. P. Keith, Edmonton; R. W. McColough, Halifax; A. McGillivray, Winnipeg; Hon. J. P. McIntyre, P. E. I.; Theodore G. Morgan, Montreal; A. Pion, Quebec; T. P. Regan, K.C.; Saint John; W. G. Robertson, Toronto; R. M. Smith, Toronto; S. L. Squire, Toronto.

Resolutions

Resolutions passed at the meeting included approval of the following:

(Continued on Page 8)

Norway Rejects Russia's Demand

(A. P. By Guardian's Special Wire)
OSLO, Norway, Sept. 3.—Norway tonight formally rejected Russia's demand for expulsion of the exiled Bolshevik leader Leon Trotsky.

A note handed to the Soviet minister at Oslo said the Russian demand was not in conformity with "the existing friendly relations between the two countries."

Russia wanted to try Trotsky on charges of terroristic activity.

Duplessis Closes London Office; Other Economies

QUÉBEC, Sept. 3.—(C.P.)—The Union Nationale cabinet of Premier Maurice Duplessis met twice today and in a series of announcements, mainly following the first meeting, came word of further work along the Duplessis economy program.

Reorganization and saving was announced by the premier. Also that he, accompanied by four government officials, would meet with Hon. Norman Rogers, Federal Minister of Labor, in Ottawa Saturday morning to discuss Quebec's unemployment-relief problems.

Main item of the day's economy work was in the announcement the government had abolished the "London agency" under direction of Dr. L. J. Lemieux. This, the premier said, would save the province Dr. Lemieux's \$10,000 a year salary. He also had issued orders that the doctor was not to be paid an annual pension of \$7,000.

That did not end the government's work of the day in regard to affairs of its offices in England.

The premier said he had advised the Sun Life Company the government planned to cancel the lease held by the previous government for offices in the London branch of the insurance company's building.

Of a clause in the lease holding the contract could not be cancelled before 1944, Mr. Duplessis said: "The contract will be set aside in spite of this strange clause."

At the conclusion of the second cabinet meeting, the premier said the cabinet is studying the question of whether the province will be represented before the privy council when the constitutionality of social reform laws passed by the Bennett administration at Ottawa is argued.

Mr. Duplessis charged the government's annual telephone bill under the Liberal regime had been more than \$700,000 and said he planned to reduce this amount substantially. Also, he said the government would abolish the practice of paying for telephones of employees in their private homes, "as was permitted by the Taschereau government."

NEW TRAFFIC REGULATIONS INTRODUCED

Motorists Asked To Co-operate In Giving New System Try-out Tomorrow Night.

In conformity with the new system of traffic regulations now being formulated with the assistance of Captain Leggett, it has been decided to remove the silent policemen from traffic intersections in Charlottetown. Motorists in future will be asked to conform to a different system, which in brief is as follows: On making a left turn at street intersections, the motorist passes on the left side of the white line unless there is a policeman doing traffic duty on a particular intersection. In that case the policeman will indicate to the vehicle driver to pass in front of him, instead of to the rear as at present.

This change to a new regulation in Charlottetown but has been in practice in all large centres in Canada and United States, and experience has shown it to be the safest and most satisfactory.

This type of left turn, Captain Leggett explains, eliminates the crossing of vehicles at an intersection. In other words, two left or right turns can be made simultaneously at the same intersection from different directions.

Motorists are advised that they need have no fear of being embarrassed by the new orders. Tomorrow (Saturday) night this new traffic regulation will be in operation, and the co-operation of all citizens and visitors is requested. If there is any doubt as to the procedure, drivers should not hesitate to ask for information from the policeman on duty.

In approaching intersections, the driver should indicate with a hand signal the direction he desires to take. If he watches for the policeman's signal, he will experience no difficulty.

Parking Enforcement

In order to cope with the increasing motor traffic, and in effort to remedy the matter of illegal parking of cars, all members of the City Police Force, commencing tomorrow, will put in one hour extra duty per day, except Sunday.

This period of extra duty will be devoted to seeing that cars are properly parked in the business sections of the city. Policemen will report daily on all infractions observed during their tours of duty.

Yale Univ. To Sell Broadcasting Rights

(A. P. By Guardian's Special Wire)
NEW YORK, Sept. 3.—Yale University has decided to commercialize on broadcast of home football games and the idea may catch like wild-fire among other colleges before the 1936 gridiron season gets underway.

That was the forecast today after it was announced the New Haven Blues had sold broadcasting rights to commercial sponsors for the reported sum of \$20,000.

Turkish Capital Plans Celebration For King Edward

(A. P. By Guardian's Special Wire)
ISTANBUL, Sept. 3.—An unprecedented reception was planned for the entry into the city of King Edward, the first British King ever to visit Turkey.

The city was decorated with hundreds of thousands of Turkish and British flags. Mosques and minarets were ornamented with a myriad of electric light globes.

Thousands of persons prepared to spend the night on the banks of the Bosphorus to await the arrival of the King on the yacht Nahlin in the morning.

A three-day program of festivities will be culminated Sunday with a regatta attended together by King Edward and Kemal Ataturk, dictator of Turkey.

The celebration was the largest arranged so far for the King who is travelling incognito as the Duke of Lancaster.

Rebels Encounter Fierce Resistance

Defenders Of Iron Appeal To Madrid For More Planes As Franco's Troops Continue Onslaught On Loyalist City.

(By Paul Chateau)
(Copyright 1936 By The Havas News Agency)
(By Guardian's Special Wire)
BEHOBE (On the Franco-Spanish Frontier), Sept. 3.—(C.P.-Havas)—In blood-drenched combat the rebel army besieging Iron fought its way step by step toward its objective tonight against the fiercest resistance of the Spanish civil war.

Turbaned Moors from Gen. Francisco Franco's North African troops and crack units of the Spanish Foreign Legion were carrying the insurgent colors to what appeared to be inevitable victory.

Loyalist-held Iron was certain of its own doom, and the nearby city of San Sebastian was reported preparing to evacuate its non-combatants, but the Lefist militia fought on despite the defeat that stared it in its face.

No estimate could be made of the number killed in today's hand-to-hand fighting. In Behobie the streets were littered with blood-spattered bodies.

Fratricidal strife, spread across the border into foreign territory, where at least five and perhaps more French citizens were wounded by wild bullet and equally wild artillery fire. Refugees fled in terror. The French frontier population kept to its homes in near-panic.

Above the battlefield rebel and government planes circled but the loyalist air force was outnumbered and the leftist command at Iron waited in vain for a reply to its appeal to Madrid for more planes.

Behobie itself was a shambles. When dark fell there were no lights in the community, as rebel shellfire had crippled the municipal power plant. But the street shooting went on.

A match factory set afire by rebel shells was blazing, casting a murky glow over the village.

(The rebel warship Espana simultaneously bombarded San Sebastian, according to other reports.)

The rebel forces were swelled by 1,500 Carlists wearing the red berets. Trench mortars, dragged along by the regulars, supported the spearhead of the advance. Two heavy field pieces towed by tractors were set up to cover the advance.

Salvos of grenades from the Moroccans were answered with sticks of dynamite, the "government grenade."

The dead and wounded littered the streets in an indescribable confusion. Bullets whined through the town and out across the International bridge, where a heavy force of French mobile guards kept order.

The left wing of the rebel advance poured out along the highway toward Iron, leaving the right to fight in the town. As night fell the insurgents moving on Iron were meeting bitter resistance from behind hastily thrown-up barricades, wrecked houses and trees.

N. S. Debt Increase Compares Favourably With Other Provinces

(C. P. My Guardian's Special Wire)
DIGBY, N. S., Sept. 3.—Nova Scotia was able to stand the depression better than other Canadian provinces because she borrowed less heavily in boom years, Thomas Bradshaw, Toronto insurance executive, told the Union of Nova Scotia Municipalities in convention here today.

From 1921 to 1929, the province's debt increased only 29 per cent compared with figures as high as 43 per cent in other provinces, he said, reading a paper entitled "some notes on municipal finance and administration."

Because of the depression, he said assessment values decreased 3 1/2 per cent, gross debts increased four per cent, and tax arrears increased 78 1/2 per cent, according to the statistical average of the province's two cities, 43 towns and 24 rural municipalities.

To regain that lost ground, he suggested, the local governments "the province should collect back taxes more efficiently, introducing the 'installment plan,' pay strict attention to attaining the cheapest form of debt financing; and avoid further capital debt unless a corresponding capital asset could be attained."

The projected course in public affairs to be inaugurated at Dalhousie University this year, was praised by Mr. Bradshaw. The course would train men for administrative positions which was desirable if governmental efficiency was to be attained.

EVERYTHING THAT GOES UP MUST COME DOWN;—EXCEPT TAXES!



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TORONTO, Sept. 3.—Minimum and maximum temperatures:

Dawson	46	48
Aklavik	30	42
Winnipeg	52	72
Winnipeg	64	90
Winnipeg	56	72
Ottawa	40	70
Montreal	40	70
Quebec	54	64
Saint John	50	56
Halifax	56	64
Charlottetown	52	68

MARITIME PROVINCES—Moderate northwesterly and north winds; partly cloudy and cool.

High tide this afternoon at 12:10 and to-night at 12:35.

Sun sets this evening at 6:32 and rises tomorrow morning at 5:26.

Last quarter moon Monday, Sept. 7, 11:14 p. m.

Summerside tide fifteen minutes later than Charlottetown.

THE CAR FERRY

Leaves Borden 9:45 A. M. 1 P. M. 5:10 P. M.

Leaves Tormentine 11 A. M. 2:55 P. M. 6:45 P. M. Daily except Sunday.

Commencing Monday, July 13th, and continuing until Monday, September 7th, an additional early morning trip will be made on Mondays. Tuesdays will be made on Mondays. Fridays and Saturdays. Ferry will leave Borden Pier at 7:00 A. M. and leave Cape Tormentine Pier at 9:15 A. M. on return.

Tea for every Taste

"SALADA" TEA