

# Disruption of the League is Charged To Italy

NEW BRUNSWICK'S  
HOME COMMUNITY  
PAPER

## The Daily Mail

THE DAILY MAIL  
GOES HOME AND  
IS READ

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FREDERICTON, N. B., THURSDAY, APRIL 9, 1936

Weather: Moderate winds, fair and  
cold. Friday, cold, with showers.

# OTTAWA MAYOR SEEKS SHOW-DOWN ON HYDRO COMMISSION AND ITS STANDING

## Resigns As Member, Requests A Full Inquiry

Asks the City Clerk to Probe the Standing of  
Commission

Act Makes It Clear Mayor on Commission

Is Anxious to Have Interests of Users of Hydro  
Protected

OTTAWA, April 9—With the object of definitely establishing the independence of the Ottawa Hydro Electric Commission in its relations to City Council, Mayor Stanley Lewis yesterday tendered his resignation as a member of the commission. In resigning he asks the city clerk to make a full inquiry as to the standing of the commission.

His action resulted from matters which have transpired recently, especially in City Council. Ald. N. H. MacDonald last night, intimated that here would be a caucus of aldermen to consider the status of council and of the commission. Ald. A. A. Pinard also had a questionnaire asking information as to salaries, wages, bonuses, number of meetings, etc. In addition to the motions dealing with the chairman by Ald. David McMillan, and Ald. P. M. Journeaux, the latter intimated that he had legal opinion as to authority which the council might exercise. Ald. Finley McRae also has enquired about the status of the commission.

While the resignation came as a considerable surprise in civic circles it is doubtful if it can be effective unless Mr. Lewis resigns as Mayor. The Power Commission Act makes it clear that the Mayor shall be one of the commissioners.

The Mayor's resignation which was sent to the city clerk follows:  
"In view of the proposal made in City Council last night that a caucus of City Council will take up Hydro (Continued on Page Four)

## Horticulturists Meet April 20

The Fredericton Horticultural Society will meet at the Dominion Experimental Station on the evening of April 20th, the programme to be of special interest to all horticulturists in the province. L. C. Young will give a demonstration on plant growth and describe methods. M. B. Davis, dominion horticulturist will be the special speaker and he will discuss perennial plants and the care of perennial borders and other matters. R. P. Gorham, dominion entomologist also will speak. Election of officers and plans for the summer months will be part of the business session.

## Beaver Farm in Manitoba

(Special to the Daily Mail)

WINNIPEG, MAN., April 8—As a basis for what he confidently expects to be a very important addition to Manitoba's fur farming industry, Thomas Lamb, Jr., left by airplane from Stevenson Field this afternoon for Mooselake, Manitoba, carrying with him a precious cargo of six fine specimens of beaver. The animals arrived in Winnipeg this morning via Canadian National Express from the State Conservation Board at Albany, New York and were in splendid condition after their long train journey. On arrival at the air field the animals were taken from their metal crates and securely fastened in bags for their quick journey to their new home northwest of the Pas, near the mouth of the Saskatchewan River. Mr. Lamb has gone into muskrat farming extensively and plans to add a beaver section to his fur farm.

## Fredericton--An Air Port

The word from Montreal yesterday to The Daily Mail that a twenty hour transcontinental air service between Halifax and Vancouver was planned for the near future should be encouraging. It shows the development that is taking place in the aeroplane field right in our midst. And there are other developments to come in the near future commercially and otherwise. The proposed route as suggested from Ottawa runs from Halifax to Moncton thence to Montreal. From Montreal the line goes to Cochrane, Winnipeg, Regina, Lethbridge, through the Crow's Nest Pass to Grand Forks and Penticton, B. C., then over the Colquhoun Pass to Vancouver. The route will be 3,083 miles long or 714 miles less than the route by rail. There is another transcontinental route mentioned which is 2759 miles in length but we have not been informed as to the territory this latter route would cover.

The only fly in the ointment so far as Fredericton is concerned is that this city is not on the route. As there are no stops scheduled on the proposed route between Fredericton and Montreal, why not have the route planned to cut across the country to Fredericton and up the Valley to the Quebec border and thence on to Montreal?

What do the City Council and the Board of Trade think of the suggestion? The proposed route has not yet been finally selected. There is yet time to put in a word if we are in a position to handle air traffic. There is no reason why Fredericton should not be a port of call for this air service. Not only that but as time goes by, and before very long there will no doubt be the development of shorter distance services to different points, possibly New York, Boston, Toronto, etc. Are we in a position to be placed on the map in regard to these services? Have we the airport facilities such as has Moncton for instance? If we have we should get after the services. If not we should get after the facilities for handling such a service.

The matter of an air port for Fredericton was brought up a couple of years ago by those who were far seeing enough to visualize air service development. What action was taken or will be taken to encourage the placing of Fredericton on the map as an air port? The Daily Mail advocated this proposition more than a year ago. Some people laughed at the idea of a transcontinental air service within the next ten years. They said that The Daily Mail was way ahead of the times. We admit that this paper is ahead of some people in some respects. But we were not so far ahead in regard to the air service which is now announced by the district inspector of the civil aviation branch of the Department of National Defence. We were just a year and a half ahead. Just time enough for Fredericton to get ready to handle the airport business.

## OPPOSITION TO TAX ON FUEL OIL

HALIFAX, April 9—Opposition to the government's proposal to impose a tax of one cent a gallon on fuel oil was voiced at a public hearing yesterday before the Legislature's law amendment committee.

Refining, mining and other industries as well as port business and a number of small public utilities would be seriously affected by the tax, speakers told the committee.

An act already on the statute books but not proclaimed provides for the levy in some instances and the new bill would extend it to cover all fuel oil consumers in the province. Hon. A. S. MacMillan who introduced the measure in the House, intimated at the time that it would be proclaimed soon.

The Imperial Oil, Limited, was pictured by L. A. Lovett, K.C., its solicitor, as a balanced industry in which interference with one part would cause complications in another. A tax on fuel oil would endanger if not destroy the market for 36 percent of gasoline produced in Nova Scotia. It now went to the Province of Quebec, a highly competitive market.

Would Mean \$20,000

Mr. Lovett said that Imperial Oil used 8,000,000 gallons of fuel oil in production of its own lines in Nova Scotia. The tax would compel the government \$20,000.

Oil for bunkering ships would be made more expensive and there was danger that some vessels would go where prices were lower. In 1935 (Continued on Page Four)

## GOLD WORTH \$91 FROM A TON OF ORE

MONTREAL, April 9—Efforts of two miners in bringing a ton of ore from their claim at Sturgeon Falls, Ont., to Montreal for refining, ten days ago, were rewarded when production of a gold brick, valued at \$91.70 was completed by Canadian Straits Company, Montreal, mining machinery manufacturers.

The miners, Gallibeau and Fortier, who travelled the 385 miles in a truck were caught in a blizzard during the journey and, on one occasion, covered only forty-eight miles in six hours, as they followed a snowplow clearing the road ahead.

On the highway from Ottawa to Montreal the men at times had to lift their feet from the doorboards to escape swirling flood waters.

D. M. Conklin, president of the company, believed the gold brick was the first produced in Montreal. Its value was an extremely high figure for a ton of ore, he said. The figure did not include other minerals in the ore, and total value was expected to be about \$97.

## Returns to Toronto

(Special to The Daily Mail)

MONCTON, N. B., April 8—Rev. Dr. Roberts, Moderator of the Church of Canada, left here this afternoon on the Ocean Limited of the Canadian National Railways on his return to Toronto. Dr. Roberts has been in the Maritimes addressing congregations for the past few weeks.

## MALONE GIVEN TWO YEARS IN PENITENTIARY

Found Guilty on Nine of  
Fifteen Counts  
Against Him

DALHOUSIE, April 8—Edward A. Malone was sentenced to a term of two years in the Dorchester Penitentiary by Judge J. L. Ryan in the Restigouche County court here today. Malone, manager of the Campbellton branch of E. A. Willis & Co., Ltd., was found guilty by a petit jury yesterday on nine counts of an indictment presented against him. Malone was also secretary-treasurer of the company.

The first count charged the accused with conspiracy to defraud clients of the firm of E. A. Willis & Co., Ltd. The other counts were for converting stock for clients.

On count two, charging theft of stock owned by Joseph S. Cyr, Edmundston, Judge Ryan sentenced the accused to serve a term of two years in Dorchester Penitentiary. On counts 3, 6, 7, 8, 9 and 10 a term of two years was imposed in each count, to run concurrently with the first sentence. On count 15, charging theft of the proceeds of the sale of stock of P. J. Kelly, Dalhousie, a similar sentence was imposed. Imposition of sentence on count 5 also concerning stocks owned by Mr. Cyr, was suspended.

The judge spoke in part as follows: "British law and order have played their part in making the Empire great. Those who preside over our courts do not always travel a highway strewn with roses. The judge has his hard days and unpleasant tasks. You, Edward Andrew Malone, have been found guilty by a jury after a fair trial. Mr. E. B. McLatchey, representing the attorney-general of this province, has conducted the prosecution with great fairness. Mr. Thomas Troy, as clerk of the court, has assisted you with the exhibits."

"The stock broker's first duty is to his clients. There is a relationship of trust between him and the customer. He may pledge his clients' (Continued on Page Five)

## ROUTINE BUSINESS

The provincial cabinet which met here yesterday afternoon and last evening considered routine business. Premier A. A. Dwyer announced that routine and legislation was considered at the meeting.

# National Employment Commission Was Rushed Through In Last Minute Spurt

OTTAWA, April 9—The government bill to establish a National Employment Commission was rushed through the House and Senate yesterday, giving the administration free scope during the adjournment to make the necessary appointments and start it going.

Left among unfinished business was the government's relief bill which, among other provisions, would enable the Dominion to sign direct agreements with the provinces. The agreement lapsed March 31, the end of the fiscal year, and payments which were increased 75 percent for the winter months were cut 15 percent in April. In the meantime, it is assumed payments will continue from month to month until new agreements are negotiated but the rates have not been disclosed.

Featured by the warmest debate of the session, the Senate today gave final reading in the bill for establishment of a National Employment Commission. For a time it appeared the measure, only received from the Commons today, might not be pushed through. Finally it received final reading two minutes before Sir Lyman P.

Duff, deputy Governor General, arrived to give royal assent. Delay of the Commons in sending over the "most important piece of legislation of the session" brought many protests.

"Futility is written across every line of this series of powers to be given the commission," Senator Arthur Meighen, opposition leader, said. The bill contained the "language of folly" and was filled with "statutory hot-air." He believed an examination of the problem of unemployment by a committee of experienced parliamentarians of the Senate would be of more value than what could be accomplished by the appointment of a commission of new men.

"I am afraid we are only going to delay definitely the facing of the unemployment problem by the commission," Senator Meighen said. Unemployment was primarily a provincial responsibility and that responsibility should be kept there.

Dominion assistance should be given to meet modest requirements so as not to encourage the growing tendency which had become evidenced of "malingering" and not to destroy the (Continued on Page Four)

## Ethiopian Appeal Heard by The Powers At Geneva

The Lack of Unity Regarding Sanctions is  
Deplored

Ecuador Suspends Penalties

Ethiopia Declares That She Will Fight To the  
Last Man

## THE PLIGHT OF YOUTH WILL BE FULLY STUDIED

OTTAWA, April 9—One of the duties of the proposed National Employment Commission will be to study the plight of young Canadians, jobless as a result of the long depression. This information was disclosed to the House of Commons yesterday by Labor Minister Rogers, replying to J. F. Pouliot (Lib., Temiscouata). A committee of the commission will be appointed to draft special provision for years.

Increased relief grants made by the Federal Government last fall were for the winter months only. Mr. Rogers told the House in reply to a question from H. Wilton (Con., Hamilton East) if any municipalities framed their budgets on the basis of continuance of the winter scale of grants they did so without any assurance from the Federal government. The recent 15 percent cut in grants applied to April only. There was no decision yet as to the restoration of the cut, its continuance or a further reduction.

Mr. Wilton asked as to the continuance of the cut and whether, when it was made, the government was aware some municipalities had framed their budgets and struck their tax rates on the basis of the higher grants.

It pays to advertise in The Daily Mail.

GENEVA, April 9—The Ethiopian Government asserted yesterday in a new appeal for help, that Italy had succeeded in disrupting the League of Nations.

"There is no doubt," said the appeal, "that had the states which are members of the League adhered to their resolves to stop the aggressor by applying effective sanctions, the war would quickly have come to an end."

"The Italian Government, however, succeeded in sowing dissension within the League, preventing the imposition of effective sanctions and securing the postponement of those it feared, especially an oil sanction."

The Ethiopians note said that whenever some effective sanctions had been decided on were about to be enforced, some intervention brought about its postponement.

The Addis Ababa government said it recognized that a large number of League members had made efforts in the way of sanctions, but that these had not yielded the desired result because they had not received the deserved support from all quarters.

Italy, the note continued, despairs of vanquishing Ethiopia in honest warfare, and has proceeded to massacre with incendiary bombs and poison gas.

Pointedly referring to the troubled European situation, the note said: "Small states now are asking themselves what protection is afforded them by the collective security promised by the League Covenant. Some (Continued on Page Four)

## EXHIBITION BUILDINGS RISING IN PARIS

PARIS, April 9—The work of executing the stupendous plans for the Paris Exhibition of 1937 is progressing with all possible speed and it will not be long before the quarter round the Eiffel Tower, the Trocadero and the Champs de Mars will have undergone such a complete change it will be hard to recognize as still being Paris.

The work of preparing this exhibition, which will cover 195 acres in the heart of Paris, entails demolishing the famous old landmark, the Trocadero, removing the railroad station of the Champs de Mars and transferring several miles of Seine embankment into tree-shaped avenues.

Almost every branch of art and technical achievement will have its own pavilion.