

THE DAILY MAIL

NEW BRUNSWICK'S ONLY HOME COMMUNITY PAPER

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FREDERICTON, WEDNESDAY, APRIL 21, 1937.

43 Miles to the Gallon

In a vehicle that had a 1,000-horsepower engine, Frank Hawks left East Hartford, Ct., one recent morning at 8.25 and arrived at Miami, Fla., at 1.20 that afternoon. The distance is 1,304 miles.

The vehicle was an airplane and for the journey Hawks used 31 gallons of gasoline. If our arithmetic is correct, this means 43 miles to the gallon, with a 1,000-horsepower motor.

Into this performance enters a plus ingredient, man's ingenuity in contrarily using "hostile" and "friendly" forces of nature. First of all, heavier-than-air flying machines can go into the air thanks to the law of gravity. Does that statement sound like nonsense? It isn't. The explanation is technical but sound.

Then again, planes are not exactly lifted by the bottom of the wing. Planes fly because the blunt entering edge of the wings so disturb the air that a partial vacuum is created at the top of the wing and into this partial vacuum the plane lifts.

Finally, while the dispatch does not say so, it is possible that Hawks' gasoline mileage was increased by a tail breeze, to which aeronautical designers give due consideration.

Most impressive is the fact that all ingredients contributory to this performance have been on earth since the dawn of mankind, ingredients awaiting man's moral, mental and social development. We are not even now far along the path of progress. Think of what we may accomplish when man learns really how to live co-operatively with his brother.

People May Live in Glass Houses

The day has arrived, building officials in convention at Boston were told, when people who live in glass houses may dress in the light. The expert who made the address did not so undignifiedly put his remark, but that is the substance of it.

Glass structural blocks are in successful use. They require neither paint nor plaster and cannot be seen through.

If people were not so stowed up over divergent schemes for living which they try so zealously to force upon their fellowmen, we all might find time to look about us and realize what fun it is to live in a time when engineering magicians are pouring out brilliant accomplishments.

Expert Advises Lovers

Dr. Frank Slutz of Dayton, Ohio, who lectures at Wayne University, has just drawn up a list of rules for attaining happiness in marriage. So far as one can judge, they are perfectly good rules. For instance, the names health as the "most important" factor and, though one may not be inclined to follow him so far, every one is likely to agree that health is eminently desirable.

"You've got to love each other a lot," says Dr. Slutz; also that young couples should have a reasonable sameness of impulses and ideals, and there should be "some physical likeness." The home must be considered seriously.

Who was the first man or woman to broadcast advice on how to be happy it is impossible to say, but there have been many who have copied his or her example. In spite of which fact there is no apparent inclination yet for lovers to abide by the suggestions offered, not even the famous one of London's Punch, "Advice to those about to marry—Don't."

And, after all, a courtship which opened along the lines of a medical consultation would not be likely to result in a happy wedlock. The timid maiden would feel no glow of pride if, when her wooer gazed fondly into her eyes, she knew he was doing so in order to detect possible evidence of future glaucoma or other optical troubles. She might be willing for him to hold her hand; but she probably would not submit to his holding her wrist in one hand and his watch in the other. Health, important as it may be, must be taken on trust.

As for the necessity of "loving each other a lot," all boy and girl couples are firmly persuaded that they do this. Only time can reveal whether or not their belief is justified, and waiting a lifetime to prove that one's love is permanent is no road to happiness in marriage, obviously.

When it comes to sameness of ideals and physical likeness, however, Dr. Slutz goes directly contrary to the old axiom that "opposites agree," and the serious-minded lovers who would be inclined to pay attention to him will lose faith in his efficiency as a guide. For it is most likely that one of them will be short and the other tall, one of them dark and the other fair, and each with tastes and impulses which attract the other by their novelty.

It is as well they should lose faith in him, for love comes unbidden, and is not to be controlled by university professors. Moreover, the surest guarantee of a happy marriage is mutual determination that it shall be so, and care on both sides to do everything to make it happy.

Capital Punishment

America prefers electrocution; England, hanging; France, the guillotine; Germany, the headman's axe; Russia, the firing squad. In "progressive" Estonia you have an optional choice between suicide, hanging, or the poison cup à la Socrates.

Capital punishment is booming in the world today, but along new times. For civil crimes such as murder or horse stealing it is definitely on the decline; a century ago the lethal penal laws were so severe as to shock the present-day student, especially in smug old England and old Scotland.

There is, however, an "honor list" of small countries which really have no death penalty, civic or political. This includes Norway, Sweden, Denmark, Czechoslovakia, Switzerland, Holland, Belgium—just the countries one would expect. They are democratic, grant the right of political opposition, also feel that the death penalty is not a deterrent in matters of civil crime. Most American penologists agree with them. Rumania, Portugal, Finland, Latvia, and Lithuania have no death penalty in theory, but are open to question when it comes to practice. Russia hands out only 10 years in jail for non-political murder; but consider the long death lists in her conspiracy trials.—Review of Reviews.

SNAPSHOTS

Hon. Mr. Justice LeBlanc does not believe in closed door chamber way of doing things. He believes in the press giving all publicity to things in the public interest. All right-minded people will agree with the Judge.

It is doubtful if there is any city in Canada which puts up with more closed door ways of doing things than does Fredericton. In this we are making a laughing stock of ourselves, according to outside newspapers.

Fredericton is making an effort to get on the direct air line. We are only eight miles off the track, a matter of five minutes' run in an aeroplane. Here's luck!

Labor agitators visiting Canada make up one kind of tourist business that this country can do without.

The best way to "carry your liquor" at a party, says a philosopher, is to leave it in the glass.

Coronation exercises will be an hour shorter than in 1911. That will afford the spectators an hour longer to wait.

A trade treaty with South Africa that has about trebled Canadian exports to that country certainly should be renewed.

Nazi doctor who wants to train invalids for heavy duty in Germany's next war, says the training should begin with dumbbells. That's right.

Hollywood film soldier who visited the Madrid front and operated a machine gun was just getting atmosphere for the next celluloid shot.

There are moments in every man's life when the ability to see the amusing side of a serious thing will prevent him from making a fool of himself.

Life has become such a "popularity contest" that the average girl would rather be rushed by the stag-line than elected to the Hall of Fame.

New Customs

(Continued from Page One)

with \$394,644; automobile accessories \$118,442; automobile tires and tubes \$54,251; and foodstuffs \$19,299. Altogether \$3,864,091 was brought in by tourists from the United States, clothing accounting for \$1,940,207 of that amount and \$587,730 for furniture and household appliances.

Official figures as to the value of goods taken back to the United States from Canada under a similar privilege given to returning American tourists have never been available here but it is believed they will show that Canada in this business has a large favorable balance.

Department and other large stores in this country in the past year have sold a great quantity of certain distinctive goods to Americans, blankets of various grades being one of the leaders.

Canadian exports to the United States in the month of March were nearly \$35,500,000, an increase of over 30 per cent. over the same month last year, when gold bullion shipments are included, and an increase of 25 per cent. exclusive of those shipments, according to official statistics released this evening.

Lumber and newsprint were the chief factors in the jump in wood products shipments which were \$15,843,211, as against \$11,915,498 in the same month last year. The armament race also had something to do with the rise in Canadian sales to the United States for non-ferrous metals, including nickel, copper, zinc and gold, nearly doubled from \$4,819,681 to \$9,579,299. There were important gains in practically every class of goods shipped across the border.

A gain of nearly 30 per cent. was also shown in Canadian exports to Japan, the total for March being \$2,310,418, as compared with \$1,887,061. Here again, the need of Canadian metals for armament purposes is shown for shipments of non-ferrous metals to Japan nearly trebled or from \$433,633 to \$1,326,551. There were notable drops, though, in Japanese purchases of food and products of the forest, including pulpwood and paper. Food declined from \$608,735 to \$255,675, while wood and products dropped from \$661,806 to \$409,049.

Former U.N.B.

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Of 370 eligible voters, there were 122 ballots cast.

Mayor Hachey was born in West Bathurst, but since 1927 has been a resident of St. Andrews, where he has been on the staff of the Atlantic Biological Station as hydrographer. At St. Francis Xavier University he received his bachelor of science degree and at McGill his master's degree.

From 1926 to 1928 he was professor of physics at the University of New Brunswick and was a member of the staff of St. Francis Xavier University and McGill University each year.

In 1930 he was in charge of the Hudson Bay fisheries expedition under the Dominion government.

Heavy Plane

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And so, within two short hours, two phases of northern flying had been seen; police transportation of prisoners to Ville Marie, and ambulance flights. During the next five days four more stretcher cases came in from the mines, patients brought 50 and 60 miles to hospital within an hour of receipt of the emergency call at General Airways office in Rouyn. And each call meant a round trip of 100 to 120 miles for the plane.

Kelly Edmison's plane passed a half-dozen other aircraft during that trip. A few minutes after his return to the base he went out on the east run; the regular scheduled trip to Sullivan, winter terminal point for passengers to Val d'Or and Barilamaque and the numerous mines that surround these twin towns that have suddenly grown up in a wilderness.

There is no railway and there are only casual road routes to these towns. Yet there are three motion picture theatres, one with air-conditioning and the finest upholstered chairs. There is a \$90,000 hotel, with the appointments of any city hotel. For sewers and water mains \$325,000 has been ear-marked this year. There is a newspaper, published weekly.

Within ten minutes, while waiting at Sullivan, six planes arrived with passengers and freight. One was Stewart Hill, coming in from Amos. J. G. Twist, otherwise known as Pat or J. Ginsberg, and Curt Bogart of General, and Sprad Spradrowe of Dominion Skyways, were among others.

To the northeast at Oskelaneo, Bernard (Bun) Paget of General, and Dave Emory, J. H. (Red) Lymburner (of Lincoln Ellsworth's Polar dashes) and Nick Carter of Canadian Airways were trying to beat the break-up with their last loads into the Chibougamau country.

All on Radio Hookups

All these pilots operated on radio hookups. Every trip east the General Airways pilots contacted their station at Lac Bousquet, 30 miles east of Rouyn. They also reported to the home base every 15 minutes. On trips north and further east, they contacted stations manned by their own men at Rose Lake, Opemiska, Oskelaneo. On exploration trips further north, they freight in a complete radio station, set it up and leave an operator who keeps in contact with the ship during all its operations; reports to the home base three times a day its every movement.

And they land in and hop off from fields that would strike terror into the heart of a balloonist. Many mines are distant from water, unlike Northwestern Canada with its myriad lakes and rivers. So the mine companies hew out a handkerchief-sized field from the bush and expect plane service. A civic aviation department inspector would probably blacklist two out of three of the fields. Yet the northern pilots hop in and out of them like sparrows.

Yet they take no chances. For instance, one forenoon several pilots were sitting in the dispatcher's office at General's Noranda base. Pete Casey answered the telephone, swung to consult the zoned map on the wall. He quoted figures on freight rates to the customer on the line. Then he turned to Kelly Edmison, named the shipper and the destination of the freight.

Kelly shook his head. He glanced at the other pilots, and they shrugged their shoulders, nodded at Kelly, who spoke up.

Business Turned Down

"Tell him we're sorry to disappoint

Giant Planes

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The planes were ordered by Pan-American shortly after an agreement was reached with American and British air officials for opening transatlantic service, linking the last overwater gap to round-the-world commercial airplane routes.

The new express airliners will carry a capacity load of seventy-two passengers, a crew of eight and two and a half tons of cargo, and will have a cruising range of 5,000 miles.

Pan-American officials said the new "super-Clippers" would be twice the size of the Sikorsky flying boats which blazed air routes to South America and across the Pacific, and one and a half times as big as the four-motor Martin Clipper planes used in transpacific flights.

A description of the new flying boats reads like fiction. They will be equipped with sleeping quarters and de luxe cabins, with Pullman berths in the wings and a lounge and dining-room. Cabins will have hot and cold running water. A galley will enable stewards to serve regular meals.

The airliners will be three-decks deep—a 'bridge deck' for flying officers, a main deck for passengers with ramps, extending into the wings and a cargo held below. The latter deck will be a series of watertight compartments running the length of the ship.

No Closed Door

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contended the inquiry should have been conducted in camera and the findings presented without publicity.

The commissioner declared that there was nothing better than the truth. "I asked the newspapers to give the evidence the closest possible publicity," he added.

Today's session was featured also by Mr. Morrissey's statement that he had operated an isolated cannery near North Cape from August until October last fall during the closed season and had packed 116 cases of poached lobsters during that period. These he later sold to the Portland Packing Company at Charlottetown under the name of Leo Perry. Mr. Morrissey was the agent for the company in that area.

He also deliberately deceived Inspector C. R. Palmer when the officer made a checkup of the company's stock at the end of the spring season, witness said.

him," said Kelly. "But it's too risky at this time of year. Landing conditions are bad in there. We can't take the business."

But at 7 o'clock next morning Kelly Edmison, picked up a complete exploration crew of three men and six weeks' food supplies and dropped them at a remote lake straight north of Rouyn. Earl Hickson accompanied Kelly with another plane, carrying two more men and a canoe strapped to the fuselage of the plane.

Until aviation revolutionized transportation in this country, that crew would have stayed in civilization until early June, after the spring break-up. And then it would have cost more to get to the scene of their operations because of the long trips with comparatively small loads, in canoes, and the numerous portages.

CAPITOL

NOW PLAYING

The mouthpiece of Gangland... a menace to law!

CRIMINAL LAWYER

Crowds stormed the courtroom when he staged a show.

Lee Tracy

Margot Grahame

Eduardo Ciannelli

Erik Rhodes

Directed by Christy Cabanne

Also Playing —

"YOU CAN'T GET AWAY WITH IT"

Hoover and his "G" Men in action.

NEWS COMEDY

HERE THURSDAY!

GLENDIA FARRELL, in

"SMART BLONDE"

Also BINNIE BARNES in "BREEZING HOME"

Best-Dressed

(Continued from Page One)

are for evening wear. One is a frothy gown of white lace tulle with white flowers at the waist and a full skirt in graduating flounces of lace. Another is of pale blue crepe—the exact color of her eyes—with low-cut décollete back and front. She has ordered a navy blue tulle gown splattered with silver stars and outlined in sequins with matching cape and star-sprinkled transparent veil covering the face and head.

The Duchess of Kent's chief purchase was her Coronation gown, from the house of Captain Molineux, in gold brocade embroidered in gold and silver sequins and jeweled cabochons. The gown is made with short sleeves, is fitted at the waist and has a long, tight skirt ending in a large train.

Contract For

(Continued from Page One)

crosses George and Charlotte Streets. There will be no subways at these streets according to the arrangements as they are at present.

The government will bear all expenses in connection with the construction of the Queen Street subway, lighting, etc. and of any necessary alterations regarding water and sewerage service and shall install a proper drainage system in connection

DIED

HILL, Henrietta—Wife of Brigadier-General F. W. Hill, at 238 Waterloo Row, Wednesday, April 21, 1937.

Funeral announcement later.

GAIETY

NOW PLAYING

ARLISS AS TWINS!

As a BLACKSHEEP

As a suave DIPLOMAT

ARLISS OUTWITTING ARLISS

in a dual role that ranks as his outstanding achievement.

George ARLISS

MAN OF AFFAIRS

LEADING ROLES—ACTION—DRAMA

Based on the play "The Nelson Touch" by Noel Grant

Directed by Mack Sennett

COMEDY—"HERE COMES CIRCUS"

HERE FRIDAY & SATURDAY!

JANE WITHERS

— in —

"CAN THIS BE DIXIE"

with the subway. The government will also bear the cost of any changes necessary relative to other streets, such as Charlotte and George streets through which the railway passes. The city will be responsible for the upkeep of the pavements and sidewalks through the subway.

IDEAS

Like fools are born every minute---but an idea is no longer foolish when it makes somebody money!

Other merchants will tell you that it has proved a GOOD IDEA for them to advertise in

THE DAILY MAIL

These alert merchants will tell you that their idea of advertising in Fredericton's most progressive paper has paid them rich dividends---there's no theory in that!

THE FREDERICTON DAILY MAIL GOES HOME AND IS READ

WE INVITE YOU ...

TO COME IN OR WRITE IN and get acquainted with the

DAILY MAIL JOB PRINTING DEPARTMENT

YOU WILL LIKE THE TYPE OF SERVICE WE GIVE YOU

... and we will like your business well enough to give you the kind of job that will ensure repeat business.

THE DAILY MAIL