

THE DAILY MAIL

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FREDERICTON, TUESDAY, MARCH 23, 1937.

Divorces in 1936

There were 1,526 divorces granted in Canada in 1936, 1,486 being granted by the courts of seven provinces, while 40 were granted by the Dominion Parliament. Thirty-six of the forty were granted to applicants residing in the Province of Quebec and four to wives residing in Ontario whose husbands were residents of Quebec.

The increase over 1935 was 150 or about 11 per cent. The following were the divorces by Provinces in 1936 with the 1935 figures in brackets: Prince Edward Island none (1), Nova Scotia 41 (52), New Brunswick 38 (36), Quebec 36 (26), Ontario 511 (463), Manitoba 179 (145), Saskatchewan 79 (60), Alberta 209 (209), British Columbia 433 (384).

Up till 1924, Canada's divorce statistics differed from those of most other countries in that they showed a majority of divorces granted on the petition of the husband, but in that year wives obtained over 51 per cent. of the decrees granted. In 1925 husbands were again slightly in majority, but from that year onward wives had the larger proportion, rising to 64 per cent. in 1936, this condition being probably due to the passing of the Divorce Act of 1925 which removed certain anomalies that formerly operated to the prejudice of wives.

As amongst the nine provinces, British Columbia showed the highest percentage of divorced persons in the population while Quebec showed the lowest, with Prince Edward Island very close to Quebec. In that province one divorce was granted in 1913, one in 1931 and one in 1935.

The number of divorced men in Canada at the census of 1931 was 4,049 and divorced women 3,392. In 1935 the number of divorced men who remarried was 814 and divorced women 696. The number of divorced men who married divorced women in that year was 94 compared with 85 in 1934 and 63 in 1933. The indication is that the number of divorced persons remarrying is increasing with the number of divorces.

Automobile Production in February

Production of automobiles in Canada at 19,707 units in February compared with 19,583 in the previous month and 13,265 in February, 1936. The month's output included 14,415 passenger cars and 5,292 trucks, of which 10,667 passenger cars and 2,872 trucks were made for sale in Canada, with the balance intended for export trade. Customs figures show that 1,387 cars were imported and 4,436 exported during the month; a year ago 356 imported and 4,583 exported.

Prison Reform

Rev. Father John P. McCaffrey, Roman Catholic chaplain at Sing Sing, in an article in the Commonwealth, a church publication, asserts that the excessive size of prisons nullifies any constructive prison programme. The day of the big prison must go, he says, as the prison that tries to house 2,000 or more will always have to face the possibility of riots, revolts and killings. The gathering of crowds in mess halls has been a favorite time and place for rioting, because of the opportunities presented to carry out plans engineered by vicious men with a capacity for leadership. His idea is to solve this mass problem by establishing a series of small prisons housing 500 men at the most. In these prisons it would be possible to segregate the inmates. All the men serving twenty years or more could be put in one prison, the killers, the moral degenerates, the hardened and professional criminals, while the young offenders and the "accidental" offenders, who rarely repeat, would be in a prison devoted to criminals of the less harmful type. Should his suggestion not be acceptable, then he says the State should try the group-control plan in the big institutions.

Father McCaffrey, who speaks from long experience, favors strict punishment for violent and unruly convicts. Men who would not bow to discipline he would have placed in the prison for long-termers, where they could be punished when they became unruly. He would have walls forty feet high, if necessary, and the prison would be heavily manned. Every agency possible to enforce the will of the State and the law should be provided, he is convinced. The chaplain, it is evident, realizes that there are criminals who must be kept in control by the authorities, and who are not fit to associate with common offenders against the criminal laws. These are the men who lead revolts and who get other inmates into trouble by their lawlessness even behind penitentiary bars. Father McCaffrey's contribution to the crime problem, declares a Canadian exchange, is deserving of study by all concerned with the care of lawbreakers. He shows that there are men who must be imprisoned if the public is to be protected, and that severity must be applied in their case whenever necessary.

Speed Laws Miss the Point

In recommending a higher speed limit for automobiles instead of abolishing the restriction, the Municipal Law Committee of the Ontario Legislature has lost sight of the essential point. It makes little difference in practice whether the legal limit is 35 or 50 miles an hour. Cars are geared for 55 or 60 miles or more, and the power is used on the open road. Motorists know, of course, that if they are caught breaking the speed law, and especially if responsible for an accident under these conditions, their culpability is considered greater than if they kept within the law, the assumption being that they are more careful drivers when law observing. It is here the speed limit idea fails. The driver who has his eye on the speedometer instead of his thoughts on his responsibility is not likely to be cultivating the carefulness necessary for accident prevention.

The speed limit is not the important thing. It is overemphasized, and ought to be abolished. In its stead should be severe penalties for the results of thoughtless, careless, reckless, and drunken driving, no matter whether the car is travelling 50 or 5 miles an hour. Motorists should be made to understand that the responsibility is on them, not on the law; that there is no saving grace in a 10, 20, 35 or 50 mile speed allowance. When this view of the situation is taken they will give attention to the steering wheel, the brakes and the acceleration or lose the privilege of driving.

The essence of it all is thoughtfulness and common sense. Often the slow driver is a menace on the highway. Cutting in and out of traffic, passing without a clear view ahead, disregard for the rights of others, are more dangerous than speeding under favorable conditions.

Most motorists can be trusted. Statistics show that the majority of accidents is caused by a minority of drivers, although speed laws are generally disregarded. It comes down to a matter of individual responsibility.

SNAPSHOTS

Winter is lingering in the lap of spring.

To the Alderman we would say: The Municipalities Committee expect to report the Fredericton bills this week.

If the old gentlemen who used to come down to the Legislature from Victoria County fifty years ago could see Hon. Fred Pirie arriving here at 1.30 o'clock p.m., after having had his lunch at twelve o'clock in Grand Falls, they would think that they were living in another planet.

When Germany issues its new stamps bearing the portrait of Hitler next month his feeblest enemies will get a chance to lick him.

A gentleman, according to a masculine cynic, is one who uses the butter knife when he breakfasts alone at home.

A nice boy can't be too careful, now that the dangerous season is at hand and every other girl he meets is after just one thing—a wedding ring!

All good business women are cautious in their investments; but it's pretty hard to convince one of them that the money spent for facials and permanents doesn't draw the most interest.

Four meals a day instead of three is the latest British Army inducement to recruits. If, as is claimed, an army fights on its stomach, it seems logical to start with the messroom.

The employer, according to Mr. Wilfrid Heighington, is in danger of becoming the forgotten man. Workers generally seem to be satisfied if he turns up once a week to do his stuff on pay day.

C.N.R. Plans

(Continued from Page One) and equipment and the details would be worked out after the bill was passed, the minister said.

The proposed company will fly only the main arteries and such supplementary services as may be considered in the national interest. There is no intention, the minister said, of interfering with existing services.

The transport minister moved the following resolutions preliminary to introduction of the bill:

"That it is expedient to introduce a measure to incorporate a corporation to be known as Trans-Canada Air Lines with authority to establish and operate air lines and services across Canada and matters incidental thereto, also to authorize the government to enter into a contract with the corporation providing for the organization and operation of such lines and services including the transport of passengers, goods and mails, and for the payment of a subsidy to the corporation and for the operation and maintenance by the government of emergency landing fields and other specified services and also to authorize the government at its discretion to acquire pay for all of the shares of the capital stock of the corporation, and further to authorize the Board of Railway Commissioners to fix the rates to be paid to the corporation for its services."

Hon. T. A. Crerar

(Continued from Page One) of the Statutes of 1930.

Mr. Crerar said the site of the New Brunswick park had not yet been selected. The provincial government was required to turn over a clear title to the land for the park free of charge to the Dominion government. This meant the province would have to buy the land and the arrangements had not yet been made. The government, he said, was anxious to get started on the New Brunswick park as soon as possible and so was taking power to approve the site by order-in-council should arrangements be completed with the province before another session.

Conservative Leader Bennett wondered if the New Brunswick park would be located in his home district and Mr. Crerar told him there might be some hope for this.

Flying Box Car

(Continued from Page One) operation, also the general acceptance by the mining engineer of the aeroplane as an adjunct to his development work.

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The Daily Mail,
Fredericton, N. B.

Newfoundland

(Continued from Page One) of the ice floes when they press with their full strength against its sides. The jagged edges of the ice pans have been known to shear through the sides of the stoutest vessel as easily as a knife passes through a block of butter.

Strong Steel Found

The ships that steam out of Newfoundland in recent years are a product of research to find means of constructing steel vessels built sufficiently strong to force their way through the heavy Arctic ice fields and withstand the immense ice pressure.

In the early days, the sealing operations were conducted from the land with nets, or by shore parties using small boats. But this system meant that the quarry had to come to the hunters, and the results depended largely upon the mood of the wind and tides. Herds might blacken the ice as far as the eye could reach, but it was only the fringe that came within the grasp of the hunters.

But the frail sailing craft of those early days did not have the ghost of a chance of surviving the buffeting of the scraping floes. It was only after much experimenting by a few enterprising leaders that hulls were developed which showed some promise of resisting the enormous pressure to which ships invading the heaving ice masses would be subject ed.

At Prime in 1857

The vessels were built larger and larger until, by 1857, no less than 400 ships, weighing from 70 to 400 tons and with crews totalling 13,000, were taking part in the seal hunt, bringing back a catch averaging \$1,000,000 annually.

Skippers of the windjammers looked with little favor upon the introduction of the steam vessels. Two steamers from Dundee engaged in the sealing hunts, but they met with little success. By 1870, ten steamers, built of English oak, were taking part in the expeditions. Famous ships they proved to be, and even today their names are included in the tales spun by grizzled veterans of those early days when "the old devil sea" sometimes grew unruly and battered to disaster the ships that challenged its might.

Practically every year the Atlantic took its toll of the wooden steamers. In 1874, the "Tigress" was lost when her boiler blew up, and 20 men were killed. In 1882 the "Lion" disappeared with all on board. In 1898, 48 men became separated from the "Greenland" and perished in a blizzard. In 1914, while returning with a load of seals, the "Southern Cross" foundered, carrying her entire crew of 173 men to their deaths. In 1931 a gunpowder explosion on the "Viking" blasted to their deaths 173 men, including Varrick Frissel and A. E. Penrod, two photographers from the United States engaged in making the first talking picture of the industry.

Still Carry On

Despite the cruel pounding of the North Atlantic ice pans, several of the original wooden steamers still carry on the annual hunt. Of these battle-scarred veterans, the Ranger, Neptune and Terra Nova are the most hoary. The Ranger made her Atlantic debut 65 years ago. Neptune is but one year her junior, and the Terra Nova entered the sealing trade in 1884. Since that time the latter craft has served as the flagship of Captain Scott during his South Polar expeditions.

The Imogene, Beothic and Ungava are powerful steel ships specially designed to battle the ice floes. Six vessels will sail to the northeast coast of Newfoundland. The Ranger will try her luck in the Gulf of St. Lawrence.

Of the long list of sturdy masters who set out upon the annual northern cruise, one name is missing this year: Captain Abraham Kean, who was for 47 years in command of a sealing ship, and in 1934 brought his total catch to 1,000,000 seals. He is now more than 80 years of age, but he relinquishes his command with regret, because he still is hail and hearty.

Middle Life

(Continued from Page One) "Competitive games in golf are absolutely taboo for middle age," declared Dr. Clarkson, urging regular exercise as a preventive measure in keeping one's health. Golf was an excellent exercise if played with moderation, but dangerous for the man or woman who breaks into strenuous golf at middle age. Dr. Clarkson favored 'debunking' all food fancies of fanatics claiming that there is a scientific reason for the food of the present age, including the old-fashioned oatmeal porridge which has made the Scot famous. 'Food fads and fancies fail because they run contrary to everyday dictates, and you can't change the diet of the average citizen too suddenly,' he argued.

OUR MAIL BAG

(The Daily Mail is not responsible for statements made by correspondents to this paper and reserves the right to accept or reject or to eliminate any part of such correspondence).

REGARDING PENSIONS

Fredericton, N. B.,
March 22, 1937.

Editor Daily Mail,
City.

Dear Sir:

Permit me space in your valuable paper to say a few words in regard to pensions, and to the administration of same.

We will start with the Board of Pensions at Ottawa.

First we have the chairman with about \$10,000 per year salary. Each additional member receives \$7,500 and the secretary \$5,000. Next we come to the Tribunal travelling hither and yon, the chairman receives \$10,000 and the other two members receive \$7,000 and \$5,000 respectively. Here we have \$55,000 in salaries not counting about \$14,000 per year for travelling expenses. This totals around \$70,000 per year for administration with these two Boards alone. How many more Boards, etc., we have in Ottawa is hard to say.

Now, we must not forget this World's Wonder they call the Soldiers' Advocate, with at least \$2,500 and expenses. This man is paid by the Pension Board to fight the Board.

Now, Sir, we come to the well paid officials who go about the province to each pensioner's home to see if he is really married, if he has real chairs and tables in his home, and surprised they are. When one tells them that one's children eat the same food that any other man's child eats.

These cripples we see walking around known as returned men, have surely given many a good job and to think, Mr. Editor, if the government would do away with all this nonsense every ex-soldier could receive a good pension.

Let us take, for instance, my case as it might have been. I went overseas and was killed. My wife would receive \$60 per month because I'm a private. Now, we will say, my brother was a Colonel and is killed. His wife receives over \$100 a month. It wouldn't make any difference whether he was in France or not. In other words, my brother's children are better than mine and they must have luxuries where mine scarcely get enough to eat. To think of this, and to know that it is true, one wonders why our papers are fighting Communism, why we have sit-down strikes yes, why the world at large is forgetting Christ and His teaching.

I have had people say to me: Oh, yes, but look at the returned men that booze their pension money, and I agree, heartily agree that some of them do, and I can wager that 95 per cent. of these men boozed their

CAPITOL

NOW PLAYING

The inside story of the famous ex-champ and the Park Avenue deb who taught him to use his arms instead of his head!

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money before they ever started soldiering. So why look down on all returned men for just what a few drunks do?

Now, we will take the pension allowance for a pensioner's children. A man drawing 15 per cent. his wife receives \$5.00, each child receives \$3.00 per month up to 1933, since that time allowances for children have been stopped. In other words, one could say our Government is encouraging Birth Control.

I don't know what your opinion is on this question. I don't know whether you are an ex-soldier or not and I have never seen anything in your paper on this matter, and may I add it is about the only matter you have not taken up, and I do not have to say that many cases you have taken up have been fruitful for many of our citizens.

Keep up the good work Sir, and as I have noticed in some of the letters in your paper 90 per cent. of the people are with you, and with that 90 add 6 per cent. at least, and you have 96 per cent. with you, without perhaps.

Thanking you for space, and my own personal thanks for your help for the underdog.

Yours truly,
F. G. HYSLOP.

GAIETY

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