

THE DAILY MAIL

NEW BRUNSWICK'S ONLY HOME COMMUNITY PAPER

THE MAIL PUBLISHING COMPANY — J. L. NEVILLE, Managing Editor.
Published every afternoon (except Sunday) at 327-329 Queen Street,
Fredericton, N. B.

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FREDERICTON, SATURDAY, FEBRUARY 20, 1937

Startling if True

If witnesses testifying before the Commission investigating conditions at the Guelph Reformatory are giving a true picture of what has been going on there the public has ample cause for alarm. There is something shocking in the candor with which mere boys have told of gross immorality, wholesale gambling, of food unfit to eat, and of blankets unchanged month after month. Also stories of utterly callous treatment by prison guards, even to brutal beatings.

Witnesses at first testified quite freely about the institution. Suddenly, apparently something happened, and there was hesitancy about answering questions. Witnesses charged they had been "worried" by a guard while waiting to give evidence. This brought from the Commissioner sharp warning that there must be no official talking to prisoners appearing before him.

Based on the evidence brought out so far, the condition of affairs in the reformatory has been far from satisfactory. Of course, it would be unfair to prejudge this testimony. The Commissioner is in a position to sift and analyze the evidence offered; to estimate the reliability of witnesses; and upon him rests the responsibility of deciding whether the institution has been administered as it should be, and where rests responsibility for the rioting and destruction of property that led to the investigation.

Meantime the public is amazed and shocked by evidence given by inmates; and this feeling is accentuated by the deplorable fact that in most instances mere youths have been providing description of an environment which, if it exists, must have a disastrous effect on their lives.

Senate Revives Free Ports

Largely through the efforts of the Senate and more particularly those of Senators J. P. B. Casgrain and Hon. J. J. Rainville, free ports are again a Parliamentary issue, albeit Senatorial discussion leaves vague the nature of the issue. In fact the most striking result of the Senate's debate, the second within a year, is the peculiar absence of opinion as to whether the free port is a desirable or undesirable asset. Even such usually opinionated minds as the Right Hon. Arthur Meighen confess to "no straight and definite opinion" on the Casgrain bill.

Of first importance to the Red Chamber spokesmen is whether they should send the bill to the House of Commons without first deciding the advantages and disadvantages. Not even Senator Casgrain's and Senator Rainville's pleas that it was a permissive measure which must have Government action, in the event of the Commons passing it, have dissuaded the Senators of the importance of this first point.

Free ports are old instruments of commerce. Leghorn established a free port in the sixteenth century, and was soon followed by Venice and other Italian cities. Formation of the Hanseatic League, together with the growth of Continental trade restrictions, encouraged Hamburg, Bremen and Lubeck to set aside free areas. The eighteenth century became an era of free ports, but by the middle of the nineteenth industrial nations began to reclaim most of those areas.

Characteristic of the more prominent free ports today—Hamburg and Copenhagen—is the incorporation of import facilities in addition to the duty-free zone. This practice is observed in the establishment of the free port of New York, not a great distance from the existing harbor.

The theory of the free port is that it permits foreign trade to pass freely in and out of a country, encouraging industrial development through processing activities, stimulating shipping and trade contacts between nations. In essence it is an attempt to bolster international trade without letting down the actual barriers. And when operated by private capital, under Government license, there is not a great deal to be said against the free zone, although in the Far East, in particular, it has been blamed as contributing to extraterritorial trouble.

Whether or not the practice supports the theory is a matter of strenuous debate in most countries. The most "conspicuous success is Hamburg, but its duality and the great territory served as an out-and-out customs port rob the advocates of some of their claims. On the other hand, the free port is entitled to all the credit it can gather as an aid to commerce in facilitating the handling of goods destined for re-export.

Thirty Hours From Europe

Definite plans to commence experimental flights across the North Atlantic this spring close another gap, the last in round-the-world air travel. Routine services between Australia and London, weekly schedules across the Pacific, a commercial Zeppelin service linking Germany and New York, South America and Germany has created a blaze public, but they cannot have dulled the imagination against appreciation of this newest advance.

From Canada to England in thirty hours. Toronto a day and a night out of London, Vancouver little more than two days from Europe. That is what it means by Time's yardsticks. But such measurement stresses only increased speed. It is what speed and efficiency of close contact mean in commercial and industrial life of two widely separated continents that assesses the importance of Atlantic flying.

Thirty hours across the Atlantic. Those who ten years ago condemned "foolhardy thrill-seekers," the "useless waste of life and money" on impractical air schemes, have not had to wait long for their answer. The investment has been trivial in contrast with the potential gains. Business relations will be shifted to a new base. Rules that have governed world commerce will quietly, steadily undergo revision. The standards of today cannot be the standards of air commerce. Nothing—commercial, cultural or political—can escape its influence.

There will be some who will "view with alarm." For them this staggering jump can promise nothing that is not blotted out by horrible pictures of grim international complications and involvements. For them it should be, if it is not, the end of quaint illusions about isolation. It should, if anything can, make clear this continent's real position in and responsibilities to international affairs. If the airplane can do this it will rid us of another obstacle to a reasoned, intelligent approach to world problems.

SNAPSHOTS

Will the police catch the burglars or will they escape as usual?

Eddie had better close that transom over the side door. It looks rather inviting to thieves. Sorry, Eddie, it was too bad.

In another couple of years we will be in the banana belt, if this weather is a sample.

A good news man lost an important item this morning under peculiar circumstances. He will know what we mean.

If we were Jennie we would pull down the blinds when the dark haired boy is around.

In England they're wearing gas masks at tea parties. Universal adoption of this practice would be very helpful in suppressing gossip.

Every American citizen, it is estimated, is \$267 in debt; a fact which will no doubt make millions of them swell with pride to know that they had that much credit.

It may seem swell to Germany to tear up all treaties and repudiate all signatures, but wait until she gets into a new war some day, and as is always possible, finishes second.

This department's notion of a coward is the fellow who predicts a mild winter and then gets his tickets for a winter stay in the tropics.

It is claimed that a Maine sea captain invented the hole in the doughnut. The mystery of who originated the twist in the cruller is as yet unsolved.

Grave responsibilities came early to royal shoulders, for we note that Princess Elizabeth outshines Shirley Temple in the setting of child fashions.

Tim Buck thinks that Canada would be better off without penitentiaries. This is probably true, but the problem would remain as to what to do with people who ought to be in them.

Man as

(Continued from Page One)

Toronto women last is William Baird, of the University of California, a student of scientific housekeeping.

Says he in a despatch from Berkeley, Cal., yesterday: "The modern woman has failed entirely as a housekeeper because she is a slave to tradition."

"Baloney!" says Mrs. L. Continues Mrs. Baird: "In housekeeping, as in most other lines of work, men are superior to women."

"Heh! Heh!" sarcastically laugh the women.

Adds Mr. Baird: "A good sized room can be swept in three minutes and eight seconds by my own secret process. The system needs only a broom and some elbow grease in addition to the scientific knowledge of how to apply it for the greatest results with the least efforts."

"Yes," replies Mrs. P., "my husband took just that much time when I was sick. What a house I got up to!"

Of all the women called last night to comment on Mr. Baird's declaration, would one agree with him? No, sir! They were all of the same opinion—if men can be so smart around a house, why don't they show off a little once in a while?

Household

(Continued from Page One)

out, to families in the low-wage brackets. Knowledge of food values rather than large amounts of money spent on food is essential in preserving a properly balanced diet, she pointed out. An undernourished people is never a happy people.

"In the college, our aim is enrichment of home life, more abundant living, application of all the sciences to home living," Dr. Brodie explained, speaking especially of the newer subject of personality development, an aid in preserving mental health, also child training. She deplored in the general educational scheme lack of attention given to fitting girls for home-making, both in the home and school. Distinguishing between the good housekeeper and the good homemaker, the test question was whether it is permissible to pile the dishes in the sink and leave them overnight. The former's answer will be, "No, never." The latter's, "Yes, sometimes."

DIED

TRIBE—At Victoria Public Hospital, Feb. 20, 1937, Mary Ann Tribe, aged 91 years.

Funeral service Sunday at 2.30 p.m., at Marysville, with Rev. Mr. Oliver conducting the service. Interment at United Church Cemetery, Marysville.

Eminent

(Continued from Page One)
The Federal Government refused assistance to the Social Credit Province of Alberta, and in the interim Western Canada has suffered the worst drought in its history.

Alberta's Condition Better
It is pointed out that Alberta will be better off financially than either Manitoba or Saskatchewan after it receives the temporary aid the Dominion now proposed to extend. Recent investigation of Alberta finances by experts retained by a committee of bond-holders disclosed that that Province is well able to meet all its obligations according to the terms of the contracts, whereas people of the neighboring Provinces of Saskatchewan and Manitoba have reached the limit of their tax-paying powers, particularly the hundred thousand or more farmers in the southern sections who have suffered several successive crop failures.

One thing today's announcement makes plain: The Dominion Government is anxious to avoid further defaults on the part of the Provinces, fearing that the effect of such default would be serious impairment of Canadian credit in New York, where Dominion Government refunding operations on a maturity loan of \$236,000,000 must be undertaken this fall.

Coronation

(Continued from Page One)
"Will you to the utmost of your power maintain the laws of God and the true profession of the Gospel?"

"Will you to the utmost of your power maintain to the United Kingdom the Protestant reformed religion established by law? And will you maintain and preserve inviolably the settlement of the Church of England, and the doctrine, worship, discipline and government thereof, as by law established in England? And will you preserve unto the bishops and clergy of England and to the churches therein committed to their charge, all such rights and privileges as by law do or shall appertain to them or any of them?"

The King will reply:
"All this I promise to do."
In 1911 the oath read:

"Will you to the utmost of your power maintain the laws of God and the true profession of the Gospel and the Protestant reformed religion established by law? And will you maintain and preserve inviolably the settlement of the Church of England, and the doctrine, worship, discipline and government thereof . . ." ending as in the new form.

The wording of the oath in the section in regard to the King's title omits the phrase "By Grace of God" and "Defender of the Faith." The title will be the same as that used by Edward VIII in his instrument of abdication.

The former title was: (The King's name) by the grace of God, of Great Britain and Ireland and of the British dominions beyond the seas, King, Defender of the Faith, Emperor of India.

This has been changed to: "George VI, of Great Britain, Ireland and the British dominions beyond the seas, King, Emperor of India."

Conservatives

(Continued from Page One)
confidence in the government proposed by Grant MacNeill (C.C.F.-Vancouver North.) The motion was defeated by 191 to 17 votes, 10 Social Credit members and Miss Agnes Macphail (U.F.O.-Lab. Grey-Bruce, lining up with the C.C.F. group.

"That this House views with grave concern the startling increases of expenditure proposed by the government for purposes of national defence in contrast with the inadequate provision for the social security of all sections of the Canadian people."

John Blackmore, Social Credit leader, voted with the majority of the House, but 10 Social Credit members swung behind the C.C.F.

Voting with the government were three Social Crediters besides Mr. Blackmore, Archibald Mitchell, Medicine Hat; Rev. Ernest Hansell, Macleod, and Eric Poole, Red Deer.

Defence Committee

The prime minister, informing the House of the formation last fall of a Canadian defence committee in the cabinet, said it was this committee which reviewed and studied all phases of the defence problems and put the seal of approval on the estimates.

Heading the committee is Mr. King as chairman, the other members being Finance Minister Dunning, Justice Minister Lapointe and Defence Minister Mackenzie. The committee met and called before it the senior officers of the different branches of the service for detailed information before passing upon the estimates.

The first thing the Liberal administration did on taking office, said the prime minister, was to make a survey of each department.

The international situation was tense and after the oil sanction episode the government felt it would not improve matters for Canada to an-

TODAY IN HISTORY

February 21st, 1916.

FIRST BATTLE AT VERDUN BEGAN.

Beatty Points

(Continued from Page One)

The report then continues: "Making all reasonable allowance for individual differences" in standards of living and for the technical and other more solid objections by the employees to the indexes themselves, there would seem to be sufficient margin in the above figures to support the contention that the present scale of wages has not necessitated a lowering of the standard of living, as compared with the basic period 1926-1929."

The report also states "the Board felt that, unless present wages were relatively unreasonable and unjust in themselves, the removal of wage deductions should, for the time being at least, bear some relation to realized earnings."

The Board emphasized that "the prospect of substantially increasing revenues for the railways is good, but not without elements of uncertainty. Outside of the hazards of new world wide disturbances, there are many local conditions that cannot at present be confidently calculated."

In their conclusions the members of the board signing the report say that in view of all the facts and circumstances submitted to them and according to the merits and substantial justice of the cases they recommended:

"That the existing deduction from basic rates of pay of ten per cent. be reduced to 9 per cent. on February 1, 1937, as proposed in conciliation conferences by the railways, and that further fixed reductions during the year be put into effect unconditionally, namely, a reduction to eight per cent. not later than August 1, 1937, and a reduction to seven per cent. not later than November 1, 1937."

The railways have already announced their willingness to accept the recommendations of the board as a basis for an agreement with their employees. The first of the fixed deductions recommended by the Board from ten per cent. to nine per cent. has been made effective Feb. 1st, thus putting into effect immediately that part of the Board's recommendation.

In conclusion I feel that I should impress upon the consideration of the employees the following final quotation from the Board's report:

"That Canada has a very big and serious transportation problem is realized by Canadian citizens generally. So far as the railways are concerned, their net income is at present insufficient to meet all charges proper to the industry. The increasing competition of transportation agencies on the highway is a factor the dimensions of which are not yet definitely determinable. How much betterment in the situation can be brought about by further reorganizations and economies, or how soon a reconsideration of the freight rate structure may be advisable, are not at the moment clear. The bearing of these conditions on the particular problem before us will be recognized, not only by the railway executives but also by the employees, as responsible citizens and because of the interests in the soundness of the business in which they are engaged."

Reveal Big

(Continued from Page One)

The number of these formidable craft is being kept secret. Anti-aircraft "groups" are being expanded until many now include whole regiments of artillery.

The German navy acquired 23,000 new tons during the past year. The 183,000 tons now under construction and due for completion this year include a 33,000-ton cruiser, two of 26,000 tons, one of 10,000 tons, two aircraft carriers, and 18 torpedo boats of which six will be 1,600 tons each and 12,600 tons.

nounce a programme of increased armaments.

Mr. King challenged any member of the House to say whether having his own responsibilities, he would sit back and do nothing about putting the country's defences in order in the light of the world situation.

He challenged members of the C. C. F. to say whether they were opposed to any item in the increased estimates for defence and was told by Mr. Woodsworth the whole programme was "nonsense." T. C. Douglas (C.C.F.-Weyburn) following the prime minister, said he was authorized to say the C.C.F. opposed the estimates on their own merits but, especially in the light of inadequate provision for the social welfare of the Canadian people.

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"THE JUNGLE PRINCESS"

Budget

(Continued from Page Eight)

Stairs, Mr. Melville, Mr. Perry, Mr. Smith, (Saint John County), Mr. McAllister, Mr. Smith (Sumbury), Hon. Mr. Roberts, Mr. Savoie.

On Library

Mr. Tweedie, Mr. Gill, Mr. LaPorte, Mr. Doucet, Mr. Foster, Mr. Smith (Saint John County), Mr. Melville, Hon. Mr. Paterson, Mr. Perry, Mr. McAllister, Mr. McDonald (Kings), Mr. Gunter.

On Public Accounts

Mr. Doucet, Mr. Young, Mr. Foster, Mr. McGand, Mr. Niles, Mr. Henneberry, Mr. Porter, Mr. Richard (Kent), Mr. Colpitts, Mr. Boucher, Mr. Blakeny, Mr. Stairs, Mr. Smith (Saint John County), Mr. Perry, Mr. McAllister, Mr. Melville, Mr. Keay, Mr. McDonald (Kings), Mr. Gunter.

On Agriculture

Mr. Downey, Hon. Mr. Taylor, Mr. Keay, Mr. Foster, Mr. Jeffries, Mr. LeBlanc, Mr. Stairs, Mr. Melanson, Mr. Savoie, Mr. Losier, Mr. Richard (Kent), Mr. Blakeny, Mr. Bordage, Mr. Doucet, Mr. Jenkins, Mr. Smith (Sumbury), Mr. Copp, Mr. Boucher, Mr. Calder, Mr. Gill, Mr. Colpitts, Hon. Mr. Pirie, Mr. Melville, Mr. Perry, Mr. Smith (Saint John County), Mr. McAllister.

On Municipalities

Mr. Blakeny, Hon. Mr. Taylor, Mr. Doone, Mr. LeBlanc, Mr. Smith (Sumbury), Mr. McDonald (Kings), Mr. Porter, Mr. McGand, Mr. Gunter, Hon. Mr. McNair, Mr. Keay, Mr. Henneberry, Mr. Losier, Mr. Doucet, Mr. Bordage, Hon. Mr. Dysart, Hon. Mr. Roberts, Mr. Niles, Mr. Downey, Mr. Young, Mr. Savoie, Hon. Mr. Anderson, Hon. Mr. Richard, Mr. Squires, Mr. Melville, Mr. Perry, Mr. Smith (Saint John County), Mr. McAllister, Hon. Mr. Paterson, Mr. Dyas, Hon. Mr. Pirie, Mr. Jeffries, Mr. Melanson.

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