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CAPITOL—LAST TIMES TODAY.....

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 Musical And Magic Carpet

A sparkling Comedy-Drama of tangled affairs — in which a Butler and a Maid and a Gentleman and a Lady each think that they are making love to some one else.....

Second Reading Given Shipping Bill In Senate

OTTAWA, March 7.—(By The Canadian Press)—Second reading was given in the Senate today of the Canada Shipping Bill and it was sent on to the committee. The bill provides Canada with a marine law of her own, and was made possible by the Statute of Westminster, which freed Canada from the necessity of complying with the Colonial Merchant Shipping Act. The coast-guarding law, passed last session but never brought into effect, is incorporated in the new bill, but it will not be reopened this session. A Canadian and British Insurance Bill was introduced and given first reading in the Senate. Senator McGeen explained that it was exactly analogous to the foreign insurance legislation introduced into the Senate earlier this week.

Disarmament Impossible Say French

(By Melvin K. Whiteleather, Associated Press Staff Writer)
 (A. F. By Guardian's Special Wire)
 PARIS, March 8.—The chiefs of France's armed forces agreed today that it was impossible for this country to disarm and permit Germany to re-arm, without further security guarantees. A decision on this point was reached at the Council of National Defense began its efforts to smooth out the French refusal to the British proposal on German re-armament, and shortly after it was learned that France will begin her 1934 naval replacement programme immediately. Premier Gaston Doumergue presided at the Council's meeting. The participants were General Maxime Weyand, Chief of Staff; the ranking officers of the general staff; Marshal Henri Petain, Minister of War, and General Victor Denain, Minister of Air; Francois Pietri, Minister of the Navy, and Louis Barthou, Foreign Minister. The military heads weighed the question of whether France should quit trying to obtain "a bad arms convention" or whether the door should be slammed on all disarmament attempts in view of the German re-armament.

Amendment To Central Bank Act Ruled Out

(C. F. by Guardian's Special Wire)
 OTTAWA, March 8.—The determination of the Government to protect the proposed Central Bank from the influence of political expediency on the one hand, and private exploitation for selfish profit on the other, was voiced by Hon. E. N. Rhodes, Minister of Finance, speaking in the House of Commons today on second reading of the Bank of Canada Act. Mr. Rhodes vigorously opposed an amendment proposed by G. G. Cooté (U. F. A.—MacLeod), which would have the effect of altering the Act so that the Bank would be wholly Government owned and controlled. The Cooté amendment was subsequently ruled out of order and the debate, which continued on the main motion for second reading, was still in progress when the 11 o'clock adjournment was reached. It will be resumed tomorrow by J. N. Woodsworth (Lab. Winnipeg North Centre).

Britain Has Healthiest Season On Record

LONDON, Eng. March 8.—Britain is experiencing its healthiest winter for years. Influenza, one of the nation's healthiest seasons, is claiming fewer victims than for a long time. During the first four weeks of the year there were 383 deaths in England and Wales from influenza. Last year in the same period there were 520 deaths. The last week in January usually finds influenza at its peak. Last year, there were 1,934 deaths in the week ending Jan. 27. In Greater London, influenza claimed only thirty-five victims during the week, compared with 641 last year. Of the 118 large towns listed in the Registrar-General's weekly return last night, only 17 had complete immunity from influenza deaths during the week. What is the reason for England's clean "bill of health"? Here are the opinions of representative London medical officers of health: Dr. J. B. Howell, of Hammer-smith: "Last year's fine summer provided people with the ability to resist disease. The low influenza figures are all the more remarkable in view of the fogs we have had. They usually are conducive of bronchial ailments. There have been epidemics of scarlet fever and diphtheria, affecting children mainly, but the toll is nothing like that normally taken by influenza." Dr. D. M. Connan, of Bermondsey: "The hot, dry summer undoubtedly contributed toward the low number of cases." Dr. G. MacDonald, assistant M.O., Barking: "The low record of influenza deaths must be put down to the influence of the weather." Dr. C. Clark Trotter, of Islington: "I noted the low death rate from all causes in my last report. It is the lowest for many years in Islington. There has been practically no influenza, although mild colds have been prevalent. The weather has been highly favorable to general good health."

BRITISH ATTUNED TO MANY TONGUES

(By The Canadian Press)
 LONDON, March 8.—According to the News Chronicle the average Englishman is becoming a linguist. Sojourning abroad, cruising, touring agencies and improved education are bringing this about. At a West-End coffee-stall recently a German asked for directions. A "down and out" stepped from the shadows, and in fluent German read and wrote education are bringing this about. In a railway carriage and wagon department at Leeds, the authorities found a workman named H. P. Robinson who spoke French, German and Italian; had a working knowledge of Russian, Swedish and Polish; and was conversant with Japanese, Hebrew, Arabic, Hindustani, Danish, Norwegian, Dutch, Latin and Greek. Robinson is now employed in the Continental Office at St. Pancras. Many London policemen can speak several languages. "Yard" officers can question Arabs or Chinese. Busmen and tram conductors speak to visitors every day in German, French, Italian and Spanish. Some have a knowledge of Hindustani—picked up during Army service. Many railway clerks of the Southern Railway speak Continental languages. The London, Midland and Southern Railway has classes for its clerical staff. In case the Welsh "English" accent was found unintelligible to the Scots-English ear or vice versa, at the international Rugby match at Edinburgh recently when 15,000 Welshmen visited Scotland—the L. M. S. sent a "Flying Squad" of Welsh-speaking railway officials for interpreter service.

MEN REPLACE WOMEN AS STENOGRAPHERS

CHICAGO, March 8.—Men are replacing women as stenographers and secretaries, John O. Kennan, vocational placement counselor at the University of Chicago said today. Kennan, who contacts more than 1,000 business and professional men yearly in connection with his duties as "job getter" for college graduates, said that men with stenographic training are being employed more and more. "Employers can take men with them on business trips, and do not fear losing their secretaries through marriage," he explained.

BOY'S LIFE SAVED BY RAILING SPIKES

(By The Canadian Press)
 (HEBURN, Eng. March 8)—When Peter Brooks, aged four, fell more than 50 feet from the fourth floor of his home on the fourth floor, he was saved from death by his clothing catching on the few railing spikes there for a few seconds, then his clothes gave way and he dropped to the ground. He got up, ran a few paces, and collapsed. At the Royal Northern Hospital it was found his right thigh was badly lacerated. This was stitched, and it was stated his condition was improving. His mother said she was working in another room and the child had been looking out of the window.

FAMILY TOTALS 23

Amanadas, de Gouveia, a Portuguese 30th anniversary of her wedding day by presenting her husband with a third pair of twins. This brings the total number of children to 23.

Temperance Notes

(A column of undoubted fact and worthy opinion re the Temperance Situation.)
 Under the auspices of the Sons of Temperance.

UUSI SUOMI SAYS ISLANDERS ARE STILL WISE

It would be exceedingly more difficult to find any group of people who could guess who, or what, Uusi Suomi is than it would be to find a group quite willing to say that islanders are fools. Uusi Suomi is a group that says islanders are still wise, than it would be to find a group quite willing to say that islanders are fools. Uusi Suomi is a group that says islanders are still wise, than it would be to find a group quite willing to say that islanders are fools. Uusi Suomi is a group that says islanders are still wise, than it would be to find a group quite willing to say that islanders are fools.

Seek Man in "Putty Colored Overcoat" As Murderer of Judge Albert Prince.

(By John Evans, Associated Press Staff Writer)
 PARIS, March 8.—(By Associated Press)—Detectives searched the Paris underworld today for a man in a "putty colored overcoat," believed to be the person who bought the knife found at the side of the slain Judge Albert Prince, key man in the Stavisky scandal. The man was reported last seen in a bar in Montparnasse. He was also reported to have visited several notorious dives. Police officials also indicated they are getting closer to the trail of the Stavisky jewels, which, like the slaying of Judge Prince, play an important part in the investigation of the Bayonne pawnshop crash, usually known as the Stavisky scandal. Judge Prince was poisoned and stabbed with a knife on a train between Dijon and Paris. He had been lured to Dijon by a fake message that said his mother was ill. Today they were given a tip that a man with an overcoat described as of "putty color" bought the knife which was used in the murder, and investigation was ordered. Detectives searched notorious haunts of criminals in various sections of the city, and thought they would be able to find him soon.

NEW QUEEN OF BELGIANS SPENDS WEEK OF SECLUSION

BRUSSELS, March 9.—Astrid, new queen of the Belgians, spent the first week of the high estate to which fate suddenly brought her, secluded at Laeken Castle, outside Brussels, mourning the death of King Albert. Only a few of her most intimate friends were permitted to call. King Leopold III, also remained in mourning, comforting Elizabeth, the Queen Mother. The pretty young queen of 28 who came from Sweden to rule with her Belgian husband, is a capable woman. She can cook and take care of the husband, she and socks, and she wheels her baby carriage through the streets of Brussels like any other Belgian wife. She suffered deeply from the shock of King Albert's fatal fall from a rock south of Brussels, particularly because she is expecting a third child in May. They have two, Crown Prince Leopold, and Princess Josephine Charlotte.

Hot, Itchy Toes Lead to Ringworm

Relief Easy to Secure
 You can kill itchy germs between the toes very quickly. First wash the feet in hot water. Dry thoroughly. Now rub Nervefine between the toes and over the affected areas. Nervefine ends the intense itching. Burning pains disappear. The unhealthy skin between the toes is stimulated back to activity. Apply Nervefine night and morning, wash the feet at least daily, and the trouble will soon clear up. All dealers sell Nervefine in 25c bottles, their children up to 25.

Hochelaga Subvention Discussion in Parliament

In Committee of Supply in the House of Commons, small and subventions were under consideration on March 7 when the items—Hochelaga and Pictou service—were reached. Mr. Duff (Antigonish-Guysboro) said: "I see sitting across from me two very prominent members of the house, the hon. member for Queens (Mr. McLeure) and the hon. member for Pictou (Mr. Cantley). I am delighted to see that the hon. member for Queens has moved up so that he can hear what I have to say. I notice that the item in connection with the service between Charlottetown and Pictou has been reduced from \$30,000 to \$20,000. I think the hon. members for Queens and Pictou will agree that this is a very important service between the mainland of Nova Scotia and the garden of the gulf, Prince Edward Island. Not only has this vote been reduced from \$30,000 to \$20,000, but if my memory serves me aright, and I have a pretty good one—again I refer the Prime Minister to his remarks on the sanctity of contracts—a contract was entered into either by this or by the last Government for a ten-year service between Pictou and Charlottetown, not for \$20,000 a year, but for \$30,000 a year, but for \$40,000 a year. Mr. BENNETT: If parliament voted the money. Mr. DUFF: I thank thee, O Jew, for that word. That is just exactly the trap I would expect someone to fall into "if parliament voted the money." The minister is quite right but only up to a certain point. What is that point? As I say, the contract was for \$40,000, if the Minister of Trade and Commerce (Mr. Stevens) had put an item in the estimates for \$40,000 and the hon. member for Queens moved to reduce it to \$20,000, and was sustained by the committee, then the Prime Minister would be right. But a contract has been entered into and the government does not wait for this committee to reduce the amount; in spite of the sanctity of that contract, the government reduces the amount to \$20,000. Now where is the Prime Minister's argument that this is correct? We have not been asked to vote \$40,000 in the case of this Pictou-Charlottetown service; we have been asked to vote only \$20,000. Mr. DUFF: That if he will increase this vote to the amount of the contract, \$40,000, and the committee decides that it will vote only \$30,000, then it will be time enough for him to say that the government can pay only what parliament votes. We cannot vote to increase a vote, and with a contract still outstanding, this particular vote should never have been decreased. The Prime Minister says that all the government can do is to pay the amount voted by parliament, but I think he knows better than that. He is a great constitutional lawyer and he knows that if the government decided to increase this vote in England it could be put through the house with a very comfortable present majority. Yet the Prime Minister tells us that all they can pay is the \$20,000. Having entered into a solemn contract to pay a steamship company a certain amount, the government is now having to buy steamships for the purpose of carrying out that contract, and having fitted up that ship, this government has no right to reduce the subsidy to that steamship company by fifty per cent. It is not fair to say that it is not what is more, it is not good business. Mr. VENIOT: Can the minister inform me as to the number of passengers and the quantity of freight carried on the service between Charlottetown, Victoria and Halifax wharf. Mr. STEVENS: The vessel made 211 trips and carried 3,860 passengers, 10,000 barrels of freight and 184 head of live stock. Mr. VENIOT: What is the distance? Mr. STEVENS: The service is rather irregular, but the longest distance is twenty-six miles. Mr. DUFF: It is usual when a member asks questions for the minister to answer, but in these circumstances I am sure that the minister has nothing to say. I would like to get back for the moment to the Prime Minister's idea of the sanctity of contracts. I notice he has not in his seat; perhaps he has gone to look up the constitutional law on the subject. I would like to ask the Minister of Trade and Commerce, in view of the fact that the government and the people of Canada have a contract with the steamship company that has been plying between Pictou and Charlottetown at \$40,000 a year, what position the people of this country are in if that steamship company should take action against the government? Would we employ Peter White, or Newton Wesley Rowley, at a large expense, \$100 or \$200 a day, to defend the government, or what is the real position? I would like the minister to tell the committee whether the government can violate that contract by reducing the amount payable, and if so, how much? Mr. STEVENS: I am pleased to be able to answer my hon. friend. I listened with great interest to all his remarks, and I intend to give careful thought and consideration to what he has said. In regard to the contracts to which he refers, I may say that with very few exceptions these subvention contracts are yearly contracts. That is, parliament will vote a certain sum of money; in some instances tenders are called for and contracts let as a result of the tenders, but, as a service has been carried on from year to year by the same person or company or vessel, the practice usually is that the contract is re-

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newed by entering into another contract. In the case of the one particularly mentioned by my hon. friend, the service between Charlottetown and Pictou, there was a contract entered into originally in 1924 for five years, and as the expiration of that term another contract was entered into for a further period of five years at \$40,000 per year. In all these contracts there is a clause making it subject to the amount being voted by parliament. It is also covenanted that the contractor will accept the amount voted by parliament. Now the hon. gentleman a little while ago argued quite earnestly this point: is the government discharging its obligation as a party to the contract by submitting to parliament a figure other than the figure stated in the contract? The advice I have received on that point—it is one to which I gave careful consideration—is that it is quite competent for the government in submitting its estimates to submit whatever sum it may see fit in regard to these matters. The government having submitted an estimate to parliament, and parliament accepting it, that constitutes a fulfillment of the contract as far as the government is concerned. Or putting it another way, there is no recourse against the government for taking that procedure. I have given some thought to the point raised by my hon. friend, and I think perhaps it could be argued the other way, but I am definitely assured that there would be no chance of recovery by contractors who might take the action he has suggested in that regard. But there is something more to this. I do not wish to criticize or reflect upon any services, but (one of the services which were entered into in buoyant periods are not justified today. There has been in many instances a contraction in the use of the services. In some cases highways which have been developed have taken much of the traffic. My duty in studying these matters is to try to bring the amounts to be paid within reasonable bounds. I well know that there is a very general feeling, always a demand for further amounts. But one must exercise his best judgment in such matters. I do not blame my hon. friend or one or two hon. members on this side who have pressed their claims very vigorously; I appreciate their viewpoint and their difficulties. I assure my hon. friend from Antigonish-Guysboro that it would be pleasant indeed if I were able to respond to all these demands, but I have felt it my duty in some measure to restrict my expenditure on this account. I have tried to do so keeping in mind the merits and the value of the services. One of the commonest arguments advanced for the continuance of these subsidies is that we have them in the past. I think hon. gentlemen will recognize that while such an argument may be acceptable in buoyant times when revenues are coming in freely, in difficult times when every dollar of expenditure must be examined with care, the argument is not a very sound one. The result is that we have lessened in some respects the subventions for these services. Mr. DUFF: I have listened with a great deal of interest to the minister's special pleading, and I can understand that if the freight and passenger traffic went over the highways instead of by these steamers that might be a reason for the reduction of these subsidies. I do not know how much geography the minister knows, but surely he does not suggest that there is a highway between Pictou and Charlottetown. Mr. STEVENS: No. Mr. DUFF: The minister's answer was that the subsidy was decreased because in the last few years the people had started to use the highways instead of the old water route. That certainly does not apply to the service between Pictou and Charlottetown, where the only highway is the broad Northumberland Strait which sometimes gets pretty rough. Mr. STEVENS: Of course there was the introduction of the car ferry, which carries a good deal of the traffic, and which was installed after this original contract was entered into. Mr. DUFF: The minister is wrong there; the car ferry has been in service for a great many years. It is true that under the Liberal government a specially equipped ferry was built and put in service between Cape Tormentine and Borden, but this contract for the service between Pictou and Charlottetown was entered into in solemn form between the owner of the steamship and His Majesty the King represented by the Minister of Trade and Commerce, and the government agreed to pay a certain amount of money for a certain specific service between Pictou and Charlottetown. Let me say to the minister that this is a most important service. The traffic from Cape Tormentine to Borden does not take care of the traffic from Pictou to Charlottetown, which is the traffic from eastern Nova Scotia and Halifax, including the mail. So the minister cannot argue that he has reduced these subsidies because a new system of transportation has been adopted, or because of the car ferry service between Cape Tormentine and Borden. The minister said something about the sanctity of contracts, and he went on to state that in these contracts there is a clause which states that if parliament does not vote the money an action cannot be brought against the government. That is quite so, but the minister did not go far enough. There is no clause in the contract which states that the contractor cannot sue the government if the minister deliberately reduces the amount from \$40,000 to \$20,000. That is a deliberate breach of contract on the part of the government, and I understand that if this high court of parliament were asked to vote \$40,000, if someone moved to reduce the amount to \$20,000, and parliament voted only \$20,000, then the contractor would be able to sue the government for the difference. I repeat, however, that there is no clause in the contract which permits this government deliberately and maliciously to reduce the amount payable under the contract by \$20,000 without first submitting the original amount to parliament. Mr. RALSTON: In reply to the hon. member for Antigonish-Guysboro (Mr. Duff) the minister stated that he had advice as to the non-liability of the department in the case of a reduction in subsidies. Charlottetown, where the only highway is the broad Northumberland Strait which sometimes gets pretty rough. Mr. STEVENS: I would not presume to put my opinion on legal matters against the opinion of either of the Prime Minister or my hon. friend. Mr. DUFF: What about your opinion? Mr. STEVENS: I have profound respect for my hon. friend as a lawyer. Mr. RALSTON: I am expressing no opinion; I am simply calling my hon. friend's attention to the fact that the present Prime Minister expressed an opposite opinion to what I understood he said he had been advised. Mr. STEVENS: I note what my hon. friend has said. The items were passed.

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