Fine for Feeding
When the cats became lazy, Bialystok, Poland, was overrun with rats. The Town Council has now ordered all cats to be kept without food one day a week.

The Globe and Mail

THE WEATHER
Probabilities: Fair, with showers tomorrow. Yesterday: Max., 47; min., 36. Year ago: 43;31. (For detailed weather report, see Page 2.) Sun rises at 5.59 a.m. and sets at 6.51 p.m.

VOL. XCIV. NUMBER 27.236. TORONTO. WEDNESDAY. APRIL 7. 1937. Established 1844 28 PAGES

REBEL PLANES ATTACK BRITISH DESTROYER

Regrets For Harsh Words

(By JUDITH ROBINSON.)

Hard that the Toronto Police Force should be reduced in numbers the way it is now when Chief Constable Draper needs it most. With all the supererogatory law-enforcing the Chief Constable has undertaken out of sheer Sabbatarianism of heart, it is hard, on more than Chief Draper. It is hard on everybody. Not even a Toronto policeman can keep one foot beside a tobacco counter and the other on point duty. Not even a Toronto detective can impersonate a popsickle addict at a soda fountain and a fantan addict on Elizabeth Street both at the same time on the same Sunday.

How can a Chief Constable with but 1,012 policemen to help him enforce the Lord's Day Act and other laws, too, on any Sunday? The answer is Nohow.

It is an answer that is self-evident to the instructed. For that reason a Chief Constable is wise to instruct a City Council in his weaknesses and to inform citizens of his limitations; numerical weaknesses and limitations only, of course. The informed will always make allowances. The uninformed cannot.

Take last Sunday afternoon for example. Last Sunday afternoon from Exhibition Park west to Parkside Drive, as thorough a traffic jam as these eyes have seen since it stalled over the Lake Shore Boulevard. In the whole length of the tangle and as far as Jarvis Street to the east, no Toronto policeman was on traffic duty along the waterfront. The fact caused bitterness at the time. Things were said that need not have been said had it been realized that a decimated but indomitable constabulary was not neglecting duty, but rather putting first duties first.

This reporter, who said several of the things then, can only apologize now to Chief Draper, assure him that they were said in ignorance, and regret that the Chief did not see fit to enlighten ignorance sooner. It would have saved a lot of non-Sabbatarian words along the waterfront last Sunday if he had.

There were the words that were said as the oaf in the high-powered coupe charged down the middle of the traffic lane driving cars before him righthanded into the curb and lefthanded into the oncoming traffic. Such words might have found silence in the thought that someplace else in Toronto the policeman who wasn't there to arrest the oaf was doing a far better thing: keeping watch near a pharmacy for ice-cream-brick smugglers.

There were the words that blued the air south of Parkside when resolute left-turners cut across the melee, to shriek of brake and scrape of fender and none was there to lift a glove against them. Those words could have been hushed by the reflection that some place outside some chemist shop, the officer who might have sorted the tangle was serving a greater need. Nose to glass, he was spying upon miscreants who wanted to take their Sunday pop home and drink it.

There were the words that rose from curbs beside pedestrian crossings where weary wayfarers waited marooned. And there were the words they said when, driven to desperation, they plunged at last among the merciless wheels. None of them would have been spoken if the wayfarers had only known at the time that the constable who could have halted the wheels for them was better employed protecting a drug store against lawless buyers of cigarets.

But it's too late now. The words have all been said. The injustice to Chief Draper has been done.

Watching Drug Peddlers Slain Latest World Cruise Attraction

Peipin, April 6 (UP).—Fifty foreign tourists, most of them Americans, today joined a crowd of 10,000 Chinese in witnessing the execution of six Chinese drug peddlers at the Temple of Heaven. Several women fainted as the men were shot at close range with pistols.

The tourists were from the world cruise ship Reliance, which is anchored off Tientsin. They came to Peipin by railway yesterday and were viewing the Temple of Heaven with their guides when the execution was held.

A throng had gathered at the temple gate to watch the burning of 2,000 ounces of narcotics and the tourists, with their guides, joined the crowd from curiosity. As they were watching the fire, three military trucks arrived carrying the condemned drug peddlers. The men were marched briskly to the temple wall and forced to kneel with the backs of their heads to the executioners, who shot them as the horrified American women screamed. The bodies then were dumped into cheap pine coffins and carted away.

Loyalists Throw Russian Tanks Into Bilbao Line

Graf Zepplin Brings Strange Insects To U.S.A.

Washington, April 6 (AP).—Insect pests and plant diseases are now riding the world's air liners.

These threats to farm crops, Henry Wallace, United States Secretary of Agriculture, said today in a farm-hour broadcast, have been increased by "airplane travel between countries."

He said Federal plant inspectors found twenty species of insects on plant material upon the Graf Zeppelin on one of its stops in the United States. Six of the insect species "were not known in this country," he said.

Basque Defenders Fight Fascists Desperately at Durango Behind Stacked Corpses

AREA IS DEVASTATED

(By HARRISON LA ROCHE)

Hendaye, Franco-Spanish Frontier, April 6 (AP).—Basque loyalists fought from behind the stacked bodies of their fallen comrades in the Cantabrian Valley town of Durango tonight, as General Emilio Mola's rebel assault on Bilbao resolved itself into a "battle of all nations."

Mola's German field guns swept a wide path of destruction through the valley that leads to the Biscayan Capital, twenty miles westward toward Biscay Bay, while his Italian planes rained death on the Basque defense lines and the terrorized towns behind them.

Dozens of Russian tanks, manned by Soviet experts, appeared for the first time on the northern loyalist front.

Rebel Ultimatum Reported.

(An Associated Press dispatch from Hendaye states that General Mola has issued a "final ultimatum" to the defenders of Bilbao, warning them to "surrender or suffer literal destruction" of the Basque Province. Mola promised to "respect the lives" of those who obeyed. The same despatch adds that the harvest to Bilbao has brought about a shift in the loyalist command, the general staff of the Madrid-Valencia army having assumed charge of the defense.)

Reynolds Packard, United Press correspondent with General Mola's Sixth Division, moving upon Bilbao from the direction of Vittoria, said rebel artillery were being moved into positions for an imminent bombardment of the city, whose normal 91,000 population has been swelled to nearly 160,000 by swarms of refugees from other parts of war-wrecked Spain.

Thousands of men, women and children, their belongings wrapped in bundles, trudged along the highway leading southward along the Biceay coast to Santander and Gijon.

LOYALISTS.

(Continued on Page 3, Column 2.)

KING PLANS CONFERENCE ON B.N.A. ACT

Parley of All Provincial Political Parties Seen Likely for Fall

ISSUE OF INSURANCE

(By WILLIAM MARCHINGTON.)
(Staff Writer, The Globe and Mail.)

Ottawa, April 6.—The Dominion Government is said to be thinking of convoking a conference of Canadian political leaders—similar to the pre-Confederation parleys—for the purpose of considering amendments to the Constitution which are deemed necessary for the social and economic security and progress of the nation.

No party is possible in the very near future for the reason that Prime Minister Mackenzie King and several of his senior Ministers will be preoccupied for some time with the Coronation festivities and the Imperial Conference in London, but it is believed that a conference may be proposed in the autumn which will include not only representatives of the parties in power but also of those in Opposition. It is thought there would be a better prospect of achieving something worthwhile if all the various political groups could get together and agree upon necessary revision of the B.N.A. Act, to meet the needs of the modern age.

Were the conference to be confined to the B.N.A. Act,

(Continued on Page 3, Column 4.)

Get Ready For Election

Central Ontario Conservatives Believe Vote Coming This Year

Firmly of the belief that the Hepburn Government will go to the country some time this year, the executive of the Central Ontario Association of Conservative party met at the Albany Club yesterday and adopted a policy of immediate intensive reorganization in all ridings.

Where suitable candidates for the election are now available, conventions will be held without further delay, it is learned. The first of such conventions will be held in South York, with Hon. Leopold Macaulay, former Minister of Highways, reportedly assured of the nomination.

Yesterday's important conference was attended by former Premier Henry, Leader in the Legislature; Colonel George A. Drew, Provincial Campaign Director; Cecil Frost of Lindsay, Central Ontario Organizer; William H. Ireland, President of the Ontario Conservative Association; and by all the Toronto and Central Ontario Conservative members of the Legislature. Owing to his parliamentary duties in Ottawa, Hon. Earl Rowe, M.P., Provincial Leader, was unable to be present.

U.S.-Canada Dispute On Air Lines Denied

Only Question to Be Settled Is Choice of Shediac or Montreal as Transatlantic Terminal, Official Says

(By WILLIAM MARCHINGTON.)
(Staff Writer, The Globe and Mail.)

Ottawa April 6.—Reports current in the United States and Canada that the organization of a transatlantic air service was being delayed by a dispute between Washington and Ottawa whether New York or Montreal should be the New World terminus of the route were officially denied here today.

"We don't know how this story originated," said a high official of the Government. "There is no quarrel between the United States and Canada about the claims of New York and Montreal. The only question is whether the service will be routed to New York from Montreal or Shediac, New Brunswick.

"It is well understood in both Capitals that one or the other Canadian points will be chosen. Montreal has the advantage of being Canada's largest city, where a first-class airport already exists, with radio beam and large runways, and where a good deal of traffic would be picked up. It may develop however, in the course of tests which Imperial Airways will make this year that to make Shediac the Canadian terminus would save a little time for passengers en route to New York."

Penitent Begins Life of Love By Paying Duty

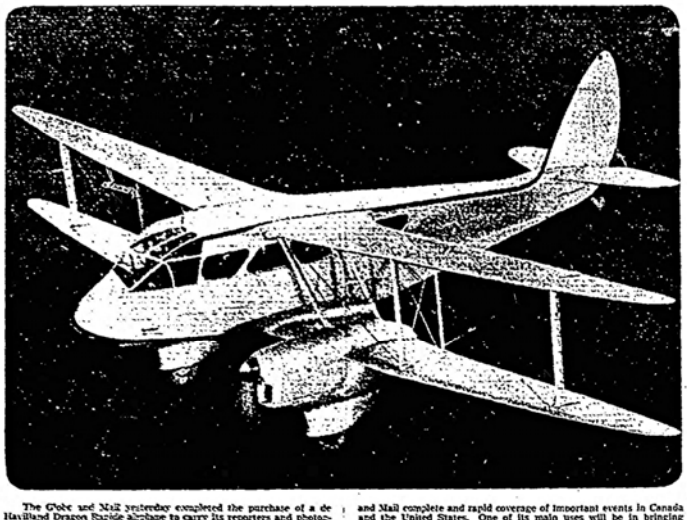
Quebec, April 6 (CP).—Conscience money for duty on a 4-cent box of glucose tablets was received today by the Collector of Customs here from a woman residing in British Columbia. A letter with the money said the writer has decided to live a life of "absolute honesty, absolute faith, absolute love and unselfishness," and feels she must recompense the Government for the article she smuggled into the country.

You Morning-Smile

Daughter (looking up from her novel)—Papa, in time of trial, what do you suppose brings the most comfort to a man?

Papa (who is a newly-appointed magistrate)—An acquittal, I should think.

The Globe and Mail's Airplane



The Globe and Mail yesterday completed the purchase of a de Havilland Dragon Rapide airplane to carry its reporters and photographers to the distant scene of a news break. The twin-motored machine, capable of a speed of 200 miles an hour, will be fitted with the last word in modern instruments, and will be linked with the recently installed wireless service to give readers of The Globe and Mail complete and rapid coverage of important events in Canada and the United States. One of its main uses will be in bringing "up-to-the-minute" news from Canada's mining fields, and periodical tours will be made to keep the mining and financial pages in touch with all developments. (For additional pictures, see Second Front Page.)

CITIES URGED TO GO ON STRIKE AGAINST RELIEF

Winnipeg M.P. Demands Dominion Government Assume Greater Responsibility

DEBATE ROGERS BILL

Ottawa, April 6 (CP).—Demands for a new unemployment policy were made in the Commons today, and Ralph Maybank, Liberal member for Winnipeg South Centre, said the municipalities would be well advised to go on strike against relief unless the Federal Government assumed a larger share.

The House spent the whole day on the 1937 relief bill sponsored by Hon. Norman Rogers, Minister of Labor. It provides for grants-in-aid to the Provinces to assist in direct relief payments, and in the financing of works projects as in other years.

"Unless a larger share of relief is assumed by the Dominion Government the cities would be well advised to go on strike. They might serve notice on the Dominion that after thirty days they would pay out no more money for relief," said the member who was formerly a Winnipeg Alderman.

Driven to Bankruptcy.

If the cities were going to be driven into bankruptcy they might as well get out from under the load of relief, the Dominion should at least withdraw from its present stand of refusing to deal directly with the municipalities and take steps to examine their position.

Donald A. McNiven (Lib., Regina City) also asked for new departures. He said unemployment should be regarded as a permanent national problem and instead of passing a bill year after year to provide for aid to the Provinces some plan should be worked out which would let municipalities know for a reasonable time in advance what assistance they might expect.

Last year's agreement with the

RELIEF STRIKE.
(Continued on Page 2, Column 4.)

The Globe and Mail Buys Swift Plane For News Coverage

PILOT

Crang to Fly Press Plane

Wartime Pilot to Be at Controls for The Globe and Mail

Veteran of a score of "dog fights" in the Great War, crack aircraftman and test pilot for the Royal Air Force and a pioneer of peacetime flying, James Goulding Crang, A.F.C., yesterday became pilot of the first newspaper airplane in Canada, owned and operated by The Globe and Mail.

Already he's Jim Crang to the newspaper men and women and the photographers whom he will fly to

CRANG TO FLY.
(Continued on Page 2, Column 3.)

Latest Type de Havilland Has Two-Way Radio and Wireless Telephone for Use of Reporters

POISED NIGHT AND DAY

The Globe and Mail yesterday completed the purchase of a large twin-motored airplane — Canada's first "flying newsroom."

Pioneering for the second time within a few months in the very latest methods of bringing the news to its readers while that news is still fresh and vital—The Globe and Mail will now link the airplane with the modern miracle of wired photos to bring events of national importance to its pages with the least possible delay.

The Globe and Mail's big machine—an aristocrat of the sky—is a de Havilland Dragon Rapide, a type used throughout the world on air lines, in military flying and even as the private transportation means of kings.

Speed of 160 M.P.H.

It will speed through the clouds at 160 miles an hour, carrying reporters and photographers to the scene of any great disaster or important event.

One of its main uses will be to bring up-to-the minute coverage of all that takes place in Canada's treasure storehouse, the North country. It will skim across nowhere skies gathering important news for the pages of The Globe and Mail's mining and financial sections, and when a big strike is made, no matter how remote its location, The Globe and Mail will be there on the heels of the prospectors.

The machine will carry five passengers and the pilot, and will be equipped with every modern convenience and instrument known to aeronautical science.

Built into the cabin will be a secretarial desk carrying a typewriter. A reporter will thus be enabled to complete his story or eye-witness description of a news event while flying away from it, or even while viewing it from the air.

Equipped With Radio.

Two-way radio will keep the machine in touch with the ground at all times, and wireless telephone equipment will bring the voice of a reporter into the newsroom while he flies over the scene of an event. In this way, the pressure of The

THE GLOBE AND MAIL.
(Continued on Page 2, Column 3.)

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Premier Herring Firm for Suppression of Nazi Activities in Northern Alberta, Despite Request to Protest, He Tells House—Page 13.

CANADA.

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ONTARIO.

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HOCKEY SCORES

STANLEY CUP FINALS.
FIRST GAME.

Detroit	0	0	1	1
Rangers	3	1	1	5

Surface Only Scratched.

"Canada with its small population has but scratched the surface of her mineralized fields," Senator Paquette said in French. "Our mining development has given rise to an important colonization movement and industrial development throughout the land. The cultivation of soil around mining centres,

RAILWAY DEFICITS.
(Continued on Page 2, Column 7.)

BOMBERS DRIVEN OFF BY GUNFIRE

Valencia Reports Aircraft From Franco's Italian Base in Balearics

FREIGHTER IS FIRED ON

Two Warships Rush to Aid of British Steamer and Escort Her to Port

Valencia, April 6 (UP). — Two Spanish rebel planes dropped bombs around the British destroyer Gallant off the eastern coast of Spain today, but fled when the ship opened fire with anti-aircraft guns, the loyalist Government announced.

The British Admiralty in London reported that one bombing plane, believed to belong to the rebels, attacked H.M.S. Gallant, but that it had not been determined whether the ship opened fire.

The attack may have grave repercussions in view of a stern British warning to General Francisco Franco's rebel Junta only three days ago that further interference with British shipping on the high seas would not be tolerated and would be met with retaliatory measures.

(The Febus (Spanish) News Agency reported from Gibraltar that several hours after the gallant incident, two airplanes attempted to bomb another warship, whose nationality was not verified, fifteen miles off Benidorm Island. Benidorm Island is twenty-two miles northeast of Alicante. The despatch said the warship's anti-aircraft guns drove off the raiders.)

Two Attacks Reported.

According to reports here, the Gallant was attacked twice—first by one plane at 2 p.m., and by two planes at 5 p.m.

The first plane, which appeared over the 1,335-ton destroyer as it cruised through the Mediterranean on "routine patrol duty," was said to have dropped its bombs. The number of bombs dropped in the second attack was not reported. Several came dangerously close to the vessel.

Loyalists said the insurgent planes were from Franco's base on the Balearic Island of Majorca. Italian

REBEL BOMBERS.
(Continued on Page 3, Column 3.)

MOVE TO OUST ABERHART BLOC IS RULED OUT

Alberta Speaker Kills Rebel Resolution Declaring Vacancies

FREE STATE CITED

Edmonton, April 6 (CP).—A resolution presented by an Insurgent Social Credit member that would declare the offices of Premier William Aberhart and his Social Credit Cabinet vacant was ruled out early tonight by Speaker Peter Dawson of the Alberta Legislature.

The resolution was presented earlier by S. A. G. Barnes, Independent Social Credit member, and would have given the Legislative Assembly the right to elect by majority vote "a Premier and members of the Cabinet."

It was seconded by W. J. Lampley, Social Credit member for Peace River, who identified himself with the insurgent group last week.

"I have refused admission of the resolution to the Order Paper," Speaker Dawson announced after the House rose. "It would interfere with the functions of the Lieutenant-Governor and is unconstitutional."

He said it would have no effect, even if passed in the Legislature. Mr. Barnes had requested the resolution appear on Thursday's Order Paper.

Shown a copy of the resolution,

MOVE TO OUST.

(Continued on Page 3, Column 5.)

B.C. Election Seen for June

Premier Pattullo Promises to Set Definite Date Before April 22

Victoria, April 6 (CP).—Premier Pattullo announced today that a British Columbia general election will be held this spring. He said he would fix the date before April 22.

The actual date of the polling has not been set, the Premier said, "but I know the public is anticipating an announcement shortly, so I can tell you the date will be fixed before April 22."

Though assurance has been felt that an election would be held shortly, today's announcement is the first confirmation from the Premier. An early June vote is considered probable.

Mine Expansion Seen Cutting Rail Deficits

Senator Also Forecasts Important Development of Colonization Throughout Dominion as Industry Grows

Ottawa, April 6 (CP).—Increasing revenues to the railways from the expanding Canadian mining industry would bring constant reduction in annual railway deficits, Hon. Eugene Paquette (Cons., Lauzon) predicted today in the Senate.

The Quebec Senator was speaking on a resolution of Senator Arthur Sauve (Cons., Rigaud), advocating an all-Canadian mining policy, checking dishonest brokerage practices and extended colonization efforts.

Joining in support of the resolution, Senator A. J. Leger (Cons., Moncton) urged establishment of a "vast system of colonization" and re-establishment of needy industries.

Radio Appeal Brings Donkey's Milk for Baby

London, April 6 (AP). — The British Broadcasting Corporation tonight interrupted its National program to appeal for milk of a donkey for a child dangerously ill in a London hospital.

Within an hour it received word that two shipments were en route, one from Wales and the other from Yorkshire, to arrive in London in the morning.

It was explained in the appeal that the child was very weak and only milk of a donkey was deemed sufficiently nutritious to save his life.

QUEBEC PLANS FOR DEFICIT OF $31,365,854

Relief and Capital Expenditures Responsible, Provincial Treasurer Tells Legislature

BETTER THAN 1935

Favorable Balance, $5,641,706, for First Eight Months of Fiscal Year

Quebec, April 6 (CP).—The 7-months-old Union Nationale Government presented to the Quebec Legislature today its first complete budget, providing for a deficit of $31,365,854 in the fiscal year of 1937-38.

Favorable balance of $5,641,706, however, was shown by Provincial Treasurer Martin Fisher, for the first eight months of the fiscal year, compared with the corresponding period last year. And it was estimated a surplus of $38,040 would be shown at the end of the year in ordinary revenues over ordinary expenditures.

The "favorable balance," the Minister told the House, consisted in reduction of the $6,856,722 deficit for the first eight months of last year to a $1,215,016 deficit for the opening eight months of the current fiscal year.

Bird's-Eye View.

"In tabling these estimates," the Minister told the crowded Legislature, "we have departed from the custom so long practised by our predecessors who presented estimates which covered only part of the expenditures for the year, thereby deceiving this House and the public in general."

To enable the public and legislators to "get a bird's-eye view of the Budget," Mr. Fisher quoted from his address the following estimates for 1937-1938:

Estimated ordinary revenue, $46,829,053; estimated ordinary expenditure, $46,791,012; estimated surplus $38,040.

"Besides ordinary expenditure," said the Minister, "we are requesting the House to vote extraordinary expenditures to cover:

"Direct relief and public charities $14,978,000; public works, mines, fisheries, roads and colonization on capital account, $16,423,893.

"Add to this ordinary expenditure of $46,791,012 and it brings total contemplated expenditure to $78,194,907, with total estimated revenue of $46,829,053, there is left a total estimated ordinary, extraordinary and capital expenditures in excess of revenue of $31,365,854."

Former Commitments.

In considering the estimated deficit, Mr. Fisher said: "It must not be overlooked that commitments made by the former regime, amounting to millions of dollars, have had to be included in the estimates presented for your approval. The Minister said he also wished to point out that "this is the first budget for which this Government accepts full responsibility."

At present, Mr. Fisher said, it was impossible "to state definitely what the operations for the current fiscal year ending June 30, 1937, will reveal . . . but I will endeavor to give a bird's-eye view of financial operations of the Province for the first eight months of the current fiscal year . . . comparing with them the corresponding figures (in brackets) for the same period last year:

Ordinary receipts, $34,290,097 ($33,223,608); ordinary disbursements, $27,995,113 ($29,080,330); excess of disbursements over receipts, $1,215,016 ($6,856,722).

"Therefore you will note that for the first eight months of this year we have a favorable balance of $5,641,706 compared with the first eight months of last year," said Mr. Fisher. "And I might also add that during this period the present Government has assumed the cost of old age pensions to an extent of more than $1,000,000."

GOLD RUSH BY PLANE

Wau, New Guinea (UP). — New Guinea is convinced it is ahead of the rest of the world in operating "gold rushes." When gold was discovered up the Screw River, virtually every prospector made the "rush" by plane in thirty minutes.

Steamship Arrivals

Vessel	At	From
Veendam	Boulogne, 5	New York
Saturnia	Gibraltar, 5	New York
Hansa	Hamburg 6	New York
C. of Havre	Hamburg, 3	Baltimore
H. Jackson	Hong Kong, 2	Seattle
A. Imp. (T.)	New York, 6	Liverpool
Santa Clara	New York, 6	Valparaiso
Rotterdam	New York, 6	San Juan
Empress	Sydney, 5	Vancouver
Lacosta	New York, 6	Liverpool
Man. Regt.	Saint John, 6	Manchester
Celtborne	Saint John, 6	West Indies
Wastwood	Saint John, 6	Bermuda
Zeeden	Saint John, 6	Halifax

Quebec Budget Highlights

Deficit on ordinary account for the first eight months of the current year has been reduced by $5,641,000 from the figure for the same period last year, according to Quebec's Budget, brought down today by Provincial Treasurer Fisher.

Lower licenses for motorists are foreseen by next year.

Revenue from the Liquor Commission is estimated at 11.26 per cent. of all revenue for the next fiscal year; from the gasoline tax, 13.62 per cent.; from gasoline tax, 15 per cent.

No longer is it possible "for employees to draw their salaries and not attend their offices."

Floating of a $50,000,000 Provincial loan, described as "the greatest financial feat ever performed in Quebec or in all Canada."

Re-employment is not keeping pace with the general movement in practice.

The mining industry has been given an impetus hitherto unknown in Quebec's history, and other means of communication are being assisted by the Government in the mining district around Rouyn.

Sales of Quebec fish on Canadian markets doubled in 1936.

Provincial Farm Credit Act, with $15,000,000 available for loans, has had a stimulating effect on agriculture since passed in November.

GLOBE AND MAIL BUYS FAST PLANE

(Continued From Page 1, Column 6.)

Globe and Mail Staffing, to be fed with the description of any important happening while the reporter watches it from the sky hundreds of miles away.

Should a great fire or other disaster occur on Thursday, for instance, at 2 o'clock in the afternoon, The Globe and Mail could fly to the scene with portable wire photo equipment and present a complete story, accompanied by pictures, in the early 5:30 edition of the evening of the same day.

Thus modern methods of newsgathering cut down the time of complete coverage on big events from a matter of hours to a matter of minutes.

Available for Public Service.

But news gathering will not be the only use to which The Globe and Mail's machine will be turned. It will also be available for "mercy flights," in keeping with the paper's policy of at all times being of service to the public who use its columns.

A special emergency cot will be fitted into the cabin of the machine to carry a patient should this necessity arise.

Skis for Winter Use.

The machine will be adapted to use as a land or seaplane, and in the winter will be fitted with skis. Its wings span a distance of 48 feet and it is 34 feet in length.

It was a similar machine of an earlier model that Reid and Ayling used in their flight from Wasaga Beach to England. Its two big Gypsy Six motors develop 200 horsepower each, and altitude may be maintained on one of them should the other fail.

Similar machines are also used on the longest over-water hop for land machines on any air route in the world—the Singapore to Brisbane route of Quantas Airways, an associate company of Imperial Airways, where 650 miles of ocean are spanned as a regular schedule.

Its engines are perhaps the foremost in the world for a record of performance. They have carried machines to victory in most of the important British air races for several years back, such as the King's Cup and the famous Mildenhall to Melbourne air races.

Type Favored by Royalty.

The King of Iraq and other Eastern rulers have sister ships of The Globe and Mail's machine as private means of air transportation. The Duke of Windsor also owned a Dragon Rapide when he was King.

Besides two-way radio, the airplane will be equipped with a radio compass or direction finder. With this instrument, the pilot need only tune into a radio station in any city to find his direction. Should the machine be flying through fog toward Toronto and become lost, the pilot would simply tune in on a local radio station and he would be guided unerringly to his destination.

An "artificial horizon" will tell the pilot when he is flying on an even keel and a directional gyro compass will indicate when he is flying along a straight line. Climb and dive indicators, bank and turn indicators and a large array of instruments will include every possible factor of safety toward the operation of the machine.

Contains Comfort Devices.

The machine has a range of 885 miles without refueling. The closed cabin is heated and air-conditioned, and special luggage compartments and other conveniences make it roomy "office" from which newspaper copy may be produced with the ease of an office on the ground.

It will be painted in The Globe and Mail colors of orange and black and will be easily recognized from the ground in the many Canadian towns and cities on its way to cover a story.

Although the parent company is in England, the Dragon Rapide has been adapted by the de Havilland of Canada to conform with particular needs of flying in this country.

RELIEF STRIKE BY CITIES URGED

(Continued From Page 1, Column 4.)

Saskatchewan Government offered no help to the urban centres in that Province, said Mr. McIlveen. It provided for help on the farms and in road-building, but no work in the cities. The works undertaken provided employment only for men in the localities where they were under way.

Consider Grant Reduction.

Mr. Rogers told the House the Government's expenditure last year on all forms of relief, works and direct, was $35,455,206. The question of reducing the monthly grants-in-aid to the Provinces was now under consideration.

The Government tried to keep in mind all the factors involved and to arrive at a fair basis, but he was not sure any formula could be devised which would be free from the possibility of criticism.

Western municipalities were in dire financial position, Mr. Maybank declared. This condition was being aggravated by relief costs and diminishing taxation collections. Since 1931 Winnipeg paid a relief bill of $8,500,000, while the Province and the Dominion supplied $12,000,000. Winnipeg was now in the position where, if the bank would advance no more money for relief, destitution would prevail.

Unemployment should be a national responsibility, not Provincial or municipal, Mr. Maybank contended. It was hopeless to expect Western Provinces and municipalities to carry the load any longer.

The Ontario Government was wholly unreliable and would give no assistance to the City of Toronto, Denton Massey (Cons., Toronto-Greenwood), complained. Mr. McNiven reminded him the Ontario Government was the first Provincial Government to balance its Budget and reduce debt.

Social Credit was advanced by John Blackmore (S.C., Lethbridge) as the solution of unemployment. Only by providing the people with the purchasing power sufficient to buy the goods they could produce could unemployment be eliminated, the Social Credit Leader declared.

Government ownership and control of natural resources was the solution advanced by J. S. Woodsworth, C.C.F. Leader. Pending such a change in the economic system as would bring this about, however, he urged a program of work and wages to put an end to direct relief. Such a program would not beggar the country as the Government had suggested, and the country could not afford to continue the present policy with its inevitable consequences of physical and moral degeneration of the people out of work.

CRANG TO FLY NEWS PLANE

(Continued from Page 1, Column 5.)

the scenes of spot news stories. He's been flying twenty years. He's got enough "story" in him to fill a book, but it took a reporter an hour to draw some meagre details of his adventuresome life out of him.

They know him in France as a skilled fighter. He brought down six enemy planes flying a single-seater, and his observer in a two-seater brought down seven others. Sir Douglas Haig mentioned him in despatches for gallantry and devotion to duty.

They know him in England as a test pilot and aircraftsman of exceptional nerve, skill and ability. In December, 1917, he was appointed Chief Test Pilot for No. 3 Aircraft Acceptance Park, a unit of the R.A.F. He stayed on the job until March, 1918, and in that period had tested more than 700 new planes. He was awarded the Air Force Cross for his work.

Flying Club Founder.

They know him in Canada, particularly in Toronto, as the co-founder of the first flying club in the Dominion, the Toronto Flying Club; as aviation instructor at the Central Technical School; as President of the St. Clair Neighborhood Workers' Association; Director of the York Township Victorian Order of Nurses; Director and co-founder of the St. Clair Y.M.C.A., and as Councillor in the York Township Council.

First Drove Ambulance.

"Jim" Crang was born in Toronto and was educated at Earlscourt School and Oakwood High School. He first tried to get into the Flying Corps in 1914, but his application was rejected. In those early days of flying a pilot had to weigh less than 145 pounds and Crang weighed a good deal more.

He enlisted then in the 2nd Canadian Army Medical Corps. Field Ambulance Unit No. 10, and drove the first motor ambulance in Toronto for the Canadian army. In two months he had received his corporal's stripes, in three more months he was a sergeant. He was transferred then to Niagara-on-the-Lake, and given charge of a motor transport unit for the C.A.M.C. From there he went to Camp Borden, where he was in command of the Camp Motor Transport. Later he was granted his commission by Brigadier General Logie Bruce Ironside-Kerry transferred him to the Royal Air Force in England.

In October, 1916, he was sent to the ground training school at Oxford and after graduating went to the Central Flying School at Netheravon and Upavon. After receiving his wings at Central he was drafted to the machine-gun section at Turnbury, Scotland, and from there he went to France.

Silent About Deeds.

In April, 1917, he joined the "70 Squadron" in France. The squadron was flying Sopwith 1½ strutters at the time and Crang's observer was Jack Sully, Toronto Kerry transferred him to the Royal Air Force in England.

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Later the squadron received Camels, fast little single-seaters, and, although he won't talk about his "dog fights," Crang admits he brought down six German planes.

That's all in the past. What's the use of talking about it?" Crang asks.

Once he was returning from a "dog fight" over German territory. He had shot down two planes and was flying home, happy to be alive. He was at 17,000 feet, just crossing the British lines, when an "Archie" shell (anti-aircraft) exploded in front of his ship. "She ripped every piece of metal off the ship," Crang recalled with a smile. "Two cylinders of the engine were blown out of the plane and the machine-guns were knocked screwy."

However, he landed the plane and escaped without a scratch. The remains of the camel were kept on exhibition for several days to show other pilots in what condition an aircraft could be landed with safety to the pilot.

After the war Crang returned to Canada and entered the real estate and building business. In 1925 he returned to England and took a short course in the de Havilland Aircraft factory. He came back to Canada enthused with the idea of forming a Flying Club. And with Major Bert Wemp and Earl Hand established the Toronto Flying Club.

RAILWAY DEFICITS REDUCED BY MINES

(Continued from Page 1, Column 8.)

as in Abitibi and Timiskaming, is also a new source of wealth to be considered."

If there had been any delay in the development of Canadian mines, it was due to the lack of competent technicians, mining engineers and geologists, whose knowledge now displaced the haphazard ways of former prospectors who depended more on luck than their knowledge, he declared.

"With the co-operation of Federal and Provincial Governments we must prepare our young men in this field and prepare them to share in this great wealth, thereby building their own social restoration," Senator Paquette said.

The Gaspe Peninsula had been neglected and a railway could be built through Gaspe running through the peninsula from one end to the other which would pay for itself in well-directed development, he declared.

Would Develop Farming.

In New Brunswick and other Provinces, Senator Leger said, there were vast quantities of arable lands which were not under cultivation.

Industrial centres were now rejecting surplus labor which had been taken from the rural districts, but by promotion of colonization these people "would return to the conquest of the abandoned farms."

Investigations should be carried out to make agriculture more conducive. "If such investigations were carried on in this country, it would be found that the lack of leadership amongst the farmers, the indifference to co-operative and educational methods, and the disproportion between agricultural labor and the prices received for farm products have been the chief obstacles to the advancement of agriculture," Senator Leger said.

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The Weather

Meteorological Office, Toronto, April 6.—A deep low area is passing northeastward across Ungava with a trough of low extending southward along the Atlantic Coast. Another low area is centred over the Southwestern States, with high pressure over the Hudson Bay Region and to the southward of the Great Lakes. Rain has fallen today in Northern Ontario, Quebec and the Maritime Provinces. Except for light snow in some sections of Manitoba the weather in the Western Provinces has been fair and comparatively mild.

Forecasts.

Lower Lake Region—Moderate to fresh winds; fair; probably followed by showers on Thursday.

Georgian Bay—Moderate to fresh winds; fair and comparatively cool; probably showers on Thursday.

Northern Ontario—Fair and comparatively cool.

Ottawa and Upper St. Lawrence Valley—Northwest to west winds; fair and not quite so mild.

Lake Superior—Moderate winds; mostly fair; a little cooler over west portion.

Kenora and Rainy River—Mostly fair; not much change in temperature.

Manitoba—Fair; not much change in temperature.

Saskatchewan and Alberta—Mostly fair and mild.

Grand Banks—Fresh to strong south and southwest winds; cloudy with occasional rain and probably some fog.

Maritime West—Fresh or strong westerly winds; partly cloudy and a little cooler; possibly light scattered showers.

Maritime East—Fresh to strong southerly to westerly winds; mostly cloudy and probably scattered showers.

American Ports—Fresh west and northwest winds; partly cloudy and a little cooler.

Gulf and Bay Chaleur—Strong westerly winds; partly cloudy with scattered showers or snowflurries.

North Shore—Strong southwest to west winds; partly cloudy; probably some showers or snowflurries shortly over east portion.

Lower St. Lawrence Valley—West to northwest winds; mostly fair and a little cooler.

Northwestern Quebec and Lake St. John—West to northwest winds; partly cloudy and cool.

Canadian Records.

Minimum and maximum temperatures:—Dawson, 24-34; Aklavik, 11 below-30; Simpson, 14-40; Fort Smith, 20-44; Prince Rupert, 36-52; Victoria, 40-53; Vancouver, 38-50; Kamloops, 26-60; Prince George, 30-56; Jasper, 20-46; Edmonton, 24-56; Banff, 14-48; Calgary, 26-42; Lethbridge, 26-52; Medicine Hat, 30-58; Swift Current, 30-62; Battleford, 30-62; Prince Albert, 28-52; Saskatoon, 30-62; Moose Jaw, 30-62; Regina, 32-58; Brandon, 28-54; Winnipeg, 32-52; Kenora, 30-48; Fort Arthur, 36-44; Muskoka, 30-54; Cochrane, 30-52; Parry Sound, 30-54; London, 32-50; Toronto, 36-47; Kingston, 36-46; Ottawa, 30-52; Hamerst, 40-50; Quebec, 34-44; Saint John, 36-46; Halifax, 32-44; Charlottetown, 32-48; Chicago, 29-46; St. Paul, 28-46.

Local Records.

Temperatures: 8 a.m., 42; noon, 49; 2 p.m., 51; 4 p.m., 50; 8 p.m., 37. Mean for day, 3° difference from average, 2 above; maximum, 61, yesterday.

Direction and velocity of wind: 8 a.m., 20 miles west; noon, 25 miles west; 8 p.m., 16 miles west.

Barometer reading: 8 a.m., 29.16, noon, 29.08; 8 p.m., 29.32.

Precipitation, Rainfall, .06 inches.

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