LINDBERGH'S TRIUMPHANT PASSAGE

Belgium's King and Queen Greet Aviator While Burgomaster Max Presents Medal.

MOBBED AT CROYDON.

His modesty and courtsey are earning Lindbergh greater laurels day by day. He reached Brussels Saturday and received a wonderful reception.

His last day in Europe (Sunday) was to him one of the most interesting. He started it by keeping a secret engagement with King Albert and Queen Elizabeth at the Evere Aerodrome, to show them his plane. Lindbergh left the United States Embassy early without revealing his destination. He met the Royal couple at the aerodrome and took them to the shed where the Spirit of St. Louis was housed. He had the machine brought out into the open, and explained every detail of it to his Majesty, who showed the liveliest interest, not only in the machine, but in the details of the flight, which were told minutely.

The Belgian Crown Prince, who became a sort of chum of Captain Lindbergh's at the American Club dinner last evening, received a visit from the aviator soon afterward. Both Prince Leopold and his wife, Astrid, expressed their high regard, and earnestly invited the flier to come again to Belgium when he could stay longer.

Burgomaster of Brussels

The heroic Burgomaster of Brussels, Adolphe Max, whose name acquired world fame during the war, greeted Captain Lindbergh in the famous City Hall, while 12,000 people massed in front of the building acclaimed him.

As he clasped the Burgomaster's hand the latter slipped a little leather case into the hand of the aviator. It contained a gold medal inscribed in English:

"To Captain Charles Lindbergh—The City of Brussels, May 29, 1927."

The reverse side bore a heroic winged figure.

A piano struck up, and out of the crowd stepped the baritone Bouillez of the famous Brussels Opera Troupe of the Theatre de la Monnaie. He sang "The Star-Spangled Banner," and Lindbergh stood at attention.

Graceful Ever

The song ended, he shook hands warmly, and asked the singer if he would oblige with "La Brabanconne." M. Bouillez obliged, surpassing himself, and the heavy oak rafters of the old hall fairly rang with the stirring refrain: "The King, the Law, and Liberty."

Then with his arm linked in that of the Burgomaster, he went to the balcony, where all the leather-lounged burghers let him know just what they thought of him. Shortly after he took off for Croydon—London air port.

Wild Enthusiasm

The crowd which greeter the airman at the Croydon Aerodome was one of the largest, wildest, most enthusiastic gatherings of men, women, boys and girls, and even infants, ever assembled in that country to welcome a private citizen of any nation.

A crowd estimated by the police at more than 100,000, breaking down the barriers, swarmed over the field just before the aviator came to earth, and almost robbed him of a landing place.

Circled Aerodome

Lindbergh reached there at 6 o'clock in evening. He circled the aerodrome and volplaned down, but, owing to the masses of people invading the field, rose again and made another circle, while the police endeavored to press the spectators back.

This was a task of the utmost difficulty for a time, and the utmost confusion prevailed. But finally enough space was cleared, and the Spirit of St. Louis settled to the ground. The moment the machine came to a standstill it was surrounded as quick as a bash by widly excited crowds that ran pell-mell over the field and stampeded the quarters roped off for the official reception committe, thereby smashing all the carefully arranged plans for greeting the airman in a dignified manner.

As he looked into the faces of the seething mass, Lindbergh called out: "Look out for my machine!"

Spoke to Crowd

After meeting the reception committee and climbing a ladder to a balcony on the administration building of the aerodome Lindbergh spoke to the great throng through a megaphone in a high-pitched voice, said: "I just want to tell you people here this afternoon that this is worse than Le Bourget—or should I say better?" And then the airman smiled and chuckled and tried to look around and see where he might escape.

Shortly he made an attempt to descend from the tower, but the crowd surged around the foot of the ladder to such an extent that he was forced to remain on the balcony. Meanwhile the police desperately endeavored to get Ambassador Houghton's car to the buildings, but it was slow work, requiring nearly half an hour, and in the struggle one of the windows of the car was broken.

Eventually Lindbergh through the megaphone said he had a request from Ambassador Houghton to make and the crowd listened. He said: "The Ambassador wants me to ask you to please clear a way for his car—he asked me, and I am telling you—so we can get out."

This request was followed by another compelling smile, and the crowd slowly divided so the car could get through.

The Menace of Drugs.

One of the greatest dangers that Western civilization faces—because so insidious and silent—is the traffic in narcotic drugs. It is a peril of particular concern to the United States, since the use of drugs in this country is known to be on the increase and to have a direct relation to crimes of violence.

The League of Nations has conducted a systematic campaign against the evil. Progress has not been as great as American foes of the narcotic trade believe it could be, but the endeavor has not been abandoned and advances have been made—such as the limitation of exports of opium from India. Now the League has published a report of seizures of illicit shipments of drugs during the first seven months of 1926, which gives some measure of the threat. Summarized, it runs: Raw opium, 65 tons; heroin, 3,520 ounces; marphine, 10,195 ounces; cocaine, 625 ounces. Since drugs are sold and used in very small doses, these amounts, it is necessary to understand, are enough for an immense illegal business. The German police are reported to have discovered the existence of a band of international smugglers, carrying on traffic in many countries and "to an almost unbelievable extent."—(Editorial from The Outlook.)

Shirking a Duty.

Three Rivers Nouvelliste (Cons.): (Rather less than one-half of the registered voters in Montreal went to the polls in the last elections.) A miserable showing when compared with the figures in England, where 80 per cent. of the electors vote on every occasion. A miserable showing if one considers the figures in Australia, where 94 per cent. of the electors voted in the last election. It is true that Australia has the compulsory vote. Does it mean that we too shall have to compel our electors to do their duty by threats of punishment?

Safety First.

Sherbrooke Tribune (Lib.): The two greatest menaces to the safety of motorists are the speed mania and the level crossing. When it is properly appreciated that roads are not race tracks and that level crossings are a species of death trap, the number of fatal accidents caused by the automobile will become practically negligible, at least in comparison with what has been the case the last few years.

ADAMSON'S ADVENTURES—By O. Jacobsson.

Lengthy Louie.

JUBILEE TRIBUTE FROM NEW YORK

Herald-Tribune Devotes Its Leading Editorial to Canada.

BIRTHDAY MONTH

Reference Made to Part Played by U.S. in Developing Country.

The Herald-Tribune has devoted a recent leading editorial to a tribute to Canada on the approaching 60th anniversary of Confederation.

"To the awe-inspiring accompaniment of 10,000 beacon fires, stretching in an unbroken line from Cape Breton to the Island of Vancouver, the Dominion of Canada will on July 1 celebrate the 60th anniversary of its birth. Those fires will illuminate 60 years of a unique history. In January, President Coolidge received in the able and admirable figure of Mr. Vincent Massey, Canada's first minister to the United States. It was the confirmation of the 'Dominion status'—an innovation in world politics for which the British Empire and the world at large are indebted to the success of the experiment initiated by the British North America Act of 1867.

"Citizens of the United States will be glad to be reminded that the month of July contains another important national birthday besides our own. Although British Canada dates from the cession of the territory in 1763 and representative government from one Constitution Act of 1791, it was not until July 1, 1867, that the Dominion of Canada came into formal existence under, that title and with a federal form of government resembling, but not copying, our owu. It originally contained only four provinces; British Columbia and the West were not brought in until much later and Newfoundland still maintains its stern and unshakeable independence. In the meantime, however, the Dominion has solved many difficulties of national existence, accomplished the enormous task of opening up its empty western reaches, achieved a racial harmony brated issue which so enlivens Ameriand even dealt with the same celecan politics in a fashion for which many Americans entertain an astonished admiration.

Remarkable Growth

"Canada's remarkable growth to national stature is a process in which the United States can claim an important, if frequently somewhat indirect, role. The unbroken peace which has reigned without benefit of fortifications since 1813 between the two nations is one of the startling exceptions to all international rules. But the differences which have arisen within that period are more important than the harmonies.

"In the famous series of arbitrations with international commissions and irritated communication which have passed between the two communities, the United States experienced important lessons in the arbitral method. while we provided Canada with the record upon which her claim to her present autonomy is largely founded. Mr. Massey can find predecessors in the Canadian members of the various tribunals which acted under the British Foreign Office or precedents in the work of such bodies as the Canadian membership of the International Joint Commission.

"The disagreements were frequently sharp and the feelings strong. But without a neighbor at once strong enough to call forth Canadian exertions and reasonable enough to avoid war, the Dominion status in its present form might not have been attained. By this time the issues have all faded and the goodwill is broken by nothing more than the minor vexations of American 'culture' or the negligible difficulties of Canadian rum-running. Citizens of the United States will rejoice in the success of the Dominion of Canada. Of all the experiments in statehood on this side of both the north and south Atlantic, it is one of the finest, and Americans will look forward to extending on July 1 their wishes for many more prosperous birthdays."

Whatever our faults, there are thousands of people in all ranks of society who are honestly trying to give of their best for the good of those around them.—Bishop of Lichfield.

The Ploughman's Day.

The last thin shadows of the night
Recede before the rising sun,
Nod starts the ploughman with the light,
The day of labor has begun.

With music all the meadows ring,
In bush and bower the singers throng,
Lighthearted as the birds that sing,
The ploughman's day begins with song.

The furrows turn in faultless lines,
Before the brawny-steadied plough;
The sun climbs up the sky and shines
With warmth increasing, until now,

For one brief hour of sweet repose,
He pauses at his highest-crest;
The ploughman quits; even nature knows
The pulseless noontide hour of rest.

Then once again the ridges rise,
Until the shades of dusk are spun,
And fill the furrows, and the skies
Bring down the night when toil is done.

—J. C. M. Duncan.

National Jealousies.

Quebec Action Catholique (Ind.): They are trying at present at Geneva to assure "economic peace and the security of peoples." There is only one way of making sure of both, and it is not a new way, although they hardly appear to concern themselves with it at Geneva, and this is to work, as Christianity did in its flower, to destroy the egoism of nations at the same time as that of individuals. Are there not many who are generous enough when it is a question of individuals, but who develop a ferocious egoism when it is a question of nationalities? And do there not exist in our days people who exploit not only individuals but also nations?

It was the morning after the night before, and a young clerk, having met too many friends, rang up his chief at home about eight o'clock, explained everything, and apologized for his inability to get to the office that day. "I appreciate your frankness," said the chief, "but don't you know you're off to-day. This is Sunday!"

MOTOR TRAFFIC LESSENS DRINK

British Automobile Trade is Now Making Remarkable Progress.

London—The social significance of the motor car has been the subject of countless editorials, but sometimes the news columns give even more interesting sidelights on this interesting problem. In England, where the motor car is now making swift progress after long lagging behind, the growth of motor traffic is a difficult matter for the authorities to cope with, because of the narrow, twisting roads, and the great difficulty in providing adequate parking and turning spaces in old settled communities.

The old coaching inns of England suffered a great decline with the coming of the railways, and were forced to subsist on a much reduced local custom. The popularity of the bicycle saved many of them, and the motor car seemed well calculated to restore them to their old-time prosperity, but the motoring class demands facilities which are said by observers to make the old-style innkeeper restive. A writer in the Manchester Guardian recently commented interestingly on two phases of changed country conditions, mainly due to the increased use of cars, in the following words:

"There have probably been more picnics this Easter than in any Easter for many years. The continued streak of fine weather gave confidence, and the big increase in the population with motor cars meant new opportunities. Along the south country roads at suitable pleasant places were countless small parties picnicking. It is noticeable that people are becoming much more considerate than they used to be, both in the clearing away of the debris of their feasts and in the parking of their cars out of the roadway.

"The new roadhouses that have sprung up to cater for the new motor car public are increasing quickly, and the hotels and inns on the great roads that used to have a monopoly in villages and small towns are now finding that they have to make efforts to hold their business. A great many motorists who are not teetotalers now never touch alcohol until they have finished their driving, and the licensed house has to appeal to this class entirely by food and comfort. This is not relished by the old type of innkeeper."

Governor-General's Car.

Whenever the cars of Governor-General Viscount Willingdon stop a crowd gather and look them over.

Both of Viscount Willingdon's cars are landaulettes, and both are on 25 h.p. six-cylinder chassis. Some of their special features are interesting. No number plates are provided, but both at the front and rear of each car a small plate is fitted carrying in gilt relief the coronet of a viscount. On the rear doors of each car is Viscount Willingdon's crest. On each side of the front pillars is fitted a special nickel-plated holder and rod to which can be attached a small flag when his Excellency is in the car. These flags are not used otherwise. There is also a small red light mounted at the top and on either side of the windshield. These lights are installed so that his Excellency's car may be easily distinguished at n ght.

The Defence of Shanghai.

Blackwood's Magazine: At this moment, when we are doing our best to defend the Americans (and others) who are in danger at Shanghai, we are told that the Americans decline to pull the chestnuts out of the fire for Great Britain. As though we had asked them! We know well that it is not their practice to pull chestnuts out of the fire for anybody, and our experience of the Great War has convinced us that only the wealthiest country can afford to have the Americans for allies.

SECOND OF NINE HISTORICAL SKETCHES BY JEFFERYS

(CUT OUT AND SAVE)

The production of foodstuffs must always remain Canada's basic industry. This is ensured by her very immensity, the fertility of her soil, and the bounty of Nature which decrees the variations of frost and snow, sunshine and rain necessary for the growth of fruit, grain and vegetables unrivalled the world over. In the item of wheat alone the year of Confederation saw a crop of 10,328,873 bushels for the entire territory now known as the Dominion of Canada; last year the total production of wheat was 406,269,000 bushels.

In the last 60 yaers the development of machinery has made farm work much less laborious. In 1867 the cutting of grain by machinery was comparatively new, and the machines then in use were crude and unwieldy. In that year a Canadian company produced the hand-rake reaper, which was far superior to any manufactured before. On many a farm of that day the entire grain crop was cut by the old-fashioned cradle. An expert cradler, followed by a man with a wooden rake, who raked the windrows into sheaves and bound them with a wisp of straw, could harvest from three to four acres a day. Nowadays a power-driven reaper-thresher which cuts a 15-foot swath and carries a crew of two men, can cut and thresh forty acres in a day! The artist shows the old and new methods, together with another labor-saving device—a modern tractor.