CANADA'S OPPORTUNITY

Close Affiliation of Provinces Gives Opportunity to Work Out Uniform Traffic Regulations

LEARN FROM NEIGHBORS

The annual meeting of the Good Roads Conference just closed brings to the attention of newspaper readers generally the serious aspect of traffic control and the prevention of traffic accidents.

Opportune Editorial.

Peculiarly enough a most excellent editorial on this subject appeared in the Saturday Evening Post simultaneously with the report of the Convention proceedings, and strangely enough the government at Ottawa issued their road map at the same time.

The editorial in part is as follows:

Much attention has been given to safety education, especially in the public schools. Automobile associations keep insisting that if only drivers would show common courtesy there would be fewer accidents. The demand for more stringent examination of those seeking drivers' licenses grows apace. No remark these days is more often heard than that immense numbers of people should not be allowed to drive cars at all.

The whole question is puzzling in the extreme. The streets and highways of the country cannot be rebuilt in a day into foolproof, intersectionless conduits. Nor can tens of millions of people be constantly examined by the state to determine their exact mental, nervous and physical condition, including hearing, eyesight and muscular reaction, not to mention such qualities as courtesy, common decency and consideration for others.

Neither the highways nor human nature can be made over quickly, but there are helpful steps which can be taken at once, without cost and without price. If they are not adopted swiftly the American people will stand condemned of utter incapacity for self-government and of a preference for chaos rather than for order.

Uniformity Wanted

We refer, of course, to the inexpensive expedient of adopting uniform traffic laws and regulations throughout the country. At the present time if a man sticks his hand out of a car the drivers behind him do not know what he means if they happen to come from other states. As President Henry, of the American Automobile Association, says:

"It should not be very difficult to reach a national accord on such a simple, though vital, matter as warning signals of intention to stop or turn, and so on. But even here confusion prevails. The majority of states prescribe merely that a timely warning be given, but custom has brought an infinite variety of hand and arm signals, resulting in confusion and increased hazard."

Many states require the examination of drivers, but there are many which do not. Indeed, astonishing as it may seem, there are states—or were, according to a recent compilation—which require neither examination nor license to drive. The privileges granted to non-resident operators vary from fifteen days to six months. As it is now, a tourist or business man traveling in states other than the one in which he has an operator's license may be put to great inconvenience or even arrested through unavoidable ignorance. Then, too, there is no uniformity as to brake requirements, and there is the greatest possible diversity among the states as to lighting requirements.

Nor is there uniformity among the states regarding these matters: Which vehicle shal have the right of way at intersections and under other given circumstances; what highways shall be through highways, how they shall be designated and to what extent a boultvard system with lighting signals o fa certain character is applicable to all cities; the passing of street cars; what to do on approach of fire or police department vehicles.

Even within a single state we encounter different standards of law enforcement from place to place. Every degree and standard of courtesy, helpfulness and firmness in enforcement is found. Some communities pay no attention to dense traffic and others regulate light traffic rigidly.

If states and municipalities must be led by the hand of gentle but specific Federal encouragement, we suppose that Mr. Hoover, although already overworked in other directions, is the best person to lead them. But what a terrible indictment of the ability of states, cities and towns to govern themselves! Governor Ritchie, of Maryland, and others view with much alarm the encroachment of Federal authority upon the prerogatives of the states. But if the legislatures of the different states haven't enough instinct of human self-preservation to agree upon a uniform signal for a man who sticks his hand out of an automobile window, then we can expect Federal activities in the future to make those of the present look like thirty cents.

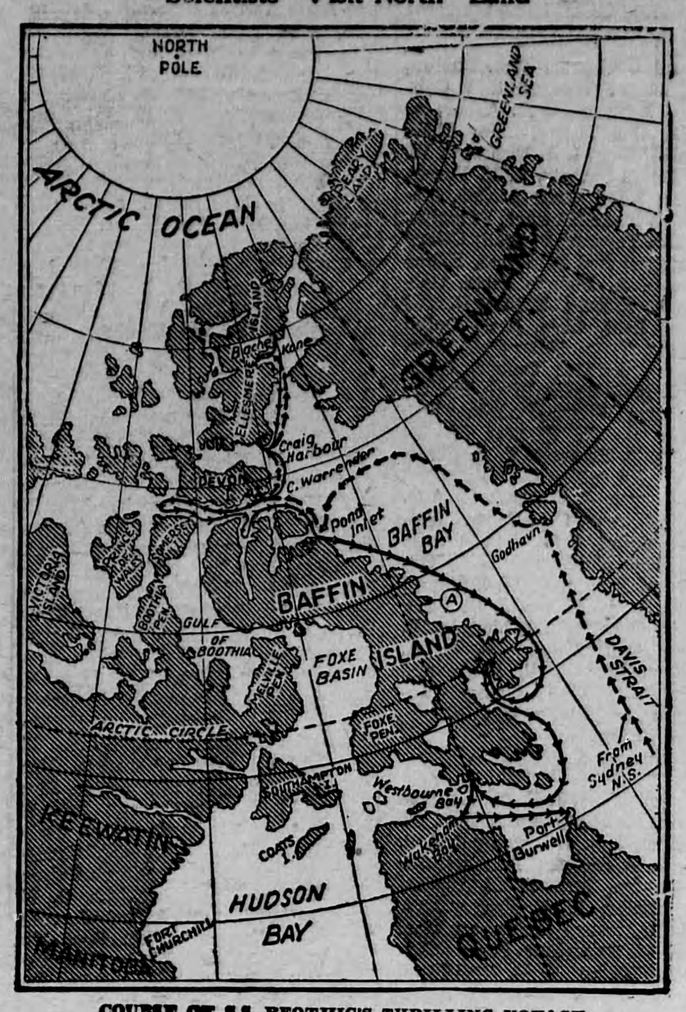
No automobile driver can possibly know or understand all the varying laws and regulations govering his actions, as they change from town to town and from state to state. There is no reason whatever for the failure of states to adopt uniform traffic laws and regulations except sheer incompetence of government.

It is worse than futile to talk about any substantial reduction or prevention of accidents until uniformity of traffic regulation has been attained. When that is done drivers can be expected to understand and abide by the rules. As it is now, the situation is so chaotic and public opinion will not stand for the severe punishment of drivers. Everyone knows that everyone else is driving in a haze of semi-ignorance. Once the situation is simplified and standardized, the driver can be held for failure to signal and for other infractions of regulations as directly as a railroad engineers is disciplined for going past a warning to stop.

Canada's Opportunity.

We in Canada can and do endorse many of these sentiments. We have our provinces working together and Federal aid is available to help on the good work. While our recent Good Roads Convention, in closing, left the matter over for another year, we will look for a year pregnant with performance, and next year's meeting should see some constructive legislation suggested.

Scientists Visit North Land



COURSE OF S.S. BEOTHIC'S THRILLING VOYAGE

Dr. Banting and A. Y. Jackson, the artist, were among the notables that accompanied the S.S. Beothic on its trip to the Artic. The most northerly point touched was R.N.W. Police Post at Bache, Ellesmere Island.

BRITAIN WON SCHNEIDER CUP SPEED OF 281 MILES PER HOUR

Competition Between Governments Only for Seaplanes Was This Year a Duel Between Italy and England

RACE OVER ADRIATIC

Venice.—Great Britain administered a crushing defeat to Italy in a dual battle here for possession of the Schneider Cup, in which all existing seaplane speed records were shattered.

Flight-Lieut. S. N. Wesbster, piloting a Supermarine Napier S-5 machine, won the race, with his teammate, Flight-Lieut. O. E. Worsley, in another supermarine machine second. The third English entry and all three Italian entries were unable to cross the finish line of the 350-kilometre (217.463 files) course..

281 Miles An Hour.

Lieut. Webster covered the distance in the official time of 46 minutes 20.28 seconds. He averaged 453.282 kilometres, or 281,488 miles an hour, compared with the record of 246.496 miles, established by Major Mario de Bernardi of the Italian Royal Air Force, who won the race last year.

Lieut. Worsley also broke the previous record, covering the course in 47 minutes 46.475 seconds, for an average of 439.472 kilometres, or 272.912 miles an hour. Lieut. Webster's fastest lap was clocked at 289.76 miles an hour.

Another star speed performance was by the other British entry, Lieut. S. N. Kinkead, in a Gloster Speedster, who covered one of the laps on the triangular course at a speed of 465.402 kilometres an hour, or 289.014 miles an hour. (At the first Schneider Cup race, held at Monaco in 1913, Maurice Prevost of France attained a speed of 72 miles an hour).

The Contest.

This year's contest was a duel between Great Britain and Italy, the latter holding the trophy won last November in Norfolk. The interest in the race was enormous, owing to the great strides made in aviation since the last race. All the hotels in Venice were filled with visitors, mostly tourists, and further accommodation is difficult to obtain.

The general topic of conversation was the contest, which constituted the greatest speed race ever held. America's non-participation is much regretted, but the request for the postponement of the race could not be granted, as according to the rules the date of the contest having once been fixed by the International Aeronautical Association cannot be altered.

Although, when the trophy was given in 1913 by Jacques Schneider for an international maritime competition, the main consideration of the donor was not the speed of the aircraft, high speed has turned out to be the dominant factor of the race.

Only Governments Compete.

The contest indeed became so difficult that only governments found themselves in the position to compete and this year's race had an additional interest, since it is the first time that Great Britain as a nation has devoted al its possible resources to win the trophy. From a speed of 47.75 miles per hour obtained in the first race in 1913, we have reached 246.5 miles per hour last year and this year 281. was reached.

Both teams were confident of victory, but the issue was of course, doubtful, especially as little was known about the Italian seaplane. The Italian airmen believed that their monoplane was capable of more than 290 miles an hour, and in recent tests held over the lagoon, they were greatly satisfied with their machine.

More Farm Tasks Urged Electrified

London.—That the work of cleaning, feeding, not to mention milking 150 cows, could be done by three men instead of the usual 15, was the contention of R. Borlase Matthews, who read a paper on the subject of electricity on the farm before the engineering section of the British Association meeting at Leeds.

Mr. Matthews believed that the path of improvement in farming as an industry lay in the introduction of electrical transport. At present, he said, hay in England is often carried "in single trusses on the shoulders of laborers." This should cease. Moreover, threshing machines ought to be supplied with electrical chain-conveyors, while fertilizers should be liquified so that they could be pumped and distributed electrically onto the fields. On a farm of 420 acres, Mr. Matthews calculated that over 8000 tons of material had to be transported annually, and this could be done most economically by electrical apparatus.

"Say," said A, "you don't have to worry over that ten dollars you owe me." "Why?" said B. "Because," said A, "it's no use both of us worrying."

Says Nungesser Fell During Gale

Irish Report Intimates White Bird Lost Three Miles from Coast

London.—Rev. D. Harty, of Glasgow, brings the rumor from Meenogahane, Ireland, to the effect that Nungesser's White Bird plane was seen to drop into the sea three miles from that village during a terrific gale the morning after Nungesser's start from Le Bourget. Petrol and oil covered water came in with the tide but when fishermen were able to go to the scene no trace o fthe plane was found.

Villagers claim that the water is not deep at the spot and that it ought to be possible to salvage the wreckage. The French Ambassador has been notified of Harty's discovery.

The Intolerant Atheist

There is a lot said about the blogotry and intolerance of the church people. But I have never encountered more wholesale bigotry and intolerance than that voiced by many of my "open-minded" brethern. Some of them can't look at a church spire without seeing red. Some loudly denounce all God's processes on earth. —M. R. McCallum in Plain Talk.

My Garden

The sun is shining on my garden,
Monkshood and delphinium
Hold up dark blue rods,
Blue lupins scatter pepper-scent
And blue violas flutter
Like little butterflies.

The wind is passing by my garden;
The flowers stir lazily;
Columbine dances,
Foxgloves shakes their silent bells,
And tall iris blades quiver
Like water shivering.—M. E. A.

Thoughts by Will Rogers On Aviation

First National Sstudio, Burbank, Cal.—Leaving to-night to go to San Diego to make a speech at Lindbergh's banquet. Itl wouldn't be so hard to speak if you knew anything of importance he had ever done.

Yours,
WILL.

P.S.—See where the aviator and the lion landed O.K. and remained friends. That's the pilot that might get along with Levine.

Classify Cause of Infantile Ill

Germ of Paralysis Isolated, According to Report fro mBoston

IS REAL PRGRESS

Task of Science in Overcoming Disease Greatly Simplified

New York.—A special dispatch to the Morning World from Boston says:

"The germ of infantile paralysis has been definitely classified, thereby simplifying the task of science in its attempts to overcome the disease, Dr. W. L. Aycock, head of the Harvard Infantile Paralysis Commission said. "The main problem now is to find a suitable animal to yield an antitoxin."

"The only animal which takes the disease appears to be the monkey," said Dr. Aycock, "and the latter's mortality is so high that it is an unsatisfactory subject. When we discover the proper animal for serum purposes, infantile paralysis will be controlled.

"Dr. Aycock pointed out that a somewhat similar problem confronted science when the diphtheria germ was first isolated and finally it was found diphtheria serum could be made from the blood of the horse.

"The infantile paralysis germ is too small to be detected even by the most powerful microscope, Dr. Aycock said, but its evidence was proved by evidence of growth. He denied that an infantile paralysis epidemic existed. He pointed out that in Massachusetts there has been one-fourth the number of cases reported this year as compared to 1916.

"'Parents need not worry," he said. "Fatalities from automobile accidents are far greater than the number caused by this disaese. Many children are naturally immune. Also children who have once had the disease will not have it again."

Don't Be Niggardly Touring

To enjoy a trip to Europe, start off with the thought that you are going to do something—a lot—to help her to repay her debts to us. Be prepared to pay full prices for everything and, on top of this, to hand out tips at every turn from morning till night. Unless you are willing to follow such a coarse with the utmost cheerfulness, stay at home. Don't draw up any hard and fast budget embodying modest expenditures, for you will find yourself unable to stic kto it.—Forbes Magazine.

Other nations sneer at "Yankee money-making—but they don't sneer at the money.—A U.S. view.

Up-to-Date.

Miss Bug—"No, no, you're too slow, Mr. Snail. I'm a 1927 flapper-bug!"

Don't, like an auto, need an accelerate.

Cancer Cure Ends in Tragedy

Walsall, Eng.—How a woman suffering from advanced cancer was nearly cured by eight doses of a new treatment, only to be killed by an infinitesimal overdose at the ninth injection, was revealed at an inquest at Chasetown, near here.

The woman—Marriet Eleanor Kate Woolley, the wife of a colliery fireman—was treated in the Birmingham General Hospital, and her wonderful recovery had attracted attention in the medicial world.

Dr. Arthur P. Thomson stated that Mrs. Woolley had attended the hospital since February. It was impossible, he said, to remove the cancer by operation, and it was accordingly decided to give her a lead-glycine treatment which had been adopted exclusively by the Cancer Research Committee's chemist at the hospital, and with which experiments had been made on animals to determine the poisonous dose.

Almost Normal

Eight injections had the effect of reducing the cancer from the size of a man's fist to that of a hazel nut, and Mrs. Woolley returned almost to normal health. After the ninth injection, however, she developed toxic sympeoms and died a few days later. A post-mortem revealed the presence of a small quantity of lead. Less than one-tenth of a gramma was found, and probably ten per cent. of that represented the overdose.

"It shows," said Dr. Thomson, "how little turned the balance against us."

Dr. Francis William Lamb, pathologist to the Cancer Research Committee, agreed that the woman would not have died if she had not had the last injection.

The corner, returning a verdict of "Death from fatty degeneration of the liver, probably due to lead poison," said that the treatment had been properly administered.

Amateur gardener's cheery hail: "What, hoe!"

Increased Duty on Milk Sought

Producers in U.S. Want Protective Tariff Wall Strengthened

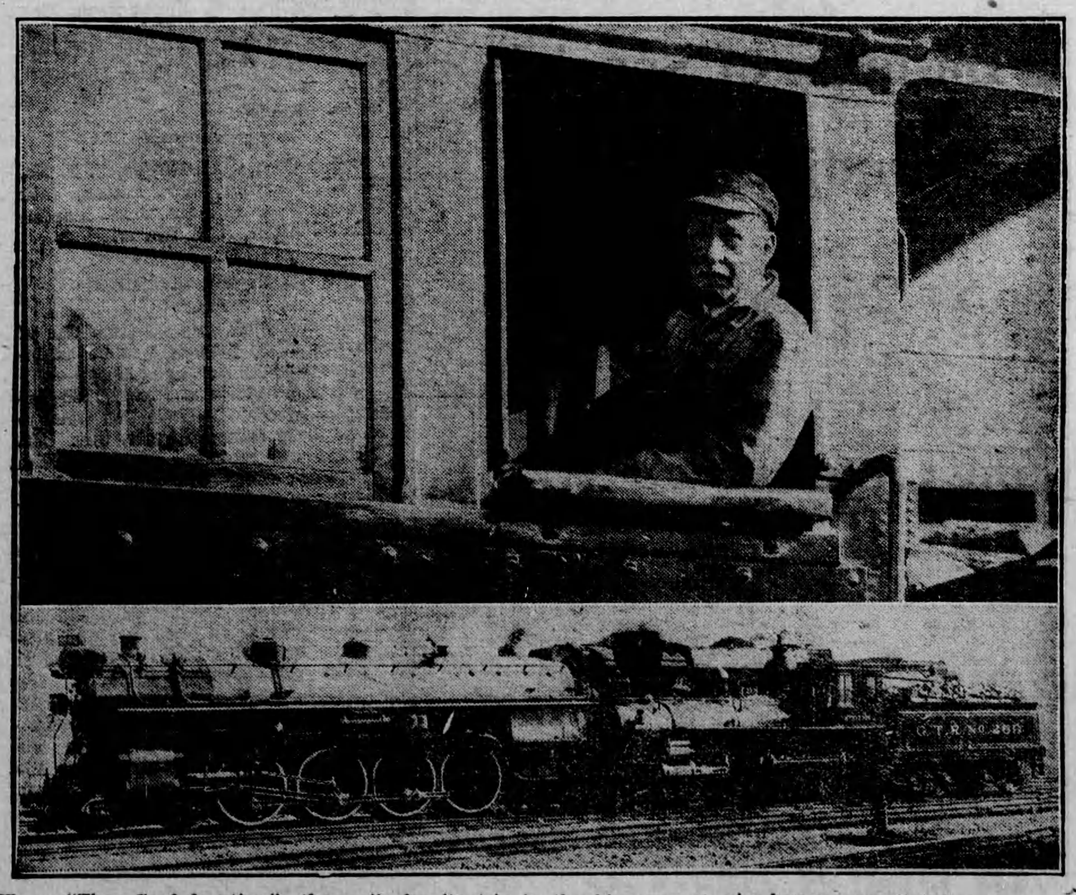
Washington.—Increase in the duty on milk and cream has been urged on the United States Tariff Commission which announces that it will shortly hold public hearings to gather evidence for and against higher taxation of these foods. Canada is practically the only country affected and the commission has just concluded a survey of the dairy industry in the Dominion to determine if the cost of production there is less than in the United States.

The New England States and New York State are chiefly affected on this side. While the dairy interests of that section demand higher protection against Canadian competition, importers oppose the increased levy. During the last few years there has been a steady increase in the importation of Canadian milk and cream into the eastern states. Cheese and butter-making plants have sprung up along the border and importers in some sections have come to depend on milk and cream from the Canadian side to keep these plants going..

Ice cream factories in New York and Boston also are using a lot of Canadian cream. Importers probably will urge on the commission that they cannot get along without the Canadian product to augment the supply of fresh milk and cream available within easy shipping distance of large centres of population in the eastern states.

Husband and wife were sitting one each side of the fire-place, and for some time silence had reigned supreme. At last the wife said, "You seem very thoughtful tonight; I'll give you a penny for them." "Oh," replied her husband. "I was just thinking what epitaph I shall put on your tombstone, Mary." "Don't worry about that, darling," she said sweetly. "Just put 'Will of the Above.'"

Old Time Driver Again at Throttle



When "The Confederation," the largest locomotive, not only in Canada, but in the British Empire, left the Canadian National Railways terminal in Toronto, to take part in the "Pageant of the Iron Horse," at Baltimore, Maryland, John Ryburn McIntyre, a pensioned engineer, who commenced his railway career 62 years ago, emerged from his retirement to take the throttle of "The Trevithick," the oldest wood burner in the Dominion, which was also brought from honorable retirement for the event. Together the two "pensioners" escorted "The Confederation" out of the yards to take the rails for its trip to the big pageant which is intended to depict the evolution of rail transportation.

"The first locomotives I fired weighed 22½ tons," Mr. McIntyre remarked, as he looked over the old timer and compared it with the modern Canadian product, "and when I retitred on pension the Grand Trunk system was putting in service locomotives weighing 227½ tons." By comparison, "The Confederation" type weighs 329 tons. Again, Mr. McIntyre noted that when he commenced his railroad career some of the freight cars had a capacity of eight tons. To-day many of the cars in service have a capacity of 40 tons.

Mr. McIntyre was born in Kilmarnock, Ayrshire, Scotland, in 1852. The family, like many other Scottish families, was attracted to Canada to share in the railway building of that period, and in December, 1863, at the age of 13 years, Mr. McIntyre began service with the Grand Trunk as a cleaner at Sarnia, continuing, except for a short interval, until he retired at the age of 65 years. Mr. McIntyre became fireman and then driver and saw some service with the militia during the second Fenian Raid.—Canadian National Railways Photographs.