Voice of the Press

Canada, The Empire and The World at Large

CANADA

Stop, Look and Listen

A full stop at railway crossings costs nothing in cash and little in time. It is cheap insurance against injury or fatality. — Toronto Telegram.

Romance and the Automobile.

"I hate all motor cars. I hate them almost as though they were animate beings. The internal combustion engine has spoilt England. There is no romance in travel now."

Thus Lady Eleanor Smith, daughter of the late Lord Birkenhead, and herself a writer of no mean merit. It is true that the automobile has annihilated distance, but has it not also brought within the grasp of the multitude a whole world of travel from which they had formerly been banned? And has it killed romance? Is there no beauty left in the English Lake District, in Devon, in the Scottish mountains, or in the Yorkshire dales? So long as beauty remains in the world, romance cannot die. And beauty will live so long as man does not deliberately destroy it by trying to improve upon Nature's handiwork. It is not a matter of automobiles of any other forms of transportation, but what lies in the mind of the beholder and what he may feed upon. If the automobile helps him to appreciate the beauties of the Dominion of the loveliness of Shakespeare's land, then the automobile is surely a boon and not a curse. Lady Eleanor Smith has spoken out of turn.—Montreal Daily Star.

Scientific Discovery.

This would most assuredly be a bleak and uninteresting world without the scientists. One of 'em has discovered, aftr painstaking researches, that a frog is not ticklish under the arm.—Border Cities Star.

Thanks to Imperial Conference.

The lesson of the Ottawa Conference has first been learnt by the most refractory of all countries—the United States. For some months our neighbors have been gradually brought to the realization that they were on the point of losing their two best clients—Britain and Canada. And this realization, which made them foresee an irreparable disaster, has made them sympathetic to the idea of entering into a treaty on the basis of fifty-fifty. In proportion to their real readiness to depart from their habitually selfish point of view, the conversations at Washington will have fruitful results. — La Patrie, Montreal.

Headless Drivers.

The instance of a legless South Carolina man driving a car after being denied a license recalls the number of headless persons who do the same thing.—Buffalo Courier-Express.

Foresight.

The man who built a two-car garage in 1928 was foresighted after all. He keeps the car in one side and lives in the other.—Guelph Mercury.

Roosevelt's Magic.

President Roosevelt is the first President who has been able to make the rest of the world sit up and take notice with no other influence than his own personal weight, and his countrymen will respect him accordingly whatever their politics. It is astonishing the difference a man makes in any situation. History will agree that in the present juncture at any rate, Mr. Roosevelt is some man.—Hamilton Herald.

Just the Same.

Says Hamilton Spectator: "That Italian mother of 18 daughters probably gets so weary listening to the daily argument about whose turn it is to do the dishes that she does them herself, half the time." She is, therefore, we take it, in the same position as the mother of one daughter.—Woodstock Sentinel-Review.

New Market.

Canadian cattle imported by the United Kingdom in the first two months of 1933 numbered 3,935 as against nil in the same period last year. Of those, 3,209 were received in February and 776 in January. The two-months' supply from the Irish Free State was 79,706, compared with 123,306 in the same period last ear.—Charlottetown Guardian.

War's Aftermath.

It took England thirty-five years to recover from the Napoleonic War. The pepole of to-day should exercise patience after a cataclysm such as the Great War, especially since it was followed by an orgy of extravagance and left a heritage of debts such as the world has never known."—Victoria Daily Colonist.

Rise in Prices.

After what they have experienced during the past few years, it is well understood why the grain growers should be dubious of the future, but there is a strong sentiment of optimism developing in all directions which itself may have an important effect on the world markets. — Regina Star.

THE EMPIRE.

Inevitably.

"Take off your clothes, lie down in a hot bath, and what do you hear?" asks a doctor.

The telephone bell starting to ring in a hot bath, and what do you hear?" ial.

Mr. Shaw's Bad Jokes.

The Americans are angry with Mr. Bernard Shaw, who has looked in on them during his world tour. They think his jokes are in bad taste. It is obvious that they neither understand nor appreciate our national playboy. All his best jokes have been in bad taste. — London Daily Express.

Britain's Export Trade.

The trade of the whole world has shrivelled, and we doubt if there is a single country, great or small, which can show the "moderate" expansion of exports disclosed in these Board of Trade figures for March. That in itself is a matter for real encouragement. Till recently our best boast has been that we were suffering less than others. Now it is possible to flatter ourselves that our export trade is actually on the mend.—London Daily Telegraph.

A British Triumph.

Fresh laurels are added to the fame of British cars and racing drivers by the 1,000-mile road race round Italy, in which Captain G. E. T. Eyston and Lord Howe won the first two prizes in their class. This was the first time a specially prepared British team had been entered. It was almost an impudent challenge. Three small British cars were pitted against giant competitors driven by the finest "aces" of the Continent in a terrific test for men and engines. Capt. Eyston was the first home, having completed the arduous course at a speed of 56.90 miles an hour, including stops, and Lord Howe was only a few minutes behind him.—London Daily Mail.

National Character.

A public conscience is the sum of private consciences. The vision without which the people perish is a personal vision. The Christian gospel of goodwill—to which the world is slow to listen—is an individual message. "Thou shalt love thy neighbor" is more than a general injunction. It is for each of us, assiduously, hopefully, to seek that which will give light in darkness and guide our feet into the way of peace.—Sir Alfred Ewing in The Hibbert Journal (London).

Advertising, Ancient and Modern.

Advertising is not a fancy development of modern times. It has always existed from the earliest days of buying and selling. The town-crier making announcements at the street-corner, the hawker shouting loudly to attract attention in an eastern bazaar—all are advertisers. The difference between ancient and modern advertising corresponds to the changes in methods of production and distribution. Between the producer and the distributor today stands the advertiser, performing a function which becomes more and more important in proportion as industry is conducted on a larger scale, and as potential consumers are more widely scattered.—Spectator (London.)

THE UNITED STATES.

Source of Power.

At the mouth of the Severn, England, the waters rise and fall 47 feet at the equinoxes. Even the spring tides have a range of 40 feet and the neap of 22. Why not build a dam to hold back the water and pay it out guadually through turbines which would be coupled with dynamos to generate electric energy? Moon and sun would turn the wheels of British factories.—New York Times.

National Tree.

An organization of nature lovers is asking Congress to pick a national tree. Without wishing to prejudice the thing, we'd say, offhand, that the plum appeals most strongly to most of the chosen representatives of the people.—Boston Herald.

Not Brilliant.

A slender and pretty young lady took a taxicab the other day and said, in clear and lovely tones, that she wished to go to the corner of Fifty-first street and Park avenue. When next she looked up, she beheld herself being driven past Fifty-first, well on toward Fifty-second. She spoke to the driver sharply, "Why are you going to Fifty-second St.?" she demanded, "I said Fifty-first." He shrugged, and then unhappily explained how it was possible for such mistakes to be made. "If I was brilliant, lady, I wouldn't be driving this cab," he said.—New Yorker.

Medford, Massachusetts, a city with 64,000 people had no deaths from motor vehicle accidents last year.

"In Disgrace"

For biting Senator Hattie Caraway and biting at Premier Bennett, Major, Roosevelt's police dog, will be muzzled. Senator Caraway's arm was bruised—Mr. Bennett's trousers snagged.

April Construction Brisk In the Dominion

Toronto.—Construction activity for April was almost equal to the combined totals of January, February and March, according to figures compiled by MacLean Building Reports Limited. Contracts awarded throughout Canada for April totalled $8,60$,700 as compared with $3,191,600 in March and similar amounts for January and February.

Quebec led all other provinces in contracts awarded with a total of $3,365,600. Ontario followed with $2,045,100, while the total for Western Canada was $2,910,300 and for the Maritime Provinces, $287,700.

Engineering work amounted to $3,849,200; ubsiness buildings, $2,473,000; industrial, $405,500, and residential, $1,881,000.

Figures for contemplated or proposed work indicate even greater activity in the immediate future.

"Bluenose" Carries Woman Old Tradition Defied

Halifax. — Bowling along before fresh winds in the chill of an Atlantic dawn, the famed Bluenose, champion of the Atlantic fishing fleet, was off Canso, N.S.

Four passengers were on board the craft, including Miss Marion Young, Halifax. Her presence was proof that hearty Cap'n Walters places little confidence in at least one superstition of the sea-faring folk. For that tradition has it that disaster awaits with sea-faring craft carrying a woman passenger.

24 Killed, 138 Hurt In Rail Accidents

Ottawa.—Twenty-four persons were killed and 138 injured in railway and railway-crossing accidents during February, according to a statement issued by the Board of Railway Commissioners. Of those killed one was a railway passenger, 12 were employees and 11 were classified as "others." Ten passengers, 102 employees and 26 "others" were injured.

With regard to accidents at highway crossings, two occurred in Quebec and 12 in Ontario.

Would Add to Motorists' Code of Warnings

New York.—To the motorists' code of a straight arm for "I am going to make a left turn," a lowered arm for "I am going to stop," and so forth, Gladys A. Reichard, Assistant Professor of Anthropology at Barnard College, would add another.

A long toot on the horn, a short toot, and a long toot, like beep-beep, for "a boy is stealing a ride on the back of your car."

She pointed out that 18 children were killed in New York stealing rides last year, and 519 injured, and announced that she was starting a campaign for a universal adoption of the warning signal from one motorist to another.

His Majesty the King 23 Years on Throne

London.—Flags flying throughout the country, lengthy eulogies in the newspapers and a 21-gun salute at all military posts was the only commemoration on May 6 of the 23rd anniversary of His Majesty King George's accession to the throne. He will be 68 years old June 3.

A stream of congratulatory messages poured into Buckingham Palace. There was no formal celebration at the Palace where the King and Queen spent the day quietly together, but every Royal servant drank to the health of the Rulers in champagne and port supplied by the King.

Railway Reports Cut In Operation Costs

Montreal.—Gross revenues of the all-inclusive system of the Canadian National Railways during March were $11,399,215, a decrease of $2,856,290, as compared with the revenues for March, 1932. Operating expenses, totalling $11,654,522 in March, 1933, showed a decline of $2,104,083 in the same comparison, leaving a net revenue deficit of $255,307, as against $496,900, a decline of $752,207.

For the three months since the first of the calendar year, gross revenues declined $9,077,277. Operating expenses were $6,383,585 less.

Queen Mary Sends Gift To Toronto Children

Toronto, May 8.—One of the most charming royal gifts to come to this country is a portrait of Her Majesty the Queen and little Princess Elizabeth which arrived at the Queen Mary Hospital for Consumptive Children on the banks of the Humber at Weston on Saturday. It bears the simple autograph in the Queen's own handwriting, "Mary R. and little Elizabeth." Behind the presentation, there lies a story.

Back in 1913, Her Majesty pressed the electric button in Buckingham Palace which caused to swing open the doors of the hospital that bears er name. Ever since that time, she as taken a deep and personal interest in the institution that has brought back health to scores of Canadian youngsters. For a considerable length of time, a picture of the Queen and Princess Elizabeth had held a place of honor ever since the little patients at the Queen Mary Hospital saw this in an English illustrated magazine, clipped it and had it framed.

When His Excellency the Earl of Bessborough, Governor-General of Canada, recently visited the hospital, the framed clipping came to his attention. When the story reached the Queen's ears, she graciously forwarded the original, much to the surprise and delight of the little patients. This has now replaced the baded but carefully preserved clipping and hangs where all the youngsters in the hospital may see it.

R.C.M.P. Now Guard Canada's Game Birds

Montreal. — Empowered to enforce the Migratory Birds Convention Act the Royal Canadian Mounted Police have started out to patrol Canada's hunting lands in an effort to curb the unwarranted slaughter of game birds.

Plans have been completed by the "Mounties" for an efficient patrol coverage of the Province of Quebec. During the past few years slaughter of game birds, including ducks and geese on their way to and from their northern nesting grounds, has been so great as to seriously threaten certain varieties of extinction. Provincial, federal, and private game wadens, hampered by lack of man power, have battled inefficiently for years against the despoiling of Canada's bird preserves.

A check will be made to determine the extent of out-of-season shooting and despoiling of nests. Hunters' equipment will be liable to inspection in order to ascertain whether the forbidden automatic shotgun, machine gun, or any like firearm was not included in the hunters' equipment. Besides protecting edible varieties of birds, such as geese, ducks, and woodcocks, the mounted police will see that there is no needless killing of insectivorous birds like bobolinks, woodpeckers, wrens, and all perching birds.

Penalties for infringement of the Migratory Bird Act are unusually severe for in addition to a fine of $300 and costs, or the alternative six months in jail, the offending hunter stands to lose all his equipment through confiscation.

Six Canadians Awarded Scholarships by Yale

New Haven, Conn.—Six Canadians have been awarded scholarships by Yale University according to a recent announcement. Sterling Fellowships were won by Cecil T. Lane of Montreal in sociology and William J. O'Meara of Ottawa in philosophy.

The Henry Daggett Hooker Fellowship in Botany went to William Ferguson of St. Laurent, Que. Federick W. Schaefer of Gravenhurst, Ont., won the Kellogg Fellowship in classics, while University Fellowships were awarded to William E. MacFarland of Havelock, N.B., and Clarence R. Tracy of Toronto.

Meeting the Situation

"Where's the cashier?"

"Gone to the races."

"Gone to the races in business hours?"

"Yes, sir. It's his last chance of making the books balance."

10-Year Experiment For Perfect Airship

British Airmen Doubt Commercial or War Value of Present Dirigible Plan

London—After the loss of the U.S. Navy Akron and the loss of the British R-101 those who believe in the future of lighter-than-air craft and those who doubt have been weighing their cases. In England the doubters appear more confirmed than ever in their opinions, and it is safe to say that there are many whose faith in the future of the gas-borne airship has been rudely shaken, if not destroyed.

Assessing the two possible uses for the airship—civil and military—British experts focus particular attention upon the possible future for commercial lighter-than-air transport. So far only one dirigible, the Graf Zeppelin, has flown commercially and that only on the route from Germany to South America. Only a comparatively few passengers, can be carried, and they are allowed a minimum of luggage. A small amount of mail is also carried. The fare per head is considerably in excess of that by first-class steamer, while the comfort is not to be compared.

Financial Results Lacking

There is as yet no record of the full financial results of this commercial experiment. At present, too the Graf Zeppelin has her gas bags filled with hydrogen, so the risk of fire has still to be reckoned with. The supplies of the noninflammable helium gas are, as far as is known located only in the United States and Canada in sufficient quantity to be of use in filling the great gas bags. Dr. Hugo Eckener, the German dirigible designer and skipper, looks forward to having the new LZ-127, which is building at Friedrichshafen, borne on helium.

What of the lighter-than-air craft for warlike purposes? British commentators reveal that in the World War Germany was the sole possessor of large airships. Of 61 Zeppelins assigned to the German fleet 17 were lost by enemy action, 28 by accidents, and 6 were abandoned as useless—a total of 51 out of 61. Except in size it is doubtful if the airship has been much improved in efficiency since those days, but the military airplane in range, speed and ability to reach and fly at great altitudes has been improved out of all recognition. The use of the airship in face of the greatly increased efficiency of the airplane would surely be even more problematical now than it was between 1914-18.

Dr. Eckener Undeterred

Dr. Eckener, talking with the Berlin correspondent of The Christian Science Monitor, said that he and his colleagues would not be deterred by the Akron disaster from continuing their plans. He hoped, too, that public opinion would continue to support them.

Great Britain is at present "out of the market" for airships. The R-100, the Burney airship, has been dismantled and only a very small air force personnel is maintained to watch current developments. Probably the view of an ex-pilot in the Spectator is characteristic. He contends that the airship is looked at from a wrong and dangerous angle by the press, public, and even by the authorities. It is, he says, not a commercial proposition: it is still an experiment, and an incomplete one at that. What the airship needs is 10 years of undisturbed, unhustled experiment, by the end of which time it would be known whether it was a practical means of locomotive. How many people, he concludes, would book by the Berengaria if they knew she would sink if her engines broke down?

Norway Sends Ship To Chicago Exposition

Kristianssand, Norway.—Bound for Montreal and ultimately Chicago where she will officially represent Exposition, the Norwegian training ship Sorlandet sailed from here loaded with examples of Norwegian industry and commerce.

The trip is under the direct patronage of King Haakon of Norway and is being undertaken by the Sorlandet as she is small enough to permit navigation through the lake canals to Chicago. In addition to crew and officers, 88 apprentices to the Norwegian merchant marine are on board.

Start Work on 2-Mile Bridge

Copenhagen. — Construction has started on the longest combined rail and road bridge in Europe, running two miles between the Danish islands of Falster and Zeeland. The cost is estimated at $10,000,000. An English firm got the contract.

Four New Warships Italian Navy Program

Rome.—Admiral Sirianni, Secretary of the Navy, announced in the Chamber of Deputies last week that the Italian Government had decided to construct two cruisers of about 7,000 tons each and two torpedo boats of 600 tons during the fiscal year 1933-34.

100 Die In Mississippi Tornado

Flood followed a death-dealing tornado which swept lower Mississippi states killing about 100 and injuring over 1,000. This is the suburban section of Yazoo, Mississippi.