Voice of the Press

Canada, The Empire and The World at Large

CANADA

Up in Perth County

When a man takes his table knife and whittles a match down to a point for a tooth pick it takes away that frigid formality which kills off a good many dinners. In a general way we do not approve of too many rules. We like to see folk having a good time.—Stratford Beacon-Herald.

Easy When Said Rapidly

The easiest way to write headings is to decide what should be said in them and then select words to express the idea in the amount of space available.—Lindsay Post.

Life in the Zoo

Many people condemn zoological gardens for their cruelty in locking up in confined spaces animals which naturally roam the woods, find their own food and sleep under starry skies. But it isn't such a bad life being a zoo animal after all.

Naturalists says that most animals only live for food and sleep, and that it is the necessity of finding food that makes them roam. The big carnivorae prey on the smaller mammals. Captive animals, they say, are quite happy so long as they get food and can sleep in peace. They do not pine for exercise. Indeed, anyone who has watched animals in a zood will have noticed that they do not run around their enclosures very much. They are content to lie and sleep with their full stomachs.

If they were in their natural habitats they would have to hunt for their food, often go hungry, and in Winter go without food for long periods, either meat, leaves or lichen.—St. Thomas Times-Jouranal.

Nothing's as irritating in a factory town as a smoke nuisance, unless it's not having a smoke nuisance.—Kingston Whig-Standard.

The Country Doctor

The provincial Minister of Health touched upon a question that is of growing importance in all provinces when he said more medical men are needed in the country districts. It is easy to understand why a physician should prefer the cities or towns to the long drives and other difficulties in country districts, some of them sparsely settled, but the need of medical care is obvious, and it is good news that the health department is trying to do what it can to meet the situation.—Saint John Telegraph-Journal.

He Has To Be

Modern man, says a scientist, is much more active than his prehistoric ancestors. It is, of course, much more difficult to dodge a motor can than a brontosaurus.—Ottawa Journal.

Earth Adopting Daylight Saving

Prof. Harlan Shapley, of Harvard Observatory, makes the announcement that owing to changes in the moon, the earth is gradually revolving more slowly and the length of our day is being increased one-thousandth of a second per century. Just think—in a little more than 720,000,000 years we'll have an extra hour of daylight without resorting to Daylight Saving!—Border Cities Star.

Prophecy

A Smithsonian scientist says he can predict weather twenty-three years ahead. And it's a safe bet that he is still out in the rain without his rubbers and umbrella.—Brantford Expositor.

Divinity Course for Women

It is announced that Huron College, an Anglican institution situated in London, Ont., and affiliated with the University of Western Ontario, purposes admitting women as divinity students and next October will enable them to register for a six-year course, presumably with an appropriate degree to be conferred at its close.—Brockville Recorder.

Heavy Increase

During the period September 1 to March 31, 1932-33, a total of 937,891 gross tons of coal was shipped from the Cape Breton mines of the Dominion Steel and Coal Corporation.

During the same period in 1933-34 a total of 1,677,566 gross tons was shipped from the same mines.

Or an increase, this season as against last, of 739,675 tons.

The figures speak for themselves.—Halifax Herald.

Without Street Accidents

So unusual is it to have a no-accident year on streets of large centres that Belleville's record without a fatality in 1933 raised doubts and brought a request for a check-up to Chief Kidd for verification of the report. Fortunately it was true. The chief constable was able to notify the registrar of the motor vehicles in Ontario that there were no motor falalities in this city during 1933.—Belleville Intelligencer.

Worst of the Lot

An orator says we must get rid of capitalism, radicalism, socialism, bolshevism, communism and anarchism. Why not throw in rheumatism?—Regina Leader-Post.

THE EMPIRE

An Old ustom

The King's interest in typewriting is hereditary, as Queen Victoria, in 1890, was the first ruler to admit the machines to a royal household when she introduced one at Windsor castle.—London Daily Telegraph.

Biggest Book

The world's biggest book is in the British Museum. It is a gazeteer and atlas of the world, printed in Amsterdam in 1556, and is six feet high, four feet wide and six inches thick. It has a wall space to itself and students have to consult it as it stands in that position. The British Museum also has some of the world's smallest books. Some are slightly smaller in size than a postage stamp. There was a great vogue for these tiny books a century back, and they were carried in the waistcoat pocket.—London Express.

Even Dogs Going to the Dogs

City life, pampering and fancy breeding are ruining dogs, destroying their essential dogginess, and reducing them to mere shadows of their noble ancesters. Look at the wire-haired terrier. Once he had the heart of a lion and the gameness of a bulldog; today, combed, talcumed, and scented, he is a boudoir ornament. So with many other breeds. Dog-breeders now blame women, who, they say, put looks before the true doggy virtues. A sad thing has happened to the world if man has lost the best in his best friend.—London Sunday Chronicle.

Lord Aberdeen

A Scot of the Scots, the gentler qualities of his race were dominant in his character. It is notoriously easy to underestimate the force of such a man. Quiet rather than assertive confidence, human kindness, and unfailing humour they do not commonly appear as dynacommand esteem and effection, but mic qualities. Yet they may move mountains, and in a long, happy, and devoted life the Marquis of Aberdeen was the constant servant of good causes; and when his work is measured a noble record will stand against his name.—Glasgow Herald.

The Dominions and the British Market

This country is not in a position to control Dominin imports before next June. The whole agricultural position is already under review with the Dominion Governments. There is thus a prospect of a comprehensive settlement by mutual consent. The situation at the moment, however, is thoroughly unsatisfactory. At a season when prices are expected to rise they have have tended to fall, and farmers are losing as much as 5 pounds a beast. The retrictions on Canadian and Irish imports have proved insufficient. Chilled and frozen meat from the Australasian Dominions arrived in record quantities last month . . . It will be lamentable if, under the pressure of the emergency, this country makes drastic use of the freedom of action which she will enjoy next June. Imports can then be cut off; prices can then be forced up; but it was to avoid such developments as this that the Ottawa Conference was held. Since then events have moved faster than discussions, and it may be that conditions require some swifter machinery of action than that provided by consultations between Governments. But in the end it is by the system of correlation, which orderly marketing implies, and can establish, that the requirements of both consumer and producer can be met.—London Daily Telegraph.

The Problem of Spare Time

Given the conversion of unemployment into leisure, how is leisure to be used? Surely the essence of it is that the spare time which science and technical improvements provide should be used for the things a man wishes, himself, to do. And the tragedy of it is that man has not yet learned what he really would like to do with his spare time.—London Daily Heraldi

Wings Over the Atlantic

While American and British interests are together amicably considering the North Atlantic crossing by air, it is a different story down around the Equator. Just now the South Atlantic is the scene of intense rivalry between Germany and France to establish the first trans-Atlantic airmail linking Europe and South America by way of Africa. Both countries have already made successful experimental flights with their newest type flying boats, and both are expecting to launch regular services in the near future; it is a race to see which will be the first to do so.—Thurston Macauley in the Fortnightly Review (London).

Popular

Calgary—Enthusiasm for the dramatic festival in the provinces and the Dominion alike by the public and the dramatic clubs is spreading rapidly according to Rupert Harvey, adjudicator at festival activities throughout the west. "From the number of returns proves these dramatic festivals are infinitely more popular this year than ever," Mr. Harvey said, "while competing dramatic clubs display an even greater keeness."

PRINCESS DANCER

Princess Maddevi Eukanthor of Cambodia starred recently at Theatre de Paris. She is eight years old.

Britain's Plan For Idle Hands

Chains of Villages Founded By Company on Government Guarantee

London.—A movement is afoot in Britain to repeat in the empty spaces of the British Empire such mass settlement ventures as those whereby in the past New England, Virginia, New Brunswick and New Zealand received some of the forbears of their present inhabitants.

A non-political association calling itself the British Empire Development and Settlement Research Committee has been formed, with Sir Henry Page Croft as chairman to promote this object. Nearly half of the 615 members of the British House of Commons have agreed to support its aims.

Parliament has passed a unanimous resolution declaring that the time has come for the British Government to "get in touch with the Governments of the Dominions with a view to putting forward a scheme for the voluntary redistribution of the white peoples of the Empire and the stimulation of shipping and trade under the flag."

The difficulties to be overcome, it is recognized, are great. The world slump has reversed the tide of emigration. This tide—so long as times were good—flowed continuously outward from overcrowded Britain into the less completely peopled world at large. Now, so hard has become the lot of the producers of primary commodities everywhere that for two years past more people have returned to Britain than have gone out from its shores.

Canada Needs Farmers.

Nevertheless the same urge remains to wed idle hands to empty lands. Canada has need of farmers to develop the mighty resources of its great Northwest. Few would dispute that the Peace River Country—if it were fully peopled — would afford a market for Canadian and United States goods comparable with Ontario or New York State itself.

In Northern Australia are fertile areas as big as France and Germany combined that are still almost empty of people.

A British Government report on the question is shortly to appear. Meanwhile a statement by Sir Henry Page Croft's committee discloses the main lines on which his organization proposes to act.

The intention is to promote chains of villages of say 50 settlers each in areas that would not otherwise be developed. For this purpose a company would be formed to raise £50,000,000 on a British Government guarantee. This company would take up blocks of suitable land for which it would provide communication by road and rail, so as to connect up proposed settlements with existing civilization.

Form Farming Groups.

Farming groups would be then formed, each one with centrally placed village provided with stores, school, meeting hall, cinema and market. Farm land would radiate outwardl from this centre. The settlers would be selected families. Each village would be filled with people from some one neighborhood in Britain. The £50,000,000, it is estimated, would provide for 40,000 settlers who, with their families, would constitute 160,000 people. This, it is claimed, would be a not impossible proposition for Britain, taking into account the cost now incurred by the United Kingdom taxpayer in keeping such persons in idleness at home.

Mr. Malcolm MacDonald, Under-Secretary of State for Dominion Affairs, expressed the greatest sympathy with the objects in view. On the other hand he said that in his personal opinion, infiltration in the future, just as much as in the past, would be likely to do more than community settlement to promote those large-scale movement of population that are so much to be desired.

Oshawa Reports Brisk Business

Industries are Recalling Former Employes and Some Are Already Working Overtime

Oshawa, Ont.—Employment in Oshawa is rapidly improving with some business establishments working overtime and recalling former employees. Conditions are described as better than in the last two years.

A large number of employees laid off for some time have been recalled at the General Motors of Canada plant. Some divisions of the factory are working 12 hours a day, and in virtually all production departments employees are working three nights overtime a week.

Overtime also is being worked at the Coulter Manufacturing Company, a plating and assembly unit. This firm has the largest staff working since its inception here three years ago. Sunday work has been found necessary in some cases to keep up with orders.

It is expected the number of families on relief will be greatly reduced by the end of this month if improved conditions continue.

Diet Theory May Mean Longer Life

Scientist Would Develop Regimens to Conform With Different Sizes of Viscera

St. Paul—A new way of stoking the human boiler may keep the body's machinery clicking for five years beyond the present normal life span, was told recently.

The new method envisioned by Prof C. H. McCloy, is based on the size of the "boiler" or viscera—man's digestive system. By developing diets to fit various sizes of viscera, he forsees a possibility of increased health and longevity.

McCloy, on the faculty of the University of Iowa, is a professor of science of anthropomethy (man measurements.) For purposes of comparison, he divided man into two broad classifications, 'long lean" and "short stocky" types.

Obesity Theory

"The long lean man can eat more than the short stocky one without getting fat," he said, "because he has a small boiler" and does not absorb so much of his food intake.

"On the other hand, the short man with the big trunk has larger viscera and absorbs a great deal more of what he eats. This absorption contributes to fat in middle age.

"In older years, the long lean group tend toward diseases of the digestive and pulmonary systems while the short stock group finds its troubles in the kidneys heart and circulatory system."

Native of Quebec May Inherit Many Millions of Dollars

Mrs. Jane Peever, Now Living in Vancouver is Granddaughter of Late James Hudson

Vancouver—An 82-year-old Vancouver woman is not the least bit excited about her prospects of inheriting many millions of dollars. She is Mrs. Jane Peever, grandaughter of the late Jas. Hudson, fur-trader, whose vast fortune is understood to be in chancery in England.

Mrs. Peever, and her brother, Moses Frost, 92, of Port Arthur, are the leading claimants to the fortune.

"I have known of the estate for years and every once in a while there has been some talk of its being disbursed" Mrs. Peever said today. "If I inherit the money that will be fine. If not, it won't worry me. There is no doubt, however, that Mr. Frost and myself are the only direct descendants

"Forty-seven years ago the estate was said to be worth $30,000,000," she added. "Goodness only knows what it would be valued at now.

Mrs. Peever was born in Fort Coulonge, Quebec, and was married there to John Peever, who died 36 years ago. After his death she came west and now lives with her son here.

Record Fruit Crop

Kentville, N.S.—Nova Scotia's famous fruit belt, the Annapolis Valley, has come through with a record output for the 1933-34 season. The approximate apple crop totals 2,750,000 barrels, according to figures released by the Dominion Atlantic Railway, which closed its "apple shipping books" on March 31st.

Smoking Allowed On New Zeppelin

World's Largest Air Monster Nearing Completion in Germany—Hot, Cold Water

Friedrichshafen—Passengers on the new Zeppelin, L.Z. 129, now nearing completion in a hangar not far from the shores of Lake Costance, will have many comforts that have never been provided hitherto on any Zeppelin.

The L.Z. 129, is a bigger and better sister ship of the Graf Zeppelin, the dirigible that has worked services across the South Atlantic to South America with clockwork regularity.

The middle section of the new airship consisting of eight main and 24 auxiliary ribs, with a total length of 363 feet, was finished as far back as last July.

At present only the stern skeleton with its complicated steering apparatus, remains to be set in position.

Without the stern section, the ship measures 367 feet but the completed length will be 744 feet—some 40 feet longer than the Graf Zeppelin.

Despite the only slighter greater length, however the L.Z. 129, will have almost double the gas capacity of the Graf Zeppelin.

Its circumference will be 41.20 metres (134 feet) and the new airship will carry 200,000 cubic metres of gas compared with the Graf's 105,000 cubic metres. The new airship will be the largest in the world.

Nearly Finished

Meanwhile the interior construction is progressing rapidly The passenger cabins are nearly finished. They will contain hot and cold water pipes, which are now being laid. The waste water will not be discharged, but run into a special tank to serve as ballast.

Other innovations to be installed in the airship will be an electric lift to facilitate loading and unloading cargo and huge heels fixed to the pilot gondola and the lower fin, to assist landing operations. These wheels can be turned in any direction.

The airship will be the first German airship on which smoking will be permitted. This has been made possible owing to the use in the airship of helium gas, hitherto used only in American airships.

The Zeppeline works have specifically barred silk or wool as covering material. Long experience has shown that silk or artificial silk is not sufficiently waterproof, while wool is lacking in elasticity.

Engineers of the Zeppelin works claim that in varnishing the L.Z. 129, they have greatly improved on the mixture used for the Graf Zeppelin.

Movies Safe for For Children

Motion Picture Research Council Seek to Provide Satisfactory Films

New York—Of the current motion picture productions in the United States about 25 per cent. are a menace to America's youth and a blot on American character in the eyes of the people of other countries, Mrs. August Belmont stated at a luncheon of the Motion Picture Research Council here.

The occasion was the public launching of the council program for betterment of films, with special relation to entertainment for children.

The council now starts a nation-wide movement in which all friends of an improvement of social values in films are asked to join. Among those present was Mrs. James Roosevelt and an honorary vice-president of the council.

Mrs. Belmont stated that the movement was not undertaking anything in the way of censorship. The intention was to seek the co-operation of the film industry in carrying out these three objectives of the council.

1. To decrease the amount of objectionable material in films.

2. To further the production of films that shall be entertaining to children and where possible educational in value.

3. To promote new types of educational films with the co-operation of the industry and the public school system.

Some 38,000,000 minors attend the motion picture theaters every week in the United States, said Mrs. Belmont. An element of entertainment that is harmful in its mental and emotional effect should be stopped because of its degrading effects.

Dr. Frederick Peterson, former president of the New York Neurological Society, declared that the sensational, criminal and vulgar suggestion of too many questionable motion pictures tends to produce "nervous disorders and moral disintegration." Mr. Herbert Houston, former publisher of World's Work; Mr. William H. Short, director of the council, and Dr. John H. Finley, of the New York Times, spoke.

A splash of lime-water accidentally hitting the blind right eye of James Morren, a 30-year-old employe of an Elgin distillery, restored its sight after twelve years of blindness. A specialist affirms that the lime burnt away an unsuspected film.

Dutch Lines Plan 9000-Mile Flight As Regular Trip

Plane Carrying 16 Fares Under Construction for East Indies Service

Amsterdam. — The double record flight of the Dutch mail plane Pelican from Amsterdam to Batavia and back some time ago has focused attention here on a new machine which expected to go far toward turning the record dash into a scheduled passenger service.

Prospects have been opened up of a daily service in the near future linking western Europe and the East Indies with British and French extentions to China and Australia.

The Pelican, or Fokker F. 18, cut by more than 50 per cent the normal flying time for the 18,000-mile trip from here to the Dutch East Indies and back. The actual times were 4 days, 4 hours, 40 minutes for the outward journey and 10 minutes less on the homeward half.

A notable aspect of this flight is that it was achieved by a three-year-old type of plane which was not intended for the record-breaking attempt. It had originally been planned that a new Fokker three-engined machine, F. XX, should make the dash to Batavia with Christmas mails. A disabled motor blocked this plan, but the Pelican carried on.

And now enters the F XXXVI, the largest aircraft ever built in the Netherlands. It is a very advanced type, having, it is claimed, the most favorable aerodynamic shape, namely that of a drop of water. This machine has four Wright Cyclone engines of 700 horsepower each, a total weight of 16.2 tons, a maximum speed of 170 miles an hour and a cruising speed of 130 miles an hour.

The machine will have a crew of four, namely two pilots, one mechanic-steward and one wireless operator(while being able to carry 32 passengers in Europe. On the India lines it will carry 16 passengers, each having a sleeping berth. As long distance aviation is more and more developing in the non-stop direction, flying night and day, there are also two sleeping berths for the crew.

The machine is of the cantilever monoplane type. The wings is placed on the fuselage. The plywood covering on the under surface of the wing has been removed from the center section, and the hollow space thus exposed forms the upper part of the cabin. The wing has a width of 110 feet. The cabin is divided into four compartments each for eight passengers.

In constructing this huge plane, which carries every possible convenience for long distance flights and the latest automatic piloting devices, the designers had in view the expected rapid development of long-distance flying, reducing the Amsterdam-Batavia flying time gradually from eight to four or 3½ days, after which two departures each week from each side are contemplated, in which British Imperial Airways and the French Air Orient are expected to join.

British Walkers Seek Footpaths

London, Eng. — Provision of footpaths alongside all main British highways was demanded by the British Pedestrians' Association in a memorandum sent to the Ministry of Transport.

The high speed of motor traffic was cited as the most prolific cause of accidents. For the checking of excessive speeds by vehicles subject to statutory limits, it was suggested that all should be compelled to carry a device visible to any passer-by, which either records the actual speed at any moment or gives audible or visible notice when the limit is being exceeded.

A second suggestion was that the Highway Code be revised and made more widely known. Safety rules which are observed by careful drivers should be enforceable with a penalty for their infringement, it was stated.

Representatives of the pedestrians declared it had been shown the majority of fatal accidents took place in built-up areas, and the association submitted as a first step in a national policy of speed control that there should be a speed limit applicable to towns and villages.

In the course of its case for a revision of the Highway Code and the enforcement of "certain simple rules which make for safety and which are observed by careful drivers," the association states that the offence of "careless driving" should be abolished. It had the effect of rendering nugatory the severe penalties which can be imposed for "dangerous driving."

In order to enable pedestrians to cross streets in safety there was need in built-up areas, the memorandum stated, for many more refuges, and the provision at suitable places of well-marked crossings where the safety of pedestrians would be assured.

Finally, the association recorded its strong opinion that much might be done towards increasing the safety of the roads by a stricter administration of the existing law, particularly by a wider exercise of the power of disqualification of drivers, with a view to eliminating from the roads those who prove themselves unfitted to be in charge of a motor vehicle.