

Aussie Pioneer Gadabout At 89

Mrs. Leah Graham Born on Sailing Ship From England

PORTARLINGTON, Australia (CP) — "Gadabout" is what her youngest daughter says of 89-year-old pioneer Mrs. Leah Graham.

Mr. Graham has lived her rising 90 years with zest. She is full of fun, can do the hokey pokey (an Australian country dance) and even won a dance competition two years ago, but such is the life of her.

In her young days Mrs. Graham and her husband would ride horseback to dances in somebody's barn, dance till dawn, race home to change their clothes. There were cows to be milked and babies to change their clothes.

Grandma Graham was born on the sailing ship "Cyclone" during its six-months' voyage from England to Australia.

They built their own home, like the other early settlers, grew most of their food, made every stitch of clothing. All the families in the district were large, and all made their fun with picnics, dances, horse-riding.

"And we did without powder and cigarettes. And we didn't wear those slacks," says Mrs. Graham, who has some forcible things to say about the follies of the modern young.

"The doctor had declared him to be dead," she says. "We were getting him ready for burial when I felt his body give a kick. 'Dad's alive!' I shouted. 'Get a doctor.' Sure enough, Dad came back to life and lived for another six years, even rode a pony."

Mrs. Graham, at 89, is one of the liveliest people at Portarlington. She still cooks for her family, makes the best cakes in the district, and still looks after her eldest son and youngest daughter who live with her.

QUIET PLEASE

A chronic disapper was suffering from one of his daily hangovers. "May I fix you a Bromo-Seltzer?" suggested the waiter.

"Ye gods, no," moaned the afflicted one. "I couldn't stand the noise."

DISAPPOINTMENTS IN LOVE

A very attractive young lady was asked in a joking mood one day if she had a boy friend. She spoke up emphatically and said "Never again."

A second young lady, also attractive, was asked a similar question, and she spoke rather contemptuously of the boys. Evidently her relations with them had not been such as to please her, and she was putting her mind on different objectives.

Some will say there are as good fish in the seas as those that have been caught. Also that these girls, and many more like them are likely to find some mate with whom they will be happy. It is said that time heals all wounds, and many people who have felt unhappy as the result of some disappointing love affair, have gone on to find new interests and have formed new friendships.

Many of them will probably conclude that there are many chances in love and marriage, and that they do not propose to take them until some man comes along in whom they feel complete confidence, whom they admire and for whom they are willing to sacrifice their own independence.

The world owes a great deal to the many single women who have been extremely useful in the families and the working world, and who have had the time to give to philanthropic and religious work. So the disappointments of life tend to cure themselves and people go on from such episodes to attain stronger characters and wider experience.

SALESMANSHIP

What! exclaimed the lady, you charge me a dollar for that loose-leaf scrap book?

Yes, ma'am, replied the polite stationer, that is the very lowest price we can sell it for.

How is it that I can get one just like it at Smith's for 90 cents. I cannot say, Madam. Perhaps Mr. Smith has taken a fancy to you. He is a widower and you are very beautiful and—yes, ma'am, one dollar. Thank you.

The Week at OTTAWA

By ANDY BROWN Canadian Press Staff Writer

OTTAWA (CP) — The tremendous pressures and the overpowering complexity of Canada's and the world's post-war economies were brought home to Canadians with new force last week.

Reconstruction Minister Howe admitted the failure of car priorities one of the post-war controls. No more priority certificates would be issued for new automobiles after the end of August.

The year-old system had broken down in the face of mounting buyer demand, inadequate production, and the black market sabotage of a racket in veterans' certificates, which some sources disclosed had brought as much as \$200.

Automobile production lagged, dogged by strikes in the industry itself and those related to it: steel, rubber, electrical and coal. Yet, a considerable proportion of Canada's new cars were being exported.

Some western members of the Commons complained that farm machinery so urgently needed to harvest a huge wheat crop also was being exported in large quantities.

The answer came that such exports were necessary to maintain Canada's pre-war markets abroad, markets without which the country's standard of living could not be maintained. The machinery was a direct equivalent of food for a starving Europe, which must be put back on its feet or, again, Canada's chances for overseas markets would be impaired.

Then, too, much of the steel for their manufacture came from the steel-short United States which maintained an allotment to Canada on the understanding the Dominion would do its share in helping the hunger spots abroad.

Canada's own basic steel industry was caught in the grip of a strike, which, if long continued, would have a paralyzing effect on a score of other industries. And, it was no ordinary strike in the pre-war sense that the man-in-the-street understood so well. The argument evolved in a week-long parade of witnesses before a revived Commons' Committee on Industrial Relations.

The witnesses, executives of great corporations, union leaders and government leaders and government officials talked in complex economic terms, but left little doubt that here was the crux of the nation's mighty post-war recovery problem.

The government's whole wage and price control system came under sharp examination. Donald Gordon, chairman of the Prices Board, warned that wage increases of more than 10 cents an hour might place an unbearable strain on the whole integrated anti-inflation system.

C. H. Millard, president of the powerful United Steel-workers Union disagreed and pressed for examination of the steel companies' ability to pay the workers their demanded wage increase without boosting the price of its products.

George Melraith, Parliamentary Assistant to Reconstruction Minister Howe, said "strike fever" had caused cancellation of orders from overseas which would have kept Canadian locomotive and railway rolling stock manufacturers and shippers in full production for years.

"As a direct consequence of our strikes," said he, "customer countries in Europe and Asia had cancelled contracts for locomotives and railway rolling stock which would have kept Canadian plants in full production for a decade." Canada had never had such orders before the war and he feared never would again. Contracts for "small steel ships—of a type not competing with British yards" also had been cancelled.

It was a motored, the first large post-war "march" on the capital took the form of a motored of some 500 representatives of striking unions in the rubber, electrical, mine and smelting and automobile industries. There were mass meetings, horn-bonking and lettered placards, but no disorders, only an evident serious purpose to solve the problems in their own little segment of a dislocated economic structure.

By the end of the week, veteran observers could only shake their heads in wry appreciation of and with a new insight into the alacrity with which Prime Minister Mackenzie King had agreed to a Progressive Conservative suggestion that the long-dormant industrial relations committee be revived.

ANOTHER JOB

Foreman—Get a move on, you there. We've got to get through this job before we knock off.

Slack Worker—What's the hurry? Rome wasn't built in a day.

Foreman—Maybe not. But I wasn't in charge of that job.

NO HELP

Now that real rubber is being used again in golf balls, advises a manufacturer, the average man's game should improve one hundred percent. Maybe it will. But he will probably find Byron Nelson and other depressing fellows cutting par in half.

Chimney Building International Job

Steeplejacks on Moose Jaw Job Have Worked in Many Countries

MOOSE JAW, Sask. (CP) — Two international goodwill ambassadors working here now are always up in the air.

They are steeplejacks Warren Fountain and George Morgan of Chicago who were flown here from Puerto Rico to rebuild the 125-foot chimney at a Moose Jaw flour mill.

It's part of a honeymoon for Morgan who came down off his perch on the 204-foot chimney he was working on at Puerto Rico to marry the niece of an executive of the company that owned the building.

The steeplejacks work for a Chicago firm who send them by air to any country that wants a chimney built, rebuilt or retined. They have worked in several Latin American countries, throughout the U.S. and in Canada. Next stop is Winnipeg.

Itaka involved boasts pay rates to \$18 a day for workers in the U.S. but Fountain and Morgan work on a flat rate.

On the Moose Jaw chimney the two men ride up to the platform they work on standing in a bucket which is attached to a hoist. Moose Jaw helpers prefer to climb up on a ladder.

"They'll have to take to the bucket some time," Fountain said, explaining that the ladder would not reach the platform when the job neared completion.

Fountain thinks the tower he is working on right now is rather small. He helped build a 600-foot chimney for a smelter in California and a couple of 300-footers for the International Nickel Company at Coppercliff, Ont.

PLAN LOGGING DRIVE

DOUGLASTOWN, Que. (CP) — Lumber firms operating in the Gaspé Peninsula are making preparations for the annual logging drive, scheduled to get underway shortly. Present reports indicate the present season will be a bumper one.

IT'S AN ILL WIND

CHATHAM, Ont. (CP) — Almost the entire district rat population was wiped out by the flood which swept Kent and Essex counties last week.

WHEN SHE MARRIED

Bookkeeper: I'll have to have a raise, sir. There are three companies after me. Manager: That so? What companies? Bookkeeper: Light, telephone and water!

NYLON WAITING LIST

GILLINGHAM (CP) — Ten thousand women have joined a waiting list here for fully-fashioned stockings.

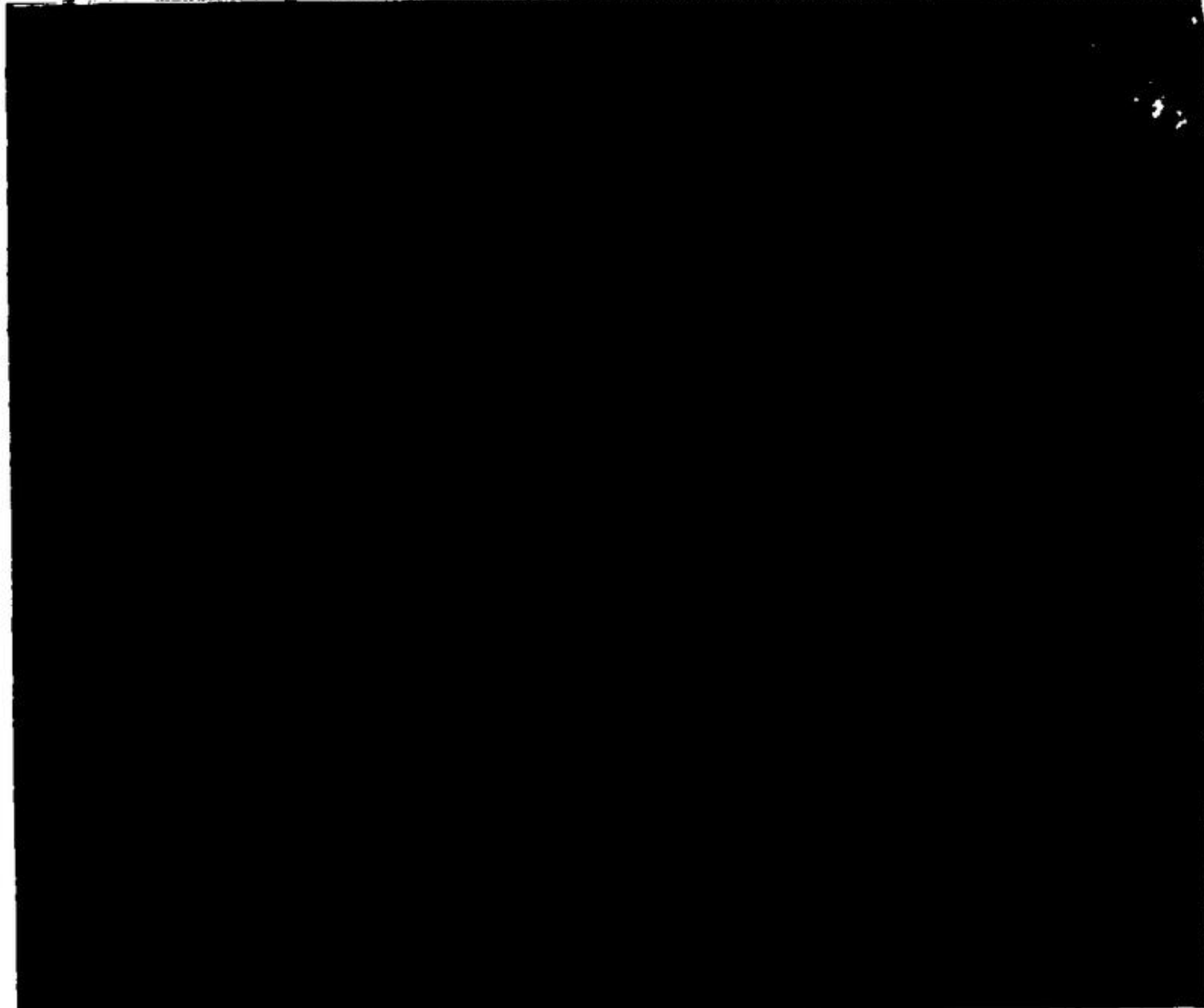
WHEN SHE MARRIED

STOCKTON, Ky. (CP) — When Mr. and Mrs. Fred Schaeffer were married recently, Mrs. Schaeffer, 19, became the grandmother of Schaeffer's grandchildren. But that wasn't all. Her mother, Mrs. Homer Doughty, 39, became a great grandmother, her father, 46, a great grandfather, her sisters, Jimmie, 15, and Shirley, 20, became great aunts and her aunt, Mrs. I. S. Datt, 27, became a great, great aunt at 74.

MOON'S FINIV

REGINA (CP) — The queer antics of slightly inebriated gentlemen usually fail to startle onlookers. But Reginald recently looked with interest at a group of soldiers weaving down the street. His interest was not in their gyrations, but in one and laughing between his thumb and forefinger a very large, very dead fish.

Don't give in, give out or give up — just give!



FAMILY OF RAILROADERS: A record, believed unique in the history of Canadian railroads, is that of Ernest Legare of Montreal, and his seven sons, all employees of the operating department on the Laurentian division and all on the Montreal-Mont Laurier run of the Canadian Pacific Railway. The father, who joined the C.P.R. in 1907 is a locomotive engineer and is himself one of eight brothers, all of whom have worked or are working for the company. He and one of his brothers still are railroading, two are dead, three have been retired on pension and one has left the railroad to establish his own business. Five of these brothers and four of Ernest Legare's sisters have children in C.P.R. employ and altogether there are more than 40 members of the Legare family on the company payroll in and around Montreal. Pictured here are Mr. Legare and his sons, left to right: Front row—Gerard, Brian; Back row—Ernest, the father; Fernand, youngest of the family; Brian; Back row—Edouard, brakeman; Roland, brakeman; Marcel, engineer, and Roger, engineer.

Join these Volunteers to help Harvest Fruit and Vegetables

Ontario's orchards are heavy with fruit and our fields are filled with vegetables. All hands are urgently needed now—to harvest peaches, tomatoes, apples and other fruits and vegetables for a hungry world.

Young men and women! Join the Ontario Farm Service today. Get away from sticky streets into the sunny out-of-doors. Earn profit and pleasure in a worthy cause.

The season of need extends from August 10th to October 15th. Accommodation is in Private Farm Homes or Y Supervised Camps. For four weeks spent in the open fields, one way transportation will be given you free. Return transportation is yours if you remain until the end of the harvest.

Fill in the attached coupon and the Ontario Farm Service Force will send you a registration form—without delay!

CANNING HELP NEEDED

Volunteers are also needed to help can this year's precious crop of fruit and vegetables. Apply at the nearest cannery — National Employment Service office — or to the Ontario Farm Service Force.

DOMINION-PROVINCIAL COMMITTEE ON FARM LABOUR

Agriculture — Labour — Education

MAIL THIS COUPON AT ONCE! Ontario Farm Service Force, 118 College St., Toronto. I want to "Join a Team". Please send me a registration form and all necessary information about the Ontario Farm Service Force. Name: (please print) Age: (must be 18 or over) Address: (please print) Tel. No.: I will be available from: (please print) I would like to be accommodated in: An Extended Farm Home () A Y Supervised Camp ()

