

## Weekly Editor Escapes Deadlines "Down Under"

By John Freeman

(The impressions of CWNA editorial representative, John Freeman of The Lakeshore News, Pointe Claire (P.Q.), who one day found himself talking back to the customer and decided it was time for a break away from deadlines and worries about rising costs, he left all these, plus two future weekly editors, Jimmy and Peter, 6 and 4 years respectively, with his wife Helen — a daughter of the late Walter R. Legge of Granby, who was a former president of the CWNA. What is more, his wife promised to get the paper out every Thursday and even make money doing it!)

"I think that the first words I said as Canadian Pacific Railway 'Dominion' pulled out of Windsor Station, Montreal, one day early in July were 'What do you know — I made it!' Although this trip, which was to take me half way round the world to my birthplace in Melbourne, Australia, had been booked for some months, I had steadfastly refused to believe it would take place until I was actually on the train.

Trips like this don't happen to weekly editors. They just go on publishing fifty-two papers a year until they go broke or some ex-daily newspaper man buys the sheet in the mistaken idea that he will be able to catch up on his fishing, or else, they die!

Aussie by birth but Canadian by adoption I suggested to Canadian Pacific Airlines that a series of observations on the trip would find interest among weekly editors and their readers. The idea was accepted and I found myself booked to fly out of Vancouver aboard the "Empress of Amsterdam" on the last half of its flight which begins in Amsterdam and finishes half a world away in Sydney, Australia.

Two from Souris, Man.

As usual on a trip of this nature, coincidences occur and the first two strangers I met on the train both came from the town of Souris, Manitoba, and were readers of editor G. A. McMourin's "Souris Plaindealer." They were Mr. R. A. Doyett, a farmer, and the former Ada Sharnan, now Mrs. Wootton of Ottawa.

Other interesting folk I enjoyed meeting on the train trip were Mr. and Mrs. W. L. Pearson, of Vernon, B.C., both avid readers of Frank Harvis "Vernon News" who were returning from an "Old Timers Reunion" at Swift Current, Sask.

Curling Topics

Carriers the country over will be interested in a chat I had with Mr. W. J. Finch of Regina, Sask., who knows the four Campbell brothers, winners of this year's Brier Tankard, emblematic of Dominion-wide curling superiority.

He gave an idea of what the Campbell's "secret weapon" could be when he told a group of us how every year the four famous brothers convert a barn on their 8,000 acre farm property into their own private curling rink!

On this same subject, which must be familiar to most weekly newspaper readers, I put in a call while in Vancouver to another curling great and former Brier winner, "Frenchy" d'Amour of Trail, B.C. I wanted to talk over the subject of "spot curling" of which "Frenchy" was reported to be an exponent.

Before going any further I must explain that what is generally known as "spot curling" is the method whereby the rock thrower is not actually looking at the broom while in the act of delivering the rock (what heresy is this?) but rather aims his rock at a spot on the ice in direct line with the broom and close to the "near" house.

"I've always kept my eye on the broom at all times," said Frenchy (his Christian name is Theophile). He denied the imputation that he was ever a spot curler, although it may have looked like it," continued the 48 Brier winner. "We got down awful low on the ice at times."

His advice for all prospective Brier champions is "Keep your eye on the target object and hitting it becomes automatic!"

So at last I've been able to clear that point up.

It was a senior Montreal curler with a top reputation, particularly in the older Iron game, who had accused "Frenchy" of being a spot curler.

Reader and Editor Meet

You can't get away with anything these days — this truth I discovered just east of Calgary, Alta., when I was stopped dead in my track by a voice uttering the well-worn phrase, "What are you doing here?" The voice belonged to Mr. R. J. Keller, a Lakeshore News reader from Pointe Claire who, accompanied by his wife, was on a visit to their son in Calgary.

I was able to get some excellent photographs from within the dome car although at times I hung out the top part of the door (against regulations) in attempts to get better pictures. I later discovered that those taken thru the window were almost as good as the others! As a rough measure it is best to add one more stop when taking pictures through the windows of a train or through the scenic dome. For instance, if "11" is the opening you would use outdoors on a sunny day, then opening "8" would be the right opening from inside the train.

Indian Carvers

During my stay in Vancouver I was taken on a one-trip around the famed Stanley Park and was shown totem poles being carved by Indian Ellen Neale. I couldn't resist telling my host that the best-known Indian "carvers"

of Montreal were members of the Iroquois tribe who crossed the St. Lawrence River one night around 1680 and killed about two hundred citizens of New France in what was known as the Lachine Massacre.

Off to the Antipodes

Flight 301 left Vancouver airport for Sydney, Australia, at 2 p.m. Sunday. Flight "301" is Canadian Pacific Airlines' new Polar route which connects the new world to Amsterdam, the gateway to Europe, via the shortest route and in the quickest time. From "Down Under" to Europe the service picks up passengers at Sydney, Auckland, Fiji, Hawaii, and Vancouver.

The planes presently in use are the well-proved fifty-three ton DCB's. Being a newspaperman I am interested in figures, as long as there are not too many of them, and the following facts point up the manner in which it is possible to hurtle around the globe in a speed and comfort which would have left Phileas Fogg of Jules Verne's "Around The World in 80 Days" speechless with admiration.

The "Empress of Amsterdam" cost a million and a quarter dollars and cruises above the weather around 300 mph. Passenger comfort is assured by cabin pressurization and air-conditioning, and excellent meals and refreshments are all included in the fare tariff.

The longest leg of the Pacific flight is some 3,000 miles from Hawaii to Fiji — but this is well within the plane's maximum range capabilities of 4,500 miles.

Adventure is always in the air at an airport and Vancouver's Sea Island terminal is no exception. I stepped happily aboard CPA's "Empress of Amsterdam" which was to take me half way around the world — from summer to winter — to that "Down Under" hemisphere where even the stars in the heavens are different to those seen in Canada.

You may start a trip such as this alone, but you seldom finish that way. Before even stepping aboard the aircraft I met a traveling companion, who, like me was going all the way

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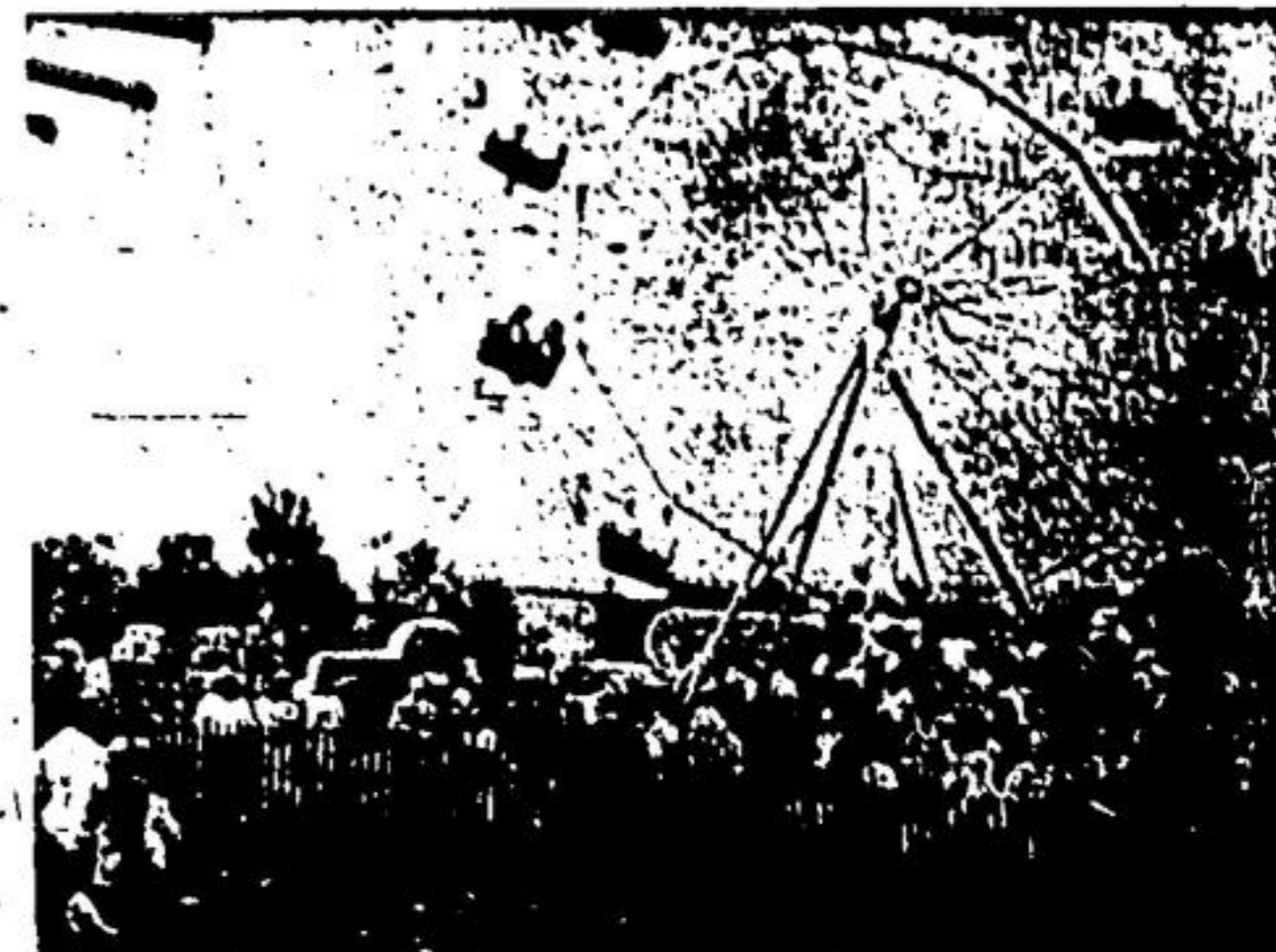
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