

LINDBERGH'S TRIUMPHANT PASSAGE

Belgium's King and Queen Greet Aviator While Burgomaster Max Presents Medal.

MOBBED AT CROYDON.

His modesty and courtesy are earning Lindbergh greater laurels day by day. He reached Brussels Saturday and received a wonderful reception.

His last day in Europe (Sunday) was to him one of the most interesting. He started it by keeping a secret engagement with King Albert and Queen Elizabeth at the Evreux Aerodrome, to show them his plane. Lindbergh left the United States Embassy early with out revealing his destination. He met the Royal couple at the aerodrome and took them to the shed where the Spirit of St. Louis was housed. He had the machine brought out into the open, and explained every detail of it to his Majesty, who showed the liveliest interest, not only in the machine, but in the details of the flight, which were told minutely.

The Belgian Crown Prince, who became a great chum of Captain Lindbergh's at the American Club dinner last evening, received a visit from the aviator soon afterward. Both Prince Leopold and his wife, Astrid, expressed their high regard, and earnestly invited the flier to come again to Belgium when he could stay longer.

Burgomaster of Brussels

The heroic Burgomaster of Brussels, Adolphe Max, whose name acquired world fame during the war, greeted Captain Lindbergh in the famous City Hall, while 12,000 people massed in front of the building acclaimed him.

As he clasped the Burgomaster's hand the latter slipped a little leather case into the hand of the aviator. It contained a gold medal inscribed in English:

"To Captain Charles Lindbergh—The City of Brussels, May 29, 1927."

The reverse side bore a heroic winged figure.

A piano struck up, and out of the crowd stepped the baritone Bouillon of the famous Brussels Opera Troupe of the Theatre de la Monnaie. He sang "The Star-Spangled Banner," and Lindbergh stood at attention.

Graceful Ever

The song ended, he shook hands warmly, and asked the singer if he would oblige with "La Brabançonne."

M. Bouillon obliged, surpassing himself, and the heavy oak rafters of the old hall fairly rang with the stirring refrain: "The King, the Law, and Liberty."

Then with his arm linked in that of the Burgomaster, he went to the balcony, where all the leather-lounged burghers let him know just what they thought of him. Shortly after he took off for Croydon—London air port.

Wild Enthusiasm

The crowd which greeted the aviator at the Croydon Aerodrome was one of the largest, wildest, most enthusiastic gatherings of men, women, boys and girls, and even infants, ever assembled in that country to welcome a private citizen of any nation.

A crowd estimated by the police at more than 100,000, breaking down the barriers, swarmed over the field just before the aviator came to earth, and almost robbed him of a landing place.

Circled Aerodrome

Lindbergh reached there at 6 o'clock in evening. He circled the aerodrome and volplaned down, but, owing to the masses of people invading the field, rose again and made another circle, while the police endeavored to press the spectators back.

This was a task of the utmost difficulty for a time, and the utmost confusion prevailed. But finally enough space was cleared, and the Spirit of St. Louis settled to the ground. The moment the machine came to a standstill it was surrounded as quick as a flash by widely excited crowds that ran pell-moll over the field and stampeded the quarters roped off for the official reception committee, thereby smashing all the carefully arranged plans for

greeting the aviator in a dignified manner.

As he looked into the faces of the cheering mass, Lindbergh called out: "Look out for my machine!"

Spoke to Crowd

After meeting the reception committee and climbing a ladder to a balcony on the administration building of the aerodrome Lindbergh spoke to the great throng through a microphone in a high-pitched voice, said: "I just want to tell you people here this afternoon that this is worse than Le Bourget—or should I say better? And then the aviator smiled and chuckled and tried to look around and see where he might escape.

Shortly he made an attempt to descend from the tower, but the crowd surged around the foot of the ladder to such an extent that he was forced to remain on the balcony. Meanwhile the police desperately endeavored to get Ambassador Houghton's car to the buildings, but it was slow work, requiring nearly half an hour, and in the struggle one of the windows of the car was broken.

Eventually Lindbergh through the megaphone said he had a request from Ambassador Houghton to make and the crowd listened. He said: "The Ambassador wants me to ask you to please clear a way for his car—he asked me, and I am telling you—so we can get out."

This request was followed by another compelling smile, and the crowd slowly divided so the car could get through.

The Menace of Drugs.

One of the greatest dangers that Western civilization faces—because so insidious and silent—is the traffic in narcotic drugs. It is a peril of particular concern to the United States, since the use of drugs in this country is known to be on the increase and to have a direct relation to crimes of violence.

The League of Nations has conducted a systematic campaign against the evil. Progress has not been as great as American foes of the narcotic trade believe it could be, but the endeavor has not been abandoned and advances have been made—such as the limitation of exports of opium from India. Now the League has published a report of seizures of illicit shipments of drugs during the first seven months of 1926, which gives some measure of the threat. Summarized, it runs: Raw opium, 65 tons; heroin, 3,520 ounces; morphine, 10,195 ounces; cocaine, 625 ounces. Since drugs are sold and used in very small doses, these amounts, it is necessary to understand, are enough for an immense illegal business. The German police are reported to have discovered the existence of a band of international smugglers, carrying on traffic in many countries, and "to an almost unbelievable extent." (Editorial from The Outlook.)

Shirking a Duty.

Three Rivers Nouvelle (Cons.): (Rather less than one-half of the registered voters in Montreal went to the polls in the last elections.) A miserable showing when compared with the figures in England, where 80 per cent. of the electors vote on every occasion. A miserable showing if one considers the figures in Australia, where 94 per cent. of the electors voted in the last election. It is true that Australia has the compulsory vote. Does it mean that we too shall have to compel our electors to do their duty by threats of punishment?

Safety First.

Sherbrooke Tribune (Lib.): The two greatest menaces to the safety of motorists are the speed mania and the level crossing. When it is properly appreciated that roads are not race tracks and that level crossings are a species of death trap, the number of fatal accidents caused by the automobile will become practically negligible, at least in comparison with what has been the case the last few years.

ADAMSON'S ADVENTURES—By O. Jacobsson.



JUBILEE TRIBUTE FROM NEW YORK

Herald-Tribune Devotes Its Leading Editorial to Canada.

BIRTHDAY MONTH

Reference Made to Part Played by U.S. in Developing Country.

Remarkable Growth

"Canada's remarkable growth to national stature is a process in which the United States can claim an important, if frequently somewhat indirect, role. The unbroken peace which has reigned without benefit of fortifications since 1812 between the two nations is one of the startling exceptions to all international rules. But the differences which have arisen within that period are more important than the harmonies.

"In the famous series of arbitrations with international commissions and irritated communication which has passed between the two communities, the United States experienced important lessons in the arbitral method, while we provided Canada with the record upon which her claim to her present autonomy is largely founded. Mr. Massey can find predecessors in the Canadian members of the various tribunals which acted under the British Foreign Office or precedents in the work of such bodies as the Canadian membership of the International Joint Commission.

The Ploughman's Day.

The last thin shadows of the night Recede before the rising sun, Nod starts the ploughman with the light, The day of labor has begun.

With music all the meadows ring, In bush and bower the singers throng, Lighthearted as the birds that sing, The ploughman's day begins with song.

The furrows turn in faultless lines, Before the brawny-steaded plough; The sun climbs up the sky and shines With warmth increasing, until now,

National Jealousies.

Quebec Action Catholique (Ind.): They are trying at present at Geneva to assure "economic peace and the security of peoples." There is only one way of making sure of both, and it is not a new way, although they hardly appear to concern themselves with it at Geneva, and this is to work, as Christianity did in its flower, to destroy the egoism of nations at the same time as that of individuals. Are there not many who are generous enough when it is a question of individuals, but when it is a question of nationalities? And do there not exist in our days people who exploit not only individuals but also nations?

The Defence of Shanghai.

Blackwood's Magazine: At this moment, when we are doing our best to defend the Americans (and others) who are in danger at Shanghai, we are told that the Americans decline to pull the chestnuts out of the fire for Great Britain. As though we had asked them! We know well that it is not their practice to pull chestnuts out of the fire for anybody, and our experience of the Great War has convinced us that only the wealthiest country can afford to have the Americans for allies.

Control of Liquor in Manitoba.

Winnipeg, Man.—At the meeting of the Manitoba Prohibition Association, government control of liquor traffic in Manitoba was an absolute failure, by special convention. It was shown that convictions had increased during the three years since the government commission, 50 per cent. of the beer in the Province had been sold, and each of the eight bars in Manitoba had been during the past year, some three times.

Ontario Archives TORONTO

MOTOR TRAFFIC LESSENS DRINK

British Automobile Trade is Now Making Remarkable Progress.

London—The social significance of the motor car has been the subject of countless editorials, but sometimes the news columns give even more interesting sidelights on this interesting problem. In England, where the motor car is now making swift progress after long lagging behind, the growth of motor traffic is a difficult matter for the authorities to cope with, because of the narrow, twisting roads, and the great difficulty in providing adequate parking and turning spaces in old settled communities.

The old coaching inns of England suffered a great decline with the coming of the railways, and were forced to subsist on a much reduced local custom. The popularity of the bicycle saved many of them, and the motor car seemed well calculated to restore them to their one-time prosperity, but the motoring class demands facilities which are said by observers to make the old-style innkeeper restless. A writer in the Manchester Guardian recently commented interestingly on two phases of changed country conditions, mainly due to the increased use of cars, in the following words:

"There have probably been more picnics this Easter than in any Easter for many years. The continued streak of fine weather gave confidence, and the big increase in the population with motor cars meant new opportunities. Along the south country roads at suitable pleasant picnicking. It is noticeable that people are becoming much more considerate than they used to be, both in the clearing away of the debris of their feasts and in the parking of their cars out of the roadway."

"The new roadhouses that have sprung up to cater for the new motor car public are increasing quickly, and the hotels and inns on the great roads that used to have a monopoly in villages and small towns are now finding that they have to make efforts to hold their business. A great many motorists who are not teetotalers now never touch alcohol until they have finished their driving, and the licensed house has to appeal to this class entirely by food and comfort. This is not relished by the old type of innkeeper."

STARVES TO DEATH WHILE LOST IN CITY

Tot in Montreal Dies from Exposure and Starvation.

Montreal—The search for 4-year-old Emile Erazola, who has been missing from his home for four days, ended Sunday with the discovery of the youngster starved to death in a field in the north end of the city. For four days police, firemen and citizens had conducted a search for the boy, and two Fire Department pumps had been called into action to empty a pool of water in which the searchers believed the boy had fallen. The body was discovered by a young girl playing in the field.

It was estimated that the child had been dead two or three days. The ground near where the body was found was well trampled down showing that the unfortunate youngster had fought hard for his life.

The boy disappeared late on Wednesday evening, when he, his 5-year-old brother Francois and their aunt, Lucienne Erazola, became lost during a rainstorm. They party were on their way to visit a relative when the storm broke.

The following day the aunt and the oldest boy were discovered wandering about the streets in the east end.

The North Atlantic Route.

The importance of the North Atlantic routes lies in the fact that it is the pathway over which ships from both Americas, loaded with the tremendous tonnage of raw materials, such as grain, lumber, cotton, and hides, must travel in order to reach the densely populated cities of the European Continent and England. These cities, in their turn, are veritable hives of industry, turning out an endless amount of manufactured articles, many of which they sell to America and send back by the ships which brought their raw materials to them. The more industrialized a country becomes, and the more that her citizens earn their living by working in shops and factories, the less food-stuffs and raw materials that country will produce, and in course of time, it will be necessary for her to buy her wheat for bread-making, her beef and mutton for Sunday dinner, and many other commodities which she does not produce herself from less industrialized foreign countries. The constant interchange of raw materials and manufactured articles between two such countries or continents calls for a fleet of ships to ply across the intervening waters, and it is this continual exchange of goods of every description that runs on between America and Europe that keeps the Atlantic Ocean dotted with hundreds of ships.

Though we speak of the North Atlantic as only a single route, it is a complex group of railways, crossing and paralleling each other and converging at various points near the two ends of the routes. The most crowded waterway in the whole world is the stretch of water between the south of Ireland and the island of Ushant, off the coast of Brittany, for here the greater part of the export and import trade of western Europe converges. Ships that have come from the ends of the world meet each other at this great cross-roads, as they buck into the grass-green sea that come racing down the English Channel, eager to gain the freedom of the ocean just beyond.

At the western end of the North Atlantic route there is another great focusing point of shipping, which includes not only the vessels that trade into the St. Lawrence River to Montreal and Quebec, and the countless ships that enter and leave New York, Boston, Philadelphia, and the other east coast ports of the United States, but many others from the Caribbean area and beyond. All these ships travel the same routes to and from Europe, as the Great Circle course, which is the shortest distance between two points on the ocean, passes right by New York; and a vessel bound from Liverpool to Central America will only have to go about three hundred miles out of her direct course to enter New York Harbor. A Great Circle course is simply a course which is sailed along an arc of any circle on the earth's surface which has the center of the earth as its center.—Joseph Leasing, in "Ships and Cargoes."

JAPAN A BUYER AUSTRALIAN

Demand From Orient butes to Successful

Melbourne, Vic.—The Victorian wool season has ended, an Australian statistical week not and until June 20. Eddison has the wool trade experienced so satisfactory, with the withdrawals held alternately at Melbourne, Geelong, the latter being a large wool-grower after the last sale, but the woolers' warehouses were empty.

From July 1, 1926, till which must be added the wool which are not yet 458, 650 bales were disposed season opened in Melbourne last week in September level, the only unsatisfactory being that competition confined to the European moderate support only 3 and America.

The outstanding feature season was the activity in the market. The demand throughout was more and more Japanese requirement braced a wide range of demand indicators, a probably increase in exports textiles has been established out to the East.

Specular prices in previous seasons have been American competition in the absence of any real reasons operators to put a such wools they have come scope of the best Bradford open spinners, the high lots having been obtained season by one or other Monitor Bureau.

DETROIT BRIDGE PROBLEM

Contractors Seek Leases to Cross Streets Approaches

Detroit, Mich.—Although been broken for the bridge over the Detroit River Detroit and Windsor, attention will be held up by The American Transit sponsor of the bridge decided to ask the Detroit call a special election upon early ordinance giving permission to cross streets with the bridge approach, party has expressed its way the expense of this tion and has requested the early this summer.

This action has been the commencement of proceedings by John W. St who contends that the approval of Detroit must be a permit or franchise for the tion of the bridge can be a city officials. These were started by Mayor St permit resolution approved for the bridge was passed over his veto.

Officials of the construction, in asking for a special state that bankers refuse money in the project until legal objections are removed power to regulate tolls for will be solely with the Ministry of the Canadian Government the United States War Department is stated.

SECOND OF NINE HISTORICAL SKETCHES BY JEFFERYS



The production of foodstuffs must always remain Canada's basic industry. This is ensured by her very immensity, the fertility of her soil, and the bounty of Nature which decreases the variations of frost and

snow, sunshine and rain necessary for the growth of fruit, grain and vegetables unrivalled the world over. In the item of wheat alone the year of Confederation saw a crop of 10, 323,873 bushels for the entire territory now known as the Dominion of Canada; last year the total production of wheat was 496,269,090 bushels. In the last 60 years the development of machinery has made farm work much less laborious. In 1867 the cutting of grain by machinery

was comparatively new, and the machines then in use were crude and unwieldy. In that year a Canadian company produced the hand-rake reaper, which was far superior to any manufactured before. On many a farm that of the entire grain crop was cut by the old-fashioned cradle. An expert cradler, followed by a man with a wooden rake, who raked the windrows into sheaves and bound them with a wisp of straw, could harvest from three to four acres a day. Nowadays a power-driven reaper-thresher which cuts a 15-foot swath and carries a crew of two men, can cut and thresh forty acres in a day! The artist shows the old and new methods, together with another labor-saving device—a modern tractor.

Wit Brings Record Price.

John D. Rockefeller, Jr., always replete in giving, as reconstituted anew in his contribution to swell the relief for the victims of the Mississippi flood, has long been interested in Tuskegee Institute. On a visit to that seat of education for colored people, the class giving demonstrations on the blackboard for Mr. Rockefeller's benefit. One of the brightest students was asked to write a correct promissory note. The colored boy complied. In a fine spencerian hand, as follows: "I promise to pay Tuskegee Institute the sum of \$10,000 (Signed) John D. Rockefeller, Jr." The millionaire was so amused, it is reported, that he wrote out a check for the amount.—(From Forbes Magazine.)

Two children, a brother and sister, had a dispute which ended in a fight. The little boy was on a visit to his aunt's, and, wishing to relate the affair, he said: "Me and sister had a fight." "And who whipped?" the aunt asked. "Dad did!" answered the little fellow.

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The world would be much if it followed the example of States and adopted prohibition. Mrs. Helen Barton, Scotland, who spoke at a survey of the progress of temperance movement in world indicated that the sentiment was gaining here as Canada. It was asserted, however, that there seemed to be effort to enforce the liquor.

Dealing with the referendum held in Manitoba this summer question of extending the obtaining liquor, the copiered itself as utterly opposed. In case there proposal, however, it could as preferring the "bottle" plan to that which the sale of "beer by the better would mean the of the bar and the treatment and the return of private vial profit.