

of Haiti
nge Bones

Animals and
inct Brought
Smithsonian
dition

of animals may
by a large collec-
bones gathered
of Haiti and
country by a
under Arthur
Museum.
near the west-
at central plain of
ebel, are infested
are six or seven
and refuse. Scat-
guano the Smith-
quantities of
es, many of them
pecies which no
shad, though the
it probably does
not than 1,000
es are of recent

Have not yet been
has not been able
to skeleton of a
to be
from the
resembling
it never are re-
bones, and there
fore. There are
skulls and li-

the Smithsonian
metal remains of
belonged to
of the island or to
who have not yet
ried, has not yet
identically. Mr.
the caves have
ritious natives as
some cases they
stalagmite and
the caves to repre-
offerings of eggs,
were made to
big.

into the caves
ea. Most of the
animal bones un-
grey, eaten by
larger creatures
individuals who
by chance.
eats in feeding
birds and mam-
large fragments,
and the bones,
ed into pellets
agitated, leaving
receive another
posits of small
caves repre-
owl pellets ac-
sents and under

ble for the de-
fects extinct—
the living barn
three times as
described by
more, Assistant
Smithsonian Insti-
tution species by
naming name of
naming one who
ard.

expedition re-
ation from the
s, which officer
his isolated sec-
tion on the United
on, on whose
expedition was
officials of the
of Agriculture,
portation and

Verdict
erry F. Sinclair
which every
o. It is to be
of escapes from
which the ex-
prologue in
criminal law
ent years. The
the best, and
may well have
evidence pre-
Conviction for
difficult to ob-
not upon in-
e system which
galistic red tape.
the defendant's
involved in the
on was settled
Supreme Court
the country will
not forget the
ed upon the
Fall in the Te-
greatly to be
action for con-
against Sinclair
the punishment
the sentiment
of fiscal despotism
York Herald-

at Products
annual harvest of
not far short of
with the present
methods of ex-
been estimated
and manage-
forest land of
to produce an
present annual

bone, disguising
who this is?"
Phyllis." Wife
!" Husband
"Guess who

General Air Service
To Mining Industry

Canada Embarks on a New
Phase of Commercial
Aviation—Little
Luxury Flying

Commercial aviation has been making great strides in Canada, particularly in the past year, and developments have been along peculiar lines, according to the Canadian Pacific Railway. Commercial flying in Canada has been almost purely economic and luxury flying practically non-existent, says a bulletin of the railroad, which continues: "Whereas, in other countries initial services have been between the larger centres of population, the trend in Canada has been to bring isolated sections of the country where economic development is taking place in closer touch with the business and financial centres through cutting down traveling time. In the stimulus affected lately to such frontier activity, particularly mining, commercial aviation has come to have a new and greater importance. There is every indication that in the future the airplane will become a factor of steadily increasing importance in furthering the economic development of these out-of-the-way places.

"The remarkable increase in flying of this nature, particularly in the last year, is briefly summed up in the fact that while such services accounted for 4,991 hours flying in 1925 and 5,369 hours in 1926, this increased to 12,070 hours in 1927. In the two-year period the number of passengers carried by these services increased from 4,937 to 16,677, the increase in the past year alone being equal to more than 162 per cent. Freight carried almost doubled in the two years, rising from 592,229 pounds to 1,098,346 pounds, while the increase in mail transportation was even greater, from 1,089 pounds to 14,838 pounds.

"The work carried out by these services, unostentatiously, largely unknown, is in many ways remarkable and constitutes a unique and outstanding phase of aviation. Long, arduous trips into the wilderness, requiring days of difficult and hazardous travel, have been reduced to an hour or two of comfortable transport. Mining properties have been expeditiously supplied with urgently required equipment, the ship of the air carving astonishing loads at times. Remote camps have been furnished with such hitherto unknown luxuries as regular fresh food and daily mail.

"There is every indication that in the present year developments of this nature will be even greater in a consideration of the airplane as a developing factor has come to be regarded. One company alone, which pioneered a flying service into the Manitoba mining fields and started with one plane in December, 1926, has fifteen planes in operation with the opening of spring. With an average of three aircraft in 1927, this company carried 1,200 paying passengers and 300,000 pounds of freight, and in the last three winter months transported 600 passengers, 30 tons of freight and 3,900 pounds of mail.

"So great and recognized has been the value of the assistance of the airplane in furthering preliminary mining development in the fields of Quebec, Ontario, Manitoba that a company was recently organized at Toronto to give a general service to the mining industry instead of operating regular services into definite fields. The proposed operating plan of the Northern Aerial Mineral Exploration, Ltd., whose object is to stimulate mineral development in the Dominion, includes the establishment of headquarters posts and bases at strategic points as jumping off places. Fuel, oil and spare parts will be kept at these bases, and by the use of radio in conjunction with airplanes it will be possible to maintain daily touch with developing properties in the remotest sections.

"As to the matter of the cost of the maintenance of such services, only meagre information is procurable. Discussing the question recently, J. A. Wilson, Controller of Civil Aviation, stated that the cost of operating a 200-horsepower commercial machine for six days a week over an 800-mile route in both directions, and through easy country, such as the Western Prairies, worked out at 65 cents a mile or \$1.30 per ton mile. At 800 ton miles per day for 300 days this

gives an annual operating charge of about \$300,000.

The status of commercial aviation in Canada, with more than a dozen companies operating, is encouraging in the view that its era is just opening up and that these enterprising pioneers went ahead unaided, without subsidy of any sort, in the face of conditions more difficult than those encountered in most phases of the operation of aircraft. Indications are that they are about to come into their own with commercial aviation regarded with steadily increasing favor and its sphere of activity growing every month.

"Considering this in connection with civil government aviation, in the less than ten years since its inauguration, an astonishing value has been received for the money expended. Total expenditure on civil aviation and civil government aviation has been approximately \$5,000,000, an average of \$900,000 per annum, and in the opinion of authorities no country in the world has received greater value for money expended or such value received by the State in return. Effort has centred upon the conservation and development of natural resources where it was found such work could be accomplished more efficiently by air.

"A quarter of a billion acres of forest land have been given efficient fire protection for the first time. Inventories have been prepared of 50,000 square miles of forest lands by type mapping from the air. A quarter of a million miles of Canadian territory has been photographed and mapped from the air. Fishery protection has been greatly increased on the Pacific Coast. Ice conditions in the Hudson Strait have been under observation for the first time through the use of aircraft, and the transportation of thousands of pounds of material and hundreds of men has been furnished to all remote parts of Canada.

Berlin Hears Fliers
Will Return By Ship

Koehl and von Huenefeld Are
Expected to Sail May 12,
Abandoning Air
Voyage

Berlin—Reports here are that Captain Klehl and Baron von Huenefeld have given up the project of returning to Germany by another transoceanic flight and that they will sail instead on the Columbus, leaving New York May 12 and arriving at Bremen May 21.

Whether they will bring the monoplane Bremen with them or leave it to an American museum has not been determined. No reason is advanced why the two fliers have decided to return by ship rather than by air.

The first organization in Germany to honor the German and Irish heroes is the American Club of Berlin, which is giving a dinner in honor of the three men and Germany's aerial development on Tuesday evening. Ambassador Schurman and representatives of the German Government and aviation world will pay tribute to the heroic deeds of the fliers in after-dinner speeches.

The Fatherland does not want to see foreign countries outdo it in receiving its sons, and a series of receptions and banquets are planned for the time the Columbus arrives. The Aero Club of Germany is giving a dinner to which Major Fitzmaurice is invited. Official receptions by the cities and the Government also are planned. Pilots of the School Staaken flew ten planes in formation over Berlin for more than an hour recently in honor of the achievement in crossing the ocean East to West.

The City of Bremen has finally wired congratulations to the fliers, this act having been delayed by the radical elements. Germany is gradually warming up and it is believed by the time the airmen arrive the population will have been worked up to the highest pitch and will show the enthusiasm which seemingly has been lacking or least not expressed at first. The largest plane operated by the Luftthansa lines now is called "Koehl," and this huge machine lead the formation of the Staaken student pilots in their demonstration.

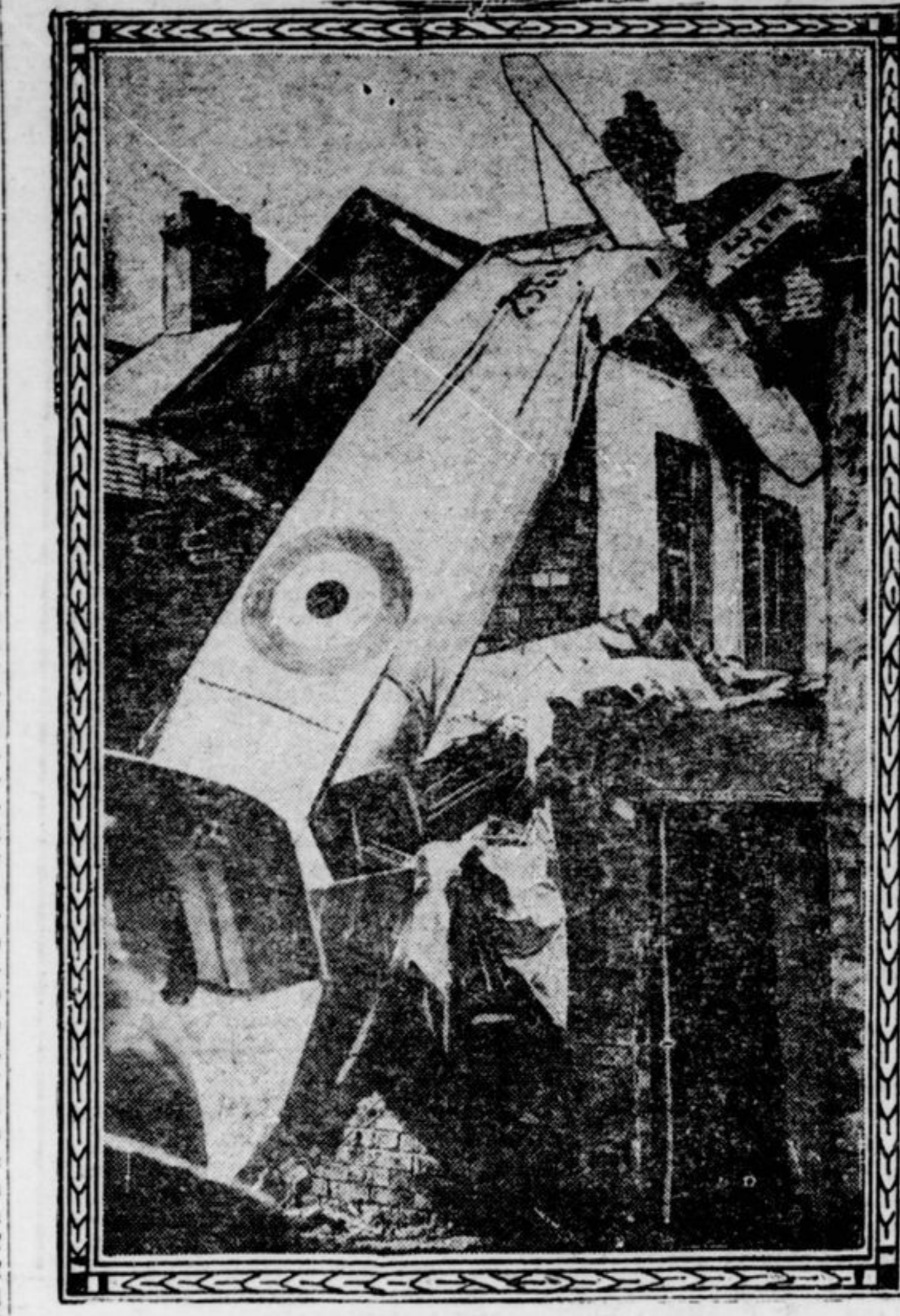
Forest Industries Pay-roll

The salaries and wages in Canada's forest industry total annually about \$100,000,000.



AVIATORS WERE GIVEN WELCOME IN HAWAII
The French four-continent fliers, Diudonne Costes and Joseph Le Brix, and Arthur Goebel, winner of the Dole race across the Pacific, were decorated with picturesque Hawaiian leis upon their arrival in Honolulu on their way to Japan.

Air Accident in Ireland



A FATAL PLANE CRASH NEAR BELFAST
Wreck of the R.A.F. aeroplane, which fell at Dunmurry, killing a child.

London 'Change Derby
Sweep £500,000,
Double Last Year's

London—The Stock Exchange sweep on the Derby totals £500,000 more than double the stake last year when the list of subscriptions was closed.

The general belief is that London's pool on the year's greatest horse race will surpass in size the Calcutta sweep, hitherto the Empire's largest and most famous. A quarter of a million persons are said to have subscribed and one of them will win the first prize of more than £100,000. When the Stock Exchange sweep started in 1920 the total was only £190.

Olympians Will
Use Holland's
New Air Lines

Central Position of Dutch Air-
drome Will Help Visitors
to Coming Games

The Hague—Visitors to the Amsterdam 1928 Olympic Games will find Holland one of the centers of the ever-expanding European air transport system. The K. L. M. Royal Dutch Air Services, will offer better aircraft and increased accommodation on a greater number of lines than ever before. The summer service will be maintained by six new big Kokker F. VIII-machines with two motors and eight of the F. VIIa one-motor planes.

In the summer there will be four daily connections each way with London, two with Paris, three with Hamburg, two with Brussels, two with Copenhagen-Malmö, two with South Germany and the Ruhr, one with Prague-Vienna, one with Bale-Zurich, one with Berlin, one with Lyons-Marseilles. The part of the K. L. M. in these services is preponderant.

A new connection through Europe will be Amsterdam-Madrid. Starting at 9 a.m. from Schiphol-Amsterdam, one arrives at 4 p.m. at Geneva. Next morning one makes the trip Geneva-Marseilles, then by hydroplane to Barcelona, and the last stage of the trip again by airplane, arriving at 8 p.m. on the second day, in the capital of Spain. Ratterdam-Constantinople, another transcontinental journey, will only take 50 hours. The Czechoslovak Air Service opens a line Prague-Marienbad-Cassel-Rotterdam in May.

The 1927-1928 winter service of the K.L.M. has been very successful. Its regularity has been maintained as high as 85 per cent, compared with about 70 per cent, in former years. The transport of passengers and goods has been most satisfactory. While last summer 22,000 pounds of strawberries were transported by the K.L.M. there are contracts for 50,000 pounds for the coming season. The weight of cut flowers transported by air will far exceed 200,000 pounds, this being the 1927 figure.

Bird Flock

Far lighter than a flock of words, Released to fly with wings of wit, The wind has twirled a scarf of birds And caught this tree about with it.
And disengaging it again He flings the fabric to the skies. Falling, it floats into the grain Where now invisible it lies.
—Kenneth Slade Alling, in Voices.

Ocean Phone Calls In-
crease; Service Extended
Two Hours

London—An announcement that transatlantic telephone service will be extended two hours daily here beginning Monday revealed that traffic over the oceanic phone is increasing rapidly.

Postoffice officials attributed the increase partly to the reduction of the toll from £15 to £9 for three minutes, but principally to the fact that the business worlds of New York and London are beginning to appreciate the advantage of telephoning. The recent activity in the stock markets is said to have been another factor. One day recently there was a small queue of persons waiting to get a connection.

The new hours of service for the oceanic phone here will be from 11.30 a.m. to 2 a.m.

Britain Makes
Debt Payment

Budget Surplus Also An-
nounced by Churchill

London—Winston Churchill, the Chancellor of the Exchequer, in his preliminary Budget statement in the House of Commons, announced the placing of the sixth annual payment of £355,000,000 to the service of the national debt, for which he is making full provision this year. The speaker was greeted with remarkable cheering.

The Chancellor calculates that even if the interest charges should fall only to 4 1/2 per cent, this provision, if maintained as the Government intends shall be the case, will repay the entire national debt in 50 years. The Chancellor also announced that legislation would be introduced this year subsidiary to the gold standard to consolidate the "Bradbury" £1 and 10s notes with Bank of England notes; at the same time greater elasticity will be provided for the Bank of England and the Treasury acting in unison to meet trade requirements.

London—Winston Churchill, introducing his new budget in the House of Commons, showed what he alluded to as "a modest, but not unwelcome surplus," of £4,500,000 for the year just ended. This was due largely to an intensive economy campaign which had been waged in all departments. He predicted a surplus of £2,302,000 for the next year, with an estimated decrease in expenditure of roughly £2,600,000.

The estimated revenue for the coming year was fixed at £312,497,000, and the expenditures at £306,195,000. It is estimated that the new impost will yield £14,000,000 in 1928 and £17,000,000 in 1929. The production of Scottish shale oil and other British oils, it is expected, will be stimulated by the new taxation plan.

Germany Thanks Canada

Official Gratitude Conveyed for
Courtesies to Bremens Crew

Ottawa, Ont.—Germany has thanked Canada for assistance rendered in behalf of the crew of the "Bremen" airplane, which blazed the West-to-East transatlantic air trail. The following message from L. Kempff, German Consul General for the Dominion, was received by Premier King: "I am instructed by my Government to express the sincerest thanks of the Government of the German Reich for all the assistance rendered to the fliers of the 'Bremen' by Government departments and to the numerous organizations and individuals who have so generously and efficiently come to the aid of the 'Bremen' crew."

Exports of Forest Products

Exports of Canadian forest products constitute one-quarter of our total export trade.

Pulpwood From Our Farms

About one-third of the pulpwood used in Canadian pulp mills comes from farmers' and settlers' holdings.

Plea to Renew
Russian Trade
Made in Britain

Sudden Drop in Exports
Causes Demand for Better
Commercial Relations

London—There are many signs of a growing volume of dissatisfaction in British commercial circles over the present relations between Great Britain and Russia. Manufacturers whose plants are not fully employed, and who are keenly aware of the vast demand which remains latent in Russia, believe that the Government should find some middle ground for improving commercial relations, even if necessarily continuing the diplomatic break.

During the last quarter of 1926 British exports to Russia totaled £3,963,243, but in the last quarter of 1927 they had dropped to £1,782,729, a fall of 55 per cent. New orders placed by the Russians in Britain dropped from more than £5,000,000 in 1926 to £1,135,944 last year. These orders were mainly for textile and other machinery and for rubber. There is a small amount of machinery business still being done, but the rubber business has entirely vanished. It may be said in general terms that the Russians are not buying anything in Britain which they can possibly buy anywhere else.

In the meantime Britain continues to import large quantities of Russian raw materials, mostly foodstuffs, timber, and petroleum. About the only British import from Russia which has dropped is furs.

What seems to interest commercial circles the most is the fact that while the United States has been from the rest strongly against any diplomatic recognition of the Russian regime until that country takes steps to recognize the rights of investors in Russia, nevertheless trade between Russia and the United States grows steadily and is now twice what it was in pre-war days. In such circumstances it seems to many business men that some less vigorous method could be found for dealing with the Russians in Britain than the unceremonious ousting of the Aroos organization.

While export trade in general is stagnant with Russia, it is a fact that a few companies, which had cordial relations with the Russia of pre-revolutionary times, are managing to do business. The Ena Goldfields Company and the Union Gold Storage, both large enterprises, have successfully carried on their Russian operations despite diplomatic coolness. Heretofore, every demand for better relations with Russia has brought forward the statement that the Bolshevik regime cannot last much longer and is in straightened circumstances. There is a growing disposition to doubt the accuracy of this belief. In any case it seems clear that business circles are keenly desirous of dropping an unremunerative waiting attitude and trying to come to some sort of terms with the Russians.

British Girls to Tour Canada

Winnipeg—Arrangements are being made for 25 girls from schools of the United Kingdom to make a tour of Canada during August, September and October of this year. The tour is under the auspices of the women's branch of the Overseas Settlement Department, and the Independent Order, Daughters of the Empire, are co-operating in making a success of the plan, on this side. The girls will be between 1 and 19, and will be chosen from the public and secondary schools of Great Britain. This will be the first party of girls to make such a tour, although parties of boys already have visited Australia and this year will go to Rhodesia and South Africa.

Notes on the Current Mode

Those things, small in themselves but actually so important, which will set the chic woman apart from the near chic this summer are revealed in the current issue of "Delineator". Says the fashion monthly: "Much of the chic of the new feminine frocks lies in their youthfulness. Wide sleeves are seen on all evening coats. Moire is new for these wraps, satin is used by several of the most important French houses, and velvet, metallic fabrics and taffeta are good. The dotted prints are very popular in daytime fashions, with dots from moirest pin points to coin spots. A widened silhouette for afternoon is chic and tiers are often the means to the new amplitude. Taffetas in a lovely mauve blue were extremely important in the recent Paris openings. For gay and impromptu summer parties, the printed chiffon frock has just the right degree of formality and festivity."

awyer: "You say you passed this big truck near Scotts corner? Did you notice anything peculiar about it?" Witness: "Yes, it wasn't in the middle of the road."

The mayor of a French town had, in accordance with the regulations, to make out a passport for a rich and highly respected lady of his acquaintance, who, in spite of a slight disfigurement was very vain of her personal appearance. His native politeness prompted him to gloss over a defect, and after a moment's reflection he wrote among the items of personal description: "Eyes dark, beautiful tender, expressive but aue of them mixing."

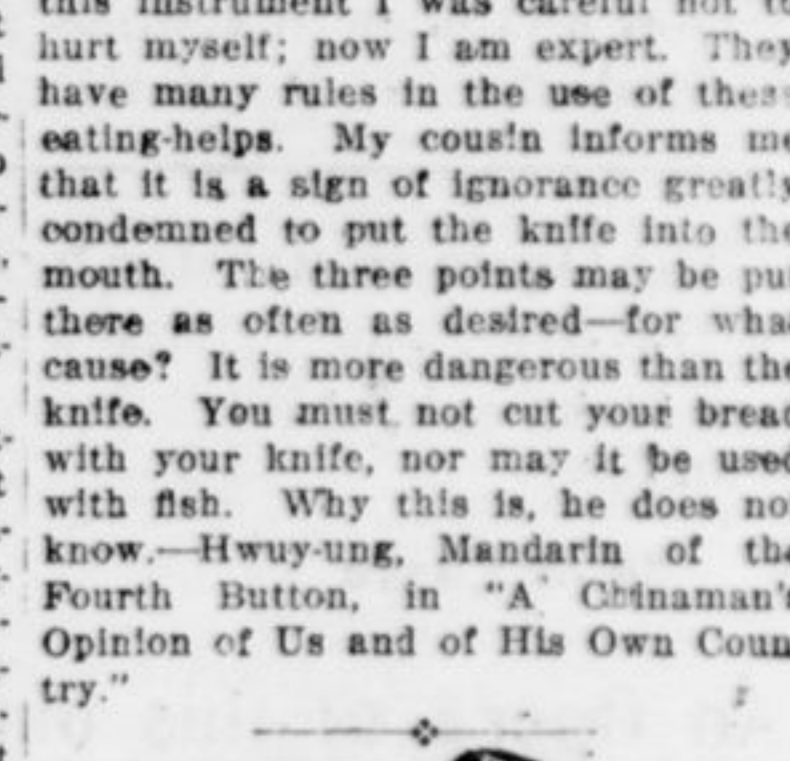
Strange Customs

I saw two white men meet on the deck and catch hold of each other's right hand. I had fear of one throwing the other over his head into the angry waters, believing them engaged in struggle. It was only their form of salutation; they had friendship. The explanation-rule of this is that, their hands being free, they have no weapons; they are peaceful. It is well, the custom is good.

Just as their language has the sameness of the desert of Gobi, so is their appearance. They all look alike, though differing in height, some being very tall. The remind me of the water-buffaloes I have often seen in our rice-fields, and could never distinguish one from the other. I have heard, nevertheless, that these animals have each a different countenance for the farmer who owns them. So it may be for the inhabitants of this country. My present idea of them is ugliness and stiff, angular demeanour, perhaps due to ungainly garments. Their eyes have an peculiar look in them; they lie on a straight line, and are green and blue, sometimes brown. Their garments are tight-fitting, and very uncomfortable in hot weather, as it is now; in the dignity and grace of our flowing drapery they are waiting.

The people in the streets of this city seem to be always in a hurry; they appear to be flying in all directions. . . . When first I noticed this, and the look of anxiety on their eager faces, I asked my cousin if any public calamity had befallen. For answer, he smiled and said: "No, Hwuy-ang; what is wrong with them is not enough to hand upon the teeth; each one fears he may be after the appointed hour to begin work; to deliver a message or to despatch a letter, to conclude some business—in most cases, matters of a few taels—or one or more of the Five Hindrances. . . ."

Rice seems to be little used here, whereas in our southern provinces it is eaten every day and often twice. Here large square cakes of great corn take its place. Chop-sticks are unknown; instead, they make use of a thin-bladed knife with rounded end, and a three-pointed implement like that we use for candelied fruit—but larger—which serves to hook their meat and thrust it into the mouth. In the beginning I wondered how they did not wound their lips and tongue with the sharp points. When I used this instrument I was careful not to hurt myself; now I am expert. They have many rules in the use of these eating-helps. My cousin informs me that it is a sign of ignorance greatly condemned to put the knife into the mouth. The three points may be put there as often as desired—for what cause? It is more dangerous than the knife. You must not cut your bread with your knife, nor may it be used with fish. Why this is, he does not know.—Hwuy-ung, Mandarin of the Fourth Button, in "A Chinaman's Opinion of Us and of His Own Country."



"Is your husband as loving and affectionate as ever?"
"I guess so. All the other girls say he is."



FIRST TO FLY ACROSS ATLANTIC
Lieut. Arthur Brown and Capt. John Alcock, who made the historic flight from Newfoundland to Ireland in 1919. Alcock was killed in a crash near Paris in 1921.

ONTARIO ARCHIVES
TORONTO

By wearing...
All sizes and all prices
MRS. A. B. NICHOL
Middaugh Apartments

CAMPBELL GRANT
A rising Walkerton lawyer and a former Varney has defeated Reeve of Walkerton by 82 majority.

FOR SALE: Two good...
month old. Mrs. H. Greenwood, R. R. to Mr. J. 1, Durham. Phone 608-1-1. The Durham Furniture Co. Ltd.