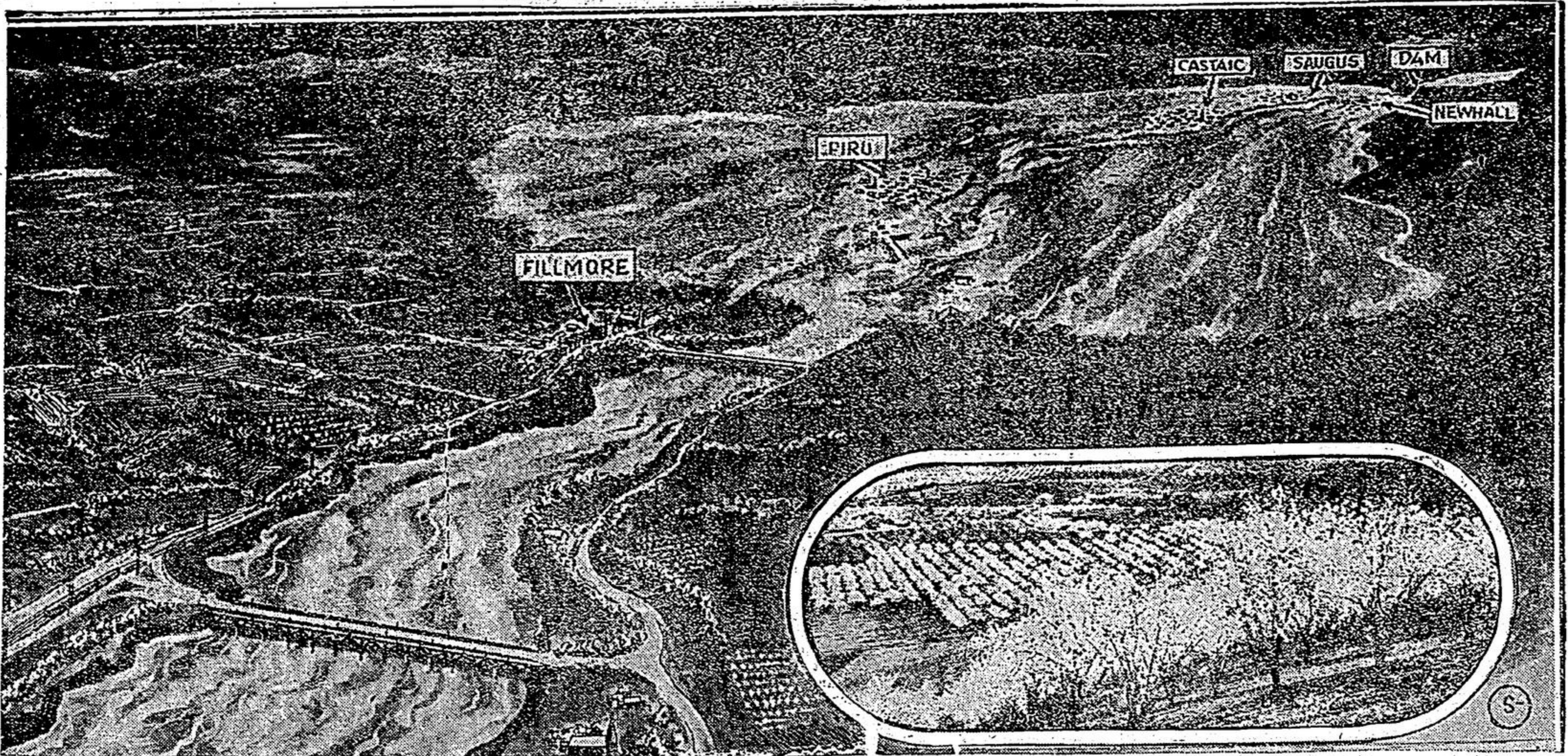


The Fertile Valley of Santa Clara Swept By Mighty Wave When St. Francis Dam Collapsed



A DRAWING OF THE CALIFORNIA DISASTER SHOWING HOW COUNTRY SIDE WAS DESOLATED

Several small towns nestled in false security in the Valley of the Santa Clara Valley. Fruit, vegetable and poultry husbandry were followed and the country side before the disaster was a mass of bloom (as inset picture). Over 700 were killed and the valley desolated through lax inspection and faulty construction of a huge dam over 200 feet high retaining some 35,000 water acres or over 50 million tons of water which when released swept through the valley carrying all before it.

THE LEGISLATURE WEEK BY WEEK

THURSDAY, MARCH 8TH—

Oratory on Debate drew nearer its close. T. J. Mahony, Conservative member for South Wentworth, dealt in some detail with Opposition criticisms, the matter of municipal payment toward highway costs, and a strong appeal to the Government on behalf of grapegrowers in the Niagara peninsula. He urged that native wine be made cheaper, and said that Quebec consumed 800,000 gallons of Ontario wine, as compared with 400,000 gallons used in this province.

T. Legault, Liberal member for Sturgeon Falls, got into a protracted argument with Hon. Wm. Finlayson as to the need of assistance for settlers in the Northern districts.

Other speakers were Chris Gardiner (Prog., East Kent), Rev. A. C. Calder (Con., West Kent), A. A. Colquhoun (Lib., South Perth), F. G. Sandy (Prog., South Victoria), H. H. Ball (Con., Eglinton), and Blake Miller (Lib., East Elgin).

Mr. Ball, who addressed the House for the first time in a debate, concluded with a word of commendation for the Securities Fraud Prevention Act now before the House.

FRIDAY, MARCH 9TH—

Sanctity of the bench, freedom of magistrates from political control and the circumstances attending the resignation of Police Magistrate Jesse Bradford, of Lindsay, comprised the Legislative menu at Friday's session. Attorney-General W. H. Price got second reading for amendments to the Juvenile Courts Act and to the Children of Unmarried Parents Act.

Under the latter act a sum reaching \$90,000 has accumulated in the hands of the Public Trustee. Provision is made that the officers under the act are to have \$5,000 on hand for payments under the legislation, the rest to be invested. The Attorney-General also got second reading for Adoption Act and Children's Protection Act amendments.

Private bills obtaining second reading included bills from Townships of York and North York, town of Collingwood and the Church of England Trust Fund Act.

New legislation included bills re Windsor-Essex and Lake Shore Rapid Railway, St. Catharines Y.W.C.A. and Y.M.C.A.

MONDAY, MARCH 12TH—

Fourteen bills were given second reading; 17 passed Committee of the Whole House, and 16 others reached that state of advancement—third reading—where now only Royal assent stands between them and actual law.

AMENDMENT ALTERED.

The Government, agreeing to a suggestion from Liberal Leader Sinclair, altered its amendment to the Public Service Act, so that a civil servant must be 25 years in the service and at least 60 years of age before being entitled to pension, instead of 55 years of age, as stipulated in the original draft of the measure.

TUESDAY, MARCH 13TH—

The central feature was furnished by Hydro, when Hon. J. R. Cooke in a two-hour address replied to the attacks which have been made by the Opposition members and reiterated again the policy of the Government that the water powers of the province belonged to the people of the province and must be developed on their behalf.

Support of the Minister's address came from the front ranks of the Liberal cohorts when J. A. Pinard (Lib., Ottawa East) in his first address in the House this year, declared that

while he was a strong advocate of private ownership and the development of waterpower on the Quebec plan, he was not in favor of dropping a great enterprise when it had been started. He congratulated Hon. Mr. Cooke on his address and suggested that the Government might well have it printed and distributed to the farmers of the province.

Other members who made their contributions to the debate were: E. Blake Miller (Liberal, Elgin East), T. Farquhar (U.F.O., Manitoulin), W. J. Bragg (Lib., Durham), A. D. MacLean (Prog., Middlesex North), T. A. Thompson (Con., Lanark North), D. M. Ross (Prog., Oxford North), E. C. Graves (Con., St. Catharines), and A. McWhinney (Lib., Bruce North).

WEDNESDAY, MARCH 14TH—

The Ontario Government is ready to provide additional relief to the townships and counties from taxation for Provincial and other highways in proportion to the increase of traffic which is not of a local nature, but it will not assume the full financial responsibility of Provincial highways, since this would mean, in fairness to all, taking over the entire road system of the province, and entering upon a new field in which highways would be constructed and maintained by means of direct taxation. This was in effect the reply given by the Minister of Highways to the budget amendment proposed on behalf of the Liberal party by R. F. Miller, Haldimand, "that this House regrets that the Government, notwithstanding the increased revenue, has failed to afford relief to local municipalities by assuming the total cost of construction and maintenance of the Provincial highways."

Mr. Henry's address was the chief contribution to the Budget debate on Wednesday afternoon. He was followed by William Newman (Lib., North Victoria) and A. E. Honeywell (Con., North Ottawa). The House finally rose at 6.30 p.m. William E. N. Sinclair, Liberal Chieftain, moved the adjournment.

THURSDAY, MARCH 15TH—

With all the Progressives but three voting with the Government, the budget was carried by a vote of 67 to 16. The only division took place on the amendment by R. F. Miller, chief Liberal financial critic, favoring the payment of 100 per cent. of provincial highway costs by the Government. The main motion was carried on the same division.

The three Progressives who threw in their lot with the Opposition, voting for the amendment, were Christopher Gardiner (Kent East), F. G. Sandy (Victoria South), and W. G. Medd (South Huron). The other Progressives, including the leader, J. G. Lethbridge, and the one U.F.O. member who was in his seat at the time, Farquhar Oliver, South Grey, voted with the Government.

WANTS DECLARATION.

Mr. Sinclair declared that the Legislature and the people were waiting for some definite pronouncement from the Government this session on the St. Lawrence Waterways.

Offering suggestions for future economies, Mr. Sinclair declared the Civil Service Commission should be abolished, the salaries of members of the Liquor Control Board should be reduced and a purchasing agent should be appointed for the province.

Looking forward to the year to come, the Liberal leader could see only one way in which the estimated surplus of

\$177,000 could be reached. This, he said, was through increased revenue from gasoline tax, estimated at \$1,097,058.28, and \$7,000,000 revenue from liquor sales. In this way, he said, the Government proposed to make the people prosperous by having them spend \$60,000,000 more on luxuries. "This is a new doctrine," he declared. "It never did work."

North London Rate Defaulter—"After Lloyd George and Winston have had their bits off my wages there is nothing left for rates."

Indignant Lady Customer—"Really, Mr. Grocer, you get dearer and dearer every day!" Mr. Grocer—"Not so loud, ma'am. My wife's very jealous!"

Interrupter (to clergyman addressing open-air meeting): "Do you really believe that Jonah lived three days and three nights in the belly of the whale?" Clergyman: "When I get to Heaven I'll ask him." Interrupter: "And suppose you don't find Jonah in Heaven?" Clergyman: "Then, you can ask him."

Canada and Czecho-Slovakia Sign Treaty to Boost Business

Commerce Between Two Countries Now on Most Favored Nation Basis

GOOD BUYERS

Ottawa.—A convention of commerce of \$1,726,922, the chief items of importance being tableware of glass and china, glass and glassware.

The convention will be submitted to Parliament at the present session. In the meantime, the present temporary trade agreement is continued. This temporary agreement was put into effect on the first January, 1927, and was to remain in force for 15 months, but by an exchange of notes in February of this year it was arranged that it should continue in force until a new convention could be put into force.

The principal exports from Canada to Czecho-Slovakia are food products, the chief item being flour. It is estimated that in the last fiscal year the value was about 4,875,000. Canada also sells agricultural machinery, rubber goods, canned fish, etc., to Czecho-Slovakia.

Imports from Czecho-Slovakia in the fiscal year 1927 had a total value

Hope Abandoned For Ocean Fliers

Almost Certain Hinchliffe and Miss Mackay Have Perished

New York, N.Y.—The monoplane Endeavor, which left England for the United States Tuesday, is still missing and it is generally feared that it has joined the two planes that attempted the perilous western passage last summer and were never heard of again.

Hope flared fitfully, fanned by recurrent rumors, and rose high when persons on the beach in Maine reported seeing a yellow object and two waving figures on an island two miles off shore. Investigation by the coast-guard established, however, that no plane had landed on the island.

Charles Nungesser and Francois Coli, Frenchmen, were the first to try the western passage of the North Atlantic which never yet has been crossed by an airplane. They left France in their White Bird and have never been found.

Next the Princess Lowenstein-Wertheim set forth in the St. Raphael with two pilots and nothing more was ever heard of them.

On Tuesday morning the Honorable Elsie Mackay, daughter of an English Viscount, and Captain Walter Hinchliffe flew off on their great adventure in the Endeavor, and disappeared.

Rumors were so persistent that they raised false hopes in the breast of Mrs. Hinchliffe in London, and twice she cabled John Gillespie, her husband's American representative, that she had word he had news of the Endeavor landing in Newfoundland.

Both times Gillespie had to cable back denials that he had any good news for her and reassure her as best he could with promises that everything possible would be done to run down every clue.

Dogs to Rescue

While Searchers Scour Tundra, Huskies Bring Voyagers Home

Holy Cross, Alaska.—Lost on the windswept wastes of a fifty-mile portage between the Kiskokwim and Yukon Rivers, southwest of here, two women were guided to safety by the lead dog of their team of huskies. Word of the safety of Mrs. Earl Forrest and Miss B. Leake, the object of searching parties which were organized, was brought here from Pinute Lake by an Indian known as Sergie. The women, he said, were suffering from cold and exposure as a result of several nights on the shelterless tundra of the portage.

The pair left Bethel recently on a hazardous drive of more than 100 miles to Holy Cross. Soon after crossing the Kiskokwim River they lost the trail on the unmarked portage. After wandering helplessly over the uninhabited and treacherous wastes they ceased trying to drive their team of nine dogs, and left their fate to the leader of the huskies.

Not knowing where they were being taken, for several days and nights the women faced strong northerly winds and low temperatures until the dogs led them into the little settlement at Pinute Lake.

"Long Friendship Ends in Marriage."—headline in New York paper it couldn't have continued.

Brave Raging Seas in Daring Cape Cod Rescue



STORM TAKES TOLL WHEN SHIP GOES AGROUND NEAR PLYMOUTH ROCK

The coast guards paid the supreme penalty in their daring efforts to rescue passengers and the crew of the grounded coast-wise steamer Robert E. Lee, totalling 263, when the ship was driven on the treacherous Mary Ann reef in Massachusetts Bay during a 70-mile gale. One life-saver was "lost at sea" and the second died of exposure after their surf boat overturned, throwing nine into the water. The others were rescued. Captain William H. Cashman, LEFT, and Surfman Frank Griswold, RIGHT, shown in insets, were the victims. The UPPER shows the Lee aground and LOWER is one of the attempts to launch the surf boat into the angry waters.