



SECOND AND THIRD PLACES CAPTURED IN TRIAL OF 100 METRES

Photographs above show, 1. Miss Ethel Catherwood, the jumping Saskatchewan fly, in action in the Amsterdam stadium. Her style in clearing the bar and her beauty made her a popular subject with the press and amateur photographers. (2) is another view of Miss Catherwood wearing the official costume adopted by the Canadian ladies' team. (3) shows the Canadian ladies' team, in their official sweat suits. From left

to right they are Myrtle Cook, who was disqualified for false starts in the final of the hundred metres, Fanny Rosenfeld, who was second, Florence Bell, eliminated, Jean Thompson, "Penstang Pansy", whose specialty is the 800 metres, but who has not been feeling well since her arrival in Holland and another view of Ethel Catherwood. Miss Ethel Smith, who is not shown, finished third. Victory of the U.S.A. hope, Miss

Robinson, over the Canadians was a distinct surprise. Her time in the trials was considerably slower than that made by the Canadian sprinters, although she won the heat in which Miss Bell was eliminated. While Fanny Rosenfeld equalled the world's record, it was on Myrtle Cook that Canadian officials pinned their great hope of victory. Her disqualification was a serious blow to Canadian aspirations.

Peiping Finds Its New Status as Singular as Its Latest Name

No Longer Capital of China; and Reduced to Provincial Center; Imperial City Tries to Reconcile Itself to New Role

Peiping—Peiping (Peking) is having difficulty in adjusting itself to the idea that it is no longer the capital of China, but is merely one of several large cities which are centers of special administrative areas under the Nationalist Government. Yet the first Nationalist leaders who have entered the city insist that the arrangement is permanent, and it will not again have any great political importance.

Chinese who have lived here under the Manchus and during the early days of the Republic greet this notion with somewhat amused incredulity. "For a time, the Nationalists may keep their capital at Nanking," they declare. "But sooner or later they must come back, as all others have done for 800 years." These observers point to the city's vast government buildings, its great hotels and Chinese inns, its guild centers, representing every province in China, its dozens of schools, its sheltered Legation Quarter. "Nanking has none of these things," they argue. "How can a central government be maintained in a city where there is no government machinery? Peiping has everything which a government requires. Nanking has almost nothing. The Nationalists have no money to spare on the machinery of government, and will not have for many years. They need every penny they can get for reconstruction of the country."

Body-guard Dispensed With
In spite of all these evident facts, however, the procedure of turning the city into a mere special administrative area has gone steadily ahead. The involved routine and mimic government of Chang Tso-lin, and of other pseudo-Republicans before him, has been quietly but steadily exchanged for the unostentatious simplicity of Marshal Yen Hsi-shan and his Shansi men. On his first day in the city, Marshal Yen set the keynote of this new government. He took up his quarters in the Ministry of War, instead of in the President's Palace where Chang Tso-lin lived in well-guarded splendor. In place of the elaborate body-guard which watched all approaches to the Mukden warlord's residence, a few poorly-clad men from the Shansi hills stood idly around Marshal Yen's door, to which all visitors were admitted without very close inspection. The commodious buildings of the various ministries, which have been reserved for their original purpose on all previous occasions, even

their country, rather than shift the responsibility onto others.

The Master Boxer

From The Toledo Blade

Despite the undercurrent of desire to have one champion dethroned and another set up in his stead, the longer Gene Tunney retains the title he holds the better it will be for the youth of America. If we must have pugilistic champions, Tunney is the most desirable type. He is morally, mentally and physically inspiring. He lives cleanly and thinks clearly.

Gene Tunney is the outstanding exponent of self-defense, to him a science. Not only is he the master boxer of to-day, but is conspicuously the master of himself. The result of Thursday night's contest was never in doubt. The champion had prepared himself for the night's work, self-trained to do the job, with deference to the rules of the game. There were no accusations of "low blows" or "rabbit punches." It was uninspiring to any who are without taste for black eyes and bloody noses, but it was a fair fight, fought with the kind of courage that takes men into battle

The mob may howl for another champion and get him—that is inevitable—but he will not be of a higher type of manhood than the present titleholder. And Gene Tunney will be a splendid citizen when he is no longer a ring champion.

(From The Cincinnati Enquirer)

And, it also can be claimed that Tunney's brain as well as his hands contributed to his victories. It is in that particular, as well as in fistic skill, that he stands above most contestants. The public of the prize ring wants a champion who lives his part and does not find much inspiration in one who out of the ring would rather read books and talk Shakespeare than discuss prize fighting. There always has been a rivalry between brain and brawn, and most often the victory has been to the former, or to the one who possessed both. Tunney possesses both in large measure, and someone better than he in both must be found before there is likely to be a new champion.

A New Resort?

Ojibway Indians Surrender Snake Island to Government to Be Added to Indian Reserve

Snake Island, Lake Simcoe, a section of the Ojibway Indian reserve, is for sale. Located about ten miles south of Georgina Island, the headquarters of the Ojibways, and two miles off Lake Simcoe's eastern shore, it consists of 328 acres of heavily wooded and fertile land.

No longer do the Ojibway Indians need it for their own use. They have surrendered it to the Government, which is now attempting to sell it for them. The sale price, which will likely be around \$250,000, will be added to the Indian reserve fund for the maintenance and care of the Ojibway tribe.

Only in the summer months is Snake Island now habited. Two girls' camps have their location there, receiving the use of the island gratis. Perhaps half a dozen cottagers have realized the beauties of the spot, and return each summer to make it their home.

This is a famous island, this. Here sat the Council ring when the braves of the Ojibway and Iroquois tribes waged ferocious warfare on the green banks of Lake Simcoe. Many of the famous Ojibway chiefs first saw the light of day on Snake Island. There 97 years ago, beneath a gnarled oak, old Big Canoe was born. The oak remains just as gnarled and stately as ever, but Big Canoe's fighting days are done. He lies at Georgina, frail and weak, beloved by all who knew him.

With the sale of this island one more landmark is passing from the hands of the redskins.

One more old stamping ground has disappeared. The Indians are gradually becoming Canadianized. The young braves are not now content to live as their forebears did, but now desire to live as their white cousins.

Telegram.

In a small way I am a journalist myself.—Sir Arthur Conan Doyle.

Air Development

With development work on the Walker Airport being rushed ahead, there comes word that air mail service between Windsor and Toronto, with London as an intermediate point, may be established within a fortnight. This intimation follows announcement of a pending merger of nearly all Canadian companies engaged in passenger and freight carrying by air. The Toronto-Windsor line is expected to be one of a series of air links between various Canadian cities, and connecting, also, with many American cities.

The next five or ten years will see a tremendous development in the business of flying. Travel by air and the handling of mails and freight are bound to become common. The safety factor is being continually emphasized and the saving of time that it is possible to effect in handling both people and goods in this modern fashion, is something that commends the airway to efficient business people the world over.

It is satisfactory to know that the Border Cities, with their new airport, are shortly to be in "on the ground" of the flying industry, and local business men are looking forward to the day when this community will be the centre of airplane manufacturing for the dominion, a development that is only natural when one considers its close relation to the automotive industry and the position we occupy in this respect. That the Border Cities will have not one, but several airports in operation during the next few years, is not to be doubted.

Italy Under Fire

Washington Post: Those who have made it their business to turn the Italia disaster to the discredit of Italy have done a good job. Their preposterous tales have taken root. Eventually it will be recognized that General Nobile, sorrowfully returning to report to his countrymen, was a most pitiful figure as he was forced to shun the public in this journey. For the time being he is an outcast, despised for an incident over which he had not the remotest control.

"Lights That Fail" Jam Quincy Traffic

Crowds from Beaches Honk but Wait Until Waved by Red Signals

Quincy, Mass.—Quincy motorists have a new commentary on the operation of automatic traffic signals in a recent experience which tied up long lines of cars on several miles of the city's principal streets and highways during an afternoon when pleasure travel to and from the beaches was especially heavy.

It was a new version of "The Light That Failed."

A trolley wire in City Square fell across the wires which regulate the signal lights throughout the automatic system recently installed by the city. The result was that every light stayed just as it happened to be when the wires were short-circuited. At every red light traffic stopped and waited. It waited a long time and then waited some more. The lines behind lengthened and honked.

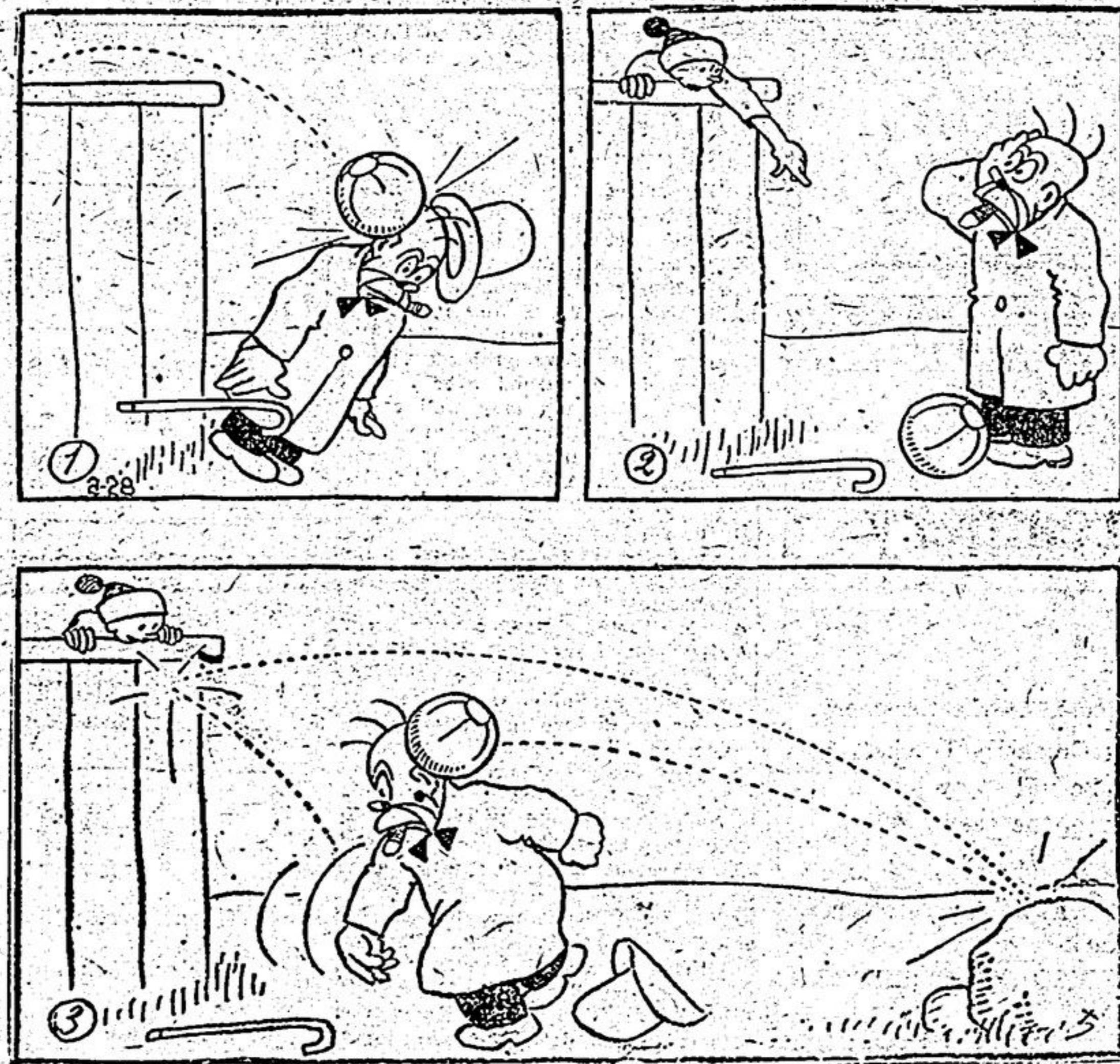
By that time police sergeants were rushing patrolmen from their homes to take traffic posts and beckon to the drivers to pass red lights.

It was some time before the congestion was cleared. One officer reported an unbroken line of automobiles at one time extended from Quincy Square to North Weymouth, a distance of four miles. The police commented that the incident was proof of the obedience motorists give to the signal lights.

Nicaragua and Peace

Detroit News: Not one citizen of the United States could give any justifiable explanation of the presence of the bombing planes in Nicaragua or furnish any justification for their killing Nicaraguans. And an extremely humiliating feature of the whole business is that the people of European countries, whom at the present moment we are persuading to sign treaties outlawing war, don't know any more than we do why we are fighting with the Nicaraguans.

ADAMSON'S ADVENTURES—By O. Jacobsson.



Four Spanish Airmen Off on World Cruise

Expect to Circle Globe in 45 Days—Get Away After Three Attempts

Cadiz, Spain—With guitars strumming a farewell four Spanish airmen hopped off recently in a four-motored seaplane on the first lap of a flight around the world in forty-five days. Two attempts were necessary before the plane, named Numanca, rose from the waters after part of its load had been lightened.

At 7.15 a.m., on the third attempt, the plane took off and headed for the Azores, some 1200 miles away. From there the airmen intend to head for Halifax and then New York.

Before leaving, Ramon Franco, pilot and commander, informed the Associated Press correspondent that he hoped to be back in Cadiz in forty-five days. Captain Ruiz de Alda, who was with Franco on the first flight across the South Atlantic in 1926, was navigator aboard the plane. The other members of the crew were Emilio Gallarza, co-pilot, and Pablo Rada, mechanic.

A picturesque crowd gathered on the beach to see the airmen off. Men, women and children had been assembling since midnight. Some had guitars and by two o'clock in the morning many couples were dancing in the moonlight, while the children sang.

Meanwhile the four airmen were aboard the plane, anxiously awaiting the moment of departure. At 6.15 the Numanca's four 500 horsepower motors added their roar to the music which came across the water from the shore.

A few minutes later the gray seaplane with a Spanish flag painted on its side sped over the waters of the harbor. It was unable to rise. Another futile attempt was made and then the plane was lightened. On the third try the plane rose gracefully from the water. It circled over Puerto Real nearby and then disappeared toward the Azores. The plane will be navigated by directional wireless.

Canada Attracts Attention

Canada could have no finer national advertising than that contained in a handsome circular recently issued by the Messrs. Frazier Jolke & Company, well-known New York brokers. The circular contains a survey of the dominion investment field and a great deal of useful general information concerning our country. It is appropriately captioned, "The Land of Promise."

Here is a sample quotation from the New York firm's summing up of the Canadian situation:

"Canada is growing in importance as a land of opportunity for American investment. Since the war, Canada and the United States have developed their mutual interests in finance, in industrial production, and in commercial intercourse. This interdependence is more marked than that of any two countries which are not related politically.

Investments of the United States in Canada since 1920 are estimated to have exceeded \$2,000,000,000 and are now said to be greater than those of all other countries combined. Canadian investments in the United States are estimated at approximately \$750,000,000 compared with \$113,000,000 in countries of the British Empire, other than Canada."

Sometimes it takes an outsider to see things that those in the heart of a country or a community fail to appreciate. This has often been the case so far as Canada is concerned. Happily, however, Canadians are now showing a keener appreciation of the greatness of their own nation, and it is good for Canada that this is so.