



At a Glance

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Five Victims of Car Accidents Over Week-end

Railway Crossings and Booze Play Part in Claiming Victims

MANY INJURED

Chatham, April 28.—Barney E. Jarrett, Brooklyn, N.Y., was killed late tonight when his car was hit by a C.N.R. train at the provincial highway crossing west of the city. One child died in General Hospital a few minutes after being admitted. Mrs. Jarrett and another child are in the hospital but are not badly hurt.

TORONTO MOTORISTS HURT
St. Catharines, April 28.—Four Toronto persons were injured, one seriously, about 4 o'clock this afternoon, when their Hudson coach crashed into the traffic signal in the centre of the provincial highway at the east approach to the swing bridge over the present Welland canal near Homer.

The traffic signal, being of concrete, ditched the front wheel and sent the car through the fence at the side of the road and into a small ravine about eight feet deep, where it landed on its wheels.

London, Ont., April 28.—Two persons are dead, seven are in a fairly critical condition and one of the latter is under arrest as the result of a motor accident on Lambeth highway nine miles south of London, on Saturday afternoon at 5.30 o'clock.

The dead are: Mrs. Henry Taylor, 1 Meda street, St. Thomas; James Johnstone, R.R. 1, Glanworth, Ont.

Those injured are: Mrs. George H. Ethridge, 1 Meda street, St. Thomas, serious head injuries; Mrs. George H. Ethridge, sr., St. Thomas, broken ribs and body injuries; Mrs. J. E. Hopkins, 146 Centre street, St. Thomas, abrasion and shock; Mrs. Jack Ethridge, Merriton, Ont., abrasions, cuts and shock; Miss Patsy Ethridge, age five, minor cuts, bruises and shock; Alfred Hall, London, serious head and body injuries; and John Allen, Glenoe, cuts and abrasions.

FIND BEER BOTTLES

Broken beer bottles, cartons and 3 bottles still intact, were picked up by county police near the wreckage of Hall's car. Hall, police allege, was in a drunken condition immediately following the crash.

According to the police version of the mishap, Hall was driving north at a fast rate of speed and "cutting in" on cars ahead, just as he was abreast of the other machine he swerved sharply into its path.

Windsor, April 28.—Leo J. Keenan, 22 years old, employe of the Michigan State Telephone Co., Detroit, was fatally injured shortly after six o'clock tonight when an automobile he was driving collided with another machine in charge of Pierre R. Gosselin, 32, 1244 Woodward avenue, Detroit, on a sharp curve on the Riverside drive, Riverside.

Frank J. Jaster, 27, and his brother, William Jaster, 29, both of 8927 Kimberley avenue, Detroit, are believed dying. They were passengers in the Keenan car.

The police investigation indicates that Keenan, who was driving east on the drive, cut across the pavement to the wrong side in the path of Gosselin's car. Both machines, the police believe, were exceeding the speed limit.

The skid marks show, the police say, that Gosselin swerved his car onto the dirt to avoid the collision.

Brantford, April 28.—The week-end traffic here resulted in several arrests and two accidents. No lives were lost, although there were several hospital cases.

France is said to be considering a campaign against a new hat menace. The new species to invade that country have black eyes, white bodies and brown ears and tails.—Scranton Republican.

We often get up in the morning feeling like an altitude record and go to bed at night feeling like engine trouble.

The I'm Alone Case

Highlights from Official Notes On Sinking of Randell's Vessel

Canada accepts the proposal of the United States that the I'm Alone incident be submitted to arbitration as provided for in the convention between Great Britain and the United States in 1924 to which Canada adhered.

The I'm Alone was a schooner of Lunenburg, N.S., registry, equipped with engines and sails. The United States notes refer to her as "a notorious smuggling vessel." The Canadian notes admit she had for some years been in the liquor-smuggling business.

On March 20 last, the I'm Alone was sighted off the coast of United States, having cleared from Belize, British Honduras, with a cargo of liquor.

The vessel was ordered to heave to by the captain of the United States coastguard cutter Wolcott. Capt. Randell of the I'm Alone refused and proceeded out to sea. After the Wolcott had fired through the sails and rigging of the schooner, the gun on the cutter jammed, according to the United States notes, and she asked for assistance from the coastguard headquarters.

On March 22, another coastguard vessel, the Dexter, came up and ordered the I'm Alone to heave to. On the continued refusal of the latter, the Dexter shelled the schooner and ultimately sank her, some 200 miles from shore. One member of the crew of the I'm Alone was drowned.

The convention of 1924 gave the United States authorities, in its suppression of rum-running, certain privileges of search and seizure outside the territorial waters, which extend three miles from shore. The convention permits search and seizure of vessels suspected of endeavoring to smuggle liquor into the United States, within the distance from the United States coast that the suspected vessel can traverse in one hour.

The two governments are at variance not only as to the distance the I'm Alone was from shore when first hailed but how many knots she could travel in an hour.

The United States coastguard authorities claimed the schooner was 10 1/2 miles off shore when hailed, and that she was capable of travelling over 13 knots an hour.

The officers of the schooner claimed they were 14 1/2 miles from the shore and that the best speed the I'm Alone had ever obtained was 9 1/2 knots.

Accordingly, the two governments disagree as to whether the coastguard officials had any right to interfere with the I'm Alone when she was first hailed.

The United States takes the position that if the vessel is hailed within "one hour's sailing" of shore, the coastguard ships are permitted to follow and capture her regardless of distance, provided the chase has been continuous.

The situation is not altered, the United States sets forth, by the fact the cutter that hailed the I'm Alone was not the one that sank her. Both cutters were under the same command and co-operating, is the argument.

The Canadian government contends that to make use of the privileges of "hot pursuit" the vessel must be hailed within the territorial waters, three miles. It also contends the United States ships exceeded their rights even had the hailing been within the required limits, in pursuing the ship so far into the high seas.

With regard to the actual sinking of the vessel, United States placed the blame on the captain of the I'm Alone in not obeying the order of the coastguard officials. The Canadian government disagrees with this.

The Canadian notes assert that the evidence shows the coastguard officers could have boarded the I'm Alone and that the firing on the schooner and the putting of the crew in irons gave the impression of distinctly punitive intent.

Canada is anxious solely to uphold the performance of treaty obligations and to maintain in full integrity the rules which protect the freedom of traffic on the high seas, the Canadian notes explain.

Summer Here

First Air Mail Plane from Rimouski Arrived in Ottawa

Ottawa.—The first airmail plane of the season arrived in Ottawa Friday, carrying on board letters from overseas taken off the C.P.R. steamer Duchess of York at Rimouski, Que.

The mail was taken on board a machine of the Canadian Transcontinental Airways at Rimouski and rushed to Montreal where the consignment for points west was loaded into another plane waiting on the field at St. Hubert.

It is pointed out that the summer service during the period of St. Lawrence navigation effects a saving of time of 4 hours on incoming mail and from 24 to 36 hours on outgoing postal matter.

The first outgoing flight will be made from Montreal on Thursday, May 2, when a machine leaving long after the departure of the Calgaric will catch the ship at Rimouski and load the mail on board.

An improved schedule has been arranged on outbound mail this year owing to the installation of flood lights on the field at Rimouski, which will enable pilots to land their machines after dark and will permit of their putting off their departure from Montreal until a late hour in the afternoon.

Exploration of Great Park Land Still Under Way

New Scenic Wonders Discovered by Canadian Government Survey Party in Wilds of Jasper National Park

Ottawa, Ont.—New scenic wonders discovered in hitherto unexplored sections of Jasper National Park, Canada's great game sanctuary 5,309 square miles in area, are described in a report of recent surveys issued by the Department of the Interior.

Jasper Park was created by the Canadian Government in the heart of the Rocky Mountains in 1907. It then comprised, outside of the Athabasca and Miette Valleys, a vast wilderness penetrated only by a few old Indian trails. Many of the now famous regions such as the Columbia Ice fields and Maligne Lake were then little more than a rumour while the Tonquin valley, now visited every summer by thousands of tourists, was then entirely unknown.

Government survey parties have each year been exploring and mapping new sections of this vast parkland. The report which has just been issued deals with the work of a party under the direction of M. P. Bridgeland, of the Topographical Survey. This party explored the area adjoining the headwaters of the Brazeau and Sunwapta Rivers, mapping 400 square miles of hitherto unexplored territory.

The discovery of many new scenic wonders is announced in this report. The territory surveyed was within the park or adjacent to its boundaries and was found to be very plentiful in game. Bear, moose, elk, deer, sheep and goats were seen in abundance. The new country is an ideal spot for tourists, the report states, the Brazeau valley being a natural camping ground plentifully supplied with wood and water and excellent feed for horses. The valley is over 5,000 feet above sea level and the main peaks range from 9,000 to 10,000 feet elevation.

No man can be truly happy without a well developed ability to forget.

Weary of local rhetoric, has limited speeches to a maximum of five minutes. They seem to be pretty much of the opinion of that tribe of Indians which permitted an orator to talk only for as long as he could stand on one leg.—Sunday Observer.

British to Meet Holland's Claim for Wartime Acts

1,000,000 Guilders to be Paid to the Dutch as "an Act of Grace"

London.—Great Britain has agreed to pay 1,000,000 guilders (\$300,000) in settlement of the claims of the Dutch fishing industry arising out of the World War. This is shown by the notes which are now published and which were exchanged between the British Foreign Secretary, Sir Austen Chamberlain, and Jonkheer Dr. R. de Marées van Swinderen, the Netherlands Minister to London. The British Government made its offer as "an act of grace."

The Dutch Government in accepting it regrets that Great Britain "denies all liability for compensation in respect to claims which the Netherlands Government considers justified."

With regard to the shipping claims apart from fishing, Sir Austen's note points out that access to the British prize court is still available.



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That's all. But what a story it tells! The All-Weather Tread grips your palm. You can feel it pinch. If you need a non-skid tire, this is it.

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Only Goodyear Tires are built of Supertwist Cords.

Railway Development

London Evening Standard (Ind. Cons.): Little has been done in the matter of speed during the last 70 or 80 years, and we are still far from the maximum speed of 150 miles an hour and the whole-run speed of 120 miles an hour which such an expert as Lord Montagu considers perfectly feasible. If the railways had devoted to experiments of this nature half the energy and enterprise which the motor industry has shown in the pursuit of high speeds, they would give us services of a much higher value.

The older some women get the more girlish they try to act.

Baby Boy is Born On C.P.R. Special

Winnipeg, April 25.—An extra passenger boarded a Canadian Pacific special train as it speeded through from the east early this morning. Helped into the world by two former army nurses who were in the same car, a healthy, four-pound baby boy was born to an immigrant passenger, and when the train pulled into Winnipeg both mother and child were reported to be well, and were taken to the Misericordia hospital for care.

ANIMATION
THE RESULT OF VIVID COLOUR COMBINATIONS

WITH castanets clacking and a vivid shawl about her shoulders, the Spanish dancer is the epitome of joy and life—of allure and sparkle.

What is the secret of such animation? Decorators say it is the result of vibrant colour combinations. And it can be achieved in building a home as successfully as in spot-lighting a stage celebrity or painting a picture.

For a roof of rich, harmonious colours lends charm and sparkle to a home just as the rich-tinted shawl and costume give charm and sparkle to the dancer. Such a home—a home roofed with Brantford Multi-Coloured Asphalt Slates—has a personality all its own. It is distinguished and picturesque. It radiates colour and animation.

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