

R-100 Leaves on Sunday for Canada If Weather Favorable

Should Be in Montreal Tuesday

Cardington, England.—The R-100, great British dirigible, will take off on her flight to Canada. It is expected, next Sunday, May 25. This date, however, is but tentative and the take-off will depend upon the weather on that day.

The ship's repairs, necessitated by her mishap in leaving the hangar a few weeks ago, were completed on Saturday.

One hundred and fifty men from the local air works and an equal number from the Royal Air Force depot at Henlow will stand by to remove the R-100. The ship will be attached to the mooring mast after each of the remaining trials this week. In the meantime the television apparatus, on which weather maps are to be transmitted during the flight, is being subjected to searching tests.

Should Reach Montreal Wednesday
If the R-100 starts her westward trip early on Sunday and takes the scheduled route, via Cape Farewell, at the south of Greenland, she should arrive at Montreal in from two and a half to three days and, if all goes well, would be in the Canadian metropolis before Wednesday noon. The ship has already created a new speed record for dirigibles, having gone more than 81 miles an hour.

The dirigible to-day differs in several ways from the original construction, which was started in October, 1924. She has had her envelope

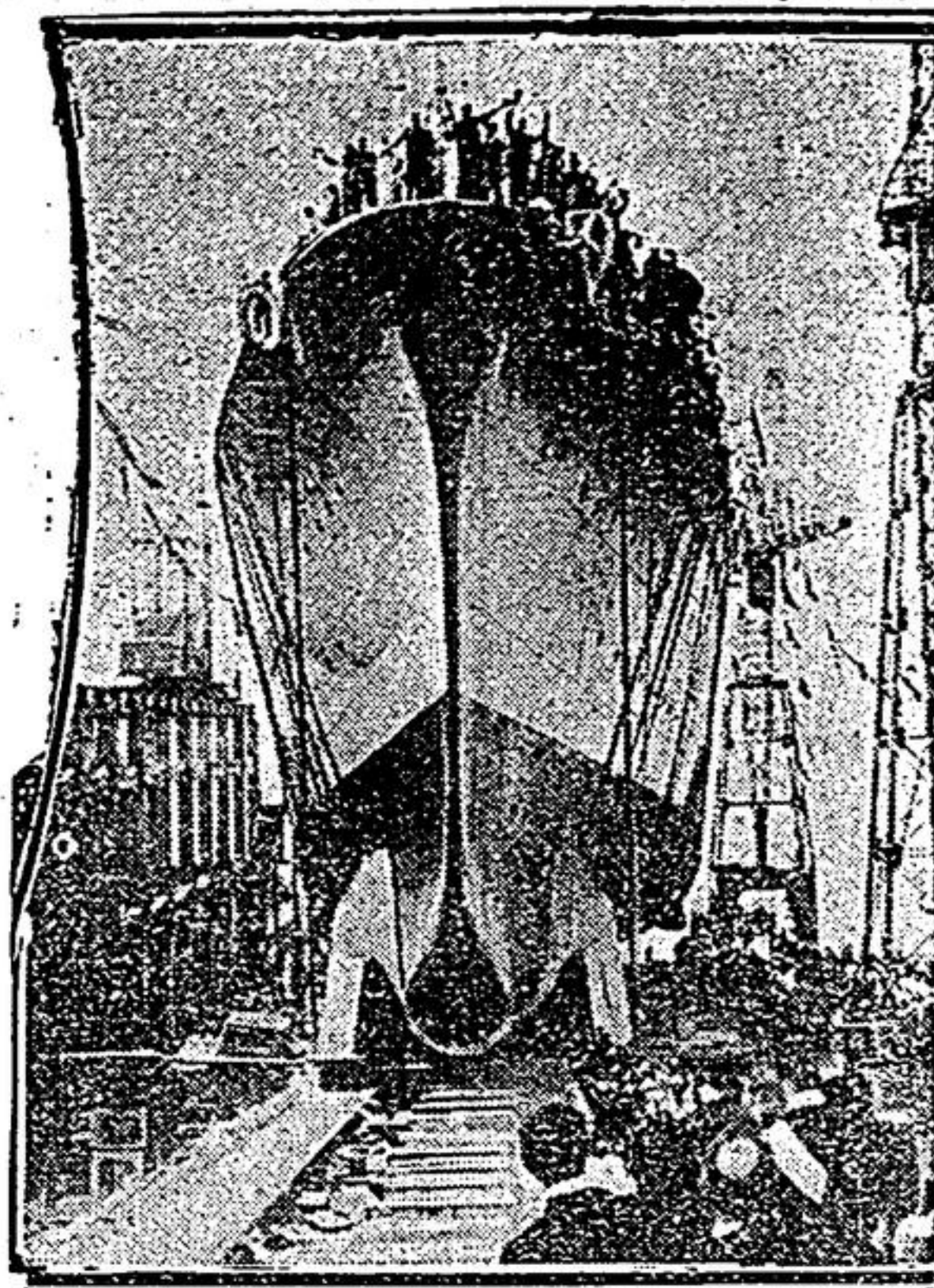
changed, and a few months ago Rolls-Royce Condor engines were installed. Her starboard elevator has been repaired, following the accident of April 24, when a sudden gust of wind caught the dirigible and threw her against her shed as she was being drawn out for a trial flight. Her apparatus has been greatly improved and her weather charts now, through a recent television device, will be faithful reflections of charts prepared hour by hour by the Admiralty in London.

Luxurious Fittings

On her first westward trip the airship brings a crew of only 48 men, although she carries accommodation for 100 people. Although officials insist the R-100 is still an experiment, the great air liner will carry in her arrangement and furnishings many of the luxurious points typical of an ocean vessel. Her beautifully-finished dining saloon has 56 seats, while there is a lounge deck adjacent. There is electric cooking in the galley, promenade and balcony decks, and a second lounge, this time nearer the cabins.

While the ship is in Canada the specialists among her crew will look into the question of the Dominion's resources of helium gas, which, next to hydrogen, is the lightest gas known, and which fills the bags of the dirigible. After her two-weeks' visit, the R-100 will return straight to Cardington. Her plans do not call for any flights over the United States.

Italy's Answer to Disarmament Conference



New 10,000-ton cruiser, Zara, one of five warships launched by Italy, recently, sliding down ways at Spezia, in presence of Prince Humbert and Princess Marie.

committee of the Commons, but the Parliamentary session ended before it could be submitted to the House. Certain other amendments included in the bill have been urged by representatives of the Humane Society in various parts of Canada, regarding cruelty to animals.

There is also an amendment to prohibit the publication of betting information in daily newspapers, racing sheets or other publications. This was passed by the Commons some years ago but rejected by the Senate. The act is to come into force on Sept. 1, 1930.

No More Racing Tips Permitted If Law Passes

Legislation Sought to Prevent Papers Giving Tips

Ottawa.—Once again the Mackenzie King Government is giving Parliament an opportunity to stamp out handbooks in Canada in so far as prohibition or publication of racing tips and odds will prevent it.

Such prohibition is proposed in one of half a dozen Criminal Code amendments which Hon. Ernest Lapointe, Minister of Justice, brought down for first reading. The Senate in other years has killed such a proposal after it had received approval at the hands of the Commons.

The amendment which, along with others, was given first reading, reads as follows:

"Every one is guilty of an indictable offence and liable to one year's imprisonment and to a fine not exceeding one thousand dollars who advertises, prints, publishes, exhibits, posts up, sells or supplies, or offers to sell or supply (1) other than on the premises of an association lawfully conducting race meetings in Canada, and during the actual progress of a race meeting thereon, any tips, selections, odds, winning money prices, parimutuel payments, or any similar intelligence with respect to or applicable to any horse race, whether such race be held within or without the Dominion of Canada, and whether at the time of advertising, printing, publishing, exhibiting, posting up or supplying such news or information such race has or has not taken place; (2) any information intended to assist in, or intended for use in connection with bookmaking, pool-selling, betting or wagering upon any fight, game, sport or race, other than a horse race, whether at the time of advertising, printing, publishing, exhibiting, posting up or supplying such news or information, such fight, game, sport or race has or has not taken place, or—"

The bill is supported by large employers of labor and business men who deplore the hardships resulting from the squandering of wages.

(From elementary school). "It was raining cats and dogs and the roadway was covered with puddles."

Pension Bill Fairer to Needy

Ottawa.—The salient points in the bill which was reported from the Parliamentary Committee on Returned Soldiers' problems by Major C. G. Power (Liberal, Quebec South) in the House of Commons and which takes the form of amendments to the Pensions Act, are:

1. The establishment of a Pension Tribunal of nine persons, to hold office for ten years, this Tribunal to be divided into four regional boards of two members each, residing in various parts of the country. Chairman's salary, \$7,000 per annum; members' salary, \$6,000 per annum.

2. Establishment of a Pension Appeal Court of three persons, to reside in Ottawa. Chairman's salary, \$3,000 per annum; members' salary, \$7,000 per annum.

3. Establishment of a "Veterans Bureau" to be administered by a "Chief Pensions Advocate," to assist in preparation and presentation of pension applications before the tribunals.

4. Provision of pensions for widows of veterans of 50 per cent. disability, irrespective of whether the pensioner died from injury or disease attributable to military service.

5. The pensioning of widows of war pensioners, provided they married the deceased pensioner prior to Jan. 1, 1920.

6. The hearing in "open court" of all claims for pension before the pension tribunals.

7. Hearings before the tribunals to be made at the request of the applicant for pension, and provision for a private hearing if the tribunals consider a public hearing might be disadvantageous to the applicant.

8. Pension applications shall be entitled to the benefit of the doubt, which means that it will not be necessary for them to adduce conclusive proof of their right to a pension, but that the tribunal shall draw from all circumstances of the case all reasonable inferences in the applicant's favor.

9. The act to become operative on Oct. 1, 1930, and appointments may optionally be made after Sept. 1.

The Markets

PRODUCE QUOTATIONS

Toronto wholesale dealers are buying produce at the following prices:
Eggs—Ungraded, cases returned, fresh extras, 29 to 30c; fresh firsts, 27 to 28c; seconds, 24 to 25c.
Butter—No. 1 Ontario creamery, solids, 30c; No. 2, 29c.
Churning cream—Special, 34c; No. 1, 33c; No. 2, 30c.
Cheese—No. 1 large, colored, paraffined and government graded, 17 to 17½c.

PROVISION PRICES

Toronto wholesale dealers are quoting the following prices to the trade:
Smoked meats—Hams, med., 28 to 35c; cooked loins, 48 to 52c; smoked rolls, 28c; breakfast bacon, 30 to 40c; backs, pea-mealed, 34c; do, smoked, 46 to 55c.
Pork loins, 29½c; shoulders, 19½c; butts, 24c; hams, 26½c.
Cured meats—Long clean bacon, 50 to 70 lbs., 24c; 70 to 90 lbs., 22c; 90 to 110 lbs., 21c. Heavyweight rolls, 40c; lightweight rolls, 25c.
Lard—Pure, tierces, 15c; tubs, 16c; pails, 17c; prints, 17 to 17½c.
Shortening—Tierces, 13c; tubs, 13½c; pails, 14c.
Special pastry shortening—Tierces, 15c; tubs, 15½c; pails, 16c.

LOCAL GRAIN QUOTATIONS

Grain dealers on the Toronto Board of Trade are making the following quotations for car lots:
Man. wheat—No. 1 North, \$1.13½; No. 2, do, \$1.11½; No. 3, \$1.09; No. 4, \$1.04½; No. 5, 98½c; No. 6, 78½c; feet, 70½c (c.f. Goderich and Bay ports).
Man. oats—No. 1 feed, 54½c; No. 2, do, 52½c.
America's corn—No. 2 yellow, 94½c; No. 3, do, 93½c.
Millfeed, del. Montreal freights, bags included—Bran, per ton, \$32.25; shorts, per ton, \$34.25; middlings, \$36.25.
Ont. grain—Wheat, \$1.10; oats, 41 to 45c; barley, 50 to 52c; rye, nominal; buckwheat, 80c.

HAY AND STRAW PRICES

Wholesale dealers in hay and straw are quoting shippers the following prices for carload lots, delivered on track, Toronto:
No. 2 timothy, \$15.50; No. 3 timothy, \$12.50 to \$14; wheat straw, \$11; oat straw, \$11.

LIVESTOCK

Heavy beef steers, \$10 to \$11; butcher steers, choice, \$10.50 to \$10.75; do, fair to good, \$10 to \$10.25; do, comm., \$8.75 to \$9.50; butchers heifers, choice, \$10.25 to \$10.50; do, fair to good, \$9.75 to \$10.25; do, comm., \$8.75 to \$9; butcher cows, good to choice, \$8 to \$8.75; do, med., \$6.50 to \$7.75; canners and cutters, \$8.50 to \$9.50; butcher bulls, good to choice, \$7.50 to \$8.25; calves, good to choice, \$10 to \$11; do, med., \$8.50 to \$9; do, comm., \$6 to \$7; springers, \$90 to \$110; milkers, \$90 to \$90; lambs, choice, \$12 to \$12.50; No. 1 plain, \$9; sheep, good, \$7.50 to \$8; spring lambs, each, \$7 to \$15; hogs, bacon, w.o.c., \$12; do, select, \$1 per hog premium; do, butchers, 75c per hog discount; do, trucked in, 50c cwt. under w.o.c.; do, f.o.b. price, \$1.25 cwt. under w.o.c.

Boozing Drivers, Crooked Brokers Get Big Set-Back

Racing Tipsters Will Also Be
Severely Dealt With

HEAVY PENALTIES

Amendments were introduced in the House of Commons recently during a conference of the Attorney-Generals of the various provinces with respect to bucketing and other stock market operations, by the Hon. Ernest Lapointe, Minister of Justice.

Mr. Lapointe's Bill, 21 pages in all, known as Bill No. 138, suggests many changes in the Criminal Code. Upon recommendation of the conference Section 11 of the Bill regarding security frauds and matters of a similar nature, was inserted. Paragraph 3 on page 4 of the printed report of the conference reads:

"That in respect of Dominion criminal law, as all prosecutions for major offenses had to be made under the Criminal Code, and as the Deputy Attorney-General attending the conference reported great difficulty in the past in proving bucketing, it was advisable to suggest to the Minister of Justice at Ottawa that a new section be added to the Criminal Code. Accordingly a draft, Section 231A, was prepared to cover the offense of a broker reducing the quantity of stock which he should be carrying for his customers by selling for his own account against his customers' buying orders."

NEW SECTION

The new section of the act is as follows:

"11. The said act is further amended by adding immediately after Section 231 thereof the following:

"231A. Every person is guilty of an indictable offense, and liable to seven years' imprisonment, who, being an individual, or a member or employee of a partnership, or a director, officer or employee of a corporation, where he or the partnership or corporation is employed as a broker by any customer to buy and carry upon margin any shares of any incorporated or unincorporated company or undertaking, either in Canada or elsewhere, thereafter sells, or causes to be sold, shares of such company or undertaking for any account for which he or his firm, or partner thereof, or the corporation or a director thereof, has a direct or indirect interest, if the effect of such sale shall otherwise than unintentionally be to reduce the amount of such shares in the hands of the broker, or under his control, in the ordinary course of business, below the amount of such shares which the broker should be carrying for all customers."

DRUNKEN DRIVING

The Minister of Justice is putting teeth in the act by making provision for more adequate penalties for drunken motorists.

Present Subsection 4 of Section 285 of the Criminal Code reads as follows:

"4. Every one who, while intoxicated or under the influence of narcotics, drives any motor vehicle or automobile, or has the care or control of a motor vehicle or automobile whether it is in motion or not, shall be guilty of an offense and liable, upon summary conviction, for the first offense to a term of imprisonment not exceeding thirty days and not less than seven days; for a second offense to a term of imprisonment not exceeding three months and not less than one month; and for each subsequent offense to a term of imprisonment not exceeding one year and not less than three months."

The purpose of the amendment is to make it possible for the court in proper cases to impose more severe penalties than are provided by the existing

law, and to bring the punishment into greater conformity with the laws of some of the provinces. Complaints have been received that in certain cases the existing penalty has been found to be inadequate.

Another substantial change is the substitution of the words "under the influence of intoxicating liquor" for the word "intoxicated," in the first line of the section.

If the proposed amendments are passed motorists shall be liable, upon indictment, for a first offense to imprisonment for a term not exceeding three months and not less than thirty days, and for each subsequent offense to any term not exceeding one year and not less than three months.

MANSLAUGHTER CASES

Another amendment is to clear up doubts which have arisen as to the powers of the jury in case of manslaughter arising out of the operation of motor vehicles. It reads as follows:

"35. Section 951 of the said act is amended by adding thereto the following subsection:

"3. Upon a charge of manslaughter arising out of the operation of a motor vehicle, the jury may find the accused not guilty of manslaughter but guilty of criminal negligence, under Section 284, and such conviction shall be a bar to further prosecution for any offense arising out of the same facts."

Section 36 of the bill also is new. At present when a person imprisoned in a reformatory, reformatory school, or industrial school, is feeble-minded or mentally deficient, there is no provision for the removal of him to a place of safe-keeping. The power to do so is given to the Lieutenant-Governor by this amendment.

The power of the Lieutenant-Governor to deal similarly with cases of insanity is given by Subsection 1 of Section 970.

SEDITION AND FIREARMS

There is another amendment repealing certain sections of the code relating to sedition. This is the same as the amendment which has passed the House of Commons on various occasions but did not get through the Senate. Another amendment, respecting prevention of the importation and sale of firearms and other weapons, except under special condition, passed the Senate on two occasions and was considered and recommended by a special

Brown Plunged \$80,000 in Market

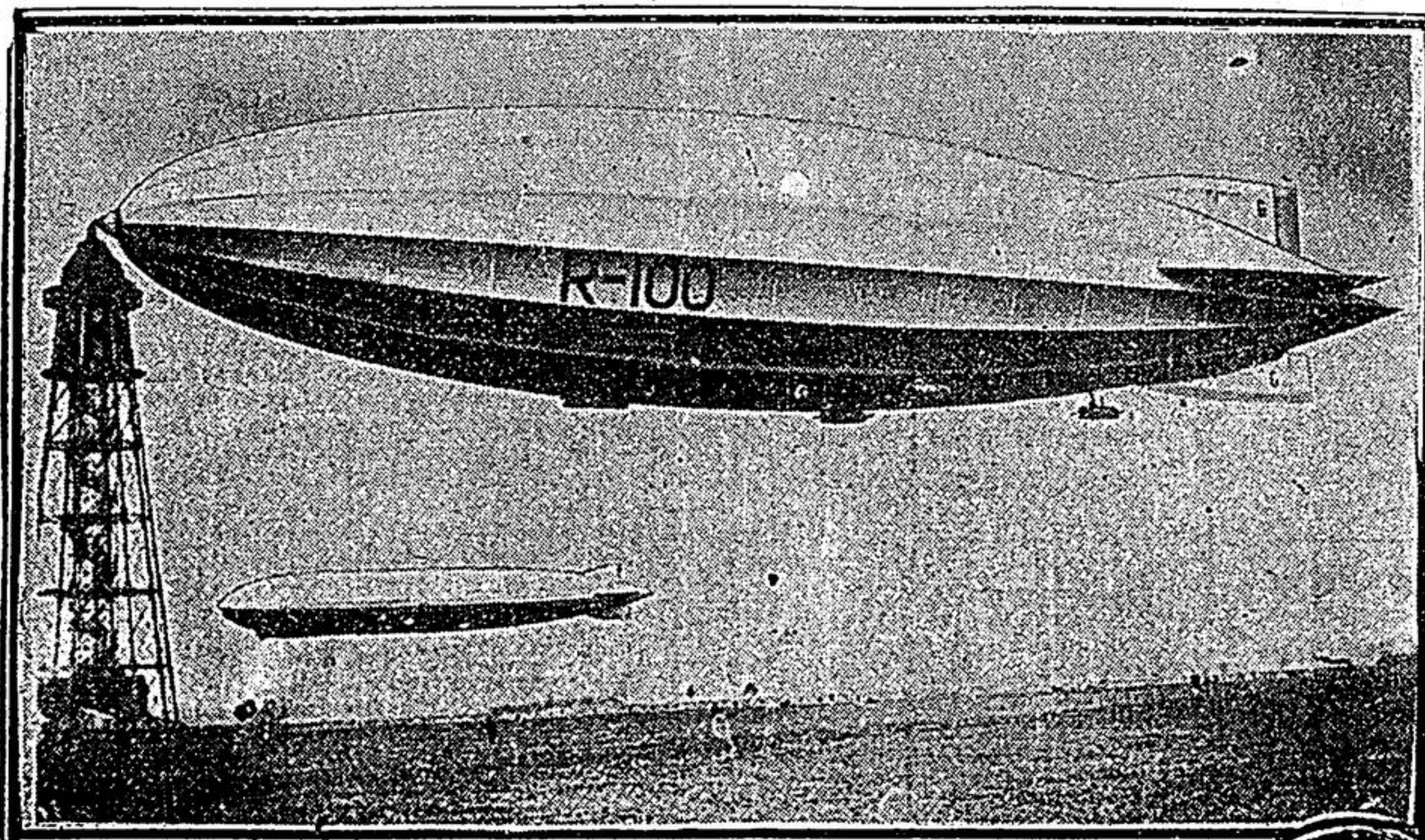
Stratford, Ont.—Revelations into the activities of Tom Brown, former mayor and alderman of this city, whose mysterious disappearance from his home last New Year's Eve was solved with the discovery of his body in Mexico City, reveals the one-time staid citizen of Stratford made one last, desperate plunge on the stock market in an effort to recuperate the fortune he had lost.

Faced with disgrace, once it became known he converted to his own use the large sums entrusted to his care by citizens, some of whom have been left destitute by his defalcations, Brown, it is said, resolved to make or break himself in one last plunge. Altogether he tossed \$80,000 into the market, but Dame Fortune did not smile and the "killing" he had planned to make failed miserably as the stocks he had selected to bring back his wealth, crashed to new low levels. There was but one way out and Brown took it—to Mexico.

Silent Service Tradition Rules

The British Navy is the "Silent Service" and Mrs. R. G. Scott, the wife of the commander of the R-100, which is expected to arrive in Montreal soon seems to be part of it. She arrived in Montreal recently and made her way quietly to Chambly Basin, where she is the guest of Commander and Mrs. Pressey. She absolutely refuses to give an interview to a newspaperman or a sitting to a photographer. All the papers in North America are clamoring for photographs of her and most of them want to know what her voice sounds like. But she will not speak. She is certainly of the "Silent Service."

Britain Takes Her Place in Dirigible Construction



MONTREAL HAS A TOWER MOORING-MAST MUCH MORE IMPOSING THAN THE ONE SHOWN HERE. R-100, world's largest dirigible, which flies to Canada shortly, seen moored to its mast at Cardington, England, with Graf Zeppelin cruising in background. Meeting between two kings of the air took place recently, when Graf Zeppelin travelled over London. R-100 is 769 feet long, 130 feet high and weighs 156 tons.

Rural Education In Ontario

By Samuel Farmer, President of the Canadian School Trustees Association and Vice-President of the Canadian Educational Association.

In 1928 there were 6126 Public Schools in Ontario, of which some 5000 or more would be classified rural. These schools accommodated 220,915 pupils, and were operated at a cost of \$17,200,586, of which the Government paid in grants \$2,476,168, and the local levy was \$3,934,800. Some other time we shall discuss these and other figures further; but they are sufficient to show that rural Public Schools may be classified in "big business."

Many of the rural Public Schools in Ontario are fine. The buildings are suitable, and are well constructed. The sanitary arrangements, heat, light and ventilation, are what they should be. The equipment of these schools meets the needs of the pupils. The playgrounds are adequate, and are attractively arranged. The trustees are interested in the schools, and keep them in proper condition. They have secured teachers who are capable, who love school work, and are interested in children as individuals—not merely as parts of the mass of children who have to go "through" school.

Other schools are neglected, dirty, run down, have poor teachers, careless trustees, discontented pupils, and grumbling parents. The Inspector is always asking for something to be done to better conditions; but nothing is done until some fine-day he cuts off the Government grant, and then—? You know where your school belongs—good, bad, or indifferent. If you don't know, and the school is not what it should be, you, as parent or ratepayer, are likely to blame partly for poor school conditions. You know best as to that.

The Purpose of the School

A primarily Public School is an institution in which children are taught to use the tools by which they may secure an education. The chief tools are Reading, Writing and Arithmetic. These are the foundation of all that may be learned from books. It is the business of the school, through its teacher, to teach these subjects thoroughly and correctly. If this part of what is usually called an education is carelessly taught or learned, then what is taught later cannot be well learned. Watch the boy's "scribbler." If it is dirty, and the words are incorrectly spelled; if additions and subtractions are inaccurate, it is a matter serious enough to require immediate improvement, and no amount of miscellaneous information can take the place of thoroughness in these three subjects.

The next purpose of the school is to teach the child to live happily and usefully with himself and with others. To attain this end, information must be imparted; discipline must be enforced; inspiration to learn must be given; and right ideals taught by precept and example.

Finally, the school should teach good citizenship. Not merely waving the flag, and singing "O Canada," but learning to be proud of those duties of citizenship, which likely will begin with filling mother's wood box; and may end in representing Canada as its Premier.

The Government pays large grants to rural schools (much larger than to urban schools), and has a right to expect that the schools shall produce good citizens, in so far as teaching and surroundings are able to produce such a result.

Next we shall consider—"What is Education?"

Note.—This series of articles on "Rural Education in Ontario" is written for the folk who have children attending the rural schools; and the folk who help to pay the school costs. If the reader wishes to have some special educational topic discussed, ask a question, or make a suggestion, please address Samuel Farmer, Port Perry, Ontario.



Sir Frederick Sykes, governor of Bombay, where British government representatives are tightening the reins on the disturbing element and followers of Mahatma Gandhi.

Northern Rivers Take Their Toll

Unidentified Foreigner and
Youthful Student
Perish

Cobalt—Rogers Robert, 17-year-old student at the Northern Academy, Moncton, and a foreigner, whose name has not been learned, are victims of the first drowning accidents of the season in this section of the North, according to reports reaching Provincial Police here. The boy was drowned while swimming in the Driftwood River at Montlith, and the man met his death while fishing from a boat in the Porcupine River, near Hoyle.

Insp. Moore states that the Robert boy, whose home was in Cochrane, got beyond his depth and was lost, notwithstanding a gallant attempt by a companion to save him. The body was recovered and sent to Cochrane. In the other fatality, two men, members of a fishing party, were in an old boat, which was swamped. One escaped, but the other apparently was carried over the dam and under the logs.

"A man quiets down as he grows older," observes a psychologist. He has more to keep quiet about.

Fog Causes Crash

Passengers Escape With
Minor Injuries—Pilot
Badly Hurt

A Lockheed Vega plane, owned by the Schlee-Brook Aircraft Company of Detroit, crashed when Don Walker, the pilot, attempted a forced landing near Ancaster.

B. Hughes a passenger suffered internal injuries and H. F. Casperson, third occupant, suffered from a severe shock, while the pilot sustained a fractured vertebra and serious head injuries.

Recovery Hoped for Pilot.
Dr. D. J. H. Roderick of Ancaster, rendered first aid and they were then moved to the General Hospital here.

Mr. Walker's condition while serious showed improvement and his full recovery is hoped for. Mr. Hughes condition was not believed to be serious and Mr. Casperson's quick recovery enabled him to leave the hospital.

Tree Catches Wing
The plane was bound for Toronto, when a heavy fog descended and the pilot felt that it was better to make a landing. In doing so, however, one side of the plane struck a tree, resulting in the plane hitting the ground with a violent impact.

Needn't worry about giving the devil his due; he'll take it.