

Lon Chaney, Man of Thousand Faces, Man of Mighty Mystery Until Death

Hollywood, Calif.—Lon Chaney, the man who brought the art of illusion to motion pictures, died on August 28 just as his friends and relatives had begun to hope he would recover from a long illness and go on to greater success in the talkies.

Known as the mystery man of Hollywood, a man who had scores of friends but few intimates, Chaney clung to his cloak of secrecy during the final period of his life.

He was stricken seriously several

months ago, shortly after he had completed his first talking picture, "The Unholy Three," and under his orders, little information came from his bedside at St. Vincent's Hospital, where he died.

Sisters at the hospital were requested by the actor to give out no information of his illness. His physician issued only brief bulletins at widely separated intervals, and members of his family visited the hospital in silence.

Youth Has Thrilling Race to Save Life

Transcontinental Hiker Has Adventure on Bridge

Winnipeg—A thrilling race for his life with a railway train on a bridge more than 100 feet above a river is one of the many experiences of Donald Maxwell, Detroit youth, who is on a trans-continental walk from Montreal, N.B., to Vancouver, B.C.

Reaching Winnipeg late last week, Maxwell, who is 18 years of age, stated that he had the bridge at venture just outside Jackfish, near Schreiber, Ont. He was half way across the bridge, when he heard a train. There was no room on either side of the track; to jump meant a leap into the swirling river, so he trusted to his legs. Maxwell ran as he never ran before, and when barely at the end of the bridge, he leaped to the embankment 50 feet below, just in time. When he was in the air, the train went crashing over the spot from which he had jumped.

Unhurt by his 50-foot jump, Maxwell celebrated his escape by attending a dance at Jackfish. He left Montreal, June 20, weighing 115 pounds. He now weighs 131.

Ontario Pictures To Go Round World

Film Series to be Shown in Canada—Already in U.S. and Europe

For the first time in the history of Ontario-made motion pictures, a series of films produced in the province is soon to be given world-wide distribution. Twenty-six scenic pictures of Ontario, synchronized to sound, will be shown throughout the Dominion as a result of the decision of the Regal Film Corporation to distribute the films in Canada. The series is already being shown in the United States and Europe.

G. M. Brownridge, who was in charge of the filming of the pictures, stated recently that Henry Nathanson, managing director of Regal Films, was impressed with the quality of the pictures at a private screening. The result was the signing of contracts to have the films distributed to exhibitors in Canada.

For the French market the captions in the pictures have been translated. Twelve of the series have been synchronized and the remainder are in the course of being edited and set to sound.

English Aviators Start World Air Trip

London.—Two ex-officers of the Royal Air Force left London on Aug. 25th in an attempt to travel around the world in an eight-horsepower sports motor car in five months. They are Captain Max Hay and W. E. Woolveridge. They propose to travel from Calais by the way of Frankfurt, Vienna, Constantinople, Aleppo, Damascus, and thence, under the protection of French convoy, to Bagdad, and on to Basra, Teheran and Calcutta, through India and China, by ship across the Pacific to San Francisco. The southerly route will take them through Los Angeles to Salt Lake City, and thence to New York, where they will take a boat home to England. Tins of bully beef and hardtack are carried, and in case of emergency each has a revolver. They hope to return here, after covering 25,000 miles, by Jan. 25.

The Literary Digest wants to know who put the heat in wheat. But what is more to the point is who took the heat out of it.

New British Bedroom Sleeping Cars Attract Travelers to Scotland

London.—Something closely approximating the height of luxury in railroad travel is to be seen in the newest type of de luxe sleeping cars which have just been put into use on "the Highland Man" express on the London & North Eastern Railway between here and Inverness, Scotland. Approximately enough, these cars, which have separate bedrooms with full-size walnut spring beds instead of bunks, appeared just in time for the fashionable rush north for "The Twelfth" grouse shooting this season.

It is in the color scheme, however, that originality is principally seen. The cars were designed by H. H. Gresler, chief mechanical engineer of the L.N.E.R., and are the result of press-gauger.

Heat-Wave Deaths Mount in England

All Europe Enveloped by Torrid Blast From Burning Africa

London.—Europe was enveloped during the last few days by a wave of stifling heat from the burning plains of Africa, sending temperatures in many cities to their highest marks in seven years, and causing at least 16 deaths in Great Britain.

The temperature in Paris at noon, Aug. 28, was officially announced as 100 degrees Fahrenheit, the hottest late in August since 1870, but southern France reported even higher recordings, with 122 at Saint-Etienne, where several persons suffered sun-strokes.

Streets in Paris were suffocating, and currents of hot air from the south west carried easily distinguishable grains of dust, showing their origins in Morocco.

The French meteorological bureau offered little encouragement to the perspiring people, and predicted it would be even hotter over the week-end.

The temperature here rose to 93.5 degrees Fahrenheit at 4 p.m., or one and one-half degrees more than yesterday's maximum. The day was the hottest recorded for seven years, and the hottest in August for 19 years.

Hundreds of London clerks left their black suits at home this morning and went to work in shorts and open-necked shirts after thrashing swimming pools. Urchins, with or without bathing suits, raided London fountains until police routed them.

Many residents of English cities were unable to sleep and went to the coast for moonlight bathing.

It was considered noteworthy that the official weather forecast for the first time in several years contained the word "hot." Usually "very warm" is considered sufficient.

Plymouth, Eng.—Dense fog delayed shipping of the Channel as the British Isles and parts of the continent suffered under a severe heat wave.

The Indian mail steamship Kaiser-I-Hind arrived, reporting that the fog extended more than 1,000 miles.

Speedboat Race Depends on Turns

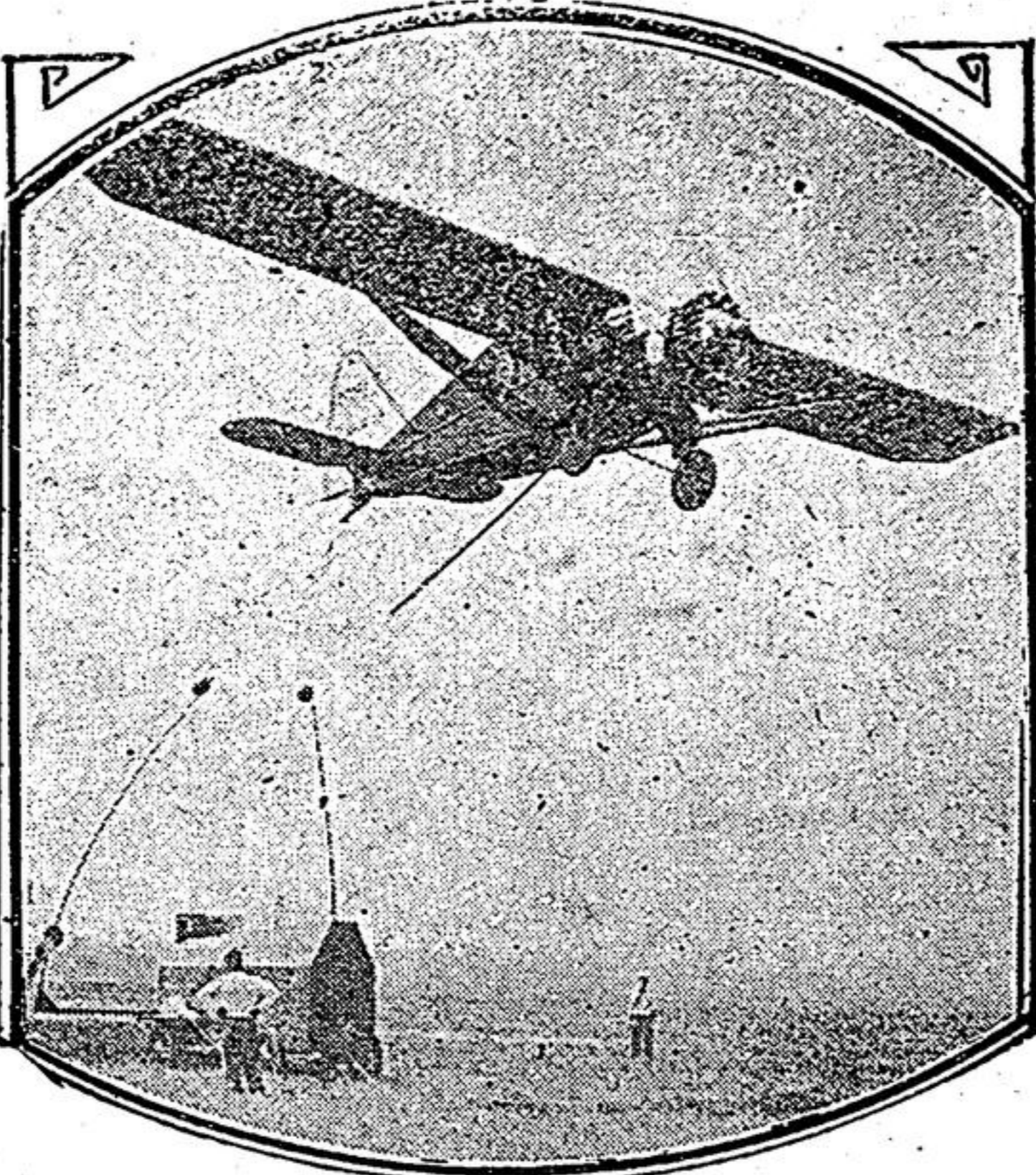
Car Wood Discusses Deciding Factor in Detroit River Contest

Detroit.—Gar Wood, defender of the Harmsworth trophy, believes that ability to make the turns while traveling 90 miles an hour, may be the deciding factor in this year's race. Distance of the race is 30 miles over a five-mile course between Belle Isle and the Michigan mainland. Four of the five boats entered are capable of doing 90 miles an hour, and Wood believes that matters should be about even on the stretches. It usually is necessary to slow down to 80 miles an hour for the turns at either end of the two and one-half mile straightaway.

Miss Marlon Barbara Carstairs, English challenger for Wood's title as speedboat champion of the world, convinced the most skeptical recently that Wood will have no walkaway as has been the case on every occasion since he won the Harmsworth trophy in 1920. Miss Carstairs took the wheel of the Estelle IV, which failed to finish last year, and gave a smooth performance on a run over the championship course. No official time was taken, but the boat behaved well at high speed. This with the impressive demonstration of the Estelle V, in its trial run Tuesday, when Bert Hawker was at the wheel gave the English team considerable prestige.

Each sleeping car has ten rooms arranged in pairs, which can be converted into five double rooms by means of communicating doors. The rooms are decorated in deep blue and white and shaded from a deep blue at the bottom to white in the centre of the ceiling. A new system of ventilation has been introduced, by which a current of hot or cold cleaned air is sent into each room and by means of an adjustable nozzle placed over the bed, the direction, volume and temperature of the air are under the control of the passenger.

Quick Pick-Up



Plane, piloted by Roger W. Kahn, picking up mail sack at recent demonstration of the Cabot aerial pick-up device at Mitchell Field, N.Y. This apparatus allows of mail pick-up by plane in full flight.

Glamis—Scene of Big Celebration Crowd Dances by Light of Beacon

Scotland Makes Merry—Head Forester Hands Torches to Children Who Touch of Pile—All-night Festivities

Glamis, Scotland.—The great beacon of fir branches high on Hunters' Hill, lighted shortly after dark, spread a flickering light across the dark Scottish moorland as the countryside celebrated the birth of an infant princess to the Duke and Duchess of York.

Remarkable scenes occurred at the village of Glamis as automobiles, charabancs and all manner of vehicles conveyed thousands to the celebration. They came from throughout Scotland and extra police were mobilized to deal with the congestion.

The head forester on the estate of the Earl of Strathmore, father of the Duchess, conducted the ceremony of lighting the beacon. He handed torches to the three youngest children available, and they touched the great pile of branches.

A huge flame shot into the dark

skies as the fire spread. Sparks rose 200 feet and spread like fireworks as they fell over the throngs. Some were slightly burned. The heat was terrible.

Rear from the many barrels, however, cooled countless throats as ale mugs clinked in toasts to the Duchess and her second daughter. The people became merry and danced beneath the flickering light as the Scottish bagpipe players blew the shrill favorite airs of the highlands.

They joined hands and danced in great circles while the Duke of York and the Earl and Countess of Strathmore, parents of the Duchess, stood above on the grounds at Glamis Castle and watched the rollicking scene. When the beacon's light faded and the embers died, the crowd returned to the village taverns and danced all night long.

Forest Products Research

Forest products research laboratories exist in England, United States, Canada, Australia, New Zealand and India. Methods of procedure for some of the main projects are standardized, allowing direct comparison of results. This is important as timbers in far away countries may be compared in strength and other important factors with Canadian woods. The Forest Products Laboratories of Canada, Department of the Interior, Ottawa, with branches at Vancouver and Montreal, are engaged on a large number of problems in forest products research.

Canadian Fruit Inspection

The shipping point inspection service of the Fruit Branch of the Department of Agriculture last year handled 25,760 cars of fruits and vegetables, an increase of 23,000 cars in the past five years, and 9,300 cars more than were inspected in the 1923-24 season. Hundreds of thousands of tons of perishable fruits and vegetables now pass from producer to consumer through this new system of established quality marketing and the government certificate of inspection has placed trading on a basis of confidence.

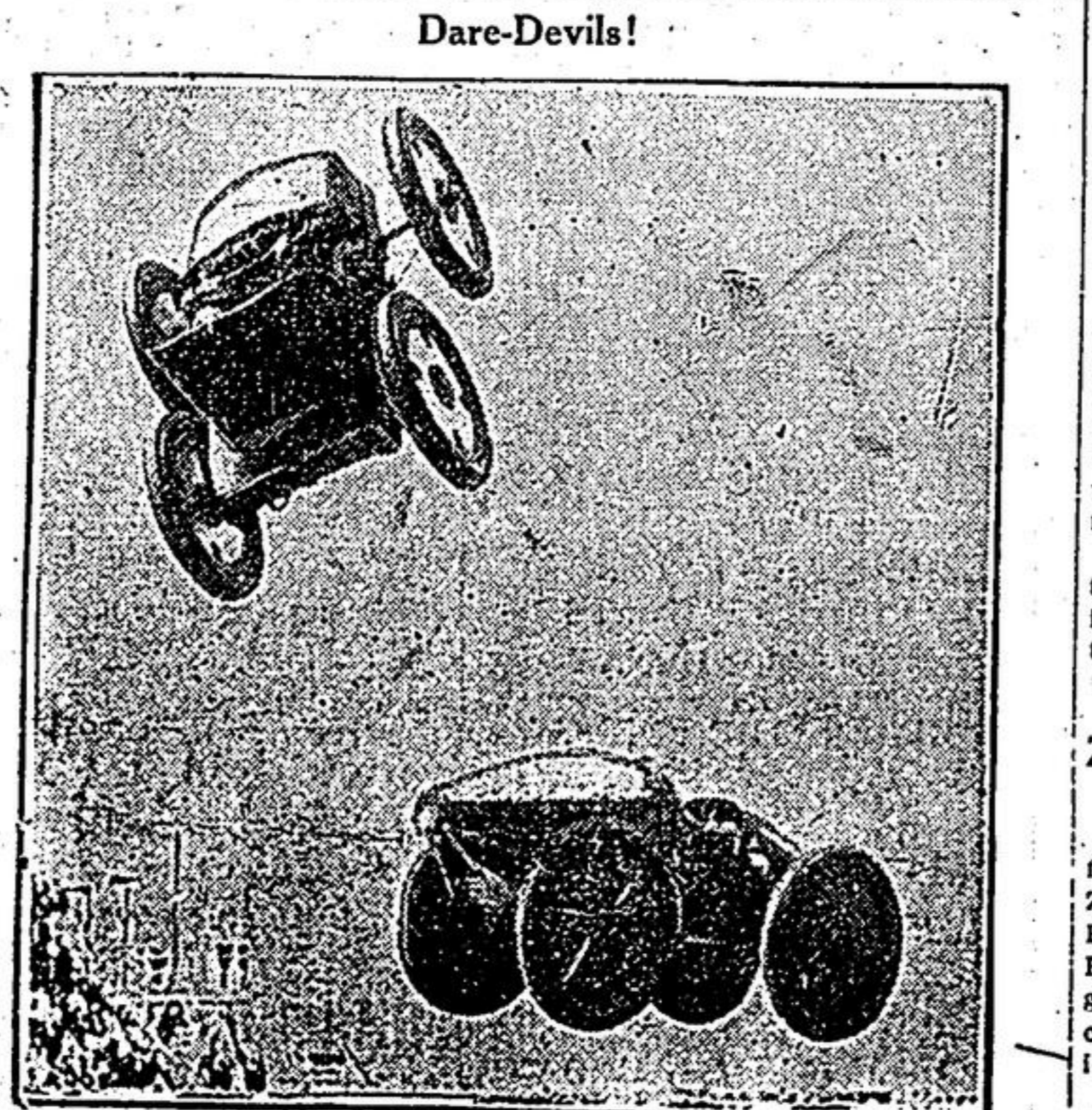
C.N.E. Attendance Boosted by Swim

Toronto.—Attendance at the Exhibition on August 27th was 34,000 greater than the same day last year. The same day last year was not a swim day. The record to date is as follows:

Friday	1929	1930
	30,000	71,000
Saturday	140,000	85,000
Monday	90,000	88,000
Tuesday	205,000	196,000
Wednesday	133,000	167,000
Total	648,000	607,000
Increase on day		34,000

Death Rate Falls

London.—According to vital statistics issued recently the number of births in England and Wales during the second quarter of the current year was 170,212, or an increase of 500 over the corresponding period of 1929. On the other hand, deaths decreased. They were 111,357, or 7,408 fewer than in the same quarter last year. Births recorded the second three months of this year set an annual rate of 15.2 per 1,000. The death rate was only 11.3. Mortality of infants under 1 year of age—57 per 1,000 births—is the lowest on record for the second quarter of the year.



High-speed cars pictured in mid-air as the daredevil drivers crowd during an exhibition on the Steel Pier in Atlantic City.

Paris Winter Styles Sound Death Knell of Short Skirts

Paris.—Legs have definitely vanished from the style picture.

Paris, continuing to display its winter dress ideas to foreign buyers at the rate of 1,000 models a day, permits legs to show with sport and unpretentious street costumes. But the rest of the time it's ankles and nothing higher.

Dressmakers are frankly bored when anxious buyers and style writers ask them for definite figures about skirt lengths.

"Sports and street dresses remain

short and practical" one dressmaker explained.

The same dressmaker rode to her present fame on the sports wave of the post-war period. Her specialty is simple clothes for active women. Like all others, she showed a collection in which sports clothes were subordinated to ankle length afternoon costumes and evening dresses which just skimmed the floor, or actually trailed. Dressing up is going to be the favorite winter sport of women who comply with the wishes of dressmakers.

Daughter is Born To Duchess of York

Second Princess Born in Direct Succession to Throne of Britain

Glamis, Scotland.—The King's only daughter-in-law, the Duchess of York, in Glamis Castle gave birth to a daughter, her second child, on August 21st. The baby is another heir-presumptive to the English throne. In the line of succession she stands fourth, following her uncle, the Prince of Wales, her father, and her four-year-old sister Princess Elizabeth.

The royal mother and the little princess were "making highly satisfactory progress," according to an official bulletin from the great old castle.

News of the birth was immediately flashed by telegraph to King George and Queen Mary, who were staying at their Norfolk estate of Sandringham. Their Majesties quickly sent back messages of congratulation to the Duke and the Duchess.

The baby is the fourth grandchild of the King and Queen. The others are Princess Elizabeth and the two sons of Princess Mary, Countess of Harewood. Already there is talk of a name for the new princess. Loyal Scotsmen are suggesting "Margaret," the old Scottish royal name. As the princess is the first royal child born in Scotland in 200 years, they feel they can press their desire.

Birth Officially Attested

John R. Clynes, Home Secretary of the Labor Government, officially attested the royal birth. He and H. R. Boyd, ceremonial secretary to the home office, were both at the castle to attest the birth.

Dr. David Miles, who with Sir Henry Simson, noted London obstetrician, assisted at the birth, has attended the Duchess since her childhood. He is the family doctor of her parents, the Earl and Countess of Strathmore.

As soon as the King and Queen had been notified, a telegram was sent to the home office in London.

By telephone, telegraph and cable the tidings were flashed to the Empire and the world at large. Everywhere loyal subjects of the Crown breathed with relief after an anxious three weeks of waiting, during which the baby was expected daily.

The night following the birth the great beak of logs piled by the county folk on Hunter's Hill, two miles from Glamis Castle, was lit to celebrate the event.

In the village of Glamis, nestling near the castle, men and women shouted to each other: "A daughter!"

Mingled with the rejoicing were expressions of disappointment that the baby had not been a boy, a young prince in the direct line of succession.

King and Queen Visit Glamis
London.—The King and Queen Mary, grandparents for the fourth time, left Sandringham, their Norfolk estate, on Friday, August 22nd, for Scotland. On Saturday they visited their new granddaughter, born to the Duchess of York, at Glamis Castle.

Air Treaty Signed By Canada and U.S.

Far-Reaching Agreement Aids Development of Aerial Traffic

Washington.—The United States has entered into a reciprocal air navigation agreement, negotiated under the provisions of the Air Commerce Act of 1926, with Canada.

The arrangement enables civil aircraft of one country to enter the territory of the other, and provides for the intergranting of pilots' licenses to nationals of each country. Each country can accept certificates of airworthiness for aircraft entering in the form of merchandise.

The agreement is said to be one of the most far-reaching steps yet taken in the interest of air navigation by the two nations.

Zeppelin May Fly to Pole Next Year

Berlin.—Revival of plans for a flight to the North Pole in the Graf Zeppelin was reported recently by the Frankfurter Zeitung, which said Dr. Hugo Eckener would soon open negotiations with the Aero-Arolio Society, concerning an aerial expedition in 1931.

The society's plans for an Arctic flight in the dirigible were cancelled last year because of failure to arrange insurance.

Satan Favored Britain in Past

Surrey—A Devilish County Devil's Bridge and Kitchen in Wales

His Satanic Majesty must have been very fond of Britain at one time, for he has left many traces of his visits. All over the British Isles you find places named after him.

Surrey, for some unknown reason, has been specially favored! First and foremost comes the well known Devil's Punch Bowl, at Haslemere. This is a large depression in the North Downs whose real name is Highcomb Bottom. Another cauldron of the same name is to be found in Pembroke-shire. It is a circular hollow 130 feet deep and is connected with the sea by a natural arch.

The conical hills near Thursley are named the Devil's Jumps. These were formed, so legend says, by his Satanic Majesty jumping from hill to hill. Unfortunately, Thor, the god of war, noticed his little game, and threw a stone at him. The missile knocked the devil over and remained embedded in the ground in the position in which it is today on one of the Jumps.

ROUTED BY PRAYER
On the other side of the county there are two Devil's Dens, at Caterham and Lingfield, and at Godstone there is a Devil's Pool. Round this district, too, the puff-ball fungus is more usually called the Devil's Snuff-box.

In Wales there is a hamlet called Devil's Bridge. It is some dozen miles from Aberystwyth, and it got its name from a double bridge which spans the Mynach at this place. Exactly why this bridge, part of which was built by the monks of Strata Florida Abbey in the eleventh century, was named after Satan is not certain. And close to Y Gwyder Fawr, one of Wales' highest peaks, is Tŷ Du, the Devil's Kitchen, a gigantic hollow which has absolutely vertical sides, and is a real test for professional climbers.

Though the mounds in Hertfordshire which are known as Six Hills are not actually called after the Evil One, they are said to be his handiwork. The tale is told that Satan stole a shovel and started carrying earth from a near-by town to this site, where he threw it down. He worked hard, and was just beginning to form the last of the seven hills when he had decided to make when he heard the voice of someone in prayer and immediately hurried away—leaving the Six Hills as a monument to his untrusting industry.

There is a superstition, too, that there is a bottomless well in this county, which Satan used to rid himself of an adversary.

FAVORITE HOLIDAY HAUNTS

The Devil's Beef Tub, a deep hollow in Dumfriesshire, is a favorite haunt of tourists, for not only are there many interesting legends attached to it, but Sir Walter Scott made it the setting for one of the dramatic incidents in "Redgauntlet." Just across the Border, in Northumberland, is the Devil's Causeway, which is part of one of the Roman roads which abound in this district.

Gloucestershire has its Devil's Chimney, a famous landmark overlooking Cheltenham. This is a huge jagged tower of stone which juts out from the side of a hill, and has stood the buffeting of wind and rain for countless years.

In Sussex, the Devil's Dyke is a happy hunting-ground of holiday-makers, and this same name is given to places in Norfolk, Hampshire, and Wiltshire, while a Devil's Dice crosses the famous Racecourse at Newmarket.

Air Progress in Canada

Civil aviation in Canada has become an important factor in the many phases of the business and community life of the Dominion. It is just ten years since civil aviation began in the Dominion, when, after experiments carried out by the Federal Government in forest fire protection, a commercial aviation company obtained a contract from the Quebec Provincial Government to patrol a large area of forest land in the St. Maurice Valley for fire detection during the summer of 1919. Since this beginning progress has been steady and new developments in aircraft and methods of operation have added greatly in the general advancement of this branch of flying.

"Mummy, I've got stomach-ache," said six-year-old Nellie. "That's because your stomach is empty; you've been without your lunch. You'd feel better if you had something in it." That afternoon the minister called and in conversation complained of a severe headache. "That's because it's empty," said Nellie. "You'd feel better if you had something in it."—Tit-Bits.

She was young and pretty, and her confusion when she had no small change to pay her fare was quite charming. "You couldn't change me a pound note?" she asked. The conductor couldn't. "But don't worry," he said. "You can pay me the two-pence another time." "But you say never see me again," she said. "Well, what odds!" he replied, intending to be gallant. "I sha'n't break my heart if I don't!"—Tit-Bits.

British Columbia Telephone Leader

Has 20.94 Instruments Per Hundred of Population

The annual report of Francis Dagher, Supervisor of Telephones under the Ontario Railway and Municipal Board, recently revealed that while the number of phones in use in this Province increased from 592,071 in 1928 to 620,933 in 1929, British Columbia is still leading the way in "hollo" station development.

At the end of 1929, British Columbia, with an estimated population of 594,200, had 124,475 phones in service, or in other words, 20.94 phones per 100 population. Ontario's estimated population was 3,295,500—18.34 phones to every 100 people.

According to Mr. Dagher's report, the number of telephone systems within the jurisdiction of Ontario of which the Railway Board has record is 610, operating approximately 116,000 telephones, and representing an investment of approximately \$10,400,000.

There are about fifty founding children who are described as babies, and never claimed or identified, in London every year.