

# Canadian Pacific Liner Stages Thrilling Rescue

Wrecking Steamer Reindeer I Swamped on Mission of Relief—Terrific Gale Off Coast of Nova Scotia

Halifax, March 13.—A new and thrilling chapter in the record of rescues at sea was written off this coast on Saturday when the west-bound liner Montcalm took 28 men from the heaving deck of the wrecking steamer Reindeer I. The oil-driven Montcalm, superbly handled, poured oil on the mountainous seas and manoeuvred to create a lee in which the rescue was possible.

Whether the Reindeer, an abandoned derelict, lay low in the trough of marching seas, a menace to navigation, or whether she had gone to the bottom, was still a matter of conjecture. A note of irony was in her fate, for she was bound to assist the disabled Hamburg American steamer Harburg off Sable Island where her teak timbers could withstand no longer the battering of a turbulent sea.

Captain R. Featherstone and his

men were safe at home to-day through the seamanship of the Montcalm's officers and a boat's crew which put off from the liner, took them aboard as rising water sloshed over cold fires through the derelict's engine room and dropped down to leeward to put them safe aboard.

Meanwhile the Harburg, helpless with a broken rudder-post, was in tow of the New York tug Willett for Halifax, 150 miles south-southwest of Chelucto Head, according to wireless messages received here. She had lain off the coast since Wednesday, knocked hither and yon at the sea's whim, but not, apparently, in any imminent danger. On the ocean-going tug Foundation Franklin, which left Halifax on Wednesday afternoon, smashed her steering gear, made temporary repairs and was reported proceeding toward the Harburg "at all speed," nothing was heard to-day.

## Predicts Big Trade Throughout Empire

Consul-General to U.S. Says Britain May Grant Wide Preferences

New York.—A prediction that the British Empire would soon evolve into one of the strongest economic units in the world, was made here by Gerald Campbell, British Consul-General, speaking before the Uster Irish Society on British Affairs.

British subjects, he said, are no longer talking pessimistically, as they did after the Imperial conference in 1926.

"As things have gone," he said, "as other countries have become wrapped up in themselves and as tariffs have been raised higher and higher against us, we have come back into the Imperial bosom and now we all are preparing to help one another at the conference which will assemble in Ottawa next Summer.

"We couldn't have come to such a position if Britain had not had a tariff. However, now that she does have one, she is in a position to grant preferences to the Dominions and the Dominions are in a position to grant preferences to Great Britain. For instance, take the canned fruit industry. For years a British vessel or two has come every week to California in ballast and has loaded a cargo of canned fruit for the Mother Country.

"At Ottawa, Great Britain, I believe, will work out some system whereby she can shift this business to South Africa and Australia. I would not say that all the California fruit business will go to those two Dominions—that will depend upon how they grow and grade and market their products. But it will be a step and the British ships that will go in ballast for fruit will not have to go there in ballast. They can take British goods out."

## Wed Less Than a Week

Bride and Groom Dead

St. Catharines, March 13.—Less than one week divided the marriage of Mr. and Mrs. William G. Sibley, and their deaths. Sibley, a former member of the Port Dalhousie Board of Education, was married last Saturday, March 5. Within a few days both were stricken with pneumonia. On Tuesday, March 8, his bride died. On Saturday, Sibley's name was added to hers on the death register.

"So you have been to France again, Mrs. Towson?" "Yes, seems that we can't keep away from Paris. Indeed, my daughter says we're regular parties!"

## Urges Prohibition Of Export of Arms

Women Cable Message to Disarmament Conference

Toronto.—The executive of the Local Council of Women recently cabled to the World Disarmament Conference at Geneva the following resolution, adopted at its meeting: "This meeting expresses its regret at the situation that has arisen in the Far East. It is of the opinion that the said situation is not in harmony with the covenant of the League of Nations, the Nine-power Treaty or the Pact of Paris. It recommends that if other measures fail, steps be taken to apply such sanctions in co-operation with the United States of America as seem likely to bring the parties involved to a recognition of their international obligations, and in particular it recommends that every measure possible be taken to preserve confidence in the various treaties that are the basis of world peace. Further, it urges that the League of Nations and the Disarmament Conference should at once take steps to secure the immediate prohibition of sale or export of arms and war materials by any country."

# Canadian National Steamship Strikes Reef Near Bermuda

Lady Somers Takes Passengers After They Abandon Ship—Vessel Feared Total Loss

Hamilton, Bermuda, March 13.—The Canadian National Steamship Prince David struck a reef two hours out of St. George's today, forced the evacuation of her 84 passengers and several hours later was sinking.

According to passengers, the vessel was making a speed of about 23 knots when the accident happened. The third officer was on the bridge at the time, passengers reported, and all were ordered immediately to don life-preservers.

The life boats were lowered quickly while an S.O.S. was sent to the Lady Somers. When all the passengers had been taken off the Prince David was listing badly.

The Lady Somers, fearful of entering the channel, stood by three miles out while passengers and crew alike worked at the oars. They rowed for an hour and a half in rough sea before reaching the Lady Somers.

Chief Steward Kerr, of the Prince David, was praised highly by passengers for his work in the transfer of

passengers. All were brought safely aboard the Lady Somers and then taken ashore.

The transfer was accomplished without any serious injury to any of the passengers or crew.

It was 11 a.m. when the 3,072-ton vessel bearing 87 vacation-minded passengers from Boston for St. George's was brought up sharply on the reef. Ship's officers calmly directed and assisted passengers in donning lifebelts and soon lifeboats were swung over the side and the long pull started to the Lady Somers. Later it was said by passengers that there was little commotion as the liner was abandoned.

True to the traditions of the sea, Capt. A. S. McKay was the last man to leave the ship. After the passengers and regular crew had quit the listing vessel, Capt. McKay and two engineers remained aboard surveying the situation. Late reports were that finally the captain and engineers were also taken from the sinking craft.

## These Horses Had a Good Laugh!



Anything but stick-in-the-mud, reporters usually find a way out of a mess, but these motorists had to call on old Dobbin for assistance when their car got struck near Schomberg.

## Northern Ontario Air Crash Fatal

Godfrey W. Dean Killed When Junkers Craft Bursts into Flames

Winnipeg, March 13.—Godfrey W. Dean of Grand Maré, Que., crashed a Junkers plane and was instantly killed at Kaganiagami Lake while flying from Tashota, Ont., according to an official statement of the Canadian Airways Limited (Western lines) here. He was unaccompanied on the flight.

A brief message to Airways offices at Sioux Lookout stated the plane burst into flames while flying over Kaganiagami, one of the lakes that dot the country north of Tashota, and came down out of control.

Dean was engaged in flying general supplies to various trading posts in the north lake district and had taken off for his first trip of the day.

Godfrey Dean was well known throughout Canada as an experienced pilot, having accompanied the Trans-Canada air pageant last summer. He was the first pilot in Canada ever to loop the loop in an autogyro. He had only recently been transferred from the eastern division to the western division, in which the Lake Nipigon area is included.

## Planes Throw Food To Snowbound Deer

Moscow, Idaho.—More than 200 deer, snowbound in the picturesque wilds of north Idaho, with four feet of loose snow covering their customary fodder, have been fed from the skies. About 3,000 pounds of baled hay have been tossed from a cabin plane, hired by the Shoshone chapter of the Izaak Walton League of Wallace, Idaho, to feed the unfortunate animals along the upper North Fork of the Coeur d'Alene River.

The airplane has made three trips of more than 100 miles, in about 1½ hours each. Mr. N. A. Namer of Spokane, pilot of the famous Sun God nonstop refueling trip from coast to coast, flew the plane on the first two mercy errands, and Newton Wakefield, piloted it on the third. Mr. E. F. Helmers, senior forest ranger of the Wallace district, directed the flight and dropped the bundles of hay, with long red streamers to attract attention of ground crews who were watching for the plane. Ranchers and woodsmen will store the hay, and feed it to the deer as they require it.

## Moscow to Build Artists' Homes

Moscow.—A novel painters and sculptors' campaign of building in the Soviet Capital, has been announced. Six houses of six stories each, with accommodations for 1,500 artists, will be erected on the outskirts here. They will be constructed to provide a maximum of light in every studio, with various exhibition halls and special workshops.

It is useless to advertise for a lost opportunity



The Ontario Lone Scout Department has now been in existence for three years and during that time a large number of boys in all parts of the province, who otherwise would not have had the chance, have availed themselves of the opportunity to take an active interest in the Boy Scout Movement.

In addition, the Lone Scouts have paved the way for some thirteen regular troops which have sprung into being as the direct result of the hard work and tenacity of individual boys or groups.

With an active membership of over three hundred Lones, we look forward to our fourth year with optimism and hope for the opportunities to bring Scouting into the lives of a greater number of rural boys than ever before.

A CALL TO SCOUTS.

A call to Scouts for increased service during the national crisis was made by Lord Baden-Powell at the annual meeting of the council of the association in London. The Scouts, he said, were first in the field on the occasion of the Great War to render help behind the scenes, and the present move to service, as the Prince of Wales had said, was not meant to be a mere flash in the pan, but an undertaking "for the duration" of the nation's trouble.

The Duke of Connaught, president of the association, sent a message in which he referred to the fact that the world total of Boy Scouts was now more than 2,070,000.

The above paragraph was taken from an English newspaper published in February and would seem to indicate that there are greater difficulties in the Old Country than we in Canada appreciate. However, we know that the Scouts will do their best to help lighten the burden, and in this matter the Lone Scouts can help considerably right here in Ontario.

"Lone E" was visited a few days ago by a business man from Vienna, Austria, who in the course of conversation, stated that after a tour of the United States and Canada he found that the most advertised word on this side of the Atlantic is "Depression." As far as Canada is concerned, at any rate, this should not be as at this time Canadian business people have an opportunity at their finger tips which is

in spite of present conditions, it can lead to better times than ever before." Dr. Einstein said he expected to devote his time to improving upon his unified field theory, one which attempts a single law governing time, space, gravity and electromagnetism. He has modified his theory that all space is curved, he said, but still is of the opinion that space in the vicinity of bodies of large mass is curved.

## Dr. Einstein Predicts Far Better Times

Pasadena, Calif.—Dr. Albert Einstein, eminent German physicist, who has been studying with natural scientists here, observed on his journey home that far better times appear to be ahead for both the Old World and the New.

"Whether the machine age has been a benefit or a detriment to humanity as a whole, one cannot say," he said, "but at the moment it appears that the more cheques a spendthrift has the faster he goes."

# Steamer Freed From Ice Fields British Air Lines Longest in World

Fellowcraft Released After Food is Dropped From Aeroplane

Windsor, March 13.—Held for four days in the grip of a Lake Erie ice-field, the freighter Fellowcraft finally broke free late Saturday and made her way to Loraine, O. She will remain in that port, 25 miles west of Cleveland, until the spring break-up. The Fellowcraft, Nicholson Transit Company vessel, with Captain Patterson in command and a crew of 19, had been locked in the ice since late Tuesday. Outbound from Cleveland for Detroit with a cargo of steel, she was stopped by heavy ice near Colchester light reef. Strong winds Wednesday drove the helpless freighter toward Pelee Island. Her position when she freed herself was, roughly, eight miles southeast of Kingsville.

Packed by high winds and prolonged cold, the ice frustrated two attempts to succor the Fellowcraft by water. Contact was made, however, when food supplies were dropped aboard from an aeroplane Friday, while a message on the hatch covers bore word that all was well. Breaks in the ice-field were appearing early Saturday, according to Captain Johnston of the Pelee Island air mail service. Later in the day open water showed east, and the icebound ship was able to free herself.

The first rescue attempt was made Wednesday, when the Aspen, United States Government craft, put out from Detroit, but was stopped at the mouth of the Detroit River. A blizzard combined with the close-packed ice to frustrate the second effort when a small boat was dragged over the ice part way to the ship from Colchester Thursday.

## Nova Scotia To Put Miners on the Land

Bill to Aid Jobless Colliery Workers Introduced

Halifax.—Financial assistance for the establishment on vacant farms of unemployed coal miners who have had farming experience, and facilities for the placing on the land of miners who wish to gain agricultural experience, are provided for in a bill introduced in the Legislature by Premier Gordon S. Harrington. The measure provides that any male person of more than 21 years of age, who is a British subject and the head of a household, who has been a mining employee of the Dominion Steel and Coal Corporation and a resident of Nova Scotia for five years, and who has had satisfactory experience in farming, may have his application for assistance considered by a board to be established.

It is proposed also that the board be granted authority to place men from mining communities with farmers to enable them to obtain practical experience. The board may grant certain allowances to such men during a period of training not to exceed one year.

The Premier had enunciated a policy of land settlement some months ago, and the possibility of placing miners on the land was reviewed recently in the report of the Duncan Commission, which declared that too many men were employed in the coalfields, and also recommended endorsement of the re-allocation proposals, involving closure of certain collieries, which would displace about 2,000 workers.

A United Mine Workers' delegation opposing such closing will meet the Government tomorrow. The commission, during its sittings, heard evidence from several land settlement agents, and learned that vacant farms in Nova Scotia number more than 1,400.

## Moscow Would Halt Munitions For Japan

Moscow.—Workers of all nations were called on to prevent shipments of munitions to the Far East and immediate evacuation of Manchuria and Shanghai was demanded in a manifesto issued recently by Communist leaders and left wing writers.

"In Manchuria, Japan is organizing White Guard regiments, increasing provocation against the Soviet Union, and preparing to attack the Soviets with the support of French imperialism and the consent of the United States and England," the manifesto said.

Signatories on behalf of the international anti-imperialist league and the international workers aid included Maxim Gorki, Shappuri Saklatvala, John Dos Passos, Henri Barbusse, and others.

## Ambitious Road-Building Planned by Hawaii

Honolulu, T.H.—To stimulate employment and improve island motor highways, a road-building program involving \$2,000,000 will be started this month under the supervision of the territorial highway engineer. Roads will be improved and new roads built on the islands of Oahu, Hawaii, Maui and Kauai.

On Oahu the projects will result in a continuously paved route around the island, while on Hawaii the addition of 20 miles of paving will increase the comfort of the 250-mile drive around that island.

Due to coastal mountains, Maui and Kauai lack bolt roads. But Maui midsummer will see work started on a road to connect the seaports of Lahaina and Kahului with the projected motor trail to the top of 12,000-foot Haleakala Mountain. Kauai's shore about right for most manufactured goods, highway will be widened and improved.

## Amery Urges 33-1-3 p.c. Duty

London.—Right Hon. L. S. Amery in a speech in London recently declared that the Import Duties Committee were to build upon the Import Duties Act a real tariff super-structure. He did not think that anything less than 25 or 30 per cent. on finished manufactured goods would be useful. While he did not think that the tariff should be so high as to exclude goods he thought experience showed motor tariff to the top of 12,000-foot that 23 and 1-3 per cent duty was about right for most manufactured goods.

# British Air Lines Longest in World

Capetown, Karachi Routes 8,000 and 4,700 Miles Long Respectively

London.—The propellers of a huge four-engined landplane at Croydon air-drome near London begin to whirl.

"Clear away!"

With a sudden burst of speed the machine rolls swiftly across the ground, bounds off into the air and away—for South Africa.

It's just as simple as that—this taking off for the longest regular air route in the world, destination 8,000 miles away.

England leads the world in a combined mail and passenger service to the far-lying lands of the earth.

In March, 1929, the Imperial Airways instituted its regular weekly service between Croydon and Karachi, on the west coast of India—4,700 miles away.

To go by air takes just a week, whereas by steamer it takes three. India is thus brought just that much closer to London, to its business men, its governors, its Parliament. On the way, the big planes take in Palestine, Transjordan and Iraq.

The undertaking does not pay its way as yet, so Imperial Airways is heavily subsidized by the British Government for the mails it carries. Each plane averages 700 pounds of mail on every trip.

## A Terrific Job.

Having gotten this well under way, Imperial Airways, the British Government, and the Government of South Africa then began to think about the more ambitious and hazardous plan for a route to Capetown from Croydon.

The one-time "dark continent" is a tough proposition. The distances are vast. There are enormous jungle areas in which lions, leopards and elephants still roam wild, as do savage tribes. There are mountain ranges to be cleared. Extensive surveys had to be undertaken.

The route needed 27 main stations in Africa and 30 intermediate landing places in case of emergency. The Royal Air Force had built some temporary stations. These had to be made permanent. Airdromes and emergency landing grounds had to be laid out and left in many cases in the care of local black chieftains. Jungle had to be cleared for runways. When they are cleared, they need daily care. For, if left alone, in a few days' time in the jungle heat "elephant grass, towering higher than a man, soon springs up and the myriads of huge ants build tremendous anthills against which an airplane, no matter how big, would sustain serious damage.

Seventeen of the main landing places have been equipped with elaborate radio apparatus.

## Six Days Saved.

Taking mails by air between London and Capetown saves six days. But for the interior points in the equatorial regions the savings is even greater.

The last link in the air lines to link up the British Empire will be a route to Australia.

The hitch in the Australian link at present is the Government of India. It had been planned that, radiating from Karachi, the Indian Government should support air lines all over the vast sub-continent of India. This has been postponed at present because of the financial stringency. Once India does its part, the Australia service can be called into being fairly quickly.

## Faster Mail Planned.

Passengers and mails would be flown from London to Karachi every week, as they are now. From Karachi they would be flown in an Indian plane to Calcutta. From there a service, supported by Great Britain and Australia, would make the long hop across to Port Darwin in the northern part of Australia. When this comes into being, all the main parts of the huge empire will be linked up by air—except Canada.

But the British Government is not stopping there. It has in mind airplanes built mainly for mail service and to attain a cruising speed of at least 150 miles per hour with two pilots. They will carry at least 1,000 pounds of mail; be capable of flying non-stop for at least 1,000 miles, and possess full radio and navigation equipment for night and day flying.

## Where March Winds Do Blow



Remember what Washington did to the cherry tree? Well, here's what a spectacular March blizzard did to another Washington tree. Three were killed.