

Voice of the Press

Canada, The Empire and The World at Large

CANADA

The Landward Movement
There is a landward movement in all countries. It is inevitable, and the present efforts in Manitoba and the other provinces of Canada may draw attention to this and may encourage a wider, voluntary movement from the cities to the rural districts. But the success of the efforts now being made here will depend on adherence to the strict and almost severe methods that have been followed thus far, and on giving only a minimum of assistance so that the settlers will know that they must mend for themselves and make the utmost use of their opportunity.—Winnipeg Free Press.

Independence Impossible

Nothing has so far emerged from republican Ireland to give the least promise of Irish economic independence. Politically Ireland may be as independent as Canada, but financially Ireland is no more independent of outside money power than Canada is independent of New York. President de Valera may know how to bring about Irish independence, but it certainly never will be independent so long as the national credit has to be pledged to private sources. The present Irish administration will be made to toe the line, just as surely as England had to toe the line last September or as Canada, Australia, New Zealand and other countries have been compelled to submit to the policy of deflation imposed from outside sources.—Ottawa Citizen.

Dangerous Drivers

Picked observers of the American Railway Association who made a survey of the actions of motorists at grade crossings, report that 74 per cent. of the drivers exercised reasonable care, 14 per cent. were reckless and 12 per cent. doubtful. Reasonable care meant reduced speed, looking in both directions and obedience to warning signals. It is pretty safe to say that the "74-per-cent. class had little or no representation in the accidents that did occur at crossings. The fact that 26 per cent. are either reckless or "doubtful" shows that at this late day there is still need for safety lessons for motorists, and for highway police to control the dangerous ones.—Montreal Gazette.

Automobiles on the Farm

At the present time Canada counts one motor car for every 2.27 farms, Ontario having the highest percentage, with one car for every 1.53 farms. Quebec comes last on the list, with a car for 5.06 farms, which, by the way, cannot be considered a drawback, for though the car may be a great convenience, it is still very often an object of great luxury and, for young farmers, a constant invitation to relaxation and idleness.—La Tribune, Sherbrooke.

Never Satisfied

If prices are up, we are not satisfied. If they are down, we are still grumbling. What, then, will bring us content? The thing that is needed is stability. It is not the fact that prices are high or that they are low that matters so much as that they refuse to stay anywhere. When they go up, the dollar goes down, and people who have dollars find they are worth only 90 or 80 or 70 per cent. of their former value—in goods, that is. When prices are down, the dollar becomes worth more, and the individual who borrowed at a different level finds he has to produce more goods or put in more hours of labor than he had counted on to pay his debt. It is this fluctuation which has given rise to the demand for "the honest dollar"; that is, the dollar that will buy approximately the same quantity of goods to-day as to-morrow and next year as last year.—Vancouver Province.

Saving on Health

If there should prove truth in the report that among the economic measures the Provincial Government contemplates the abandonment of the services of the Public Health nurses as built up since 1916, then the full measure of the risk should be known. Six months ago the staff of 50 nurses was distributed over the whole Province and not as heretofore only in those municipalities willing to pay a part of the cost. The equipment for the welfare stations, the first aid and the educational work is all at hand. The only cost is that of maintaining the nurses in the field, which averages about \$2,000 per nurse. The total amount saved if the whole service is wiped out is estimated at \$100,000. And the whole structure of years which has yielded blessing far and wide will go into the discard.—Winnipeg Free Press.

THE EMPIRE

Reasons For Conference Success
They (the delegates at the Imperial Conference) have worked as they have never worked before; and let it never be forgotten that it was the initiative, the resources, and the organization of the Canadian Government, whose circumstances have tended to make them the storm-centre of criticism, that provided the opportunity for this intense concentration on a single task. There could never have been the same dis-

patch of business, or the same measure of agreement, if the delegations had been scattered—as they must have been at Lausanne, or for the matter of that in London—in a dozen separate offices and hotels. They owe not a little of their success to the spacious capacity of Parliament Buildings and the Chateau Laurier. But political leaders everywhere are bound to justify themselves in the end to their constituents. Oppositions are not to be controlled. There will be attacks and counterattacks, suggestions that too much has been conceded and too little secured, complaints that there has been no dramatic climax and no immediate decline in unemployment. It is quite inevitable that every Government should be driven to make the best case for its own performance at the Conference; and there will be no harm in it so long as they observe the one essential condition that the case is not made to the detriment of any other Government.—London Times.

Motorbus and Public

Regulation of motor-coach traffic out of London is a problem both urgent and difficult. When the Road Traffic Act came into force last year, the roads were overburdened with superfluous coaches whose owners were not concerned so much to serve the public as to establish their claims to the Metropolitan Traffic Commissioner's sanction. Accordingly the Commissioner, faced with the enormous task of bringing order into a vast, spontaneously-generated chaos, did not hesitate to be restrictive. The final report of Lord Amulree's committee of inquiry just issued deals with the appeals against the Commissioner's restrictions; and in the majority of cases it recommends modification, complete or partial, of his original decisions. The obvious common sense of the situation is that there should be on the road enough motor-coaches to supply the public need; and no more, and, second, that the economic laws of supply and demand will realize that ideal, in the long run, better than arbitrary legislation.—London Morning Post.

Better Food

Not the least of the human victories of these latter centuries has been the conquest of new foods, of better foods, of more varied foods. Explorers and scientists and inventors have all played their parts. And the good work still goes on. The Food Investigation Board of the Department of Scientific and Industrial Research is a body for which the public cares little. It is neither spectacular nor costly. But its work, amongst other things, gives us promise of fresh British fruit all the year round. The time is near when it will be no quoser to have fresh raspberries than fresh beef at Christmas.—London Daily Herald.

OTHER OPINIONS

British Redivivus
Far from being discouraged by world economic conditions, Great Britain is redoubting its efforts to assure its industrial future by great national enterprises. One of the most important is a scheme for electrical power distribution known as the Grid System, expected to be more simple and economical than any other in operation in the world. The basis of this enterprise which is to link up the entire industrial system of Britain is in a great electric station, the first unit of which recently was opened with national ceremony on the bank of the lower Thames. The site in 1923 was a desolate and remote marshland and to make a foundation for the buildings vast superstructure of piles and cement had to be prepared. When completed 40 acres of the 100-acre tract will be occupied by the station. A jetty has been built at which ocean-going vessels can discharge their cargoes of coal at all states of the tide.—Detroit News.

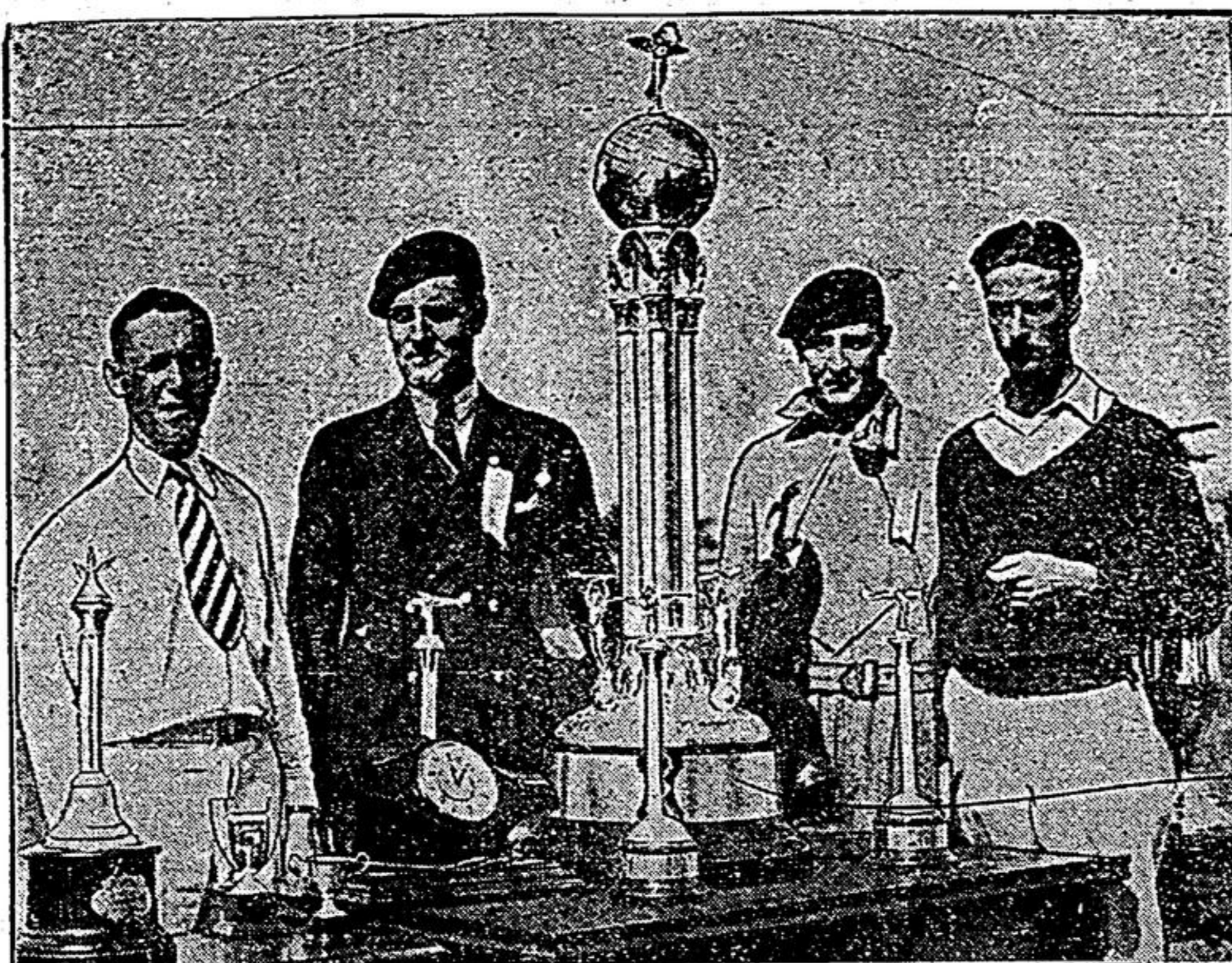
Peasant and Soviet

The peasant and his wife have no use for Soviet notes except as means of purchasing the goods they require, and if they cannot obtain these goods they will stay at home and keep their produce for themselves. The Soviet Press is now denouncing the light industry organizations for not supplying suitable wares, and efforts are being made to meet the deficiency. Even the big factories engaged in heavy industry have been ordered to utilize their scrapheaps to make nails, buckets, and other articles for peasant use. And to cope with the difficulty from the other side all the factories have been instructed to organize "self-supply systems," to relieve the Government's task of finding food by establishing pigsties and poultry farms, and to make their own bargains with the peasants for the supply of produce from the country. To make the outlook still more depressing, the reports of the condition of crops grow steadily more discouraging.—London Times.

Prince of Wales to Open Anglo-Danish Exposition

Copenhagen.—It was officially announced Sunday that the Prince of Wales would open the Anglo-Danish Exposition on Sept. 24.

Canadian Pilots Lead in Cleveland Races



For the first time Canadian pilots won a major trophy at the Cleveland air races. With a borrowed plane, Sydney M. Nesbitt of Montreal, Ken Smith, Merrill McMullen and Sydney Cleverley of the Toronto Flying Club outpointed America's best in the club relay.

Hurricane Drives Freighter On Rocky-Maritimes Coast

Two Dead—Thirty-eight Saved—Many Deeds of Heroism Seen—Contact By Rockets—Battle With Wind at 90 Miles an Hour

Sydney, N.S.—Winds of hurricane strength, driving rain, fog, and the sea churned to a cauldron of crashing surf challenged British seamen again Saturday. Two men died. Thirty-eight came through 300 yards of furious water to safety. On the swaying thread of a three-inch rope the collier Watford's crew were drawn gasping to shore. All but two. In the charthouse of the abandoned freighter lay John Johnston's body. The West Indian stoker died of shock and exposure as the Watford struck.

And First Officer William Knight, second last man to leave the ship, was swept out of the breeches buoy just as he started the hazardous journey 37 men had taken before him. Comrades ashore wept openly as they saw the officer lose his grasp, make a gallant bid for life as the sea-engulfed him, and disappear.

One of the many heroic efforts proved useless. Soon after the vessel struck at Cape Percy, carried far out of her course by northeast gales which are said to have reached a height of 90 miles velocity, Second Officer Herbert Mann leaped from a lifeboat swaying against the side of the ship and battled his way to shore with a line. The cord was swept away from the steamer before another could be attached and hauled ashore. Mann joined the rescuers who lay or knelt on a fifty-foot cliff and made the rope fast to a giant tree when two more lines were shot ashore by rockets.

Sunday night Captain E. H. Penrud and the 37 other survivors were being cared for in this city. The Watford lay on the rocks off Cape Percy, believed to be a total loss.

Bound Montreal to Sydney
The Watford was bound from Montreal to Sydney in ballast, having unloaded her coal cargo at the St. Lawrence port. Off the cape Breton coast she encountered the north-east gales. Riding light, she was unable to round Flat Point and make Sydney harbor, and was swept along 20 miles, off her course to Cape Percy. With propeller riding high out of the water almost constantly, the steamer could make no headway against the force of the on-shore wind.

From Flat Point to Cape Percy wireless operator Charles O'Donnell kept in touch with the Government station at North Sydney. At 9 o'clock, Atlantic Standard Time, he reported the ship two miles off Glace Bay "in very dangerous position. No. 2 hold flooding." An hour later she struck bottom and an S O S went out. Another bump brought down her aerial and further wireless communication was impossible.

Considerable water had been let into the steamer's after hold in an effort to get her propeller and rudder down to give her steerage way. When she stranded the rocks tore a hole in the centre of the hull. She was wedged fast, and was in no immediate danger of breaking up.

Lifeboat Plan Fails
A lifeboat was lowered but plans to try to make land in boats were abandoned as the sea grew even more menacing. Then it was that Mann threw off his outer clothing, grabbed a line and hit out for shore. Minute by minute he edged closer to the beach, and reached there only to find his line swept away.

Meanwhile, Royal Canadian Mounted Police, fishermen and other volunteers had started to make the three-mile walk along a rugged beach to the scene of the wreck. They found that miners from Dominion No. 6, with Mann, had already made a rope from the steamer fast to a tree.

So great was the wind's force that the rescuers had to lie flat on the face

of the cliff. Shortly after 10 o'clock the first man came ashore. It was six hours later before the last man found hard earth under his feet.

Captain Penrud was among the last to leave the wreck. He argued with First Officer Knight, urging Knight to leave ahead of him. The officer almost forced him into the chair. Finally only Knight and Boatswain Daniel Murray remained aboard. They talked together, and finally Knight put one leg in the chair. He was lifting himself to get the other leg secured when he was swept into the sea. The big Scottish boatswain lunged to grasp him, but the second officer was gone. He was seen to snatch at a floating timber before the sea engulfed him. Murray made the trip in safety.

Oldest City in U.S. Has 367th Birthday

St. Augustine, Fla.—St. Augustine, oldest city in the United States celebrated its 367th anniversary last week and cut a 1,000 pound cake. The town was founded by early Spanish explorers in 1565 and many relics of their occupancy remain, including Fort Marion which was originally called Fort Marco.

French Woman is Official Altitude Record Holder

Paris.—Mlle. Maryse Hilt, France's foremost woman flier has now been officially credited with establishing a new altitude record for her sex.

The International Aeronautic Federation accepted her record of 10,200 metres. The record was held previously by Miss Ruth Nichols, of New York, who flew 8,761 metres.

English Delegates Arrive Home



Followed closely by Neville Chamberlain and others of the delegates from the British Isles, Stanley and Mrs. Baldwin are shown waving a greeting to the folks of Southampton upon their return from the Ottawa conference.

C.N.E. Report Shows Canadian Apples Have Quick Sale

Increased Orders President States Key Exhibitors Report Business Good For '32

Toronto.—In an inverse ratio to the decline in attendance, greater business has been done by exhibitors at this year's Canadian National Exhibition than in the past two years, President William Inglis stated in his closing address Saturday night. Basing his remarks upon statistics of "more than a score of key industries," the Exhibition president declared: Unquestionable business stimulation had been encountered in the past two weeks.

"Leading British and Canadian commercial organizations represented by exhibitors here have placed themselves on record as having experienced a definite and unquestionable business stimulus at this year's Exhibition," the C.N.E. head declared. "They have encountered customers now in the market for products which they supply, who have not been buyers within the past two years. They have found here concrete evidence of depleted stocks and current disposition to restock, coupled with a reborn confidence that is causing them to draw money out of the bank and pay cash on the table."

"The figures and data on which I base my statements represent the state of affairs in more than a score of key industries. And this outlook is further supported by the spokesmen of agricultural interests, from all parts of the Dominion, who were with us during the past 14 days."

"Summed up, the volume of transactions recorded in Exhibition City, transactions which will register on the operations of British and Canadian plants during the coming months, were entirely out of proportion to the attendance. There were specific instances of new industries, new businesses and new business relationships being launched after conferences held at exhibits."

"This Exhibition came as the immediate supplement to the Imperial Economic Conference, and what took place there cannot be interpreted in columns of figures or totalled by arithmetic," Mr. Inglis commented.

England Is Sinking According to Scientists

York, Eng.—England is sinking gradually to sea level at the rate of nine inches every one hundred years, Capt. T. E. Longfield, ordnance survey expert, told the British Association of Scientists recently.

"The evidence seems conclusive," he said, "that the level of high tide 2,000 years ago must have been at least 15 feet lower than at present."

The Bank of England is exhibiting "disturbing behaviour," having sunk more than six inches since 1868, and St. Paul's Cathedral is gradually tilting over from the effects of the subsidence, he said.

French Destroyer Sets Record; Reaches Speed of 42.85 Knots

Paris.—The French destroyer Cassard established a new world speed record for her class by making 42.85 knots in her trial run, the official Marine Commission announces after checking up on the vessel's performance.

The French destroyer Gerfaud held the previous record with 42 knots.

The Cassard, built under the terms of the Washington Naval Treaty, would be classified as a destroyer leader in the British or United States Navy. She really is a small cruiser of 2,480 displacement.

"Rita Wood" Chosen as Name for New Dahlia

Windsor.—Horticulturists are interested in a new dahlia which has just been given a name. It is to be known as "Rita Wood," that being the name of the new Miss Western Ontario chosen at the Windsor firm's field day.

The dahlia was propagated by S. E. Penny of Windsor and the blooms are primrose in color. Miss Rita Wood, after whom the flower is now named, is a native of Amherstburg and was chosen from some 43 contestants for the place of honor as Miss Western Ontario.

90-Yr.-old Son Seeks Death When Mother Dies

Jersey City, N.J.—Ninety-year-old John Meyer became hysterical and threatened to kill himself when he found his mother, Mrs. Dora Meyer, dead of a heart attack. She was in her 117th year. Deputy Police Chief Daniel Casey had the aged son removed to the psychopathic ward of the Jersey City Medical Centre for observation.

Prussian Children Asked To Aid Scientists

Munch.—The Bavarian State Department of Biology is investigating the pigment on the wings of butterflies, particularly the white butterflies belonging to the so-called cabbage group. It has requested the Government of Prussia, where the species is most plentiful, to assist the investigation by supplying 200,000 specimens.

Britain Snaps Up First Cargo in Five Minutes—Prices Doubled

Kentville, N.S.—The first cargo of Nova Scotia apples to arrive in the overseas market this season was sold at Liverpool, England, five minutes after it was landed and brought prices far in advance of last year's quotations.

The prices paid were:
Duchess—From 23 to 25 shillings a barrel.
Early William—From 25 to 26 shillings.

Last year's prices ranged from 9 to 12 shillings for Duchess and 12 to 14 for Early William.

When word of the sale reached here several growers said it was apparent from the quick disposal of the first shipment at relatively high prices that the United Kingdom markets are anxious for apples. They expressed confidence that a shipment of 30,000 barrels now crossing the Atlantic in the holds of the liner Baltic would yield high returns.

Service in Hotel-Keeping

Time was in some Ontario towns with three or four licensed hotels when local merchants were compelled to go to larger centres some miles distant to buy goods from representatives of wholesale houses. This was due to the fact that the local innkeepers paid little or no attention to the wants of the travelling public. The Durham Chronicle recalls these conditions and proceeds to relate the editor's experience of a few days ago when he had occasion to visit another municipality where he was detained after the supper hour. His inquiry of a hotel clerk about six o'clock regarding the location of the washroom, elicited the information that the day was past when hotels furnished free accommodation of this kind, which was for the exclusive use of paying guests.

The editor politely walked out and dined at another hostelry. The Chronicle makes this pertinent comment: "Hotel-keeping is little different from any other business nowadays. You need all you can get, and the only way you can get it is by the service you render your customers. It might be better that a dozen non-patrons of a hotel used the washroom privileges for nothing than that one patron be turned away through incivility." In motoring about the province recently one has seen hotels in some small places that evidently have little appreciation of the value of the tourist trade, to which they might cater and from which they could profit.—Toronto Mail and Empire.

Italy's Tourist Trade Up, But Foreigners Shorten Visits

Rome.—Despite the crisis, the number of foreigners who visited Italy in the last year has shown no very notable decrease. According to figures which have just been made public, 1,100,000 foreigners entered Italy by road during 1931 and 900,000 by rail-road. In all, therefore, about 2,000,000 tourists visited the country during that year.

While the volume of the tourist trade has been holding its own, a considerable decrease has been noticed in the average length of the stay, which now is only about two and a half days. The decrease is attributed principally to the more rapid means of communication that are available as compared to previous years.

89,440 Miles Flown By Canadian Air Travel

Ottawa, Ont.—Canada's air mail service is carrying on. Out of a total of 704 trips scheduled during the three months ending June 30, 1932, only 24 were cancelled, according to the quarterly report of the civil aviation branch just issued.

The total mileage scheduled during the period was 94,374, and of this 89,440 was actually flown. The mail planes carried a total of 82,711 pounds of mail during the period. Light airplane clubs are flourishing. There are 23 in actual operation in Canada, with a total of 2585 members and 62 aircraft in use.

Swims Hour at 93

Paris.—Mme. Cuyeller-Desprez of Roubaix, 93 years old, undoubtedly is the doyen of women swimmers in France—and perhaps in the whole world.

Those in charge of the municipal baths in the neighboring town of Tourcoing were surprised when she purchased an admission ticket, and they, as well as the other bathers, were greatly astonished to witness the masterly exhibition of her powers in the water.

She remained in the pool for an hour, and did not seem exhausted on leaving the water.

Woman, grammatically speaking, is not a part of speech; she's the whole oration.

The willingness of a new office boy is often more annoying than the unwillingness of an old one.