

Lone Vigil Admiral Byrd In Antarctic is Ended

Tractor Party Reaches His Abode After Meeting Many Difficulties — Is Found Weak But Cheerful

Rear Admiral Richard E. Byrd, his hair long and shaggy, his body thin and weak from months of isolation in the dark Antarctic winter, today greeted three men who arrived by tractor to relieve him from his vigil at Bolling advance weather base, 123 miles south of here toward the pole.

The rescue party, headed by Dr. Thomas C. Poulter, fought across the drifted winter snows in their tractor against dangerous odds to relieve Byrd and bring him back to Little America after four months' lonely isolation in a one-room shanty buried beneath the snows on Ross ice barrier.

"Hello fellows!" Byrd greeted them. "Come on down and get warm, I've some hot soup for you."

The light on the 12-foot anemometer pole which he had hung and kept burning for days as a beacon for them was still alight, proof of his un-failing hope in their ability to carry through. Byrd's hair was like that of a hermit. His face was hardly recognizable under several days' growth of stiff beard.

The report to Little America said he showed signs of weakness and physical depletion.

"Admiral Byrd is calm, however, even calmer than we were when we met in this place," Dr. Poulter reported by wireless.

The arrival of the Poulter party abruptly ended Byrd's isolation, which began on March 28. The tractor party had great difficulties in following the flag-marked trail to the barrier, most of the flags being lost in the drifting snows and the trail having to be blazed anew by navigation.

CAUSES OF WEAKNESS.

From the few terse messages sent back here to Little America, Byrd's weakness apparently grew out of a number of causes. Back in June, he apparently was rendered quite ill by fumes of his kerosene stove. It left him weak and unable to care for himself properly, and apparently he was unable to cook his food properly, or give the right sort of attention to his diet.

Canadian Law Again Asserted

Judge and Counsel Fly To Sub-Arctic For Trial

Edmonton.—The law of the white man will again assert itself among the Eskimo inhabitants of the sub-Arctic when a judicial part headed by J. H. Douglas, stipendiary magistrate for the Northwest Territories, will leave Edmonton by Canadian Airways airplane to conduct a trial at Conpermine of an Eskimo named Ahig-inak charged with murder of another native named Arnaruk.

The 2,000 mile journey northward will also be made by C. N. Macleod, counsel for the prosecution; L. S. Carns, defence counsel; and P. Owen, clerk of the court.

The crime is alleged to have taken place in the winter of 1931-32 in the lonely tundra country of Adelaide Peninsula on the mainland south of King William Island.

According to information contained in the report at the time of Ahig-inak's arrest by Constables A. S. Wilson of the Royal Canadian Mounted Police in April, 1933, the alleged slayer, actuated by fear and jealousy at advances made to his wife by Arnaruk, shot him.

CAN'T REMOVE SAND.

Hamilton, Ont.—Even if one owns shore property, it is illegal to cart sand away. R. B. Gray, Saltfleet, learned. He was fined \$10 and costs on that count.

70-WORD NOTE SIGNED 20 YEARS AGO STARTED WAR

Twenty years ago July 23 Count Leopold von Berchtold signed his name to a 70-word manifesto—the World War was on.

That document, penned at Vienna where army officers again are poring over their war maps, was an open telegram from the Austro-Hungarian minister of foreign affairs to the Serbians.

One of the shortest, mightiest messages of history, it launched a hurricane of hatred which engulfed the world in a tidal wave of blood. It embroiled 27 nations, sacrificed more than 3,000,000 lives.

Two score years ago, however, no such Armageddon was dreamed of, far less expected.

Serbian hatred for Austrians had vented itself in the assassination of Archduke Ferdinand, heir to the Austro-Hungarian throne, and his wife, Austria long had wanted to control the Balkans.

The declaration of war read: "The Royal Government of Serbia (as Serbia was then known), not hav-

Slow Car Driver Warned by Magistrate

Cooksville.—The second case of unnecessarily slow driving to pass through Magistrate E. J. Pallett's hands, a presiding magistrate of Toronto Township police court was heard last week. Bert McLean, Toronto, had borrowed his girl friend's car, and because he was afraid that something might happen to it, was cruising along the highway at 20 miles an hour, an officer picked him up when the line of traffic behind began to protest. He was given suspended sentence, and warned that there is such a thing as too much caution.

Minister Gives Jay-Walker Test To Safety Lane

Transport Head Steps Lively in His Try-out of New Crossing for Pedestrians

LONDON.—Major Leslie Hore-Belisha, M.P. for Devonport and minister of transport in His Majesty's Government had a shock or two and a good many thrills. This was when—as pedestrian—he tried out for himself the traffic regulations and new "sanctuary lanes" established at 31 crowded street crossings in London.

At these traffic points there are neither police nor automatic signals. The roadway bears peculiar stripes—an indication that a pedestrian possess the right to cross there, and that wheel traffic must, if necessary, stop to allow him to do so. Mr. Hore-Belisha decided to test the "sanctuary lane" at the junction of High street and King street, Camden Town. At this point 13 pedestrians have been killed in the last seven years.

DISPLAYS CONFIDENCE

The minister walked across the road through the lane. A yellow sports car shot past him and just missed him.

"I was so confident," said Mr. Hore-Belisha afterwards, "that I did not think about a car crossing the line. It certainly gave me a shock."

Again he ventured into the road and this time he crossed in safety. All smiles he essayed to return across the zig-zig lines. He got half way and then stuck. First a saloon car and then a taxi made him finish his hazardous trip with the usual hop, skip and jump of the well-trained jay-walker.

MANY CROSSINGS

Seven times altogether Mr. Hore-Belisha ventured along the sanctuary lane. Trams and buses pulled up sharply to let him through, although their drivers looked daggers. Private car, however, seemed to enjoy seeing how nearly they could miss the ministerial trousers.

Safe on the pavement again after seven crossings, Mr. Hore-Belisha said: "That will be quite enough, thank you. Drivers haven't got used to the new signals yet. In a few days everything will be all right."

During the experiment a Cockney voice questioned: "Who's that fool who keeps a-crossing of the road?"

"He's the minister of transport," said another bystander.

"Well he's blooming well oughter know better."

The British ministry of transport has a good deal to do with traffic regulations and arrangements for safety of the people—even in the

streets of the metropolis. London's system of public transport-trams, buses and trains—has for some months, with certain government surveillance, been under the jurisdiction of the London Passenger Transport Board, which also exercises functions over suburban railway systems.

BRITAIN CONFIDENT

Discussing conditions in Europe as viewed from Great Britain and expressing the opinion he had gained from covering 4,000 miles by motor in England and Scotland, Dr. H. J. Cody, president of the University of Toronto, last night said that the increase in the Royal Air Force had been necessary simply in order that Britain might be able to make her full contribution to the peace of Europe.

He had just returned with Mrs. Cody from the Old Land. It was not with any idea of increasing armaments or providing a challenge that Britain planned an increase in her flying squadrons, but in order to provide weight in the balance toward peace.

"Conditions in Europe are very tense and no one knows exactly the outcome. But there is no expectation of any immediate military trouble. I don't think anyone wants war. There are not sufficient resources and a more effective deterrent than that is the financial situation in Germany. It will take Hitler all his time to straighten that out."

"I think, too, there is much to be drawn from the fact that the assassination of Dollfuss did not upset the equilibrium of Europe, but, rather, was settled within Austria," Dr. Cody said.

Asked regarding the attitude toward Germany in Great Britain, he commented: "There was general consternation over the way in which Hitler on July 30, suppressed the so-called incipient revolution. That method doesn't at all appeal to the British people. Even the Austrians are giving their conspirators a fair trial. There exists a fear of what under certain circumstances the leaders of Germany might do. It's a big question mark and no one knows just what might happen."

"But one cannot help but feel proud of the old Motherland. One cannot help but admire the tradition of the British to see a thing through, and their balance and good judgment. There is no hurrahing, but there is a great feeling of confidence and determination," Dr. Cody remarked.

He came back with another L.L.D.—from the University of Glasgow, this time, where he was happy to meet Dr. Andrew Hunter, formerly Professor of Bio-Chemistry at the University of Toronto, and now dean of medicine at Glasgow. He anticipates a visit from Vice-Chancellor H. J. W. Hetherington of the University of Liverpool the middle of November, and hopes he will give an address at the university here on "Unemployment."

He had made many academic contacts which would stand him in good stead and he was pleased to learn in what high esteem the university here is held in the Old Land. He had visited the new library at Cambridge, which will have 45 miles of books. And he had been impressed with the extraordinary beauty of the country in England.

When two women talk the subject of their conversation is absent.

A distant relative usually is one that has more money than you have.

Queen Visits Home for Women



Queen Mary recently paid a visit to the Mary MacArthur Holiday Home for Working Women at Ongar, Essex, England, to receive purses in aid of the extension fund. The Queen is shown receiving a purse from Daphne Buxton.

Cody Believes War Unlikely in Europe

Lack of Resources and Economic State Are Peace Factors

The Markets

PRODUCE PRICES

United Farmers' Co-Operative Co. Saturday were paying the following prices for produce:

EGGS—Prices to farmers, cases returned: Grade "A1" in cartons through associations, 29c; "A" large, 19c; "A" medium, 18c; "B," 17c; "C," 16c.

BUTTER—Ontario, No. 1 creamery, 18½ to 18¾; No. 2, 18 to 18¼.

POULTRY:

Wholesale prices on poultry as supplied by the United Farmers' Co-Operative Co. Saturday were:

(Quotations in cents.)

	Live	Dressed
	"A"	"A"
Hens, over 5 lbs.	11	..
4 to 5 lbs.	10	..
3½ to 4 lbs.	9	..
2 to 3½ lbs.	8	..
Old roosters	6	..
Spring chickens:		
Over 6 lbs.	18	..
5 to 6 lbs.	16	..
4½ to 5 lbs.	14	..
3½ to 4½ lbs.	12	..
2½ to 3½ lbs.	10	..
Broilers:		
1½ to 2½ lbs.	11	..

TORONTO GRAIN QUOTATIONS

Following are yesterday's closing quotations on Toronto grain transactions for car lots, prices on basis c.i.f. bay ports—

Manitoba wheat—No. 1 Northern, 91c; No. 2 Northern, 88¾c; No. 3 Northern, 86¾c; No. 4 Northern, 83¾c; No. 5 Northern, 81¾c; No. 6 Northern, 79¾c.

Manitoba oats—No. 2 C. W., 46 1-8c; No. 3 do., 44 1-8c; No. 1 feed, 43¾c; mixed feed oats, 34c.

Manitoba barley—No. 3 C.W., 56¾c; No. 4 do., 55¾c.

Argentine corn, \$1.01.

Ontario grain, approximate prices: track shipping point—Wheat, 87 to 92c; oats, 35 to 38c; barley, 50 to 53c; corn, 80 to 82c; rye, 55 to 57c; buckwheat, 60 to 62c.

WHOLESALE PROVISIONS

Wholesale provision dealers are quoting the following prices to Toronto retail dealers:

Pork—Hams, 20½c; shoulders, 15½c; butts, 17c; pork loins, 20½c; picnic, 14½c.

Lard—Pure, tierces, 10c; tubs, 10½c; pails, 11c; prints, 10c.

Shortening—Tierces, 8½c; tubs, 9c; pails, 9½c; prints, 9½c.

Car Sales Up 53½ Per Cent.

9,995 Vehicles Sold in June Of This Year

OTTAWA.—Sales at retail of new passenger cars, trucks and buses in Canada during June show an increase of 53.5 per cent. in numbers and 54.3 per cent. in value, as compared with June, 1933. There was a total of 9,995 vehicles sold for \$10,236,278 in June, 13,557 for \$14,000,151 in May, and 6,512 for \$6,633,318 in June, 1933. The figures were released by the Dominion Bureau of Statistics.

New passenger cars sold numbered 8,394 in June, 11,720 in May, and 5,805 in June, 1933, and they were valued at \$8,671,565, \$12,146,278 and \$5,906,012 respectively. There were 1,601 trucks and buses sold in June at \$1,564,713, compared with 1,337 at \$1,863,873 in May, and 707 at \$727,306 in June last year.

Production of automobiles in Canada during June totaled 13,905 units as compared with 20,161 units for May, and 7,323 units for June 1933. The total last month included 10,310 passenger cars and 3,095 trucks.

Retires

J. B. Spencer Retires After 29 Years of Service

Mr. James B. Spencer, B.S.A., Director of Publicity of the Dominion Department of Agriculture, has retired after a brilliant service of 29 years, and will in future devote his widely-specialized talents to the further betterment of agriculture horticulture. As an expert agriculturist, a trained newspaper man, and a highly successful horticulturist, his services will be eagerly sought after by the agricultural and horticultural industries. In addition he was a practical farmer and stock grower, besides being a prize-winning raiser of roses and other flowers. He is a graduate of Ontario Agriculture College, second vice-president of the Ontario Horticultural Association, a past president and director of the Ottawa Horticultural Society, and a member of the Canadian Society of Technical Agriculturists. When he first joined the public service as assistant to the Live Stock Commissioner, taking the latter's place a few months afterwards, the staff of the Department of Agriculture directly concerned with agriculture apart from the Experimental Farms consisted of some 40 people, housed in two small office buildings, and with the expansion of the service Mr. Spencer held several important positions under six Dominion and three Deputy Ministers.

From 1905 to 1910 Mr. Spencer devoted his attention to live stock problems, among the chief being the completion of arrangements for several of the record associations to be included in the nationalization scheme of the Canadian Live Stock Records, and the completing of the policy for Record of Performance of Pure-Bred Dairy Cattle. He was secretary and editor of the commission appointed to study the various phases of production, curing, and marketing bacon in Denmark and the United Kingdom, and in the preparation of bulletins covering the sheep, beef, and swine industries. The reports and bulletins prepared by Mr. Spencer are works for authentic reference.

Mr. Spencer's newspaper training from 1894 to 1905 on the staffs of the Farmer's Advocate and the Family Herald and Weekly Star stood him in good stead, and in 1910 the wider field of agricultural publicity again claimed his attention when he was appointed Editor to the newly organized Publications Branch of the Department of Agriculture. Three years later he was made Chief of the Branch, and when a re-organization of the Department was effected he was given the position of Director of Publicity for the Department.

DOG ADOPTS STRATEGY TO END OLD FEUD WITH BULL

Reedsburg, Wis.—Old Red, a medium-sized dog of uncertain parentage, has lived for eight years on the farm of Harvey McWilliams.

Until six months ago, Red was a guardian for all the farm animals. He changed after Satan, a big black bull, arrived and was placed, alone, in a field bordered on three sides by high, strong fences, on the fourth by a cliff that drops 60 feet, straight down.

The dog and Satan were enemies from the day the bull entered the pasture. Daily, the old dog deserted his post as guardian of the other animals and spent his time roaming about Satan's field, tormenting the bull by yapping at him. Satan pawed and snorted.

Maybe by reasoning, maybe by accident, Old Red has found a way to fight his enemy in the open. Throwing caution aside, he walked into the pasture. When in the centre, he started yapping. He knew from experience it would make the bull mad.

Satan, grazing by a fence, wheeled pawed the earth, snorted, lowered his

great head and started running. The dog fled—not toward a fence and safety, but toward the cliff.

Persons in the farmhouse heard the commotion, ran to the fence, and thought Red was as good as done for. In the first 100 feet, the dog gained, but after Satan got his huge bulk in motion, he gained at every stride.

Pounding along in a cloud of dust, the bull was almost upon the dog, when they were 200 feet from the cliff. Red increased his speed and gained a foot or two. Fifty feet from the cliff, Satan was gaining again, inch by inch. His sharp horns were almost touching the dog's back.

Five feet from the cliff, Red braced his feet for a split second, then jumped to the right. Satan couldn't stop. His body hurtled over the cliff. Red lay down, exhausted.

Farmer McWilliams ran to the scene. He found his prize bull in the ravine, stone dead. Up on the cliff stood Old Red, revived; a winner by strategy, yapping.

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WHICH DO YOU DO?

The Trenton Courier-Advocate published in the middle of its "Fifty Years Ago" column a little advertisement for fifty strawberry pickers—an advertisement half a century old. A girl telephoned the newspaper and asked for a more specific address, as she wished to apply. It is said that some people read only the headings of the articles, but this one read the centre of it without noticing what the

Flame First, Then Heat, Latest Theory Asserts

Common Belief Challenged After Tests by U.S. Department of Mines Scientist

Actual Volume

Ottawa.—A general review of the physical volume of business for the first six months of this year was released recently by the Dominion Bureau of Statistics. It showed a gain of 23 per cent. as compared with the corresponding period in 1933. Sharp gains were recorded in March and May, with slight recessions in April and June. "The trend was markedly upward from the past half year."

The review takes into consideration mineral production, the forestry industry, the power industry, carloadings, external trade, bank clearings, stock and bond indexes and stock and bond prices.

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DOORS, SASHES EXPORT GAINS

Canada to Britain—Sales Totalled \$492,493 In Past Year

OTTAWA.—The successful development of the British market for Canadian-made doors, sashes and blinds of wood was hailed by the department of trade and commerce as one of the outstanding achievements of Canadian trade commissioners.

The statement continued: "Exports of these manufactured articles of wood amounted to \$492,493 in the past 12 months as compared with \$16,308 in the preceding 12 months. Officers of the department of trade and commerce have for years been attempting to successfully introduce the Canadian-made doors in competition with those from Scandinavian and Baltic countries.

"Markets have been successfully developed in other countries as well. Belgium purchased Canadian doors and sashes to the value of \$3,152 in the past six months as compared with \$17 in the corresponding period of 1933 and South Africa purchased \$1,454 worth this year, while last year she took none.

"Increased markets have also been developed in another line of manufactured articles of wood, namely handles. Exports in the past six months totaled \$131,654 as compared with \$45,737 last year. Exports to Great Britain increased from \$26,531 to \$56,848, those to Australia from \$8,751 to \$47,052, and to the United States from \$1,939 to \$15,394."

VOICE OF THE PRESS

CANADA

WARNING THE CHILDREN

Parents might note that one of the things it is necessary to warn their children of is never to try to dig a pirate's or a robber's cave in a sand-bank. Scarcely a year passes that the death of a child, and sometimes more than one, is reported from the caving in of the sand. A fine lad of twelve has just lost his life in Toronto from this cause. The burrowing instinct is strong in boys, but it is too dangerous to be encouraged.—Hamilton Herald.

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Actual Volume

Pittsburg.—Science has a new puzzle—which comes first, the heat or the flame?

A theory announced recently from the United States Bureau of Mines challenges the common belief of laymen and engineers that heat is always first. It shows how flame, or one of its elements, can precede heat, and probably does in explosions of gas, such as drive automobiles.

The theory analyzes anew the famous "flame front" which modern ultra-rapid cameras have shown in burning gases. Even an explosion is not the simultaneous flare of all the gas, as it seems to the eye. Instead a layer of flame, only a two-thousandth of an inch thick, spreads over the gas.

"FLAME FRONT" EXPLAINED

This layer is the flame front. It spreads through the gas at tremendous speed, but always as a "front." That is, the layer in burning itself out spreads to the unburned layer adjacent. The question has been how the fire spreads. The universally accepted theory has been that heat from the flame front flowed into the adjacent thin layer of gas, heating this unburned layer to its "ignition point."

The heat flow is challenged in the new theory, described in the Journal of Chemical Physics by Bernard Lewis, physical chemist of the Bureau of Mines and Guntner von Elbe, University of Virginia.

They point out that a flame front is known to contain highly energized atoms and "radicals," the latter small bunches of atoms acting together. Some of these energized particles pass out of the flame by diffusion into the unburned gas adjacent.

There they set up chemical reactions at ordinary temperatures, that is, in gas not hot enough to burn. These reactions lead to combustion. Furthermore, this kind of spread of the explosive flame is said to be faster than by heat.

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