

My Wanderings Abroad

by
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(Continued from Last Week)

PART TWO

When I left England, on the last of July, in company with my eight Canadian Scouts, we travelled by special train...the Blue Train, to Hungary; and our first scheduled stop was Dover, though we stopped twice before getting there, the first time, because someone had inadvertently pulled the communication cord, the second time, near Tonbridge, because a cow had wandered on to the main line of the Southern in either case, the penalty is £5.0.0.). We crossed to Ostend on a Belgian cross-channel boat, very speedy, the trip of 60 miles taking just under three hours. We proceeded direct to Godollo by another special train..... there were three in all..... and our first difficulty was to adjust seven of ourselves to a third-class compartment built for six. We eventually compromised by sleeping (?) one in each of the luggage racks, one on each of the two wooden benches, and the remainder, on the baggage on the floor. We saw nothing of Belgium, as we passed through it during the first night; but at daybreak next morning, had entered Germany at Aix-la-Chappelle, or Aachen, as it is called locally. Our first close contact with the people came two hours later, at Cologne, where we halted an hour for breakfast. There, and at other big centres we passed through, like Mainz and Frankfurt, the station platform was crowded with troops of young Nazis, who wear a khaki uniform something like our Scout uniform, but with the Swastika.....a crib from the Scouts, by the way.....on flag and armet. Several fellows



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Chief of the Canadian Scout Delegation to the World Jamboree, tells of his experiences in travelling about England and the Continent.

swopped their badges for Nazi souvenirs, but had to hide them away very carefully before we entered Austria at the end of the day. Returning a Nazi salute with hand upwards, at Wurzburg, one of our party did not allow for a passing express, and lost half of his right hand against the train, together with the balance of the Jamboree.

Towards Austria, the line follows the river Rhine, which is best seen by making the journey from Cologne to Switzerland by boat. Old castles and villages are legion, between these two points; what impressed me particularly, were the great number of tourists travelling by Faltboot, or folding canvas canoe; and the huge timber rafts, which descend the river in tow of powerful paddle-wheel tugs, from the forest areas to the great river ports near the sea. These are sometimes nearly a mile long, are made up of whole tree poles, and have at least two large log cabins aboard for the crews.

Many vineyards, producing a light white wine, are carved out of the hillsides; but my knowledge of their products is limited, as both there and in Austria, we were restricted to the rather unpalatable local mineral water.

Railways through a great part of south Germany, and Hungary, have been electrified, traction being by giant locomotives, deriving their power from overhead trolleys. Where steam power is still employed, in all of the countries I visited save England, the type of engine used resembles our own Canadian locomotives, though smaller, of course.

I have little to tell of the outward journey through Austria, this having been made in the dark. On our way back, we saw the fringe of the Tyrol, and were solely tempted to stay at Salzburg, as later, at Munich, and when we entered France, at Strasbourg and Paris, where we had just time to catch the Cherbourg boat special, incidentally, the noisiest and rockiest train I have travelled on for some time. We suffered the abomination, further, of a French Government Embarkation Tax at Cherbourg, one of which dues, through the medium of our youngest boy, pursued me to Anticosti; but compensations were many aboard the Empress of Australia, which commends herself very much to me as the ideal ship of her class for comfortable travel and congenial service. We were fortunate, through the kindness of the officers and passengers, in being granted great privileges, such as an invitation from Commander Griffith to go on the bridge for an afternoon; and

THE UNIVERSITY OF NEW BRUNSWICK

COUNTY SCHOLARSHIPS. At the beginning of the Academic year 1933-1934, a Scholarship for each County in the Province will be vacant. The holder of the County Scholarship receives from the University sixty dollars in cash—one-half during each of the first two years of the course. These Scholarships may be competed for at the July entrance. They cannot be held by those who do not join their class in September.

ST. ANDREW'S SOCIETY SCHOLARSHIP. This Scholarship is now awarded annually and is open to students taking any University course leading to a degree. Only those are eligible who are of Scottish descent. The holder of the Scholarship must be qualified for Matriculation. A scholar will be elected in 1933.

THE HIGHLAND SOCIETY'S SCHOLARSHIP. The Highland Society of New Brunswick at Miramichi founded a Scholarship in 1912 by the gift of One Thousand Five Hundred Dollars to the University.

ASA DOW SCHOLARSHIP. Value \$45 a year for two years. The trustees of the fund limit the competition to men holding Provincial School Licenses of the First Class who pass the required Senior Matriculation examination for entrance to the second year. No one is eligible whose home is near the University. A scholarship will be awarded in 1933.

THE WILMOT SCHOLARSHIP. Value \$85 a year, tenable for three years, will be awarded at the beginning of the Academic year, 1933.

THE LORD BEAVERBROOK SCHOLARSHIP. Five Scholarships are awarded each year of an annual value of \$325.00, and are tenable for four years. They are open to residents of New Brunswick who pass the University Matriculation examinations. Forms of application may be obtained from S. Dow Simmons, Esq., Sec., Fredericton, N. B.

J. K. FLEMING SCHOLARSHIP. A Scholarship is awarded each year of the value of \$95.00, and is tenable for one year. This is open to students resident in Carleton and Victoria Counties, N. B.

For other Prizes and Scholarships see University Calendar.

The University offers courses in Arts and Pure Science, Civil Engineering, Electrical Engineering, Forestry and Law. The Law Faculty is located in Saint John. The first year in the Law Faculty may also be taken at the University as a part of the B. A. Course.

Full information is given in the University Calendar, copies of which may be had from the undersigned.

C. C. JONES, President.

With the Alumni

— by —

RUTH HANSON



Dr. A. W. Duff of Worcester, Mass, a member of the faculty of the Polytechnic Institute in that city, has been collecting in New Brunswick information concerning Dr. William Pain who with others presented a memorial to the Executive Council of New Brunswick for the institution which later became University, New Brunswick. The memorial was dated December 13, 1785. Dr. Pain later returned to the United States and his relatives there are securing information concerning him. Dr. Duff is a graduate of U. N. B. in 1884 and from 1890 to 1893 was Professor of Physics here. From U. N. B. he went to Purdue University as faculty member.

A pretty wedding was solemnized on September 13th at the home of Mr. and Mrs. Harley Dow, Mount Pleasant, St. George, N. B., when their only daughter, Mildred, was united in marriage to Milton E. Dines of L'Etete, N. B. The groom graduated in Electrical Engineering in 1928, and is employed by the Bell Telephone Company in Sherbrooke, Quebec where the young couple will reside.

Alfred J. Corey '32, has received a valuable Scholarship given by the Canadian Pulp and Paper Association to study under Dr. Moos, Professor of Physical Chemistry, at McGill. Alfred will be required to carry on research in connection with the cellulose industry. The

scholarship is valued at six hundred dollars.

Mrs. McWilliams, formerly Ethel VanWart '22 of this city, who spent the summer at the home of her father, Dr. G. C. VanWart, has returned to her home in England.

Dr. and Mrs. Walter C. Murray, Saskatoon, visited Mr. Sam McFarlane, during the summer. Dr. Murray was on the faculty here at one time.

The wedding was announced recently of Miss Edith Mosher of Campbellton to Harold Jamieson '30. Harold is working for the Restigouche Pulp Co. at Atholville, N. B.

"Pete" Purvis '31, a student at the Harvard Graduate School of Education, has been awarded a half year scholarship there. During the summer school Pete taught Economics here.

During the summer Mr. and Mrs. B. Willard Haines and son Billy, of Sault Ste. Marie, Ont. visited Mr. Haines' parents in Devon for a fortnight. Mr. Haines graduated in 1923 in electrical engineering and for the past year has been on the teaching staff of the Sault Ste. Marie Vocational School.

Upon the occasion of the laying of the cornerstone of a new building of the University of London in

July, Hon. Fred P. Burden, Agent General for the Province of British Columbia, represented U. N. B. Mr. Burden graduated from this college in 1900.

Among those receiving degrees at McGill last May were Lib Clarke '31 who received her M. A. in Marine biology, Everett Chalmers '28, M. D. and Ed. Stuart '28, M. D.

Don Adams '31, George Beatty '29, Lewis Sears '29 and Cliff Simms '30, are all working for the Fraser Pulp and Paper Co. in Edmundston, N. B.

Hope Hanson ex-'35 and Marg Smith ex-'34 left on Thursday for McDonald College to study Household Science.

Don Ellis '32 is working for the town of Bathurst as engineer.

Dick Petrie '30 is in the Taxation Department of the City Hall in Chicago, Ill.

Maurice Boone, '29 is supplying in Fredericton High School, in the absence of Clarence Burden '20 who is ill.

Dick Hazlett '32 is in the Actuarial Department of the Canadian Government in Ottawa.

Mac Ross '33 left for Toronto recently to take M. A. work in English.

the use of the First Class swimming-pool every day; while among the travellers, was H. H. the Maharajah Gaekwar of Baroda, incidentally the second of the Indian princes in point of wealth, and a ruler over three and a half millions of people; a great pillar of empire, and a great missionary among the races of the old and new worlds, as concerns Imperial affairs.

A word about Nationalism. This seems to me to be killing the old Central European countries. Not the language so much, though there seems to be a superfluity of these...with German, by the way, you can get anywhere in Austria, Hungary, Switzerland, Scandinavia, Eastern France, Holland, not to mention part of the Balkins, and every educated person speaks quite good English, down to and including ten-year-old Hungarian Wolf Cubs. But the rest lies in the seeming multiplicity of frontiers, with their concomitant Customs, Passport officers, sometimes change of time and always, change of currency. Whoever first said that Exchange is no robbery, had better go with a party through Central Europe, to learn otherwise. I remember that, as concerns Hungary, we never knew what the Pound would bring forth in Pengos; in the morning, in camp, we would get 19 to the £., while the same afternoon, at Budapest, one might get 25. I thought myself fortunate when, through the C. P. R., I had rid myself of all Pengos. On the day of our leaving Godollo, through a miscalculation, we miss-was rebuffed by my Canadian ed the first Paris train; and starting with breakfast next morning, I money and, incidentally, a C. P. R.

Traveller's Cheque, being turned down on the Wagon-Lits diner. They said they would take American Express cheques or American dollars or pound notes only. As luck would have it, we were double-crossed for meals on the return journey, because some of our meal tickets being for the Wagons-Lits and others for the German Mitropa company, neither would accept tickets for the other; a cut-throat policy which is helping the trade of neither and may cause travellers caught unawares much worry. Eventually, all was well, as we got refunds on what we paid; but I found myself at Paris with an assortment of Austrian Schillings and German Marks, which had to be rebilled into French Francs, all of which took time and incidentally nearly lost us our special boat train. More serious, nationally, is the mess into which the late Peace Treaty has thrown Central Europe. There are three and a half million Hungarians now living out of Hungary, in Roumania, which country, whom down and out in 1918, walked into Hungary and helped herself to Transylvania at a time when Admiral Northy, new Regent of Hungary, was rescuing his country from a Red revolution. Again, the Polish Corridor, with other territorial losses, is causing a feeling of restriction beyond endurance in Germany, a country of sixty-five and half million people. I am no pro-German, indeed, until the other day, since the War I had not been there; but one must reckon with the force of numbers.

Hungary bears Britain no malice. I have talked with Hungary. (Continued on Page Seven)