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Best Seedless.. 16c pkg.

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## GRAND OLD MAN OF TELEGRAPHY PASSES AWAY IN TORONTO, ONT.; TOLD OF FIRST MESSAGES

(Toronto Globe.)  
Robert F. Easson, the grand old man of telegraphy in Canada, died yesterday at his home, 37 Wilcox Street, after an illness of two weeks with bronchial pneumonia. He was in his eighty-ninth year.  
For sixty-one years he was in the telegraph business, which he entered as a messenger boy at the age of 11 years with the old Montreal Telegraph Company in Toronto, and from which he retired voluntarily in 1910, when he was Superintendent of the commercial news and press service of the later Great North Western Telegraph, now the Canadian National Telegraphs.

He spent all but two years of this honorable record in Toronto, the break being from 1853 to 1855, when he went to Chicago and other points in the United States at the request of the President, H. P. Dwight.

Born in Scotland.  
Mr. Easson was born in Scotland, and came to Canada as a mere lad. He was the second messenger boy with the old Montreal Telegraph Company, of which H. P. Dwight was then Manager. The service consisted of wires to Montreal and Buffalo, and the two men did all the telegraph business of Toronto, which at that time had a population of about 20,000.

Mr. Easson told friends at a recent birthday celebration that in 1852—75 years ago—telegraphic reports did not exceed 500 or 600 words a day in this city. The telegraph was not used a great deal, being looked upon as a curiosity. Press news was received from the New York Associated Press, and was not by any means complete. Mr. Easson referred to the fact that The Globe of 1852 spoke of the reports as miserably meagre and very uncertain. At that time the newspapers used to send reporters to the telegraph office, which was located in a little red brick building on Front Street, near Church Street. There was a large table in the middle of the room, where the reporters were supplied with pen, ink and paper, each man having a special place at the table. H. P. Dwight would

read the messages from the tape in a clear, distinct voice for the reporters to copy down.

George Brown Came.  
Gordon Brown, his brother, George Brown, and George P. Ure—said at the time to be the best shorthand writer in Canada—used to come on behalf of The Globe to this office, where Mr. Easson was office boy, and later clerk. Still later Matthew Sweetman copied reports for The North American, and Mr. Thomas Holmes, and sometimes Col. O'Brien of Shanty Bay, copied reports for The Colonist.

It was not until 1854 that the papers ceased to send reporters to the telegraph office. The company then began to use manifold paper, and engaged a clerk to copy reports as they were read from the tape.

Mr. Easson mentioned that he was acquainted with Peter Brown, who was the father of George Brown, and who wrote editorials for The Globe. He said he had been a careful reader of The Globe since 1849, because the Montreal Telegraph Company had a news service of its own, and it was his duty to check up the charges for the reports supplied that paper.

Despatches by Fielding.

News despatches were sent in by W. S. Fielding, then on the staff of The Halifax Chronicle and in later years Minister of Finance; Andrew McPhail, John Livingston of The St. John Telegraph; John Boyd, a St. John merchant and author, and other prominent men.

In 1855-56 the operators were permitted to read by sound and to copy reports themselves. Up to that time this had not been allowed, the management considering that it was not safe. This system had been in use in the United States for a year or two before it was adopted in Canada.

Up to 1852 and a few years following the papers had not got into the way of sending "specials." The first of these were sent to The Globe by Tom Sellers, editor of a small Montreal paper, who sent short reports from there.

## A POOR MEMORY DOES NOT MEAN SCARCITY OF BRAINS

New York, March 2—Cheer up about that poor memory—it does not necessarily mean you lack brains. And, on the other hand, possession of the faculty of retaining whole columns of figures, and statistics, does not necessarily imply, that the memory sharp is similarly burdened with horse sense of more useful varieties.

This consolation comes from Harold Ellis Jones, psychologist at Columbia University, who has just tested and analyzed the brains of one of those sharps. He gives his findings in the Journal of Applied Psychology.

The man who was tested makes his living by "startling vaudeville audiences with an impressive array of facts and figures which he has always on tap. He can for instance tell instantly the distance between any city in the United States and New York, or between any city and Chicago. Can he do it because he is naturally gifted with a good memory? It was to find the answer that the test was made. The facts uncovered seem to upset one of the oldest popular beliefs.

Here are some of the things the memory expert can do:

Name the county seat of any county in any state.

Backward, Too.

Give the population of 1,800 leading foreign cities.

Give dates and facts on 2,000 inventions.

Give statistics concerning 3,000 mountains and rivers.

An hour's questioning brought to light only 3 per cent of the information he carries in his head. He can give his information backward. "What town has a population of 74,683?" is just as easy for him as "What is the population of San Diego?"

The explanation lies entirely in the system. Practice through many years, Dr. Jones said, has equipped the sharp with so many associations that it is almost impossible to offer him a number which he can not split up and remember by associating the parts with other numbers that he knows well.

In memorizing, within 35 seconds, the number 4836179621, so as to be able to repeat it accurately at the end of four hours, he read it 4,836,179,621.

"I remembered 4 because of the Fourth of July," he said, "836 I just had to memorize without any help, but if I were doing it again it probably would occur to me that 836 was the Chinese population of Texas in 1910, and then I wouldn't forget it; 179 is easy to remember because that is the number of miles from New York to Harrisburg, and 621 is the number of a house I know in Denver."

What He Can't Do.

The memory sharp explained that he had cultivated a familiarity with figures since his childhood. But what of his native ability? He remembered by means of imprinting the sight of the figures in his brain. Dr. Jones asked the expert to repeat digits given to him orally. He could not repeat more than six figures in a row—the level of a 10-year-old child. He was tested by the paired word method, where simple one and two syllable words are learned in pairs and then one of the words is presented on a card to the subject, who is supposed to recall the word that goes with it. Here the memory wizard made a score of only 33 per cent. The average score for college students is 74 per cent.

He was given the "marble statue test," where the subject is supposed to remember as many different parts

## THE ANCIENT COLONY GETS A RICH PRIZE

Ottawa, March 1—Canada loses a rich prize and Newfoundland annexes an area aggregating 111,300 square miles by the decision of the judicial committee of the privy council, announced today in London.

The stake includes some 60,000 square miles of spruce forest valued at \$250,000,000 and a cataract known as Grand Falls.

Incidentally the privy council decision means that all the maps of Canada will have to be changed and the ancient British colony of Newfoundland will be three times its present size.

Of interest to Ontario is that Grand Falls, which have been seen by comparatively few white men, were discovered by a Hudson's Bay official named John McLean, whose descendants now reside in the town of Fergus. It is estimated that the available water power in the disputed area runs into several million horsepower, or half the total available in the whole province of Quebec. Another spectacular feature in connection with the legal tug of war is that the dispute has cost Canada and Newfoundland something like \$1,000,000 in legal and expert fees.

## TO BEAUTIFY THE CAPITAL OF CANADA

Ottawa, March 1—The scheme for the beautification of Canada's capital is underway. The federal government, through the Department of Railways and Canals, has now definitely undertaken work on the improvements along the Rideau Canal, the scheme including the proposed Colonel By Park Driveway extension scheme.

Evidence of the intention of the government to proceed without delay with the driveway plans is shown by the operations of 100 men who are engaged in the initial work for a retaining wall on the southeast bank of the canal, near the bridge of the Canadian National Railway.

The project, which will cost \$100,000 or more before it is completed, is to provide, it is understood wharfage space to take the place of accommodation now made for boats at the canal basin, from which the wharves will disappear when the driveway is extended.

## NEW CHURCH DEDICATED AT EDMUNDSTON

Edmundston, March 1—The handsome new church edifice recently completed by the congregation of St. Paul's United Church of Canada was dedicated to divine worship on Sunday in the presence of large congregations at both morning and evening services, during which very substantial offerings were made to the building fund. The pastor, Rev. W. A. Ross, M. A., chairman of the Woodstock Presbytery, was assisted by the Rev. J. W. McConnell, D. D., superintendent of missions, whose eloquent and forceful addresses were greatly appreciated.

The choir, which finely rendered special anthems, had the assistance of Mrs. May Raice McKinnon, of Grand Falls, N. B., whose solos were much enjoyed, as was also the solo by Alex. Keith and the male quartette by Messrs. VanWart, McDonald, McElroy and Keith.

Vaughn—I went out to the ball game yesterday.  
Marge—It must have been pretty cold out there.  
Vaughn—Not very. Why?

Marge—I heard they were sliding to the bases.

Mae—So you let Rod kiss you!  
Dora—How did you know?  
Mae—He asked me this morning if I would forgive him.

of the statute as he can, after having had a look at it. The expert remembered 34 parts—a performance equalled by 12-year-old boys.

## LONDON BUILDS A SPAN OVER THE LEA MARSHES; IMPORTANT LINK IN NEW CIRCULAR ROADS

The most important single item in London's growing system of circular roads, the half-mile viaduct over the notorious Lea marshes, is to be open to traffic this year. Carrying a forty-foot roadway with ten-foot sidewalks on either side, it has been two years in building, and is the biggest thing of its kind in Britain. It is not only a considerable engineering feat in itself, but it also conquers the most difficult part of the route of the new North Circular Road which rounds the north of London from the docks at Woolwich on the lower Thames to Kew Bridge on the upper Thames, writes a London correspondent of the New York Times.

The North Road is one of a number of circular roads which are being driven through the outer suburbs in order to relieve the pressure of traffic on the already overworked streets of inner London. Broad stretches of new asphalt crowded with long-distance London traffic, they have been hewn out of new suburbs, old villages and green fields, and into their planning has gone of the prolonged study which is finally resulting in a serious approach to the stupendous problem of town-planning London and the home counties.

More will be heard of the Lea marshes before many years have passed, for Londoners regard them as a standing reproach to the city. They occupy the valley of the Lea River, which blanks out a length of the map of the metropolitan area extending from the north almost due south through the East End of London, to meet the Thames just below the East India docks. They are haunted by rats and mosquitos, and it is probable that their moisture plays a principal part in the formation of London's fogs. Their area, now wholly desolate, has the making of a valuable tract of land, but its reclamation has thus far been prevented by the conflicting financial interests of the local authorities involved. Pending their reclamation—which may be a matter of considerable time, but is no more than a matter of time—they have been spanned by the new \$600,000 viaduct between Edmonton and Walthamstow in the Northeast of London.

Engineering Difficulties.

Three waterways through the marsh are bridged by the new viaduct, the Lea itself, the Coppermill stream and the Metropolitan Water Board's aqueduct. Six hundred big columns of reinforced concrete, containing 20,000 tons of concrete, support the aqueduct, and are based on massive blocks of concrete sunk into the solid ground at both ends and on piles sunk into the marshy soil throughout the middle length of the viaduct that the engineers met with their greatest difficulties. The Lea marshes are the most treacherous piece of ground in the home counties. They flood very quickly and the under-soil is as hopeless a foundation as any true marsh soil. More than 1000 sixteen-inch piles driven down in sets of three, had to be sunk into the marsh in order to get a foundation for the middle length of the viaduct.

Completed after two years of work, with ten-foot gas lights set at sixty-foot intervals throughout its length and with tall ornamental towers born ends, the new viaduct looks massive and impressive in its setting of desolate marsh, with the dark masses of Epping Forest in the distance. It is expected to prove itself part of the busiest of all the circular roads as soon as it is opened to traffic, for it will open a new outlet for the heavy traffic from the docks and will cross the new long-distance arterial roads to the north of England, the north-west and west. The Ministry of Transport is meeting the new motor era of long-distance transportation by constructing a new system of through roads not only around the metropolitan area, but radiating from London to the provinces.

Plans Come Together.

It is only in the metropolitan area, however, that the Transport Ministry's road programme impinges on the town-planning programme of the Ministry of Health. Pending the completion of the Health Ministry's more

comprehensive programme, the Ministry of Transport is limiting its activities to the construction of circular roads in the outer suburbs and to completing a study of the London traffic problem. Thus far only a third of the metropolitan area has been studied and only the passenger traffic of that third, but public hearings are being continued at which the railway tube, tram and bus facilities of London are receiving their first through-going examination.

At the same time a royal commission has just completed an inquiry into the problem of London's bridges, one of the most stubborn of all of London's problems. The construction of circular roads through the semi-open spaces of the outer suburbs is simple compared to any attempt to tamper with the old and intricate traffic facilities of inner London. That London is under-bridged, has long been obvious.

But the Ministry of Health's town-planning programme is of such stupendous proportions as to make both the road programme of the Ministry of Transport and the royal commission's report on London's bridges merely incidental aspects of the future of the metropolitan area and the home counties. At present the Ministry of Health's programme is in process of formation. It has some well-worked-out planning schemes in the provinces to its credit, and has recently held the first conference of local authorities in London, at which the entire area of the London traffic committee was represented, that is, an area of about 2000 square miles with a radius of twenty-five miles from Charing Cross.

The development of the Ministry of Transport's circular and long-distance arterial roads is having a marked influence on the rural areas outside of London and this calls for control. "What we are asking for," Neville Chamberlain, Minister of Health, told the conference of 154 local authorities which he opened recently, "is nothing less than the transformation of Greater London from a formless collection of buildings, of vehicles and a human being without organization, into a carefully ordered system in which every improvement will be guided so as to satisfy our commercial interests and our highest social aspirations."

New Era Present.

The full effect of the new age of modern transportation has had time to make itself felt on the sprawling and unorganized metropolitan area, and the growth of London has never been more rapid than it is today. People who work in inner London are living further from London than ever before and the necessity of adjusting an old city to new conditions has never been more obvious. Some of the evils which afflict New York's town planners are absent from London, particularly the tall buildings that tax the streets of New York.

Rod—Whee! I've got a bad head this morning.  
Jean—I hope you'll be able to shake it off.

Rastus—What kind of cigars do you smoke?

Sambo—Ah smokes Robin Crusoes.

Rastus—What kind is dem?

Sambo—Castaways, dumbell, Castaways.

## Could Not Sleep Heart and Nerves Were So Bad

Mr. Geo. Meek, Windsor, Ont., writes:—"I suffered with my heart and nerves and could not sleep at night for noises in my head. I managed to keep at my work somehow, until I began to have dizzy spells which got so bad I could not go to my work. I was afraid to go out any place, for very often I would stagger on my feet, and everything in front of me would turn black and fade away. While I was home sick a friend told me to take

"I got four boxes and by the time I had used them the pains and noises in my head ceased and I was able to get a good night's rest. Although that was six years ago I have never been troubled with that complaint again."

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