

# AN AMERICAN JOURNALIST PICKS UP QUAIN ODDS AND ENDS ABOUT OLD LONDON

(by W. H. Millgate in The Detroit News)

London—Wavendon, a little Buckinghamshire retreat, is 46—miles out of London. It has been named a Bucks Garden of Eden, not because of its rural beauty, but because of its rural innocence. It is an analogy to which some take exception. Eden, they say, was not such an innocent place as it was charming, whereas Wavendon is declared to hold all the virtues and none of the vices.

There are seven hundred or more folk living in Wavendon, a truly rural, prim and proper law-abiding community. They have their village "pub." They have their village church. They have their village parson. But they have no village policeman. They want one. Their Parish Council has appealed to the county police force for a man. But their appeal has fallen on deaf ears.

They are so good that it would be waste of money to pay a policeman to watch them. He would not catch them doing anything wrong. The villagers have not recovered from the shock of their last crime wave. That was 14 years ago. One of the farm laborers was summoned for an alleged breach of the peace. He was drunk and disorderly, records say. Even so, the charge must have failed for he was dismissed. But the stigma! Wavendon remembers it yet. A county constable does drift along to the village now and again. But it means a bit of a walk for him—14 miles.

A number of women's odganizations in London are in angry mood. So angry, in fact, that they are holding public meetings to protest against the hypothetical slur cast upon them. There are a number of well-known and popular West-end restaurants where managements enforce the rule that no women be served with refreshment unless accompanied by a gentleman.

This is not to the liking of Women's organizations, so they are endeavoring to induce the powers to compel restaurateurs to conduct their establishments in conformity with precepts which they, the women, shall law down.

The women whom it is desired to keep out of these establishments are aware of the restrictions and rarely attempt to intrude. They know that if they do they will be ordered out promptly. Nevertheless night after night, embarrassing situations arise. They visit these restaurants towards evening for an eat prior to going to some entertainment. Barely are they through the door when they are informed with due politeness, of the rule of the house. The sensitive assume personal rebuff and entertain a grievance.

Women of wider experience get into a personal-pride huff and declaim against the application of humiliating conditions by such restaurants. But they are unable to do anything. As the law stands, these restrictions can be enforced by managements even though the innocent are the greatest sufferers.

Mere men, however, sometimes get the gilt taken off their gingerbread. Insofar as the notable West-end restaurants are concerned, it is one of the behind-the-scenes rules that all members of the staff, from the maitre d'hotel to the cloak room attendants, shall familiarize themselves with the names of patrons after a few visits. Psychologists, these people. They know that the "men about town" tripping in with a friend for an eat react to the flattery of being greeted with a "Good evening, Mr. So-and-so," or "How do you do, Mr. ...." There are subtleties in the restaurant world.

To be informed by the cloak room attendant that a ticket for one's hat, or cloak, is not necessary, is another means of paying a delicate compliment. But these compliments can recoil. For instance, a nasty shock explaining feats of memory came the way of one who imagined himself a well-known man-about-town. In the bottom of his hat, shortly after leaving a restaurant, discovered a piece of paper on which was scrawled: "Tall, crooked nose, prominent teeth." But there really are restaurant attendants who are marvels at remembering names and faces.

## Here and There

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Taking turns while the engine was under a full head of steam, Engineer H. J. Storey and Fireman A. Fulkerson, dumped the fire and entered the fire box of the engine to make running repairs of grates displaced from the grate carrier on Canadian Pacific engine 570 at Illope, B.C., recently. They could stand the intense heat only a few minutes at a time, but they succeeded in their work and saved serious delay, bringing their train to destination within a few minutes of scheduled time. They were each awarded 10 merit marks, the railway's recognition of conspicuous merit.

Forty-three years ago May 24 last, the first transcontinental passenger train reached Vancouver over the Canadian Pacific Railway, leaving again next day. That was eleven months after the arrival of the first through passenger train at Port Moody, original terminus of the transcontinental line.

"Judging from present indications, there is every reason to believe that the tourist traffic from the United States and from other Canadian provinces to the Maritimes will reach record proportions this season," says George S. Beer, recently appointed district passenger agent for the Canadian Pacific Railway at Saint John, N.B.

Three important appointments in the freight traffic department of the Canadian Pacific Railway have been announced by George Stephen, newly appointed vice-president in charge of traffic. They are:—C. E. Jefferson, assistant freight traffic manager, Winnipeg, to be freight traffic manager, Montreal; H. W. Gillis, assistant freight traffic manager, eastern lines, to go to western lines in the same capacity; and Gerald Hiam, assistant general freight agent, Montreal, to be assistant freight traffic manager, eastern lines. The appointments were effective from June 1.

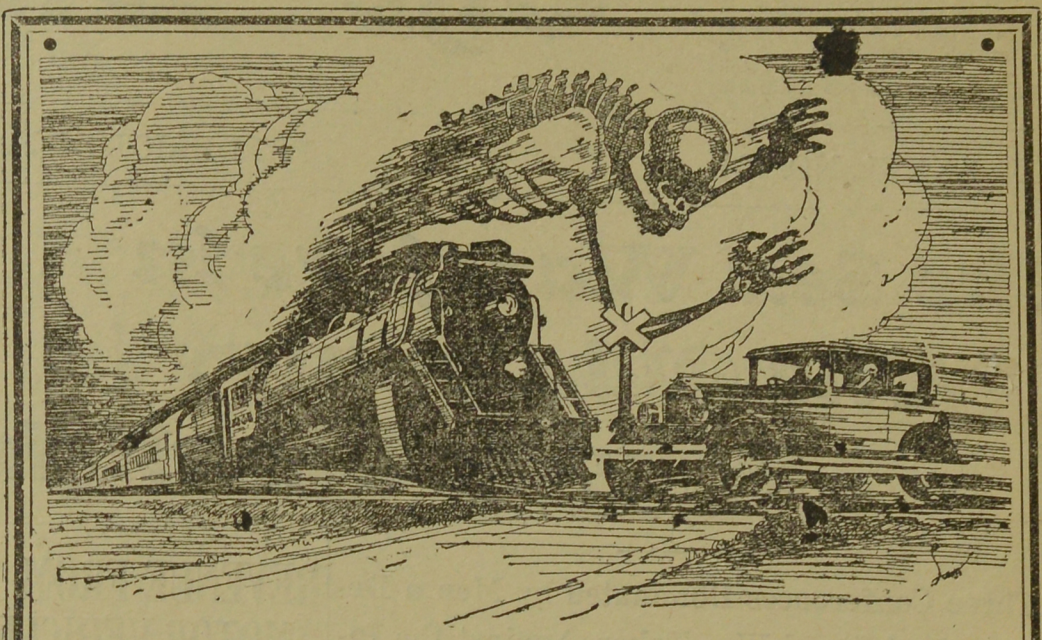
A ten day "all expense" tour of eastern Canada, covering 2300 miles, and including a visit to the Toronto Exhibition, world's greatest annual fair, will be conducted from the Maritimes by Professor H. L. Stewart, of Dalhousie University, next August. The tour which will take in most of the points and cities of interest in the territory will be over the lines of the Canadian Pacific, Dominion Atlantic and Quebec Central Railways and by Canada Steamships Line.

Six of the Canadian provinces, Nova Scotia, New Brunswick, Quebec, Manitoba, Alberta and British Columbia, have taken advantage of the Farm Loan Act of Canada, a Dominion Government measure under which long term mortgage credit is extended to Canadian farmers. At the end of last March loans to the total amount of \$4,351,000 had been approved.

Canada leads in the following:—Fur farming production; wheat and flour exports; world's wheat championships; railway mileage per capita; high grade wheat standards; world's per capita trade; newsprint production of the world; hydro power development per capita; life insurance per capita in the empire; world's largest inland port — Montreal; world's largest smelter of its kind — Trail, B.C.; and largest single unit grain elevator in the world.

over for a good many years before my Government came into power. Financial conditions were just as good during Hon. Mr. Veniot's regime as during mine. While the previous administration was lying inert with regard to this matter the operating cost of the Valley Railway charged up to bonded indebtedness amounted to \$1,540,470, for which this province is responsible in interest and sinking fund. This was not paid for in the taking over of the railway. This is a bit of the load around the neck of the province placed there by the previous administration. Myself and my colleagues addressed ourselves to the task of presenting the Valley Railway case in the best light we possibly could, and after very strenuous negotiations succeeded in getting in getting an offer from Sir Henry Thornton, who was appointed by the Dominion Government to negotiate with us.

When he finally offered \$6,000,000, I asked Hon. Mr. Veniot by telegram whether he would recommend acceptance, or whether I could do better by holding out. I thought as a representative of New Brunswick that this was not a time for him to draw party lines or do anything else than give the best business advice he could. The answer I got was that the terms of the bargain must be approved by Governor-General in council and in such case he would have to consider the proposition with Council, therefore he was not in a position to advise me how to act! I wonder if the honorable gentleman who selected Mr. Jones for leader in New Brunswick today would have treated Mr. Jones in that way if an appeal had been made by him?



## What is the Department of Public Works doing to prevent this ?

1. The Motor Vehicle Act requires that all Motorists slow down and busses must stop at Level Crossings.
2. A warning sign has been placed 300 feet on either side of 350 railway crossings on New Brunswick's trunk roads.
3. A general survey of all Grade Crossings in New Brunswick has been made by the Highway Division and all crossings classified as to degree of hazard.
4. Twenty-five extra hazardous railway crossings have been entirely removed.
5. Work is proceeding on the elimination of three more hazardous railway crossings at this time and others are to be eliminated during the present year.
6. Bushes, boulders and other obstructions to vision at Level Crossings have been removed.
7. The Department carries on annually an educational campaign by means of advertising in every newspaper published in New Brunswick to awaken the public to the extreme danger of negligence at all level crossings.



### THE AIM OF THE DEPARTMENT

The aim of the Department of Public Works is to eliminate as many level Railway Crossings as may be physically possible in New Brunswick, to make the remainder as safe as ingenuity can devise, and to educate the Public to exercise proper caution at these danger points.

## New Brunswick Department of Public Works

THE HON. D. A. STEWART, MINISTER

## CREDIT FOR SALE OF THE VALLEY RAILWAY DUE TO BAXTER

In speaking of the transfer of the Valley Railway to the Federal Government Premier Baxter in his manifesto to the electors says:

My honorable friend thinks that anybody other than the present Government is entitled to credit for settling the Valley Railway question. Let me remind him that in another place during some years I with four others made the only protest against the unsatisfactory conditions which existed in the Maritime Provinces. Some other people were too high bound partisans to stand up for the rights of the Maritimes. For a time we were sneered at, influential journals derided us but eventually when two by-elections had shown unmistakably that the maritime provinces were being aroused the Government of the day appointed a commission to investigate what I think was generally believed by members west of the Lakes to be somewhat of a Phantom. Many of our opponents were probably surprised when Sir Andrew Duncan and his fellow commissioners made a report which justified every claim that our small group, supported by influential newspapers in the Maritime Provinces, had so resolutely put forward.

Mr. Jones says that he drafted a memorial for Hon. Mr. Foster with reference to the Valley Railway. I have read it, and it was a good memorial. No better presentation of the case would be wanted; but why was there not punch enough in the preceding government to drive it home with their friends and allies at Ottawa. It is idle to say, as some people do, that day appointed a commission to investigate the war prevented it. The war was

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