

THE DAILY MAIL

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FREDERICTON, TUESDAY, JULY 14, 1936

A New Link of Empire

The establishment of a transatlantic air service between Canada and Great Britain is a project which has been under consideration for some time, and one which is likely to be realized in the very near future. Preparations are under way at Portsmouth for the making of an air centre there, and the first of the huge, four-motored flying boats which will be used for the service has arrived. Others are expected soon. It is hoped that some time early next year there will be a regular weekly service between Great Britain and Canada and to the United States.

Ever since Imperial Airways first instituted its passenger service across the English Channel to France there has been a steady expansion in air travel. Planes now leave British airports for almost every part of the world, and the proposed service to Canada is just another link in the vast net work of airlines which has been built up in the last few years.

That Canada was not sooner included in the system of air transport is because the North Atlantic offers one of the most difficult crossings anywhere. With no land between to break the night, the way from Portsmouth to Canada must be non-stop, and it has been necessary to wait till there were machines capable of making the jump without danger before the service could be seriously considered.

Canada is one of the last portions of the Empire to be linked to Britain by air. Africa and Asia have been easy to reach, since machines can make a great deal of the trip over land. Australia is reached from Singapore.

It was only last winter that American Airways began a regular trans-Pacific service with the China Clipper. The conquest of the North Atlantic by Imperial Airways will forge the last link of the chain of world transportation by air.

The increase in speed of means of communication and transportation is ever bringing the parts of the British Empire closer together, and whatever disintegration has been caused by the political independence of its parts is being more than counteracted by the diminishing of time and space between.

Westward Ho!

For people in older Canada there may be little news in the announcement that the stout ship Nascopie is about ready for her annual cruise to Arctic regions; but in the Far North the sailing not only provides interesting news, but it means all kinds of news for lone dwellers in Canada's remote places. For years the Nascopie carried to the North country the only mail matter these people received throughout the year, though latterly the aeroplane has initiated more regular service and the radio maintained contact.

There is in connection with this annual sailing something of international significance. While the Nascopie is a Hudson's Bay Company boat, it carries in and out Government officials serving in Canada's farthest North. When the ship leaves Montreal today there will be on board as head of the expedition an official of the Department of the Interior. With him will be police officers bound for their duty in the North—the enforcement of Canadian law. So that arrival of the Nascopie may be regarded as an indication—and an intimation—that the mainland, the islands and the waters of the Arctic regions are part of the Dominion of Canada.

Apart from this view of the expedition, the voyage of the Nascopie bears a tinge of romance. Among its passengers will be missionaries either going to these outposts for the first time or returning to labors from which they had taken perhaps a quadrennial holiday. Red-coated members of the Royal Canadian Mounted Police, their furlough ended, are journeying back to the solitudes of the North and the grim business of law enforcement among people unaccustomed to the white man's regulations. "Gentlemen Adventurers" of the Hudson's Bay Company are going in search of further adventure in the commercial line. Scientists and historians will be on board; these bent on investigating geological, climatic and other conditions and bringing to older civilizations information regarding a strange land.

So it is little wonder that the annual arrival of the Nascopie is an event in the Far North.

The Effrontery of Youth

After all, the years do not really change the equipment of human nature man starts out with. A youth with the accumulated wisdom of sixteen years will resent advice regarding his conduct from a child of seven. What could a "kid" of that age know about anything?

Evidently it is the same at 97 and 105. When recently John D. Rockefeller parted company with his ninety-seventh year he undertook—as most very aged people are asked to do—to set forth certain rules of health that had helped him into the ranks of the nonagenarians. Ten of these rules he cited.

People younger than "John D." were mildly interested; though not eager to reach the age when benefit of the rules might be proved. But Charles W. Eldridge was more than interested; he was annoyed. While "John D." is in his ninety-eighth year, "Charles W." has observed his 105th birthday; and he resented advice by the "young fry." All humbug anyway. "Take Rule 5 in young Rockefeller's list," he said: "Don't allow yourself to get annoyed." That's poppycock. I've been annoyed most all of my 105 years, and two or three times it saved my life.

So there you are. While annoyance may be a nonagenarian's poison, it is a centenarian's meat. Similarly with other rules of conduct. There are few to deny that a man may begin his second century with a new outlook on life—especially men like Charles W. Eldridge. Things that interested him in the nineties become of little consequence. And apparently there is a strengthening of the determination, evident all through the years, not to take advice from the juveniles—the young upstarts.

SNAPSHOTS

Mr. Bourque of Lincoln says that we had the "millionaire" stranger at Lincoln located in his house when we should have had him located elsewhere at Lincoln. A case of the right church but the wrong pew—don't you know.

The chap who gave up his job as cook for the purpose of accepting the position with the millionaire was the one who held the bag.

If as alleged, there are any contracting concerns soaking the working man the sooner that they let up the better for all concerned.

The rain makes the burdocks grow.

It is too bad, however, that it rained on the Technical Agriculturists, and by the way there are many good looking lady technical agriculturists. We are not saying anything about the men but none of them are any better looking than Don McLeod or Bill Bailey.

The Garsons are still on the job. The people are getting tired of looking at them. Their progress seems to be of the turtle variety.

Have the chain store people permission to open booths at the city market and sell vegetables in competition with our local merchants? Is so, any local merchant should be allowed to do the same thing.

Do you want a baby? If so, are you going to adopt one this week? This seems to be an easy method of securing one.

Jennie wants to know if it is proper for her to go walking with Walter. They are both sixteen she says. Our idea is that it is perfectly proper so long as they keep walking.

16th Annual

(Continued from Page One)
accommodation for the delegates is provided in the Lady Beaverbrook Residence and the residence at the Dominion Experimental Station. Rates for rooms and meals per person is \$2.00 per day.

This is the sixteenth annual convention of the C.S.T.A., which was organized in Ottawa in June, 1920. The first President was Dr. L. S. Klinck, President University of British Columbia. The President in 1935-36 was Dean A. M. Shaw, University of Saskatchewan. The President-elect for 1935-36 is Dean W. H. Brittain, McGill University.

The C.S.T.A. edits Scientific Agriculture, the official technical journal for agricultural services in Canada. The Society publishes the C.S.T.A. Review as its official news medium. Both publications are available to members of the organization.

There are twenty-one local branches of the Society which study agricultural problems in their own districts. These are distributed as follows: Alberta (2); British Columbia (1); Manitoba (1); New Brunswick (1); Nova Scotia (1); Ontario (5); Prince Edward Island (1); Quebec (6); and Saskatchewan (2). The remaining branch is in Northern Quebec and Ontario.

First Pilgrims

(Continued from Page One)
the ship that will take them overseas. They were from Sydney, Norin Sydney and Sydney Mines. One veteran from North Sydney is bringing over with him two stalwart sons age seventeen and sixteen who will have a chance to see the ground over which their father fought during the war. They know nothing about war except what their father has told them and what they have read and they mark the new generation that has sprung up since.

Watchman is Slain By Factory Thieves

WALTHAM, Mass., July 14—Robbers, apparently interrupted while stealing clocks from the Waltham Watch Company's big factory yesterday, garrotted Henry E. Bradley, 59, a night watchman, and hurled him into the Charles River. His body was recovered several hours later.

U. S. House Speaker Will Tour Canada

WASHINGTON, July 14—William B. Bankhead, Speaker of the United States House of Representatives, left today for Ottawa where he will start a month's holiday in Canada. Accompanied by Mrs. Bankhead, the veteran Alabama Congressman was travelling in the Speaker's official motor car.

Sympathy is being extended to Mr. and Mrs. Wesley McLean of Ripples on the death this morning of their two-months-old baby girl, Leona McLean.

Summer Emptying

(Continued from Page One)
custard pie; but there seldom were more than half a dozen prisoners in Belfast jail at one time, and it was scarcely worth while to set two tables—the sheriffs family, the turnkey and the prisoners all shade alike—and about three times a week all hands had custard pie.

Something had to be done to make Belfast jail less attractive, for not only was the jail full to the doors, but there was a large overflow, that had to be sent to the jails in other counties, there to board at Waldo county's expense. The county commissioners held a council of war and decided upon two drastic reforms—there would be no more custard pie and there would be plenty of back-breaking work.

The sheriff was instructed to cut out the pie and all other delicacies, substituting a menu that would appeal only to the most vigorous appetites; also to buy 20 cords of dry, tough maple, birch and hickory wood and a dozen saws and axes—not too sharp. Thereupon was a hoboes' paradise turned into a veritable purgatory of plain fodder and hard labor.

The result was magical. When the reform wave struck the jail there were 16 prisoners, all 30 to 60 day men. In the first week six fled from the woodyard, when the turnkey was not looking. Nobody looked for them ever after. In the second week the sentences of four expired, and three just walked away and forgot to come back. At the end of a month two more sentences expired, leaving an old codger, who couldn't tramp very well on account of his rheumatism, sole resident of the jail and heir to 14 pipes, some tobacco, four jackknives and about 40 thrilling tales of dark crime and the wild west. He stuck, and once in a while they gave him a piece of custard pie.

Are Some Road Contractors?

(Continued from Page One)
etary benefit possible by sleeping under his own roof no matter what work he is engaged in. It is of course understood that he must be on his job on time, and that if he is not he will be given his time as on any other job.

It may be argued that most of the men on the job live such a long distance away that this is not possible in the interest of efficiency. If this is so it would seem contrary to the policy of the government, which advocates the employment of local labor on these projects.

We are told that a good cook is employed and that the meals are good in the particular case we have in mind. A good cook comes high in construction work—generally \$200 a month at least. A good cook generally insists on a good cook. We are told that a good cook does not come very high nowadays.

It is the general opinion of construction men that including the cost of provisions and the cook and cook-ee's salary in any camp, men could be fed at a minimum of forty cents apiece per day when a large number of men are employed.

Cavacchi of Cavacchi and Pegano at a time when he was paying forty cents per hour for ordinary labor on road contracts for Nova Scotia highways charged \$1.00 a day to his men for board and lodging, it is true. In those days however there was work for everyone, the jobs were in no sense relief projects and no preference was given to married men.

Under the present system far from being given a preference married men appear to be penalized. It does not require a mathematical contortionist to figure that boarding and lodging men in large quantities today at \$1.00 per day is a very profitable business.

Talleyrand, the famous Frenchman used to say "That the world was divided into two classes—the sheep and the shepherds" and that he preferred to be on the side of the shepherds. In this matter The Daily Mail is inclined to be on the side of the sheep.

Alabama Paralysis Epidemic Spreads

MONTGOMERY, Ala., July 14—An infantile paralysis epidemic that has killed eight persons and stricken 150 in northern Alabama crossed into southern Tennessee today.

State health officers quarantined whole towns and communities in their fight to isolate the disease. County officials were urged to close public gathering places.

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Mysterious Stranger Is Not Yet Located

Nothing further has been heard in regard to the "millionaire" stranger mentioned in last night's issue of The Daily Mail as having succeeded by his smooth tongue in living on the top of the land at Lincoln for three weeks. This morning members of the family of Thomas H. Bourque stated that the stranger who was at Lincoln did not stop at Thomas Bourque's house but that he was put up at Felix Bourque's. They stated that they had talked with the stranger and had sized him up for what he was, but that he had never had a meal in their house. It appears that the chicken dinners and the fix-ins were provided elsewhere. The young man who was cook at Aulac and who gave up the \$20 a week job was Joseph Barry of Lincoln, and it is supposed it is from this source that the smooth stranger received all his information which we worked in connection with the old friend racket which he pulled off. Mr. Barry resigned his job at Aulac to accept a position with the supposed "millionaire" and he was evidently left to hold the bag.

Lord Tweedsmuir Leaves Hospital

MONTREAL, July 14—Lord Tweedsmuir left Montreal in his private railway car last evening on his return to the Vice-Regal quarters at Quebec after a four-day stay at Royal Victoria Hospital.

The Governor-General, suffering from a recurrence of gastric trouble, was under observation and underwent X-ray examinations during his stay but diagnosis have not been completed.

Accompanied by his physician, Dr. J. C. Meakin of Montreal, Baron Tweedsmuir walked to his car at Park Avenue station, and replied to railway officials that he was "feeling fine."

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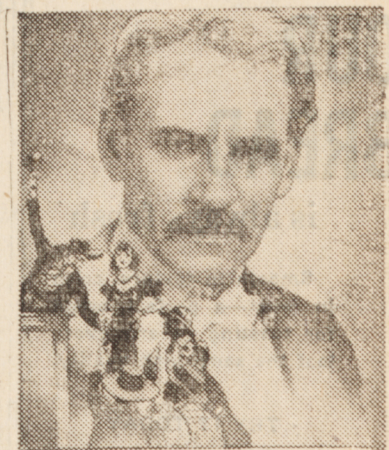
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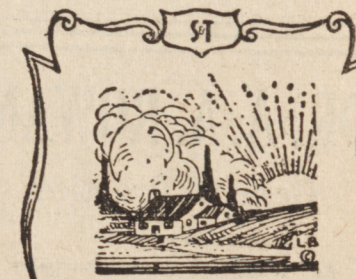
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