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No Chartered Spanish Ships Flew the British Flag

LONDON, May 4 — The question came up in the House of Commons today of the number of ships which have been chartered for Bilbao for the purpose of evacuating the civil population. It was said that no Spanish ships had been chartered to fly the British flag since the beginning of the war.

There is still discussion of the matter of the sinking of the insurgent warship, Espana. The Valencia Government claim that four bombs hit the Espana causing it to sink.

reported, started with a \$50 investment, disregarding the wisecracks of their husbands, and finally had the men laughing on the other sides of their faces. Every spring now they leap into action when the first warm rains stir the deep bass mating call of the bullfrog and the high romantic treble of the females. Come summer and they are rushing legs to restaurants and expressing skins to be made into book covers and fine glue at fancy prices, so the United Press said.

Nor are Mmes. Wells and King unique. In Arcadia, Fla., by latest reports, lives a LaVerna Ebinger who keeps forty or fifty frog catchers busy in the swamps of Hadee county every night all through the season in which frogs legs are big enough to matter. In one season he sold 5,500 pounds of legs. Figuring fourteen legs to a pound, which Mr. Ebinger reckons, is safe, that counts up to 117,000 frogs. A lot of frogs, of course but not enough to convince Mr. McCall, or Fred Orsinger, or the National Geographic Society that many people can make money copying other the Ebingers or the Kings and Wells.

With so much stubborn doubt in such high places, this department apologizes beforehand for offering detailed instructions on how to run a frog farm. The information is offered only because it happens to be convenient, and not at all from any belief that it may come in handy. It is gleaned from news reports about the frog farm that Edwin Meltzer was starting a couple of years ago in Rapid City, S. D. Mr. Meltzer began by buying six pairs of giant bullfrogs, each two feet long and weighing two and a half pounds apiece. He got these in Louisiana. For them he built a pond forty feet square and carefully fenced and divided into sections. One part of the pond was reserved for frogs that wanted to lay eggs. As the eggs hatched the inevitable tadpoles were switched to another part of the pond, where they were kept until their tails dropped off and legs came gloriously. Then they were switched to still another section, where they lived on the flat of the land until Mr. Meltzer figured there was a profit in them. Mr. Meltzer kept his pond filled free of charge from Rapid Creek, and fed his herds on crabs, minnows and a variety of water plants. The latest available reports about his venture made no mention of profits.

Just what a frog is, apparently has never been settled by the courts in this country, although no doubt scientific authorities on the lower orders of life are pretty well settled in their own minds. In France, however no less than the Appeal Court of Besancon has ruled that a frog is not a fish. The court had to act because a lower court had held that R. Cholley, caught spearing frogs at night, was guilty of illegal fishing.

"Anything that lives in the water is fish," the lower court decided, but on appeal Cholley got off.

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ADVANTAGES OF NORTHERN AIR ROUTE ARE POINTED OUT BY MONCTON TRANSCRIPT

Shediac Will Be Very Much in the Picture When Trans-Atlantic Aviation Becomes a Reality

The Moncton Transcript in an editorial a day or two ago pointed out the advantages of the Shediac-Moncton aviation route over other proposed routes. The Transcript says:

"A study of a globe, preferably to a flat map, produces good reason why the American aviation route is equally interested with the Empire in the so-called northern route. Actually this 'northern' route really is the middle route between London and New York and thus, other things being equal, the ideal course.

"The other route to be used along the southern part of the North Atlantic, the 'southern' is via Bermuda and the Azores. It is much longer, although Bermuda does not lie so far south as its climate would suggest. Actually it is 773 miles from New York, and while it is in about the latitude of Charleston, South Carolina, because of the contour of the Atlantic seaboard Charleston is 882 miles away. Extensive preparations are being made at both cities and at Baltimore (814 miles). Which terminal will be used from time to time will depend upon weather conditions.

"From Bermuda to the Azores is the longest non-stop flight in any of the six routes considered, 2,367 miles. From the Azores to Lisbon, Portugal, is 1,050 miles, the continent to continent flight being 2,390 miles. By this route, from New York to London is 4,865 miles; to Paris, 4,790 miles, and to Berlin, 5,340 miles.


"On the selected 'northern' (or middle) route the ocean span is between Bo'wood, Newfoundland, and Póynes, at the mouth of the Shannon in Ireland, 1,995 miles. Between the American terminal and Botwood are the alternative courses via Shediac and Montreal. From New York to Shediac is 601 miles, then to Botwood 471 miles. From New York to Montreal 327 miles; from Montreal to Botwood 890 miles. The advantage from the aviation standpoint is all with Shediac; the total is 150 miles shorter and the most difficult section across to Newfoundland is cut in two. It is safe to say the Americans will favor Shediac when the routes become actualities.

"From Póynes to Southampton is 350.5 miles. From New York to London, the northern route has an advantage of nearly 1,500 miles. Between New York and Berlin it is more than 1,300 miles shorter, and New York to Paris, more than 1,000 miles.

"Besides the two prime routes, four others have been surveyed. From Newfoundland to the Azores is an over-ocean flight of only 1,359 miles. It has the advantage of more than 350 miles. New York to London, over the southern route. It is the NC route of the American Navy flyers of 1919. The objection taken is that it would combine the worst weather features of both routes. Then there is a route from New York to Shediac to Cartwright, Labrador, (also the choice of the Italian flyers) to Póynes a hundred and more miles longer to London than by the selected route. With present knowledge, it is safe to say that no immediate use will be made of routes farther to the north. These brief facts should make it evident that Shediac is destined to be very much in the picture as transatlantic

SCOUTS ANNUAL REPORT FOR 1936 SHOWS INCREASE

New Brunswick Has 3,865 Members Out of a Total of 85,946 in Dominion



Bits From the Scouts 1936 Report

Scouts and Trees

The planting in the Scout Forest at Angus, Ont., of 70,000 trees during the May 24th weekend was a feature of the report on Scout reforestation work. Since 1929 450,000 trees have been planted on the site. Similar activities were reported from Nova Scotia and Manitoba. In New Brunswick the number of Scout Forest Wardens had substantially increased.

World Friendship Badge

For the first time the World Friendship Proficiency Badge comes in for mention, as a means of encouraging goodwill and understanding among the Boy Scouts of all nations. During the year 25 Canadian Scouts carried on the necessary exchange of letters with Scouts in other countries to qualify for this new badge.

Scouts Qualifying for Public Service

During 1936 a total of 10,366 Proficiency Badges qualifying for various kinds of public service were studied and passed by Wolf Cubs and Boy Scouts. Scouts studied and passed 11,093 badges in subjects aimed to improve them physically, and to assist them in discovering a life occupation.

The service badges included. Ambulance Man, 1,416; Citizen, 172; coast watchman, 4; cyclist, 1,130; fireman, 1,367; forester, 231; friend to animals, 324; handyman, 899; interpreter, 451; missionary (home nursing), 781; pathfinder (guide for tourists), etc., 794; public health man, 475; rescuer (from drowning), 402; safetyman, 400; world friendship, 28.

Scouting in Indian Reformatory

Another story of the notable success of Scouting for boys and young men in Indian penal institutions was related by an Indian Scouter before a Rotary Club in India. Twelve years ago he had suggested to the head of a large reformatory for boys that a Scout troop might help solve their disciplinary problem. He was told the idea was impracticable, as armed guards were necessary to keep order, and discipline was only maintained by public floggings. He was, however, permitted to visit the institution once a week to introduce Scouting games, and before long he was permitted to live on the premises. A Scout troop was eventually started, three years after his departure. Recently he had returned, to find an amazing transformation. Armed guards were gone, floggings were things of the past. The boys were even permitted, upon "Scout's Honour," to visit their homes, and return at an appointed time. And to date, not a single boy had failed to keep his promise.

Scout Apple Days

Scout Apple Days were held in over 150 places, and many thousands of apples sold for eating out of hand, to the mutual benefit of apple growers and local Scouting funds. Much incidental advertising of the good eating qualities of Canadian apples was secured.

aviation becomes a reality. If it should be found necessary to use land planes instead of seaplanes, Moncton would occupy a strategic position equal to that of Shediac for the flying boats."

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FIND FROGS ARE A TOUGH PROPOSITION

A Federal Fisheries Bureau Expert Sums Up the Points Against the Creatures

NEW YORK—Pecking around for information that might interest New Yorkers, the research workers have uncovered considerable lore concerning frogs, chiefly their succulent, flavorish legs and the profits and losses likely to accrue from the sale of these to craving gourmets.

According to the most reliable testimony there are no profits. The best minds of the Federal Government back up this disheartening conclusion.

"Frogs," says Fred Orsinger of the Fisheries Bureau, "are a tough proposition. They don't love their young. They need incredible quantities of food. They attract snakes. They are hard to keep on any farm." A frog farmer picks out. They do keep down the mosquitoes, but there are lots of cheaper ways of doing that.

This is also the measured decision of the National Geographic Society's Its Bulletin, a while back, carried a long piece knocking the recurring notion that frogs properly reared can do for a wise cultivator what furs did for the Astors, oil for the Rockefellers, and a couple of pop eyes and five daughters did for Eddie Cantor. Even though a female frog lays as many as 240 eggs, profits are unlikely. So many dangers lurk for the eggs and the tadpoles that follow the eggs but precede the frog children, that the chance of developing an adult specimen with legs worth talking

about is hardly greater than the chance of finding another German girl with Marlene Dietrich's underpinnings.

This is pretty bitter pessimism, but it is shared right here in Manhattan by Assistant Attorney General Ambrose V. McCall. Some Florida geezers came to Mr. McCall about a year ago asking a permit to organize a co-operative frog farm with the help of moneyed New Yorkers. They wanted to sell units in this State, consisting of one male and one female frog, at \$5 a unit. They would maintain the units in a Florida farm and harvest seasonal crops. They told Mr. McCall that everybody would make lots of money, because the Italian Army fighting then in Ethiopia was in the market for ten million pairs of frog legs. Mr. McCall however, said "No!" even though the geezers promised to keep every investor's unit in a separate pen, so to speak.

He was downright pleased with his smart decision when, a couple of months later, he read of the suit that a lot of profitless investors from other states had started against another frog-leg raising corporation down in Tampa. And he wasn't at all disturbed on learning about the same time that in Bristol, Tenn., Mrs. Francis Wells and Mrs. Mildred King actually were making money on their Welking frog farm. Mmes. Wells and King, so the United Press