

MANY RHODES SCHOLARS ARE NATIONAL FIGURES IN CANADIAN LIFE

Representatives of Rhodes Trustees Names Premier Thane Campbell, Hon. J. B. McNair, Bishop Ralph Serman and Others As Examples

In a statement published a few days ago the Canadian Trustee of the Rhodes Trustees in Canada points out the contributions which Canadian Rhodes Scholars have made to the national life of Canada. In his statement the Trustee mentions Hon. J. B. McNair, Attorney General of New Brunswick and Rt. Rev. Bishop Ralph Sherman of Calgary, both of whom are well known in this city. Bishop Sherman is a former Fredericton boy. The trustee says: "I am not one to say that they have done more than other university graduates," said Mr. Michener, "but on the whole they have done very well."

Mayor Bone before the convention of the Property Owners' Association of Ontario, stated that 'statistics show that out of our 232 Rhodes scholars not a single one ever attained national fame or great wealth.'

Mr. Michener received the statement without any outward show of emotion and pointed out mildly that he would say that Hon. Norman Rogers, Federal Minister of Labor, had some measure of national fame. Then too, he said, there were Hon. Thane A. Campbell, Premier of Prince Edward Island, and Hon. J. B. McNair, Attorney General of New Brunswick; Right Rev. L. Ralph Sherman, Bishop of Calgary; Hon. Mr. Justice Norman S. Macdonnell of the Supreme Court of Ontario; J. M. Macdonnell, General Manager of the National Trust Co., Ltd.; T. W. L. MacDermot

Headmaster of Upper Canada College; George V. Ferguson, Managing Editor of the Free Press, Winnipeg; and Hon. William Ernst, Lunenburg, a member of the Bennett Cabinet.

"Besides these," said Mr. Michener "there are a great many professors, occupying chairs in the universities, of whom a number have attained a considerable amount of prominence."

"There have been several members in the Federal House and there are quite a large number practicing law and medicine. A number have attained high positions in the Civil Service, for example, John E. Read, K.C. legal adviser to the Department of External Affairs."

Mr. Michener emphasized that the trustees were under an obligation to find applicants for the scholarships who would be interested in performing their public duties and he was confident that men on the Canadian list have been doing their share in that respect.

He believed also that Rhodes' record was in itself answer to Mayor Bone's further claim that 'if Rhodes himself had been forced to he would probably have never made a nickel or built an Empire. He would likely have become a school teacher.'

"While Rhodes was a member of Parliament, East Kimberley, I think it was, carrying on his business in South Africa and laying the foundation of his fortune, he proceeded with his studies at Oxford," said Mr. Michener.

UNBIASED STUDY OF RAILWAY UNITY URGED BY JACKMAN

MONTREAL, March 26—The Canadian Senate, Prof. W. T. Jackman of the University of Toronto told members of the Canadian Club today, was not the place to get an unbiased study of the Canadian railway question. He advocated study of the entire problem by a non-partisan committee "which will face the realities unflinchingly without a consideration of politics."

Discussion of the issue in the Senate, he said, might be "very desirable for the education of many members of that House who have been thinking too long in terms of the archaic."

"But," he declared, "we would like to say with all the candor, courage and decisiveness at our command that a committee composed of members whose minds are saturated with politics, even though two or three of them have risen above that thralldom, is not likely to produce results which will merit public confidence."

Need Thorough Analysis

What is needed, Professor Jackman insisted, is study by an unbiased body—"a body which will make a thorough analysis of this problem and bring forth that economic solution of this economic problem which will merit and command the approval of sound business judgment, and thereby promote the present development and future welfare of the country."

The natural course, he declared, would be for the Minister of Transport to appoint a committee of the Cabinet, representing the public interest, to meet a similar group representing the business interests of the country, including representatives of agriculture and labor, with the object of examining comprehensively and judiciously the problem of unified operation and arriving at a basis of unification which would be acceptable for the country's welfare. A plan should then be submitted to the public, time given for its consideration

and legislation later introduced to implement it.

Professor Jackman answered the critics of unification, denying that the process would throw 20,000 or 30,000 men out, that a dangerous monopoly would be created, that a unified system would be so vast as to be unmanageable, that the Canadian Pacific would exploit the Canadian National and that large sections of the country would be left without adequate transportation facilities.

Advantages of Union

Advantages of unification he set out as: abandonment of unnecessary duplicate mileage, elimination of duplicate overhead and operating expense, freedom of the railways from "the debauchery of politics," creation of new incentive on the part of capital and labor for the development of resources, release of at least \$60,000,000 a year for the development of the national life.

Professor Jackman who at the outset dispelled the idea that he was working for the Canadian Pacific Railway denied, in the first place, that the unduly heavy debts of the Grand Trunk Pacific and the Canadian Northern, which were later joined to become the Canadian National Railways were due to the extravagance of private capital. The bonded debt of the Grand Trunk, \$310,000,000, was assumed voluntarily by the Government in agreement with the company and consequently was regarded as reasonable. So with the \$418,000,000 debt of the Canadian Northern.

The Grand Trunk Pacific, he agreed, was extravagantly built, but, while it was outwardly a private company, it rested in the responsibility of Governments, national and provincial, and was built on Government speculations.

Financial History Reviewed

"The chief source of this railway trouble," he continued, "was not the errors of private capital, but the indefensible action of the Government in guaranteeing bond issues and in its lavish spending on the roads once they were acquired."

He reviewed the financial history of the Canadian National at some length to establish his point and to show that the average annual loss during recent years has been greater than in earlier years.

"That," he commented, "is a fact which should compel public attention to the consideration of the best means to overcome this pyramiding of financial waste."



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ANY DAY A FISH DAY

GIFT BELLS

The largest bell in the world was a gift. It was the present of an empress but it was never hung nor rung. It weighed about two hundred tons and was broken while still in the casting pit during the great fire which swept Moscow in 1737. But the people used it for a chapel, entering through the 'doorway' made by the fracture.

The world's largest, ringing bell was a gift, too. It hangs in the Kremlin and weighs about one hundred tons. It was the gift of a czar and hangs in the Ivan Tower along with over 30 more gift bells.

The second largest bell in the world is in an ancient Buddhist temple in Japan. It is literally covered with inscriptions and the names of those who contributed to its cost.

A native king of Burma wished to be remembered as the ruler who cast the largest bell. The Great Bell of Mandalay was made and is large enough to let a football team lounge comfortably within it. This ninety-ton bell is surrounded by the Royal Family—so the legend goes—for in the massive walls of its unfinished pagoda are buried one hundred images of members of the king's family, each done in solid gold.

The Great Bell of Peking has a tragic legend attached to it. The Emperor of China ordered the bell in 1420. Twice the casting failed to hold together and the Emperor was furious. He threatened the bell founder with death. The story goes on to say that a famous astrologer told the founder's little daughter that blood was needed to make the bell hold together. So to save her father's life, she stole into the great bell at night and hurled herself into the boiling metal. In the echoes of its sweet note, the Chinese hear the voice of the little girl.

Just as in the days of old when the holy man called the people to worship with a little hand bell, so the churches throughout the world ring bells, little or great, today. In 1936 bells for the use of churches were imported to the value of \$24,000, according to the External Trade Branch of the Dominion Bureau of Statistics. They came from the United Kingdom, the United States and France.

SHOPPERS GET TEA

Just an Old Custom in Smaller Stores of Japan But Takes Time

HANEY, B.C., March 26—Margot Gordon of Whonnock, B.C., just returned from Japan, has been writing of her visit to department stores in the flowery kingdom.

They are huge, airy places with marble staircases, up to date elevators, modern lighting arrangements spacious showcases, excellent service and a tremendous variety of merchandise. A subway connects several of the larger ones and hordes of taxi cabs whisk up to the doors and away again all day long. This is how most people arrive if not on foot, for there are comparatively few private cars, the majority being taxis which race each other around corners in a delicious fashion.

It is quite a different matter if you go into a small store where the owner serves you. While you are explaining what you want a young person will bring tea—you are being treated as a guest—and whether you make a purchase or not you bow your way out with many thanks on both sides. The only disadvantage to so much courtesy is that it takes time, especially as at least three members of the family will help in showing the wares and carry on an animated three-cornered conversation whenever you ask a question.

The most interesting floor in a department store is where they sell the silk for kimonos. It comes in bolts of standard length, and though the width is too narrow to be very useful for making into western style dresses the designs in both silk and rayon are really exquisite.

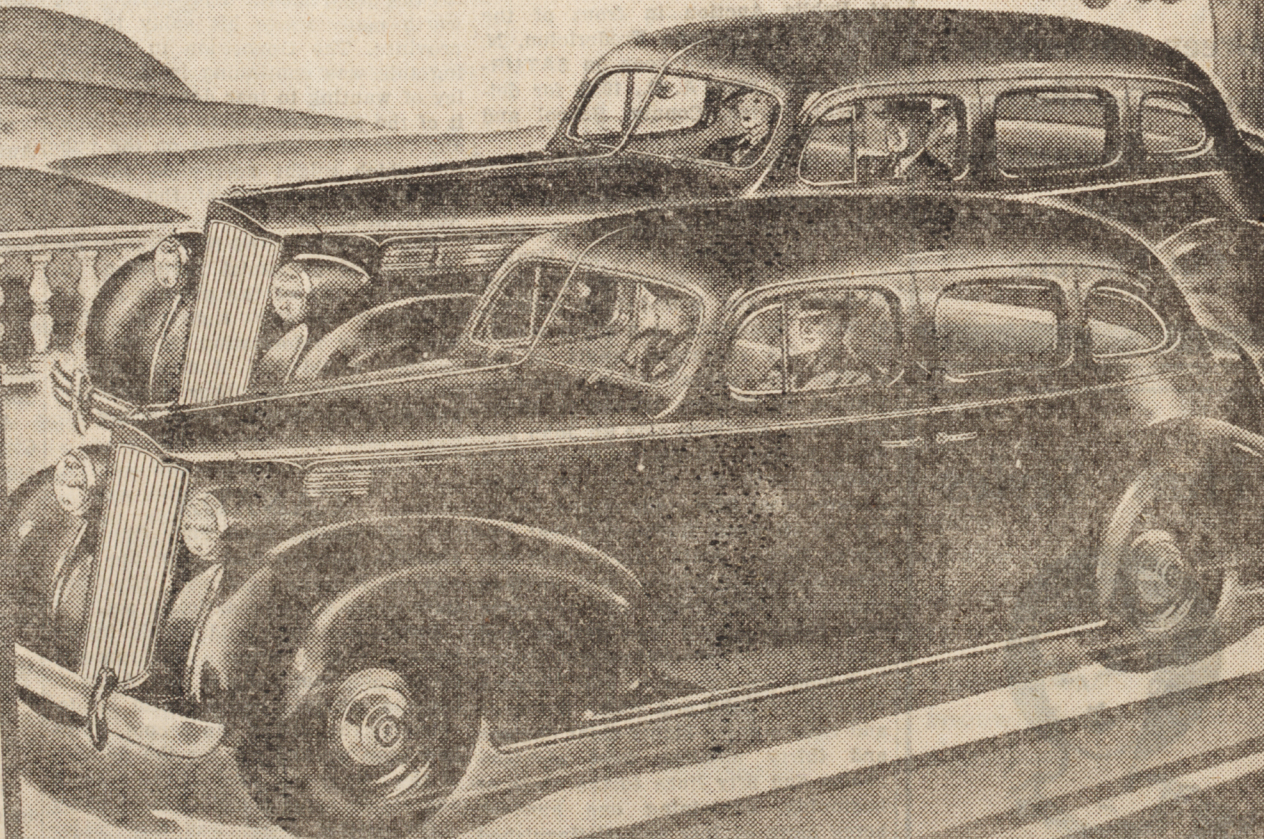
Another fascinating place to visit is the Oobi market. Here are sold second-hand kimonos, haori and obi which are often very old and very beautiful. Many gorgeous pieces of silk you find which have been worn perhaps only a few times or only once on a ceremonial occasion. The obi market has many booths and as soon as you go inside the bargaining begins.

The method of serving food in restaurants is interesting. Outside are glass cases containing clever imitations of the dishes they serve—both Japanese and foreign, which are priced and numbered. Then you go to the desk, give the numbers of the dishes you have chosen, pay the bill, take the celluloid checks they give you and go and sit down. The food represented by the checks you hold is then brought to you. In some of the nicer restaurants they bring you a small towel wrung out in hot water with which to wipe your hands before beginning your meal.

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