

Canada is Building Greatest Airport In North America

Field and Seaplane Base Near Belleville Well Advanced

Belleville.—Within two years Hastings County expects to boast of the finest flying field and seaplane base on the American Continent. The Department of National Defense has selected a site one mile east of Trenton on King's Highway No. 2 and at completion of construction an amount in excess of \$3,000,000 will have been expended. The site runs down to the shore of the Bay of Quinte, (Lake Ontario) and includes an area of 1,200 acres of the best farming land in the township of Sidney, situated on both sides of the highway. In clearing away fields and orchards some of the best homes in the country will be razed. Hundreds of fine fruit trees are being cut down. Nearly all the acreage has been purchased by the Government for the purpose of their property, although in some cases arbitration was resorted to.

At the present time the contractors are working on one unit of the flying field of which there will be four, when completed. Due to the soft condition of the ground only 100 men are employed at present but a much larger number will be engaged as work progresses. Contractors for crushed stone have 49 trucks drawing from the Point Anne quarries of the Canada Cement Company, while the tiles used for drainage are being delivered to Trenton and trucked from that point to the airport. Before the work is completed 22 miles of tile will be placed in the one unit. A stream which passes through the air property is being diverted to the east end of the camp and two subways will be constructed under the highway, wide enough to transport an aeroplane from the south to the north field.

Permanent Buildings

Only the hangars for the planes will be built to the north of the highway and all the other buildings built to the south including the commandant's home and the administration building. Four hangars will be built at present they being 100 by 200 feet and of steel construction. The flying field proper will be 2 miles square. To the south of the highway will be two large buildings known as the "married quarters" which will be built to house 150 families. Two other buildings will be constructed for the use of the single men, while a large area will be apportioned for a children's playground. Garages and a modern fire-fighting apparatus will be installed. Directly south and between the buildings will be the parade grounds. Erection of buildings will be started as soon as possible after the spring break-up.

Further south along the bay shore, plans have been made for the seaplane. Hangars and docks will be constructed there, and two long shipways, up which the seaplanes can be hauled, will be built. This construction will take place between Baker's Island and the mainland and the naval base will have protection from wind and weather. Baker's Island, which rises some 300 feet above sea level, has been reduced to sea level and the dirt taken therefrom has been used to fill the marshland between the mainland and the island. This work was completed last fall and workmen will soon be placed on the leveling off. The concession road running through the airport has been closed and contractors are busy building a new road along the southern boundary of the C.N.R. right-of-way on the north end of the property, which will meet the highway one mile east of the airport.

Begin Hangars Soon

The work of removing a large sugar bush on the north part of the property, which will be the boundary of the unit to be completed this year, is now being finished. Contractors have started leveling and removing the stumps. An orchard was removed last fall and after being levelled was tilled. The erection of the four hangars will be started shortly and as soon as completed a few planes will be moved down from Camp Borden. The highway running through the airport will be widened to 120 feet to accommodate the traffic of tourists expected. All telephone and telegraph poles will be removed from the property and placed in underground conduits so there will be no obstruction on the flying field. A beacon light will be placed in the centre of the airport to guide planes flying at night.

Unemployment in the U.S.A.

London Times (Ind.): There is little reason to doubt that permanent unemployment is today the lot of an always growing number of American men and women. The number, considered in relation to a population of about 125,000,000, may not yet be large, but serious students are convinced that it is becoming slowly but steadily larger.

Gold Found in Mesopotamia

Bagdad.—A goldfield has been discovered in the Mesopotamian desert, between Ramadi and Rutba, the landing station for aviators between Cairo and Bagdad, by Muhammad Djalabi Bissam, who has applied for a license to exploit his discovery.

Products received into Panama from the United States last year were valued at \$12,350,000.

Train Telephone Canadian Success

Two-way Conversations from Speeding C.N.R. Flier Are Conducted

Montreal.—Canada took a commanding lead in the scientific race when two-way telephone conversation between a moving train and cities on the North American continent and Great Britain was successfully accomplished. The train was the Canadian National Railways "International Limited," which inaugurated a new schedule by making the journey from Toronto to Montreal, 334 miles, in 260 minutes. This schedule is the fastest in the world for a train of the same size and weight, and calls for a speed of close to 70 miles an hour at times.

For some reason, as yet unexplained, communication between the train and England after Sir Henry had held a brief conversation with C. J. Smith, European vice-president of the Canadian National, had ceased.

DEMONSTRATED TO PRESSMEN
The new telephone system was demonstrated to a group of Canadian and American newspapermen and officials of the railway and some 60 calls were placed from the speeding train.

While this method of communication was tested on May 5, 1929, this marked the first occasion on which it was placed at the disposal of the traveling public by means of short radio waves, and then land telephone lines. It enables any person to put in a call to or from the trains carrying the equipment. The time required to obtain the party called is about the same as in the usual long distance telephone call, and both caller and the person called can hear just as plainly.

Through the research work of J. C. Burkholder, chief engineer of the Canadian National Telegraphs, who himself perfected the process and manufactured much of the equipment, this new triumph of communication has been made possible.

The system developed by Burkholder involves the disintegration and re-assembly of the human voice. The words spoken into the telephone on the train vanish in a whirl of high frequency cycles and thus are hurled from the train to the carrier-current telegraph wires which parallel the railway line. These wires guide the disintegrated voice to one of the train terminal pickup stations, where it is reassembled and transferred to the regular telephone wires for transmission, through Bell Telephone connections, to the telephone of the party in some distant city with whom the traveller using the train telephone is speaking. The ordinary telephone system operates from 125 to 2,500 cycles, as compared with 1,250 to 12,500 cycles of the train telephone.

CALL FEDERAL MINISTER

Sat. afternoon, while the train was speeding at nearly 60 miles an hour between Oshawa and Kingston, the Canadian press representative aboard placed a call for Hon. James Malcolm, Minister of Trade and Commerce, at his home in Ottawa. Within a very few minutes the Minister had been called to his telephone. His voice could be heard as plainly as though he were talking on an ordinary telephone, and he stated that he too could hear very plainly. Later, about 60 calls to different cities on the continent were placed by other newspapermen and in every case the conversation was reported as very satisfactory.

Under the system now introduced, to speak to a passenger on the train is as simple as to call a business man in his office in another city. The person wishing to place a call steps into a curtained telephone booth, which hides the intricate equipment of the operating panel. An ordinary telephone set is on the table. Simply call "long distance" and ask for the person required, just as in the case of any other conversation of this kind. Within a very few minutes, the call is put through.

The first call was placed by Sir Henry Thornton, chairman and general manager of the Canadian National Railways, to Hon. James Malcolm. "You are somewhat of a flying knight," said Mr. Malcolm, as he congratulated Sir Henry on the official inauguration of the two-way conversation.

Speaking to the assembled newspapermen and officials in Toronto, before the trip, Sir Henry Thornton outlined the difficulties which had been overcome by Mr. Burkholder in completing the service. He paid a stirring tribute to the young engineer-scientist whose labors had made this modern miracle possible.

"One thing we intend to pursue," he said, "is the sure method of keeping constantly in touch with our trains. The development of this telephone system comes in the natural course of events. Progression requires it. It will prove of inestimable value. It will place our trains in constant touch with despatchers."

Crimean War Veteran Dies

Busto Arsizio, Italy.—Luigi Parahini, last survivor of the Italian contingent that took part in the Crimean War of 1853-56, has died here at the age of ninety-eight. He was a sergeant in the regiment commanded by Lamarmora.

Snakes, frogs, and tadpoles are deaf, but lizards have very keen ears, while turtles can hear well, even under water.



Helen Willis Moody, women's tennis champion, as she appeared in action in practice match with Elinor Griffen at Forest Hills, L.I., her first appearance east since her marriage.

Sir G. Guggisberg Is Dead in London

Governor of British Guiana Since 1928 Was Canadian Born

London.—Few men have had a more versatile career or a greater variety of Empire service than Sir Gordon Guggisberg, noted soldier and colonial administrator, whose death here last week came as a shock to official circles. Sir Gordon had been Governor of British Guiana since 1928. He was 60 years of age and Canadian born, his birthplace being Toronto.

Sir (Frederick) Gordon Guggisberg had a distinguished career in the war and before and after the war served his King in the East, in Africa and in South America. Sir Gordon was a graduate of the Royal Military Academy at Woolwich and while military promotion was for a long time a slow matter for Gordon Guggisberg, in this he suffered what was but the inevitable lot of most peacetime soldiers.

Sir Gordon served at Singapore from 1902 to 1896, going out to the East at the age of 24. At the age of 23 he was named instructor in fortifications at the Royal Military Academy, Woolwich, and his captaincy came during occupancy of this post in 1900. He was sent on a survey of the Gold Coast and Ashanti in 1902 and after holding various other posts was made Surveyor-General of Nigeria, which was but poorly charted, in 1910.

Sir Gordon came from Nigeria at the outbreak of war to take command of the 94th Field Company of the Royal Engineers. In 1917 he was brigadier at the head of the 170th Infantry Brigade and in 1918 was Inspector-General of Training, General Headquarters, France. He was mentioned in dispatches five times.

Sir Gordon was named Governor of the Gold Coast in 1919 and remained there until 1927, having obtained a knighthood in 1923. He was later transferred to British Guiana. Sir Gordon was a writer and deeply interested in the problem of the so-called backward peoples.

T. & N.O. Extension Ahead of Schedule

Reached Onakawana-Abitibi Area Monday Afternoon

North Bay.—The James Bay extension of the Temiskaming and Northern Ontario Railway, now being proceeded with, reached the lignite field in the Onakawana-Abitibi area Monday afternoon, four days ahead of the original schedule, according to George W. Lee, chairman of the T. & N.O. Railway Commission.

Mr. Lee added that the construction is progressing very satisfactorily and that there is no doubt whatever but that the line will reach the banks of the Moose River this Fall, as planned. After this important link has been completed rail laying will be halted for a period of six months while the Moose River is being spanned by a 1,500-foot bridge. As quickly as that is accomplished arrangements will be made to push on to a James Bay terminus.

America has her own housing problem. It has been declared that 1,000,000 new homes are needed every year, while 14,000,000 of the houses now in existence are so old or so bad that they are a menace to health.

Slayer Believed Of Unsound Mind

Frank Barton, of Toronto, Remanded to May 6

Toronto.—A remand to May 6 was granted on behalf of Frank Barton, 24, when a charge of murdering his 18-year-old sister Alice was read in court recently. The accused did not appear and is still confined to the psychiatric hospital. Barton is said to have been mentally deranged since he was injured in a motor accident some months ago.

Alice Barton was killed recently while sleeping in her bed, to which she had been confined with a minor illness. A blood-stained hatchet was found beneath the bed. The accused was arrested after Oakville authorities notified Toronto police that they were detaining him upon the complaint of a motorist who drove him to that place. The motorist said Barton had been acting strangely and he believed him insane.

Winnipeg-to-Bay Direct Line Urged

Winnipeg, Man.—Immediate action on the construction of a short route from Winnipeg to the Hudson Bay is urged on the Canadian Minister of Railways in a resolution passed at a meeting of the executive of the Associated Boards of Trade of Manitoba.

Although the road from Winnipeg, to Fort Churchill, on the Hudson Bay, is almost completed, after years of delay and debate over its advisability, it is now realized that this road is of little assistance to Manitoba because of its very circuitous route, making it several hundred miles longer than a more direct route. Several more direct lines have been suggested, an dthe executive of the Associated Trade Boards of the Province have left it to the Minister of Railways and the Canadian National Railways system to choose the route they consider of the greatest advantage.

The city of Winnipeg recently voted \$30,000 to pay the expense of surveying a route from Winnipeg to the Bay.



A VERY UNUSUAL FOSTER MOTHER Keeping the Easter spirit, eh? "Pia," pet poodle of a West Springfield, Mass., household, has adopted a whole flock of baby chicks and they seem to enjoy it as much as she does.

The Markets

PRODUCE QUOTATIONS

Toronto wholesale dealers are buying produce at the following prices:

Eggs, ungraded, cases returned, fresh extras, 28c; fresh firsts, 26c; seconds, 23c.

Butter—No. 1 creamery, solids, 30 1/2c; No. 2, 29 1/2c to 30c.

Churning cream—Special, 34c; No. 1, 32c; No. 2, 30c.

Cheese—No. 1 large colored paraffined and government graded, 18 1/2c to 19c.

POVISION PRICES

Toronto wholesale dealers are quoting the following prices to the trader:

Smoked meats—Hams, med., 28 to 35c; cooked hams, 48 to 52c; smoked rolls, 28c; breakfast bacon, 30 to 40c; backs, pea-mealed, 34c; do, smoked, 46 to 55c.

Pork loins, 32c; shoulders, 22c; butts, 26c; hams, 26 to 28c.

Cured meats—Long clean bacon, 50 to 70 lbs., 24c to 25c; heavy rolls, 10 to 110 lbs., 21c; Heavyweight rolls, 40c; Lightweight rolls, 26c.

Lard—Pure, Jerces, 12c; tubs, 16c; pails, 17c; prints, 17 to 17 1/2c.

Shortening—Tierces, 13c; tubs, 13 1/2c; pails, 14c.

HAY AND STRAW PRICES

Wholesale dealers in hay and straw are quoting shippers the following prices for carload lots, delivered on track, Toronto:

No. 2 Timothy, \$14.50 to \$15; No. 3 do, \$13 to \$14.50; wheat straw, \$11.50; oat straw, \$11.50.

LOCAL GRAIN QUOTATIONS

Grain dealers on the Toronto Board of Trade are making the following quotations for car lots:

Man. wheat—No. 1 North, \$1.13 1/4; No. 2 do, \$1.10 1/4; No. 3, \$1.07 1/4; No. 4, \$1.05; No. 5, 94c; No. 6, 77c; feed, 70c (c.f. Goderich and ay parts).

Man. oats—No. 1 feed, 49c; No. 2 do, 47c.

Am. corn—No. 2 yellow, 95 1/2c; No. 3 do, 95c.

LIVESTOCK QUOTATIONS

Heavy beef steers, \$10 to \$11.75; butchers' choice, \$10.50 to \$11.50; do, fair to good, \$9.75 to \$10.25; do, common, \$8.75 to \$9.25; butcher heifers, choice, \$10.50 to \$11; do, fair to good, \$9.25 to \$9.50; do, common, \$9 to \$9.25; butcher cows, good to choice, \$8 to \$8.75; do, med., \$6.50 to \$7.75; canners and cutters, \$3.50 to \$5.50; do, bolognas, \$6.25 to \$6.75; baby beef, \$10 to \$13; feeders, \$8 to \$8.75; \$9.25 stockers, good, \$8 to \$8.50; do, fair, \$7.50 to \$8.25; calves, \$6 to \$10; do, com., \$5 to \$8.50; springers, \$10 to \$11; milkers, \$6 to \$9; lambs, choice, \$11 to \$11.50; do, bucks, \$9; sheep, good, \$7.50 to \$8; hogs, bacon, w.c., \$3; do, selects, 51c per hog discount; do, butchers, 75c per hog discount; do, trucked in, 50c cwt. under w.o.c.; do, f.o.b. price \$1.25 cwt. under w.o.c.

Archduke Accused Of Grand Larceny

Retired British Officer and Wife Also Indicted at N.Y.

New York.—Archduke Leopold of Austria, a member of the deposed Hapsburg family, was indicted recently on a charge of grand larceny growing out of the sale of the historic diamond necklace which Napoleon is credited with having given to Empress Josephine.

The necklace, valued at \$400,000, had been the property of Archduchess Marie Theresa, and was sold for \$60,000 recently at a Fifth Ave. jeweler. Colonel Charles L. Townsend, who represented himself as a retired British army officer, and his wife also were indicted on larceny charges.

According to testimony, the Archduke, who has been a prominent social figure in the United States since he came here reportedly to build up the fallen fortune of the once wealthy Hapsburgs, introduced Townsend to the Archduchess.

Townsend and his wife, in turn, are charged with selling the famous Napoleonic diamond to a jeweler for \$60,000 on what the State contends was a superseded power of attorney. According to the charges the Archduke received \$20,000 commission from the sale, the Archduchess received \$3,000 and the remainder was retained as "expenses" by Townsend and his wife.

At the time the investigation was started, the Archduke was questioned. A police search was started for him. Townsend has not been seen since the deal was consummated.

The Columbus Prison Fire

The prison fire at Columbus, Ohio, has about it elements of horror that distinguish it even among the list of fire disasters that seems to grow steadily with the passing years. It would be dreadful enough that hundreds of unfortunates should perish by smoke and flame in any fire, but that they should do so, locked in cells where they had been put by their fellow-men who failed to rescue them in their hour of utmost need make the whole tragedy so much worse. It would certainly seem that if large bodies of men are to be locked up in public institutions a heavy responsibility rests upon the public for their safety when so confined.

It appears that certain parts of the buildings were old, erected in a day when fire-proofing was little known. Does not the same danger exist where certain of our Canadian penitentiaries are concerned, just as it does with far too many of our asylums for the insane? A fire in either prison or asylum is naturally extremely difficult to fight for reasons that are manifest. It would certainly seem to be an iniquitous thing to add to these difficulties by keeping the inmates of these places in old-fashioned easily burned buildings.

If, as suggested, the Columbus fire was incendiary, the disaster is further evidence of the very serious conditions that apparently exist in many American penal institutions. There have been many very serious inmates, accompanied by wholesale killings of both officials and criminals in widely separated prisons. It is hard to believe that these have all been entirely due to innate devilry on the part of the prisoners. The terrible fire at Columbus showed that many of these men were eager to risk their lives and to aid the officials in every way. The frequency of these prison outbreaks, the distances which separate many of the prisons in which they have occurred and the utter desperation with which the prisoners have fought seem to suggest that conditions within these institutions have become so unbearable that in the view of many men, death is preferable to years spent in confinement within them. If that is so it means only that society, in punishing those who have broken its rules has been guilty of a greater wrong than those it has sought to punish. There is no excuse for cruelty, even toward the so-called hardened criminal. Montreal Star.

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The Industrial Crisis in the U.S.A.

Quebec Action, Catholique (Ind.): The American situation is no more rosy than it should be. Without doubt our neighbors possess plenty of gold—in fact they possess more than the richest country in the world; but this gold is unfortunately more unevenly distributed than elsewhere. The national wealth is accumulated in the hands of a small number, while the masses are poor; the number of millionaires increases gradually, while the number of men without work multiplies with appalling rapidity. Unemployment has become a grave problem with our neighbors. The numbers of those out of work have been put as high as 6,000,000.

Air Mail

Three Rivers Nouvelliste (Cons.): Canada, with its vast territory and sparse population, is very favorably placed to get the greatest possible profit out of the development of its air mail. The great distances which separate the principal urban centres and the constant and remarkable progress shown by colonization and economic development contribute to make postal communications by air particularly useful in the Dominion.

THE HEART OF MAN

We say of a false man, Trust him not, he will deceive you; we say concerning a weak and broken staff, Lean not on it, for it will deceive you. The man deceives you because he is false, the staff because it is weak, yet you own heart is both. The heart of man hath not strength to think one good thought of itself.—Jeremy Taylor.