

## Voice of the Press

Canada, The Empire and The World at Large

### CANADA

**FAR-SIGHTED**  
From Kibbey, Alta., comes a report of a local agent who has sold 18 planes in the district this fall. That is a great uplift to the poultry business, as 18 plane boxes would mean 18 good chicken coops.—Starr-Bosco-Herald.

**CAR THEFTS IN TORONTO**  
The Ottawa Journal reports 604 motor cars stolen in that city in two years, and all but two of them recovered.

The Toronto record is 2,842 in two years, which, in a city with five times Ottawa's population and seven times its motor registration, may be regarded as a fairly comparable figure. In Toronto 51 of the cars were still missing when the chief constable's report was issued in the following year, but some have doubtless been recovered since that time. In a large city it is much more difficult to trace automobiles when they disappear, and probably a larger percentage are stolen "for keeps" as distinct from those which are merely appropriated for joy-rides.—Toronto Star.

### A NEW SPECIES

A dog in Florida climbs trees for oranges and grapefruit, and also eats bananas, apples and cabbages. A! A salad-bowl.—Woodstock Sentinel-Review.

### A DANISH PAPER

There is a romance in printing a newspaper—whether it be a metropolitan daily or a small rural weekly—that captures the imagination of everybody. And throughout the world there are ventures being lived, even today, in newspaper publishing.

One of these is on a farm near Kentville, Nova Scotia, where an enterprising Danish-American, Mr. Otto Kuntze, prints the bi-monthly "Danke Herald." He has a line-type machine and a flat-bed press and a few racks of type, and with this modest equipment, plus a maximum of ingenuity, he issues his eight-page publication, full of Canadian news and news from Denmark. The subscription list, and this is an excellent indication of the value of the paper, is not only Canadian but it also extends to Denmark, where the paper enjoys great popularity among the "home folks" whose sons and daughters have settled in a new land.

His readers find it a source of pleasure and instruction, and there is no doubt that the paper makes a genuine contribution to Danish life in Canada.—Winnipeg Free Press.

### ARMIES AND ARMAMENT

The building of armaments is a provocation of war, not because of a fillyer provoked by irresponsible burghers to blow up bridges and knock down the houses, but because these inanimate things require an army to operate them, and if an army is to be any good you must love it.—Hamilton Herald.

### A NEW HONOR

Earl Willington, it is reported, is to be made a Knight of the Garter. The fine service rendered by this former Governor General of Canada, as Viceroy of India, and as an exceedingly difficult person fully entitled him to this honor.—Brookville Recorder.

### THE AIR-MAIL

A London correspondent of The Ottawa Journal has some significant comment on air-mail development in the British Isles. Such is the growing volume of business mails now being carried by air between London and Glasgow, he writes, that a regular question of time is instituted.

The present service, which delivers letters at one end and the other of the same day that they are airmailed from the other, is not a direct line, but takes a zigzag route to serve other cities, but he is told that "our postal" experts regard the business between London and Glasgow, which are after all the first and second cities of the Kingdom, if they are direct individual service.

And these observations apply with equal force to this country. The mail in Canada must be the air-mail, and as soon as the state of the public finances permit, air-mail service will undoubtedly be established on an extensive scale.—Halifax Herald.

### TOUGH FOR THE FISH

We read of a naturalist who has discovered fish that live on land. It means, foolishly, considering that experienced farmers can hardly do it.—Regina Leader-Post.

### RISING INCOME

There is great cause for satisfaction in certain New York figures released recently and having to do with the income of the American people.

Leading trade analysts, it is stated, place the 1934 income at around \$39,000,000,000 more than last year. In 1929 the national income was estimated at \$26,100,000,000. The depression starting late that year, pulled the total down in rapid fashion. In 1932 it was believed to have been reduced to approximately \$19,500,000,000.—Border Cities Star.

### TAX ON PYJAMAS

We are reliably informed by one of them that farmers do not wear pyjamas, and along with this news comes the suggestion that city folk should pay a stiff tax for doing so. This may be a moot as another "nuisance" tax on the rich. As an Algonquin man is behind the idea, this column is for it, or for anything else that will irritate the social strata who have fraken the good old nightshirt which is also an outgrowth of an effort to achieve culture as we gather from the experts.

Why should anybody effect the modern gawgaw that the slay magazine flaunt in our lives in a variety of gaudy patterns? Should any man put on extra style merely to hit the hay? For science tells us (and what science doesn't tell us) that the normal man shifts himself every five minutes when he is asleep, thus revealing that the nocturnal fight with the bed clothes is a sign of a good day's work.

Whether a man retires as a squirrel does, without brushing his teeth or doing his daily hair, or whether he sleeps in his clothes like an occasional lumberjack, there seems to be no harm in it. For pyjama making except as a relief measure. As for the reasonable needs of the women folk, we refrain from expressing any view.—Sault Ste. Marie Star.

### RECKLESS DRIVERS

Men who never lost sight of safety when at work become careless and reckless when they get behind the wheel of a car. Men who would never think of taking a chance on handling a piece of factory machinery, or driving on curves and at intersections, or doing one of the many things that make up our annual automobile death toll to increase.

### THE EMPIRE

**A MUSEUM FOR FAKES**  
The British Museum authorities are understood to be considering the establishment of a museum of forgeries. We hope that they may be able to create such a collection, and value to the public, and use it as a deterrent to the forger, who in many instances made large sums out of clever impostures.—London Daily Mail.

### FIRST AID TO LITERATURE

An advertisement in the London Morning Post. Would any one like to send out a girl who has just finished the opening chapter of her first novel?—Her Mother.

### 178 KILLED IN ONE WEEK

The sharp rise in the graph of fatal road accidents in Great Britain is as puzzling as it is disquieting. During the week ended on Saturday, 178 people were killed or injured, their injuries—a total which is only two below that for the first week in July, the worst return since the records were first introduced in March. A relatively heavy death rate in midsummer can be understood if it cannot be explained by the fact that we are to say about quality turn returns at the beginning of November, when a large number of cars have been withdrawn from the roads.—Glasgow Herald.

### SAVE THESE MOTHERS

In the last ten years science has advanced at all points, but the most important point of all, while the birth-rate has fallen the toll of mothers' lives has increased. Life-saving in most other fields of human activity has become a national concern. For a great majority of these deaths sheer neglect alone is responsible—neglect to seek new methods, to dispel ignorance and superstition, to ensure proper pre-natal care, to warn mothers against improper feeding and other dangers.—Manchester Sunday.

### EMPIRE FREE TRADE

We are the happiest nation in the world. In this country there is no work for many, as the rising figures of unemployment tell. We require to advance the movement so that that cat.

## Finish Of World's Greatest Air Race



Here are the first pictures to be received of the finish of the London to Melbourne air race in which two British flyers won with a margin of days over speed fliers from many other countries in a sensational time of less than three days. In the upper picture the winning plane is seen being run into a hangar. The lower picture shows Sir Macpherson Robertson, the donor of the prize, congratulating C. W. A. Scott and his co-pilot, T. Campbell Black, on their remarkable achievement. On Sir Macpherson Robertson's left is the Lord Mayor of Melbourne (Sir Harold Gengoult Smith), chairman of the centenary celebrations, and standing behind is the Acting Premier of Victoria, Mr. Ian Macfarlane.

It was from this point that the race was won. The winning plane, a biplane, was seen being run into a hangar. The lower picture shows Sir Macpherson Robertson, the donor of the prize, congratulating C. W. A. Scott and his co-pilot, T. Campbell Black, on their remarkable achievement. On Sir Macpherson Robertson's left is the Lord Mayor of Melbourne (Sir Harold Gengoult Smith), chairman of the centenary celebrations, and standing behind is the Acting Premier of Victoria, Mr. Ian Macfarlane.

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## METHOD SOUGHT TO KEEP DANUBE OPEN ALL WINTER

Soviet Plan of Keeping River Free of Ice to Be Studied

GALATZ, Roumania.—Efforts to be made to maintain free traffic on the Danube River all winter on the Danube River, between Vienna and the Black Sea, according to a decision of the International Danube Commission at its meeting here.

Since the realization of this requires that a track be kept open in the winter, the Soviet Government has proposed to the Danube Commission that it should study the methods used by the Russians for keeping their navigable rivers open in the winter.

The movement of freight up and down the Danube is much hampered by the ice which forms in the river, and for several months each year traffic is stopped by ice.

It is realized that great difficulties have to be faced in undertaking a scheme to keep the river open in the winter, and the Soviet Government has proposed to the Danube Commission that it should study the methods used by the Russians for keeping their navigable rivers open in the winter.

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## Explaining The War Debt Issue

(By Irving Brant in St. Louis Star and Times)

Q.—What are the War Debts?  
A.—Debts owed to the United States government by our Allies in the World War, for loans made to them during and after the War.

Q.—How much were the total loans?  
A.—\$10,250,000,000.

Q.—How much was loaned before the armistice?  
A.—\$7,000,000,000.

Q.—How was the money sent to Europe?  
A.—The money was not sent to Europe. It was paid to American manufacturers, farmers and other business men by a Committee of the American War Industries Board.

Q.—What for?  
A.—Munitions of war, food, cotton and other supplies sent to our Allies; transportation, shipping interest.

Q.—How much was loaned after the armistice?  
A.—\$3,250,000,000 in relief supplies.

Q.—How was this post-armistice money sent to Europe?  
A.—It was not sent to Europe. It was practically all spent in the United States for the purchase of war supplies, cereals and cotton sent to our Allies.

Q.—Why were these loans made to the Allied Powers?  
A.—The principal reason given by the Secretary of the Treasury was that these loans would enable American war supplies to be sent to the Allied Powers. If these war-time contracts were suddenly cancelled, he said, it would have an injurious effect upon American business.

Q.—How much of the total loan has been repaid?  
A.—Approximately one billion of the principal and two billion in interest.

Q.—How much is the total debt now?  
A.—About \$11,500,000,000.

Q.—How can that be? It was less than that in the first place.  
A.—For several years no interest was paid. Part of the interest was added to the debt.

Q.—Didn't the United States cancel a large part of the war debt?  
A.—No. There have been two cancellations of interest.

Q.—Why was that done?  
A.—The original rate was 5 per cent. Congress concluded that was pretty high, so it authorized the Treasury to figure out a lower rate.

Q.—Why should there be such a difference in ability to pay?  
A.—It was based upon a supposed difference in the cost of living. The cost of living in England was 3.3 per cent, while France pays only 1.6 per cent.

Q.—Because England was looked upon as a wealthy, powerful nation, while France was poor and struggling.  
A.—\$4,200,000,000.

Q.—How much gold has England?  
A.—None.

## The ENERGY VALUE OF Cod Liver Oil

PLUS SPEEDY ASSIMILATION

With emulsified oils digestion begins at once in the stomach. Ordinary oils must first combine with the pancreas juices—to form an emulsion—before they can be assimilated.

Scott's Emulsion is more quickly and easily assimilated than plain Cod Liver Oil because it is already emulsified. Scott's Emulsion is rich in body-building hypophosphorus and cod-liver oil—PLUS values you get in Scott's Emulsion of Cod Liver Oil.

Every year thousands of Canadians die for diseases which could be prevented. The Canadian Social Hygiene Council is authority for the statement that on an average one person in three thus dies ahead of his time, and an analysis of Ontario statistics would indicate that the average for this province is even higher, with 34 per cent of all deaths preventable. Again, it is contended that from two to three per cent of the population of the province of Canada is continuously sick and that more than half of all disabling sicknesses are prevented.

The Zulu-Kaffir require a man to stand at a distance when he addresses his mother-in-law. He may not touch her, and some friends will take part in the work, and it will be done in the greatest secrecy.

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## Flying Fur from The Canadian North Proves A Useful Mission For Planes

(By Irving Brant in St. Louis Star and Times)

For worth thousands of dollars in fur, the fur trader has to find the fur in the north of Manitoba. Frequently the airplane brings out the most important factors in selling air transport. The fur trader, independent trappers working hundreds of miles from railroad or trading post found that after long months of winter trapping, the "open" season was too short for them to make the trip to the post by canoe and return to their trapping grounds before the season closed.

By breaking camp in April, abandoning their canoe and traveling by dog team it was possible for the trapper to spend a few weeks on the fringe of civilization before returning with an entirely new outfit and new canoe.

Planes which bring fur out from the region carry in loads of merchandise and supplies to the trading posts. Now, the majority of the trappers make regular inspection tours by air. Last Winter, for example, one inspector visited the fur traders at Winnipeg, during a tour which would have taken two winters on the ground.

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## NOW—A THICKER, HEAVIER PLUG FOR THE SAME MONEY!



THE PERFECT Chewing Tobacco

It is a long story this building up of foot power from the hoof to the hoof of the horse. It is a long story, but it is a story that is worth knowing. It is a story that is worth knowing.

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