

THE ACADIAN.

WOLFVILLE, N.S., JULY 11, 1919

Editorial Brevities.

The Dominion Parliament, after a session well into the fifth month, was formally prorogued Monday afternoon at three o'clock.

With printers' rollers now costing a hundred and seventy-five per cent more than they did four years ago, it is no wonder the printer has to ask for prompt remittances in order to meet his own drains.

During the nineteen months the United States was at war, 56,000 American soldiers were killed in Europe, while during the same period 226,000 persons were accidentally killed in the United States. It is evident that too many people see willing to take a losing chance.

The best way to build up a town is for each and every man in it not to strive to read and tear down. Whenever a man in a town is doing well do not a try to tear him down. All the residents of a town are partners, not opponents. In all likelihood the more business done by your rival the more you will do.

Toronto is arranging to take over its street railway rather than submit to fare increases, when the record shows the company has accumulated millions under private ownership. Very properly the people take the view that some of this should be used to meet increased operating cost before higher rates are imposed.

Those who paid good money to see Jess Willard surrender the world's heavyweight boxing championship to Dempsey were the really disappointed ones. Dempsey got both money and glory. Willard got money, \$500,000, for the spectacle he made of himself. Big fights must become unpopular when the participants give so little in return for what they get.

All roads led to Parrishboro, on Sunday to see the Handy-Page plane which descended there on Saturday morning. The plane, which was in charge of Admiral Kerr was on a trip from Newfoundland to New York, but was compelled to descend owing to engine trouble. The machine was damaged in landing and will not be able to continue the flight.

One of the largest, if not the largest, orchard in the Annapolis Valley in that owned by Mr. S. B. Chate, of Berwick. Mr. Chate's orchard covers no less than 300 acres. While about 50 per cent of his orchard is of young and immature growth, still it produces this year a field of fruit the orchard produced 7,000 barrels and the previous year 8,000. Strawberry cultivation also claims a large share of Mr. Chate's attention. He has fifteen acres planted in strawberries, and anticipates this season a yield between 35,000 and 50,000 boxes.

The political record of the Maritime Provinces is summed up by Thomas Melville in an article in the July issue of Maclean's Magazine under the heading, "The Land of National Leaders." He brings out the following facts: Three of the eight premiers of Canada have come from the East. At present the Maritimes supply the Premier, the Leader of the Opposition, the Speaker and four Cabinet Ministers. The July number of Maclean's is, in a sense, a Maritime number, presenting as it does the following features: "The Spirit of the Maritimes," an article on the attitude of the people of the Maritimes as adopted toward the big problems of the day particularly with reference to the Confederation. It is a close and outspoken exposition of the situation and shows the reasons why the people of the East are not satisfied. "Guarding Our Coast Line," an extremely interesting description of the measures that were taken to patrol and guard the Atlantic seaboard during the war.

More Homecomings.

The following Kings county men returned from overseas during the past week, and are gladly welcomed home again:

Capt. Delia, Aylesford
Cdr. J. L. Harris, Upper Canada
Cdr. J. Thompson, Berwick
Sgt. W. L. Schurr, Canada Creek
Pte. L. W. Brown, Berwick
Sgt. G. C. Dexter, Wolfville
Pte. Smith, Wolfville
Pte. C. Henniger, Wolfville
Pte. Anderson, Avonport
Pte. Nelforth, Avonport
Pte. Robar, Aylesford
Pte. Palmer, Aylesford
Pte. Thomas, Aylesford
Pte. Hall, Berwick
Cpl. Robertson, Canning
Pte. Wayland, Canning
Pte. Eagles, Grand Pre
Sgt. Bishop, Highbury
Pte. McLeod, Kentville
Pte. Barkhouse, Kentville
Pte. Westcott, Melanson
Pte. Morice, Wolfville
Pte. Stoddard, Waterville
Hon. Capt. J. D. Spradell, Kentville
Pte. L. S. Darling, Berwick
Pte. H. Price
Pte. K. M. Amburg, Kentville
Pte. W. Coop, Kentville
Pte. F. G. Murphy, Wolfville
Pte. H. B. Brown, Kentville
Pte. Horace McKenna, Wolfville

Money in loan or mortgage security. Apply to B. S. Canning, Wolfville.

Voyage of the Dirigible.

Interest in the completion of the trans-Atlantic flight of the great British dirigible lies not in the fact that the ocean was crossed, but rather in the developments which should and undoubtedly will follow that achievement. The over-ocean journey had been proven possible before even the dirigible left England on a voyage, made not to see how quickly the big ship could travel, but rather to study conditions and learn what could be learned of value to the future air navigator. In the air practically one hundred and eight hours on a thirty-six hundred mile journey, the machine covered approximately thirty-three miles an hour, or little more than half the speed of which it is capable under favorable conditions. In other words, the journey of more than four and a half days can and probably will be made in half that time or, say, two days, and by machines capable, not only of far longer flights, but capable of carrying large numbers of passengers and very considerable cargo as safely as by ships. It is interesting in connection with this experimental overseas voyage of a lighter-than-air ship, to recall that it was the British who chartered the seas as they now are charting the air. Another interesting fact this voyage has recalled is the attempt made practically one hundred years ago—in 1820—by an American, Rufus Porter, to demonstrate the feasibility of air navigation by a cigar-shaped, steam-propelled, balloon. Lack of faith made it impossible to secure the \$1,500 required, an insignificant sum when contrasted with the \$1,250,000 which the R 34 cost. There were others who dreamed of air navigation by steam-driven dirigibles, and as long ago as 1852 Henry Giffard designed a giant machine two thousand feet long, with a gas bag capacity of seven million cubic feet, or more than three times that of the present levitator to be driven by two boilers, but the loss of his eyesight killed the project before it became a reality or a failure, and it was not until the development of the motor-driven balloons was assured, and then a Canadian scientist's discovery of a cheap method of producing Lebrun gas made it possible to do away with dangerous hydrogen, so that air navigation by the dirigible now has no terror, and can be developed in the certain assurance that out of present experiments will come a new and popular means of transportation.

Save the Children.

Mothers who keep a box of Baby's Own Tablets in the house may feel that the lives of their little ones are reasonably safe during the hot weather. Stomach troubles, cholera infantum and diarrhoea carry off thousands of little ones every summer, in most cases because the mother does not give promptly. Baby's Own Tablets relieve these troubles, or if given occasionally to the well child will prevent their coming on. The Tablets are guaranteed by government analysis to be absolutely harmless even to the newborn babe. They are especially good in summer because they regulate the bowels and keep the stomach sweet and pure. They are sold by medicine dealers or by mail at six boxes from The Dr. Williams' Medicine Co., Brockville, Ont.

Canadian Professor Speaks in Boston.

Sir Robert A. Falconer, president of the University of Toronto, as the commencement orator of Boston University, Tuesday, said that Canada had realized her individuality as a Dominion under the British Empire. The principles on which the British Empire was built, he said, were 'principles' significant for the structure of the society of the world.

Taking up the question 'why Canadians do not assert their liberty and escape from the trammels of the government of Britain,' President Falconer said:

"The reason is that we do not need to do so. We have free government. Our democracy is as absolutely a democracy as that of the United States, responsible to our own people. We determine our trade relations. We have protection while Britain has free trade. When Britain went to war she did not ask us to join her, we joined Britain by the reason of our own parliament. It is on this liberty of each Dominion to govern itself that the British Empire is based together, and it will be on this principle, when extended that the League of Nations will be held together."

50 Years Ago.

The following extracts are taken from the files of THE ACADIAN of 30 years ago:

Mr. Benj. Ward, of Long Island has our thanks for the first new potatoes for the season, received on Saturday last.

The weather this week has been very dull and remarkably cold for the time of year. Haymakers have been able to do very little, and are looking forward to brighter weather.

At the regular monthly missionary meeting in the Baptist church last Sunday evening Dr. Higgins announced that three members of this church would soon embark for the mission field as missionaries among the Tahitians. Mr. Walter V. Higgins, Miss Nettie Pitch and Miss Edith Chipman.

From a paper recently translated from some French we learn that our old friend Austin K. deBelle has been gaining more honors, having been made a Doctor of Philosophy by Brown University. This is the first time the degree has ever been conferred by the University. Dr. deBelle has made a splendid record as a student and has brought honor to his native town. He is said to be the youngest Ph.D. in America.

Unloading this Week:

- 1 Car Lime,
- 1 Car Cement,
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Get our quotations on above.

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News Notes.

Rev. E. M. A. Beakney occupied the pulpit of the Billtown Baptist church on Sunday last.

Mrs. A. E. Carter, of Halifax, is visiting her sister Mrs. J. W. McClellan, Rose Cottage, Grand Pre.

The resolution ratifying the peace treaty was adopted by the German National Assembly Wednesday by vote of 208 to 115.

SAVE FIFTY CENTS by subscribing to the Cosmopolitan instead of buying a copy every month. H. P. Davidson, The Magazine Man.

Come in and see our Swim Caps for this season—new and natty, at RAND'S.

Does your subscription to any magazine expire this month? If so please give me the renewal. H. P. Davidson, The Magazine Man.

Complete stock of BREADKNEEPERS' SUPPLIES at WOODMAN'S FURNITURE STORE.

Be sure to read the adv. of the Opera House in another column. In it will be found the cast of characters for H. M. S. Pinatore which Mrs. C. P. Richmond is presenting on Saturday and Monday evenings.

Furnished Cottage to rent until Oct. 1st. Seven rooms and bath. Apply to Box 224, Wolfville, or phone 182.

The British dirigible R-34, which so successfully crossed the Atlantic in a continuous flight from Scotland to Mineola, N. Y. started on the return journey about midnight on Wednesday. With favorable conditions, it is expected to make the voyage in 70 hours.

FOR SALE—A Briggs Two Horse Front and Wood mowing machine in good running order. Apply to Box 105.

A report reached Halifax by the Olympic Tuesday that about 42,000 English women are coming to Canada this year and will be landed at Halifax and St. John, though they will not arrive until during the autumn and winter. The steamship lines are reported to be refusing passenger bookings for the present, all accommodations being engaged.

TENDERS FOR COAL.

SEALED TENDERS addressed to the undersigned, and endorsed 'Tender for Coal for the Dominion Buildings, Maritime Provinces', will be received at this office until 12 o'clock noon, Tuesday, July 23, 1919, for the supply of coal for the Dominion Buildings throughout the Maritime Provinces.

Combined specification and form of tender can be obtained at this office and from the Caretakers of the different Dominion Buildings.

Tenders will not be considered unless made on the forms supplied by the Department and in accordance with the conditions set forth therein. Each tender must be accompanied by an accepted cheque on a chartered bank payable to the order of the Minister of Public Works, equal to 10 per cent of the amount of the tender. War Loan Bonds of the Dominion will also be accepted as security, or war bonds and cheques if required to make up an odd amount.

By order,
R. C. DESROSIERS,
Secretary.

Department of Public Works,
Ottawa, June 28, 1919.

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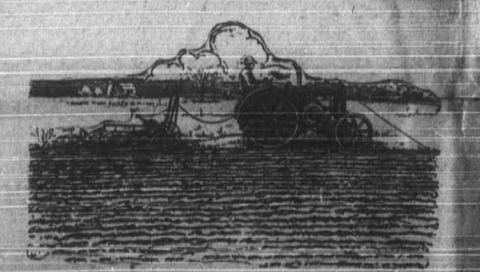
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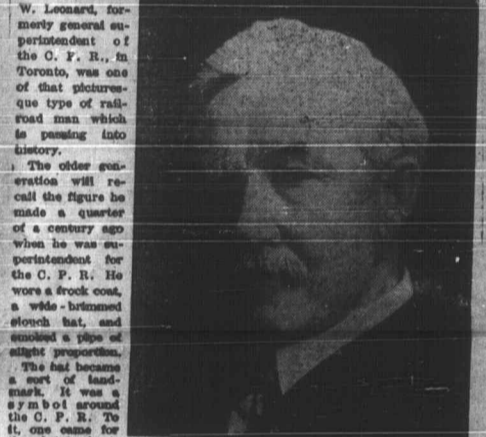
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Humor Of J. W. Leonard His Scrap Book and His Well Done Work



THE LATE J. W. LEONARD

Well-known Railway Man, for Many Years a Leading Official of the C. P. R.

Leonard's abrupt and efficient administration. But the hat began to show signs of decay. However, finally "J. W." looked it over one day, it wilted and faded. So his good friend, W. R. Callaway, now general passenger agent of the Soo line, took Mr. Leonard up on the hat question and urged him to get a new one.

"What for?" demanded J. W. "Nobody would know me in another hat. This is my crown! Nothing doing!"

Mr. Callaway finally offered to buy a new hat, and J. W. said: "You're on."

A new derby was purchased, sleek, and in the latest fashion of the sixteen nineties. J. W. put it on, and ordered the famous old stonch hat to be sent home.

Next morning, J. W. appeared on the job in the old stonch hat!

Another anecdote indicates the late Mr. Leonard's quiet but effective method of brushing away the vestiges of human nature. A young man applied for a job to him. This young man was sporting a walking stick.

"I'm afraid we can't do anything for you," said Mr. Leonard. "We can't use a lame man."

"But I'm not lame!" protested the applicant.

"Then why the cane?" asked J. W.

The applicant got the job, but he discarded the stick and also a certain frame of mind out of which the stick arose.

Mr. Leonard was a man of few words, a trait that endeared him to his many friends and which secured him in the high esteem of the thousands of business men with whom he dealt for the railway.

Of his old comrades in the old Credit Valley Railway enterprise, only four are left: Mr. R. M. Callaway, general passenger agent of the Soo line; Mr. A. H. Price, general manager of the C. P. R.; Mr. H. E. Smith, treasurer C. P. R.; and Mr. A. L. Henshaw, divisional engineer.

HIS GREAT LOVE OF WORK

Deep down in the recesses of his nature, it would appear that the late J. W. Leonard, whose life motto was, "I want to do the work entrusted to me in the very best way that I can," should have been eager for the approbation of his fellows. In a scrapbook containing the obituary of several partners for the past twenty years, there is a letter from Lord Sharncliffe, congratulating him upon the manner in which he had moved the wheat crop out during his first year as assistant superintendent of the western division. It is evident that he valued the letter as an evidence of work well done, rather than as the approval of the head of the system.

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