

## PROTEST OVER HIGH SCHOOL ENTRANCE GEOGRAPHY PAPER

Filed by Grade Eight Teachers of Moncton, St. John and Fredericton.

(Moncton Transcript.)  
Considerable comment has been heard about the city concerning the difficult geography paper set for the High School entrance candidates and written by them on Monday.

Trustee Reid McManus asked at the school board meeting on Wednesday night if the paper was designed to keep students out of the High school. The consensus of opinion at last night's meeting was that certain questions on the geography paper departed too far from the course of study prescribed. It was pointed out that the school board has no power to take action in such a matter as the entrance papers are set by the Board of Education at Fredericton.

Superintendent Amos O'Brien told the school board that in the Canadian west, there existed an examination board whose business it is to give the students before they are given to the students to answer. If there is a single question on the paper dealing with work not in the prescribed text books that question is cut out.

A Protest Filed.  
The grade eight teachers of Moncton, St. John and Fredericton are forwarding the following protest to the Chief Superintendent of Education for the Province of New Brunswick:

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## NIGHT FLYING OVER CHANNEL

Leave London at 10 O'Clock, In Paris at Midnight—Proving a Benefit.

London, June 7.—(A. P., by mail).—Night flying between England and France, which was inaugurated early this month, is expected to add immensely to the commercial value of aerial communication. It saves time, and makes possible connections which were before impossible.

The first plans to travel between London and Paris at night left the London air station at ten o'clock and landed at the Paris aerodrome soon after midnight. It contained Brigadier-General W. S. Branker, director of civil aviation; Colonel L. P. Blandy, controller of air communications, a navigator, pilot, two wireless operators and a mechanic.

The air station at Croydon, outside London, was a blaze of searchlights,

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colored electric globes, and powerful incandescent lamps. The illuminated cabin of the machine and the red, white and green navigating lights made it an object of beauty as it rose in the darkness and headed for the coast.

On arriving in Paris, General Branker said: "I dined comfortably at a London hotel, motored down to Croydon, got into the machine, and am here at one in the morning after a very leisurely flight. I am ready to go to bed in Paris or am prepared to go on to Marseilles to make a ship connection there."

"I expect regular passenger night-flying soon to start," continued the director of civil aviation, "but certain things are needed before it becomes general between Paris and London. The first essential is greater perfection of wireless telephony on board airplanes, so that pilots can learn what the weather is ahead of them. Then we need better lighting of intermediate aerodromes, in order that pilots may be able to land safely if they find Paris covered with an unexpected bank of fog. At present, whenever there is a fog the French intermediate stations send up rocket flares to a height of 1,000 feet ten-second intervals to mark their position."

The flight of General Branker was followed a few nights later by a night round trip between Paris and London. This machine left Paris at ten p. m., arrived at Croydon at one a. m., left for Paris at 2.30 a. m., and got back to Paris at 6.05 a. m.

Great Britain pays her aviation companies a subsidy of £800 for every complete flight across the English Channel. This has encouraged most of the companies to put on a daily service, which is always well patronized, especially by Americans. The railroad and steamship fare across the channel, occupying eight hours, is about \$25, while the air trip, which takes little more than two hours, is one-third more expensive, plus baggage charges.

automobiles and other vehicles will be in operation within a few days.

The work of repairing the Morrissey bridge is in progress. A carload of machinery arrived on Tuesday and is being assembled on the piers. About eighty-five men are now employed. The Canadian Squatter is being loaded in the stream from lighters.

### GRAND LODGE ELECTS OFFICERS

(Canadian Press Despatch)  
Kingston, Ont., June 23.—The Grand Orange Lodge of British America at its closing session last night elected the following officers:

Grand master, Hon. W. D. McPherson, K.C., Toronto; deputy grand master, Hon. Dr. J. W. Edwards, Cataraqui; grand chaplain, Rev. J. C. Wardlaw, Lunenburg; grand secretary, William Lee, J.P., Toronto; grand treasurer, Joseph Thompson, M.P., Toronto.

### FLY IN TERROR WHEN BIG APE MAKES ESCAPE

Willimantic, June 24.—Spark's Circus furnished a thrill not on the schedule when Jocko, giant ape, escaped from an overturned cage and with blood-curdling cries jumped into a large crowd of country people in the midway. The ape was part of a show in the "pit." It leaped up the high poles of the circus banners and then climbed down as mother, some with babies in their arms, others wheeling carriages, dashed madly for safety.

Struck dumb with terror, an army of canvasmen and roustabouts who were doing along the midway, rode rough shod over the women, seeking a safe haven. After Jocko had bounded from the banner he singled out a well known liverman as his prey but the latter escaped. The ape then bounded into an open touring car and jumped out when the chauffeur started the machine, apparently in fear of his life. Then Jocko, in one leap, bounded to the top of an animal wagon about twelve feet high.

By this time the circus midway had been turned into bedlam. Women were shrieking with terror and the men in the crowd, losing their heads, were running for safe places. The excitement seemed to inspire the ape to more desperate leaps.

One man alone stood his ground. He was Policeman Jimmy Lee, one of the Thread City's World War heroes. He drew his revolver and told the circus attendants that he would shoot the ape if he was not rounded up. A character known in the circus as "Oklahoma Bill" suddenly emerged from a tent and swung a lariat at Jocko, but the ape slipped out neatly. As he was making a leap into a crowd of covering women "Oklahoma Bill" swung his rope again and caught the ape by the leg. Quiet was restored with difficulty as Jocko was led chattering into his cage.

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### FERRY SERVICE PROVIDED UNTIL BRIDGE IS READY

Newcastle, N. B., June 23.—(Special).—A passenger ferry service between Newcastle and Chatham Head has been inaugurated, three trips an hour being made between 6.30 a. m. and 10 o'clock p. m. It is expected that a ferry for taxis of the Air.

Air-taxi service is the latest convenience offered the London public. A former officer of the British flying force in France has established a fleet of small airplanes in the city and suburban districts which he calls "air taxicabs." Passengers are landed almost at their doorstep, instead of at some distant aerodrome.

One of the pilots alighted with a woman fare on the lawn in front of her home. Earlier in the day the same aviator took Jockey Steve Donoghue, the winner of the Derby, from the Epsom track to the step of his home. "This meets my idea of speed," said Donoghue, who has ridden some of the fleetest thoroughbreds in the world. "Usually in taking an airplane I've been dropped miles away from my destination instead of yards."

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MUTT AND JEFF—MUTT'S REMARK WASN'T SO SILLY AFTER ALL

By "BUD" FISHER

MUTT: I GOT A HAND IT SPUIST! THREE DAYS AGO HE SAID IT WAS GONNA RAIN TODAY AND IT IS RAINING! HE HITS IT RIGHT ALONG!

JEFF: MUTT, SPUIST IS A WIZARD!

MUTT: HE AINT GOT BRAINS ENOUGH TO BE ANYTHING!

JEFF: BUT HE CAN FORETELL STORMS!

MUTT: THAT'S NOTHING, I CAN NOT ONLY FORETELL STORMS BUT I CAN ALSO CAUSE THEM!

JEFF: WHAT A BIG CROUS STATEMENT! HOW?

MUTT: BY STAYING OUT TILL MIDNIGHT!

JEFF: BY GOLLY, HE'S RIGHT AT THAT!