

GREAT OPPORTUNITY IN CANADA FOR DEVELOPMENT OF AERONAUTICS

Canadian Temperament Proved Itself Admirably Adapted to Successful War Flying; A Review of Civil Possibilities.

(By Major General Sir F. H. Sykes, G.B.E., K.C.B., C.M.G., Controller General of Civil Aviation.)

London, Nov. 12.—Within the British Isles the shorter distances, the completeness of railway communication, fog, and the variability of the weather, combine to limit air transport, but there exists in Canada great opportunities for the development of civil aviation. The distances between commercial centres, the broad inland waterways beside which many cities are situated, the stable climatic conditions, and a young and enterprising business population, all unite to present a great opening for the employment of aerial communication.

It has been said that cultivatable and habitable parts of Canada are "divided from each other by great barriers of nature, wide and irremediable wilderness, or manifold chains of mountains." Today advantage can be taken of aircraft as a means to extend the influence of railways, and it will produce an impetus in every branch of Canadian commerce. For aeroplanes and flying boats the possibilities in Canada for successful exploitation are largely free from physical restrictions.

As an introduction of the manner in which aircraft may assist ordinary commercial intercourse and provide the means of developing virgin lands, where neither railways nor telegraphs have yet penetrated, an air route employing either land or water aircraft might be established to link up Quebec with the Lake Superior terminus to the Canadian Pacific Railway, whence services might radiate to Winnipeg and thence over the intervening 1,950 miles to Vancouver, and to many parts of the North Western provinces.

On the trunk airways the time saved on the journey would be well worth the extra cost involved.

Space for Aerodromes.

With the development of civil aerial transport, and as new towns spring up in Canada, there will be the advantage that aerodromes can be planned in their very centre instead of perforce having to be located outside, as is the case with existing cities in older and more settled countries.

Apart from postal, passenger and light goods traffic, many other possible uses for the aeroplane exist in Canada, such as prairie fire and herding patroles, timber location and general survey work. In the United States, fifty-six forest fires were discovered by aeroplanes, flying from three stations, during six weeks work.

The system of map-making by photographs taken from aircraft which was evolved for military purposes during the war, is capable of superseding the costly and slow method of trigonometrical survey in general use at the present time. Very little of the Dominion of Canada has yet received exact detailed topographical survey and many years would be occupied in making one of the whole country even with the use of aircraft. It is, however, probable that discoveries of minerals, timber, etc., made during the course of such work would more than pay its cost, the aerial photographs from which maps are compiled will be studied as carefully and disclose as many unsuspected and valuable details—although of a very different nature, as those which were taken from aircraft on active service.

Will Assist Empire

Canada, in common with all other parts of the Empire, will also be benefited by the establishment of overseas aerial connection with other dominions. For this purpose, no doubt, flying boats and airships will be employed. In setting up a world-wide system of air communication, the British Empire will be enormously assisted by its many outlying possessions which, as refuelling bases, transfer points and as wireless and meteorological stations will form useful links in the chains established.

Who will guarantee that within the next decade airships will not have developed to the point that the passage of the Pacific between Canada and Australia will be a practical proposition, and who that in conjunction with the solving of the problem of trans-Atlantic air traffic, and the institution of an air route across Canada, she may not become one of the main links in the Imperial air system?

Perhaps to the general public the

limitations of aviation are more apparent than its potentialities, and its appeal stronger as a novel form of "joy-riding" than as a proposition of practical utility. But there is no doubt that air communication under commercial conditions can today be made reliable and attractive to business men as a sound aid to trade. That fact is gradually being confirmed by the results of the various services, as yet small, which have made their appearance between England and the Continent, in America and in France.

International Traffic

There is still a considerable period of incomplete organization, of post offices reluctant to venture, of post-war complications of all sorts, through which we have to pass, but that international aerial traffic will come and will stay, there can be no shadow of doubt. A great milestone was passed at the Peace Conference in Paris when the Supreme Council agreed to the International Air Convention.

Through five years of war have been responsible for a marvellously rapid development in the art of flying, this has been governed by naval and military requirements, and research and experiment will still be very necessary to evolve the best types of commercial aircraft. To assist in this direction the Air Ministry has arranged a competition open to the British Empire for prizes amounting to £64,000, with a view to fostering the development of suitable commercial types, the primary object being the attainment of greater safety.

For war purposes aircraft designers and constructors concentrated their efforts upon the evolution and production of machines of the highest possible speed combined with the maximum climbing and manoeuvring powers. For commercial purposes such consideration must give place to safety, reliability, flying radius, weight-carrying capacity and reduction in costs.

Canada can, and undoubtedly will, benefit in all forthcoming developments connected with the seaplane, aeroplane and lighter-than-air craft. The country lends itself admirably to the possibilities of commercial aviation, and of her pilots it is unnecessary to speak. During the war a very large percentage of Canadians many of them brilliant flying officers, served with the R.A.F. The exploits of Bishop, Barker, and Colishaw are known throughout the world. The typical Canadian temperament proved itself admirably adapted to successful war flying.

Has Great Future in the Air

Aircraft factories are already established in Canada, and before the close of the war were turning out excellent machines. With such possibilities, personnel and material available, I am confident that Canada has a very great future in the air. We are, however, dealing with an element of which we know only the rudiments, and nothing is to be gained by undue haste. Progress will be the more rapid if each step is carefully considered. Experience gained in part of the Empire should be exchanged for the good of all, and so a mighty air commerce be gradually built up which will not only foster the industry of the Imperial Commonwealth but act as a sure and effective guardian of the peace of the world.

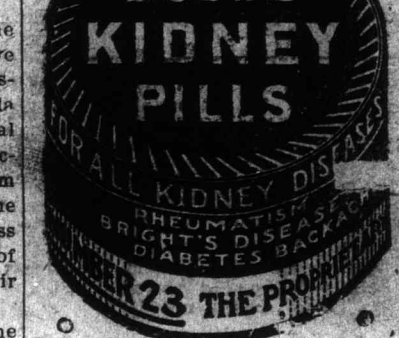
Fred, the youngest son of Alfred Standen, Brewer's Mills, was fatally burned while playing with fire while his mother's back was turned.

Brockville has purchased a new fire truck.

Chatham City Council will appoint four new firemen in order to inaugurate the platoon system.

Windsor car men have asked the Ontario Railway and Municipal Bd. to investigate the discharge of four men by Supt. Hayes without just cause.

Cecil McKenzie, Amherst, N.S., was fatally shot in the chest while lifting gun from a buggy.



Petworth Dam Again Blown Up

EXPLOSIVES PLACED UNDER DAM BY UNKNOWN PERSONS.

Third Time The Dam Has Been Blown Up.

Kingston, Nov. 20.—The Petworth dam, which has been a bone of contention for years and 60 per cent. of which is now owned by the Hydro Electric, was totally destroyed shortly after midnight on Saturday night, being blown up by some high explosive placed on one known by whom. The entire seven piers—each of which is 7 feet long, 5 feet wide and 5 feet deep—were completely destroyed as was also the whole face of the dam which was 80 feet across.

This is the third time that the dam has been blown up. The first time the attempt was not successful; the second time, however, it was successful and as a consequence the entire dam had to be rebuilt. Now, this third explosion has created even greater havoc than the second one and has left practically not a vestige of the dam.

At least 18,000 acres were affected by the dam and the property owners have all along protested very strenuously against its erection.

Seven Sentence Sermons

I believe that the first test of a truly great man is his humility.—Ruskin.

He who loses money loses much; he who loses a friend loses more; but he who loses spirit loses all.—Anon.

Not once or twice in our grim island story Has the path of duty been the way to glory.—Tennyson.

All things come round to him who will but wait.—Longfellow.

And whatsoever ye do in word or deed, do all in the name of the Lord Jesus; giving thanks to God the Father through him.—Col. 3:17.

My crown is in my heart, not on my head; Not decked with diamonds and Indian stones; Not to be seen; my crown is called content.—Shakespeare.

No man can be wholly uneducated who really knows the Bible nor can any one be considered a truly educated man who is ignorant of it.—President Sherman.

Quite a few attended service on Sunday when our pastor delivered a discourse on the need of "personal work."

The W.M.S. held their monthly meeting at the home of Mrs. Arthur Sheffield on Wednesday last. There was a good attendance and a very instructive program given, one item being the discussion of the Sunday school lesson.

We are sorry to report Mr. T. Coulter as suffering from a very bad cold.

Mr. and Mrs. J. F. Yorks visited on Wednesday at Mr. Fred Hall's, Latta.

Miss Nellie Yorke spent Wednesday with her sister, Mrs. W. Hodgen.

Mr. and Mrs. W. Clare and Mr. and Mrs. Fred York attended the funeral of Mrs. George Clare, at Tweed, on Tuesday.

Rev. J. C. Mullen took dinner on Sunday at Mr. H. Wallace's.

Mrs. Rachel Sheffield is visiting at Mr. Ira Badgley's, Bethany.

The Daily Bros. tea men, of Napanea, made their annual trip through our vicinity on Thursday last.

Twelve thousand dollars is the aim of the U.M.W. of Nova Scotia for the defence of the Winnipeg strike leaders.

Word has been received at Halifax, N.S., that the steamer Lady Evelyn was stranded on a reef near Pictou.

Francis Mace, of Weedon, accused of the murder of Paul Morin, Sherbrooke, was found guilty of murder with a strong recommendation to mercy.

From reports received at Sault Ste. Marie, of wreckage near the Manitowish Island, it is feared the big ore carrier John Owen was lost in the gale on Lake Superior.

Principles of Telepathy

How Information is Conveyed From One Mind to Another.

Not only is possible to transmit messages from one place to another by means of wireless, but it is possible on occasions for one mind to communicate with another distant mind without the employment of any apparatus whatever, writes Elliot O'Donnell in Parson's Weekly.

That is what we mean by telepathy. Telepathy is purely mental. It is carried on quite independently of all the organs of the body, saving the brain, and yet it enables us to receive from afar impressions of thoughts, feelings, visions, taste and concentration.

One of the most remarkable cases of what certainly appears to have been telepathic communication was that of Mrs. Hawker, wife of the famous aviator. It will be remembered that when news first came to hand that the daring aviator was missing, the whole country, with one exception, feared the worst, and that exception was Mrs. Hawker.

Mrs. Hawker was never in doubt as to her husband's safety because at the very critical moment when his life was in the gravest dangers, messages came to her saying that all was right and that he was alive and well. The only explanation of these messages seem to lie in telepathy; there was certainly no other medium for transmitting them.

A curious case was that of a certain priest who disputed the rights of anyone in a village near Paris to a particular field. A farmer bought it, and the priest determined to make him relinquish it through the instrumentality of what was in reality telepathy. Accordingly, he put a wooden cross in the field, to which he affixed a paper bearing on it the words:

"If you put your spade into this field a spectre will come and torment you in the night."

The farmer, taking no notice of the cross, overturned it, and sure enough that night and for many subsequent nights was tormented by a figure in white that entered his room and said: "Give me back my field."

Finally the farmer grew ill, a doctor was summoned, and it then transpired that it was all due to the priest, who, at the very time the farm was to see and hear the vision was parading his own house in a sheet, repeating the very words, "give me back my field," that the farmer had heard so continually.

It was done solely by concentration. But it is not only sounds that can be conveyed by telepathy, but taste as well.

Dr. Elliotson narrates how, in the presence of the Archbishop of Dublin and several other persons, he experimented on a certain Mrs. Sneewing. Standing behind Mrs. Sneewing, so that she could not see him, Dr. Elliotson put various substances in his mouth—salt, sugar, cinamon, ginger, and so on, all of which were carefully concealed with blotting paper and handed to him by a Mr. Scarlett, eldest son of Lord Abinger.

Each time an article was put in his mouth and he began to taste it, Mrs. Sneewing called out and described what she noticed she tasted and every time her description tallied exactly with what Dr. Elliotson had in his mouth.

There are ants that store grain, and ants that keep dairies; ants that are mere nomad freebooters, sallying forth in their thousands, and killing and eating all other insects in their path, possessing no city of their own, but camping temporarily where their march of pillage and conquest has brought them.

They have also set up alliances with various small creatures for mutual benefit. Some, like the green-fly, supply them with sweet food (all ants have a "sweet tooth") others, like certain beetles, become their domestic pets; others are scavengers, encouraged or tolerated in their nests because of their usefulness from a sanitary point of view.

Their industry in construction shows a considerable amount of varied ingenuity. Some are miners in the earth, and tunnel, wonderful galleries of great extent, whilst others tunnel in wood. Some construct paper-mache nests, on the boughs of trees and pens for their domestic insects, whilst some instead of laboring in these ways, frankly avail themselves of the provision made for them by plants.

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Some important are they in the scheme of nature that they have brought about numerous modifications of plant life—many flowers have had to invent hair fences to prevent the ants from stealing nectar intended as a bribe for the pollen-carrying bees; other plants have produced glands, from which a sweet liquid flows, to induce the ants to patrol their leaves and stems and destroy caterpillars and other nuisances.

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PROBLEMS SOLVED BY ANTS

Ant-hill is an Example of Pure Democracy.

The insects have solved many problems that still vex the human race, writes Edward Steg, F.L.S., the famous naturalist, in The Bits.

In the ant hill we find an example of pure democracy. It may consist of many thousands of individuals without a monarch or leader of any sort; without a government. Each ant does exactly what it pleases, without either instructions or permission to do it. But what it does is just what is best for the entire community. There is no self-seeking no profiteering. Each one does what needs to be done when it needs doing, the welfare of all being the impelling motive.

A score, or a hundred, or a thousand workers are engaged on some big piece of work. A worker comes in from a foraging expedition. "Here Polly," she says, to one of the miners or masons, "let me take a turn at that while you rest a while."

The resting one asks for food, and the newcomer at once shares what she has gathered on her journey. Some others come along and notice that the resting worker has become soiled with labor. They immediately set to work to clean and refresh her by washing and brushing. Nobody tells or asks them to do it; they merely see that it requires doing, and at once set about their self-imposed task.

During some extensive mining operations a stone is dislodged from the roof and falls upon a worker, injuring her so that she can scarcely crawl. Several rush to her aid, and bear her hurt to a quieter gallery, where her hurts may be properly attended to.

Mrs. Nancy Baker of Syracuse, N. Y., has been visiting friends here who are always delighted to welcome her back to the scenes of her childhood.

Mrs. Anna Eggleton and Mrs. Susan Juby two of our oldest and most respected ladies are busy knitting for the Children's Shelter, Belleville. Mrs. Juby's friends will be sorry to hear she has been on the sick list.

Mrs. Andrews attended the W.M.S. Concert at Foxboro one night last week.

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MADOC JOT.

On Monday evening a very pleasant time was spent at the home of Miss Mildred Clarke when a large number of her friends here who had heard she was leaving for the West to be married, gave her a surprise and presented her with some valuable silver, and the following address:

Dear Mildred,— Having learned with regret your intention of leaving us and taking your home in the West we your sincere friends have gathered here on the eve of your departure to give and express in a tangible way our love and respect for you. We realize how we shall miss looking for you each week as we have been in the habit of doing since you became a school teacher and it is not pleasant to think how you will be missed in your home and the church especially by the choir who have always found you ready to help in time of need. But we must rejoice and wish you every happiness. We cannot tell you how sorry we are to lose you but we know our loss will be someone's gain and will all look forward to sometime meeting the young man for whom you are bidding us all good-bye and we trust that our Heavenly Father who doeth all things well will keep you both and may your lives be pleasant and spent in His service and for His glory we ask you to accept these gifts to remind you of old friends—

Signed on behalf of those who wish you well.

The service here last Sunday was conducted by Mr. Bray of West Huntingdon and was well attended. Mr. Bray made an earnest appeal to church workers to never turn back so many stars—in a revival and then turn back or stand still.

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RHEUMATISM FOR OVER 16 YEARS

No Return Of The Trouble Since Taking "Fruit-a-lives"

108 Church St., MONTREAL. "I was a great sufferer from Rheumatism for over 16 years. I consulted specialists; took medicine; used lotions; but nothing did me good. Then I began to use 'Fruit-a-lives', and in 15 days the pain was easier and the Rheumatism much better. Gradually, 'Fruit-a-lives' overcame my Rheumatism; and now, for five years, I have had no return of the trouble. I cordially recommend this fruit medicine to all sufferers."

P. H. Mc HUGH. 50c a box, 6 for \$2.50, trial size 25c. At all dealers or sent postpaid by Fruit-a-lives Limited, Ottawa.

PATENT LEATHER

The first "patent leather" was the invention of Seth Royden, who was born in Foxboro, Mass. He was brought up on a farm and educated in a district school and in the village blacksmith shop, where he spent all his leisure time "inking" and experimenting. His first invention was a machine for making nails and files. Later he invented a machine for splitting leather, and in 1815 he engaged in the leather business in Newark, N. J. In 1816 he invented an appliance for cutting brands and in following year he perfected his "patent" leather.

The leather prepared by this process gradually became popular and until 1831 Boyden was principally engaged in its manufacture and improvement. He then turned his attention to steam engines, and made several improvements in locomotives. He took part in the California gold rush of 1849, but soon returned to New Jersey, where he engaged in farming and produced a variety of strawberry vastly superior to any then known in both size and quality. He died in 1870 and his memory is perpetuated by a statue in Newark.

MT. ZION

Owing to some contagious disease in Wooler, Evangelist H. L. Stephens will not be there as intended but will go to Brighton instead.

Quite a number from this vicinity attended the evangelistic meetings at Trenton on Sunday both in the morning and evening.

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ESTABLISH

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Team Work be Fully Kelly, Ex—Many