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VERNMENT AND AVIATION

ary of Air Board Tells of Plans of the Canadian Executive.

AWA, Aug. 6.—(By Canadian Press)—Steps proposed by the government of Canada for the development of the aviation industry in the Dominion are outlined in a report developed by the Air Board, which has control of air flying in all parts of the country.

In view of the Canadian government, says the report, that commercial aviation for the present be best managed and developed by administrative assistance and supervision, and improvement, necessary, of ground facilities, not, however, including air-harbor serving facilities. There is a probability that as time goes on, so that these may be required by the government to undertake the provision of some facilities, would have the effect of local effort and thus rather than advance development.

General Policy. The policy of the government, as set forth by the Air Board, for the development of civil flying, is as follows:

The regulation of civil aviation, inspection and registration of machines, certification of pilots, and the inspection of air-harbor facilities, on principles laid down by the International Air Convention.

The establishment of a branch under the Air Board, the services of which are placed at the disposal of the air underlings.

The survey of air routes, provision on recognized routes of emergency landing, where necessary, be urban centres along the routes.

The establishment of an air branch which consists of the carrying out of flying operations with than-air machines as desired for the various departments of government in relation to forests, fisheries, surveys, etc., and to experimental work.

The loan of airships and than-air equipment to other companies.

Subsidies Given. Canadian Government, points out, has not been to subsidize directly commercial aid service. The government has been that such were not at present profitable in Canada, operated independently of existing railway and steamship connections. The large centres in Canada, efficient and an air line, if it involved the expense of expensive and auxiliary devices, has been thought to be unprofitable. Transportation companies, on the other hand, not only desire to establish air services. There is, however, an independent air operations in the settled and undeveloped areas of Canada in which communications are being developed. Exploration and aviation services by air in these areas depend upon their timber, mining, and other enterprises, which, if financed, can be assisted by the government.

erate advantageously and profitably. Such individual interests do not, however, justify direct assistance on public grounds.

DRYDOCKS HAVE A LITTLE RATE WAR

Undercutting Each Other in Matter of Charges in New York District.

NEW YORK, Aug. 10.—A rate war among the dry-docking plants in the New York district was precipitated June 7, when James Shewan & Sons, operating ten dry docks, announced a reduction in rates from 16 cents a gross ton to 5 cents a day. The same afternoon the Todd Shipyard Corporation with a total of twenty-three dry docks represented among its four subsidiaries announced that its rates, effective June 7, would be 5 cents for the first day on each registered gross ton and 5 cents for the following lay days. The pre-war rates for dry docking ships were 12 cents a registered gross ton for the first day and 10 cents a registered gross ton for the succeeding lay days. During the past two years a number of smaller companies have sprung up and until the slump in shipping became so severe managed to keep pretty busy. It is believed that the smaller yards could not make expenses at 5 cents a day, and that if the rate war continued for a long while, it probably would result in breaking some of the plants, whose financial position is not as secure as the large yards.

EDMONTON ENDORSES HIGHWAY TO COAST

Meeting at Alberta Capital Adopts Resolution Regarding Building Road.

EDMONTON, Aug. 9.—Endorsement of the Edmonton Automobile and Good Roads association petition for the construction of the Edmonton to Vancouver highway was given by the Edmonton Board of Trade at a well attended meeting of its members held in the Board of Trade premises. The meeting was given over almost entirely to the discussion of ways and means for highway betterment and the following resolution was adopted unanimously:

"Whereas in the opinion of this board the comparatively small amount required to convert the abandoned railway grades into a motor road, if the work be done without delay, would, in any event, be a wise expenditure and is now particularly timely owing to the necessity of providing work for the unemployed;

"And whereas the interest of the city of Edmonton in this matter is obvious and vital, but the province as a whole and all classes in it will also benefit greatly by the advertising derived from tourist traffic to the coast;

"Therefore be it resolved that the Edmonton board of trade and chamber of commerce heartily endorse the petition of the Edmonton Automobile and Good Roads Association, regarding the construction of the Edmonton to Vancouver Highway and would respectfully request the provincial government to give that petition early and favorable consideration."

Taking No Chances. The street faker, expressed disgust with the crowd of pickers standing around him. "Why," he exclaimed witheringly, "I'll bet you fellows aren't sports enough to offer me 50 cents for this bright, new dollar bill."

"I will," piped up a ragged urchin.

"All right," said the faker, "Hand over the 50 cents."

"Take it out of the buck an' hand me the change," said the urchin, who wasn't taking any chances.—Boston Transcript.



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Manager.

HIGH GRADE STRIKE DOLLY VARDEN MINE

What promises to develop into a big strike of high grade ore was made at the Dolly Varden Mine last week, says the Alice Arm Herald. The strike was made on the surface, about 20 feet above the old workings, and is covered by a rock slide. The extent of the lead can not at present be ascertained on account of the large quantity of loose rock and the dirt covering it. Four men are at present busily engaged in clearing it off.

Picked samples assayed 67 ozs. in silver, which has been the highest obtained so far. Samples taken on a 4 ft. width have assayed 58 ozs. The ore is ruby silver and argentite, with some galena.

Work on uncovering the lead will be proceeded with as rapidly as possible, and there is no doubt that the rattle of the miner's drill, will again be heard at the Dolly Varden mine before the snow flies.

CRITICAL TIME IN U.S. TARIFF

Senator Advocates Closer Trade Relations with Canada.

WASHINGTON, Aug. 10.—(By Canadian Press)—Apprehension of serious curtailment of trade between the United States and Canada, to the serious detriment of both countries, is being more and more voiced in Washington as the new tariff bill advances toward enactment. It is an interesting fact that Canadians coming to Washington express this feeling and at the same time similar feeling is expressed by many in Congress.

The warning which Senator Nelson of Minnesota voiced in the Senate the other day that this is a critical time in tariff making and the tariff cannot be framed along old lines is expressive of what a growing number of Congressmen and officials believe. This is not saying that enactment of high rates will be prevented but it is indicative of the fact that the new bill, once it is enacted, is exposed to the prospect of an unfavorable reaction of public sentiment.

Senator Reed of Missouri, prominent on the democratic side of the Senate, has just published in the Congressional Record a speech he made some time ago in which, among other things, he urged the importance of fostering trade with Canada. In connection with it he put into the Record tables showing the growth of trade between the two countries. Senator Reed said:

Best Customer of States. "Mr. President, I wish to dwell for a moment upon the Canadian situation, because in my opinion it lies at the very basis of our foreign trade. Canada is today and has for years been the best customer of the United States.

"It will be found that if we go to 1913 as the year of normality, we exported to Canada in that year—in round numbers—products worth \$103,000,000, and imported products worth \$142,000,000. The balance of trade in our favor was \$261,000,000,000.

"In 1919 we exported to Canada \$731,000,000 worth of our products; we imported \$191,000,000 worth of products; and we had a balance of trade in our favor of \$239,000,000.

Same People, Same Soil. "Now, let us stop a moment and ask why we should not trade with Canada. There is nothing between Canada and the United States but a red line drawn on the map. The soil of North Dakota and of all of our North-western states runs directly on into Canada. They have the same kind of soils there, speaking broadly, that we have in Northern United States. They have a population that is more like the population of the United States than has any other people of any land whatsoever. One may visit in Canada and be there a month and scarcely realize that he is outside the borders of the United States. The Canadians pay a little higher farm wages than we do in the United States. That is due to the fact that in a new country wages are higher than in a country thoroughly developed. The Canadians use the same kind of farm implements, and they buy them nearly all from us. They have the same language, the same school system, the same religion, the same hopes, the same code of morals, and the same high ambition and desire to succeed. They are so much like the people of the United States that I would they were a part of the United States, although I do not expect to see them so.

Shown by Map. "If it be asked why Canadian wheat comes to Minneapolis and other great centres of the United States, I answer by asking, why does wheat go from North Dakota to Minneapolis? Both questions are answered by the map which I have had suspended from the wall of the Chamber. If Senators will look on that map and observe the heavy blue lines, they will see that the great trunk lines of railroad run from North Dakota down to Minneapolis. When a farmer wants to get his wheat to a mill, he puts it on a car that is going to the mill, and that is all there is to it.

"However, those same lines of



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PROF. A.O. WHEELER, DIRECTOR OF ALPINE CLUB.



SUMMER CAMP of the ALPINE CLUB.



CLIMBING ILLICILLEWALT GLACIER.

At this time of year members of the Alpine Club of Canada and other mountain climbers from all over the world gather at Banff, Alberta, to spend weeks in the mountain wonderland climbing tall peaks and camping under the stars. Hundreds of mountaineers in the United States and Canada are members of the Alpine Club of Canada, many of them well known scientists, educators and business men. Banff is the headquarters of the club, which has chosen Lake O'Hara, near Lake Louise, as its camping place this year.

Director A. O. Wheeler of the Alpine Club probably knows more about the Canadian Rockies than any other man. He has climbed most of the big peaks and is official map maker for the Canadian Government.

This summer the general public not identified with the club has unusual opportunities to see the mountains. Twice a week, under the management of Mr. Wheeler, there are public walking or riding tours from Banff to Mount Assiniboine, about forty-five miles over the mountain trails. Each party is in charge of a competent guide, and the Alpine pack train carries the baggage. There are five camps between Banff and Assiniboine, so that even the tenderfoot can make the trip without hardship. At Banff, Lake Louise and elsewhere are real Swiss guides who aid mountaineers in climbing the highest peaks, as well as in exploring great glaciers and exploring mountain passes and lakes. Mount Assiniboine is

nearly 12,000 feet high and awe inspiring in its majestic beauty. Last year thirty-five members of the Alpine Club, including two women—Mrs. W. E. Stone of Lafayette, Ind., and Margaret Gold of Edmonton, Alberta—reached the top of the Canadian Matterhorn, as the great peak is called.

railroad cross the imaginary line between North Dakota and Canada and run into and tap the great wheat fields of Canada. The Canadian farmer, who is just across the line, puts his wheat in the same kind of cars on the same tracks that the North Dakota farmer does and sends it to Minneapolis, because it is where the cars run. The wheat seeks its natural outlet. Mr. President, it would be just as sensible to bar North Dakota wheat from Minneapolis as to bar Canadian wheat.

Milled in U. S. "Some Canadian wheat, going over another great trunk line of road, reaches the Lake at Fort William and there, following the shortest line of travel, it is hauled over the Great Lakes and is milled in the United States, because it is a little shorter and a little better route to a market where the mill is located which is to turn it into flour than it is to carry the wheat clear across the Dominion of Canada to the eastern coast.

"Mr. President, when Canadian

ian wheat, following the natural line of travel comes into the United States and is milled here, does it affect the American market to any material extent? The answer to that is that when Canadian wheat reaches the United States it finds a market which is already oversupplied. That oversupplied market, whether the Canadian wheat comes in or not, must relieve itself by shipments abroad. A large percentage of Canadian wheat must go from Canada, ultimately to be consumed in Great Britain and other European countries. Likewise there goes from American ports a steady stream of American wheat, which must be consumed in the identical countries where the Canadian wheat must find its ultimate markets. There the two wheats meet; they are sold in competition, and the prices in the markets of Liverpool and Berlin fix the prices of the Canadian wheat and of the American wheat.

Senator Reed took the position that the reports of Canadian wheat shipments to the United States in 1920 were overstated and that the effects of American wheat prices were greatly exaggerated.

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When you are troubled with diarrhoea, dysentery, colic, cramps and pains in the stomach, cholera, cholera morbus, summer complaint, bloody fluxes, or any looseness of the bowels be sure and obtain a bottle of "Dr. Fowler's" and see how quickly it gives you relief. This wonderful remedy has been on the market for the past 76 years and we wish to warn you against accepting a substitute which may be dangerous to your health.

Mr. Samuel Buckler, Tatamagouche, N. S., writes:—"While visiting in Western Canada I had a severe attack of diarrhoea. After trying many proprietary medicines I got no relief, but kept getting worse. I was advised to take Dr. Fowler's Extract of Wild Strawberry, and I lost no time in doing so. I cannot hesitate in recommending it most highly, for when I had not yet taken half the bottle I was relieved. I must say that if 'Dr. Fowler's' is given a fair trial it will show its good qualities."

The price of the genuine is one, a bottle, put up only by The T. M. B. Co., Limited, Toronto, Ont.

His Only Ruth. "My husband complains that I haven't a sense of humor," confided the Tired Woman, "so I make it a point to remember jokes and conundrums and spring them on him to rid myself of the stigma. Last night I tried it like this: 'Henry, what did Boaz say to Ruth when she entered his field?' The answer, of course, is 'Don't step on my corn.'"

"You'd think he had some knowledge of the Bible, wouldn't you? At least enough to make an intelligible guess. Instead he said: 'Ruth? What Boaz? That slob better keep off Babe Ruth, whoever he is. Had his nerve saying a word to the mighty Bambino, no matter what he was doing on the field.'"

"I tried again, but he was so deep in the sporting page I couldn't signal him."—New York Sun.

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