

PARIS BUBBLES WITH SUNSHINE

Has Been Amazing Year For Champagne

(By ROBERT C. WILSON)
PARIS — There are 40,000 Frenchmen bubbling with joy because the sun shone 324 hours in August. Nothing like it has happened since 1898, when in August the sun came out for 313 hours and gave birth to the "coronation cuvee."

Consequently, 1947 promises to be for connoisseurs the world over what 1945 was to atomic scientists and international politicians.

In a word, it is an amazing year for champagne.

Never, in the memory of wine makers, have there been such beautiful, healthy, golden grapes," said Count De Vogue, one of France's major champagne producers.

That brought up the question of what actually gives champagne its flavor and what makes it bubble and Count De Vogue explained that:

"Wine-growing is a science as much in its infancy as medicine was 100 years ago."

But this much is known:

1. There are 20,000 families engaged in growing grapes for champagne, and another 20,000

persons processing, producing and marketing it.

2. Champagne brings France about \$200,000,000 in foreign exchange.

3. The average sunshine in August in France is 280 hours.

4. One difference between champagne and other wines is that champagne is blended wine—usually 80 percent new wine, and 20 percent older ones.

5. Champagne bubbles.

It bubbles because it is allowed to ferment, producing carbon dioxide. This fermentation is encouraged by adding sugar to feed the bacteria, or whatever it is, that causes the fermentation. The grapes are picked in September or October, and placed in casks to ferment. About February the wine is tasted and blended. It is put into bottles about May.

That's where the non-scientific aspect comes in. It is put into bottles then simply because the sap begins to rise in the vines in May. Why? Count De Vogue doesn't know.

It apparently is done for the same reason the American Indians used to plant by moonlight in the belief it bettered the crop.

In any case, once bottled it takes five or six years to ripen.

So, if you're planning to get married, you might put it off to 1953.

Advertise in the Daily News!

CHANGES IN OFFICIALS

W. C. Owens, Retires as General Manager of Canadian National

WINNIPEG—Bringing to a close a railway career that dates back to 1904 when he commenced work with the MacKenzie and Mann Company as a clerk, Walter C. Owens, general manager for the Canadian National Railways, Western Region, retires from active service today under the pension rules of the company. This announcement is made by W. R. Devenish, vice president. During Mr. Owens railway life of close to half a century he has served both in Eastern and Western Canada, although the greater part of his service has been west of the Great Lakes.

A further announcement by Mr. Devenish is the appointment of Howard H. Sparling to succeed Mr. Owens as general manager. Mr. Sparling was formerly assistant general manager and is well known throughout the west.

According to an announcement by Mr. Sparling, J. R. McMillan, formerly superintendent of the Edmonton division will come to Winnipeg as assistant to the general manager. Mr. McMillan is a former Winnipegger and for many years served with the company here.

Mr. Sparling also announces



The George Matthew Adams Service, Inc.

"Are you holding out on me?"

the appointment of James J. Behan as assistant general superintendent of transportation. Mr. Behan was formerly superintendent of car service, western region and will continue to exercise special supervision over this department.

MR. OWENS WAS RAISED ON FAKES

Walter C. Owens was born in Manitou, Man., and, after spending some early time on his parents' farm, moved to British Columbia. In 1904 he took up work with the construction department of MacKenzie and Mann and continued at this until 1908 when he started as brakeman with the Canadian Northern at Brandon.

In 1911 he was promoted to conductor and from then on held various positions in the operating department throughout western Canada until 1930. Mr. Owens was then moved to eastern Canada and had general supervision over freight service under the chief of transportation. In 1931 he was moved to Saskatoon as general superintendent of the Saskatchewan district. He subsequently served as general superintendent of the Alberta and British Columbia districts before being promoted to general superintendent of transportation, Winnipeg. His promotion to general manager followed in 1944.

J. R. McMillan was born in Winnipeg and started his railway work as a stenographer in the general passenger agent's office in 1925.

In 1926 he transferred to the general manager's office where he remained until 1929 when he joined the staff of the vice president of the western region. In 1938 he was appointed assistant superintendent at Mirror. He was moved to Edson in 1939 and the following year was transferred to Edmonton. In 1944 he was promoted to superintendent of the Edmonton division.

James I. Behan was born in Toronto and started his railway life there in 1911 as a clerk in the accounting department of the Canadian Northern. He served overseas in World War I and returned to the general superintendent's office in 1919. In 1923 he was transferred to the staff of the chief of transportation, Montreal, remaining there until 1927 when he was promoted to be district superintendent of car service. In 1939 he was appointed superintendent of car service, western region, with headquarters at Winnipeg and retained this position until his present promotion.

Howard H. Sparling, was born in Rockwood, Ontario and started his railroading as a relief operator with the Grand Trunk on the southern district in May, 1902. After serving at various places in the East he moved to Fort William as despatcher and worked at Graham and Sioux Lookout later. In 1924 he moved to Winnipeg and became chief despatcher in 1925. For the next several years he served as acting superintendent of transportation and rule instructor and in 1937 was appointed superintendent of transportation at Edmonton.

Mr. Sparling was promoted to superintendent of the Edmonton division in 1939 and moved to Saskatoon as general superintendent of the Saskatchewan in 1942. He returned to Edmonton as general superintendent of the Alberta district in 1944. From November 1944 until the spring of 1946 Mr. Sparling was chief of transportation in Montreal and returned to Winnipeg in April 1946 as assistant general manager, western region.

EAGLE ATTACKS TREE CLIMBER

VERNON—A large eagle, with five-foot wingspread, was captured near here after it attacked James Harvey, 23, forest insect ranger, as he climbed toward its nest at the top of a 200-foot tree.

During the climb Harvey was under attack from the dive-bombing mother for 45 minutes, beating off the big bird by swinging an axe as he clung precariously to slipper-rain-soaked branches.

"She would fly high in the air and then come straight at me, pulling out of the dive when I swung my axe," Harvey said. "Her wings would open up about two feet from my face and she would swoop again. I was nearly blown off the tree by the wind-force of her wings."

He finally reached the top and there a lucky swing injured the eagle's wing, resulting in its capture. In the nest were one osprey and an egg.

BEST WEAVERS

Synthetic textile manufacturers regard the spider's web as one of the highest forms of filament weaving.

See the Spies and Meekling ad this week. (256)

U.K. ADVERTISES WARRE

LONDON (CP)—The 1948 British Industries Fair will be held from May 3 to 14 in London and Birmingham. This will be the second fair since the end of the war and is expected to attract buyers from all parts of the world.

NEW LIFEBOAT FLEET

LONDON (CP)—Britain is building a fleet of 80 new oil-burning lifeboats at a cost of \$4,000,000. All are equipped with up-to-date radio and special voice amplifiers which carry sound over a third of a mile will be used.

BAGS 9 LIONS

PIETERSBURG, South Africa, (CP)—Nine lions were killed in one night at a government kraal recently by Hewitt Ivy, agricultural officer. A group of 30 lions, desperate for food, attacked the kraal for the cattle and Ivy bagged his kills.

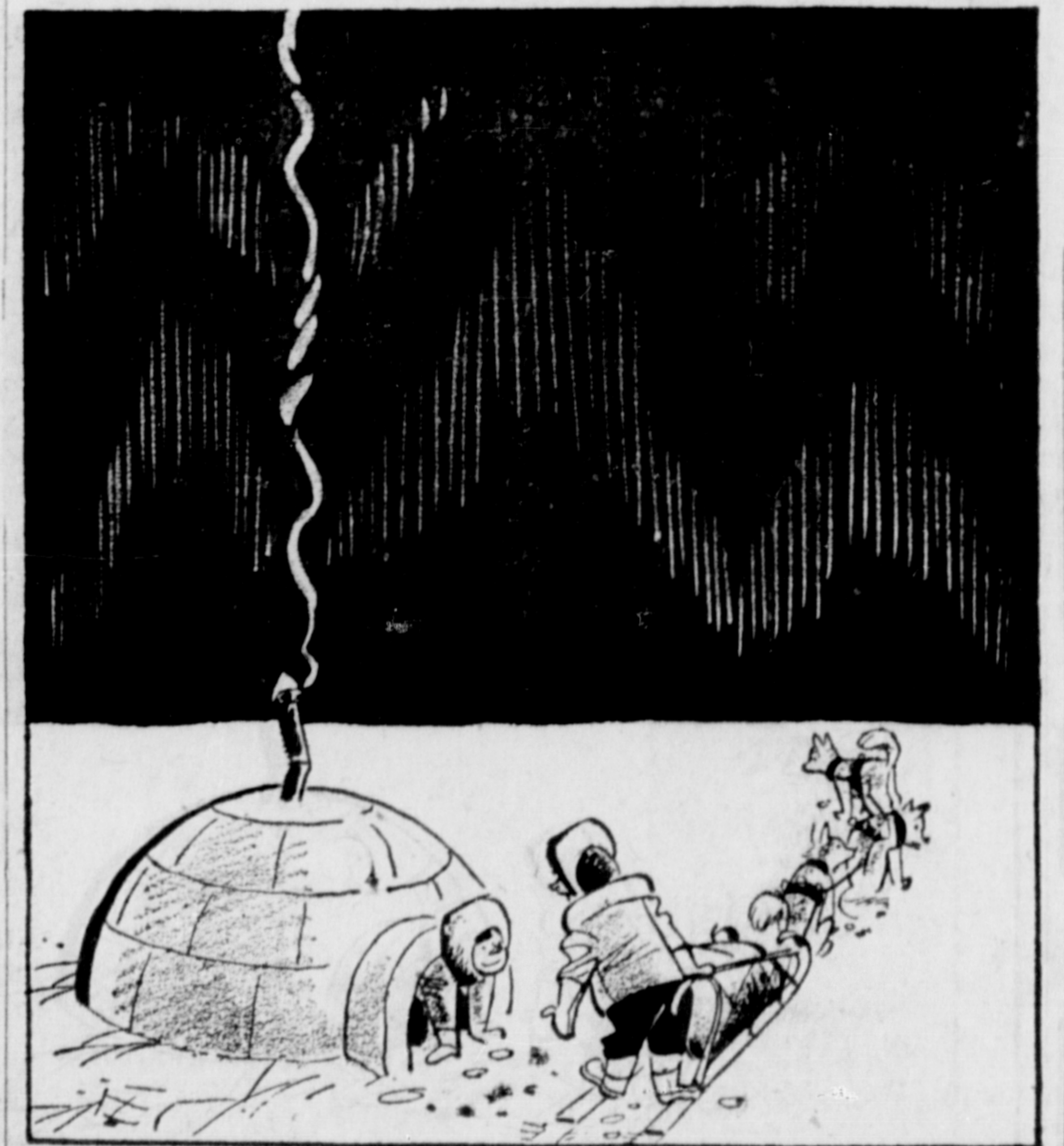
MODELS OF KINDNESS

WATON, Norfolk, Eng. (CP)—Village youngsters are "adopting" aged people and running errands for them under a scheme for making children models of kindness to parents and elders.

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