The Richmond County Record

"PLEDGED BUT TO TRUTH TO LIBERTY AND LAW; NO FAVOR WINS US AND NO FEAR SHALL AWE"

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OTTAWA

by Dean Wilson

CIRCUMSTANCES TO DECIDE

Notwithstanding the move made by the Government to remove the restriction in the National Resources Mobilization Act against compulsory service overseas, yet it is emphasized along Parliament Hill that this does not mean outright immediate conscription for overseas, with such action being taken only when and if it is necessary in the light of circumstances. In other words, the Government is enabled to act with a free hand in any war situation without any restriction or limitation.

PRISONERS OF WAR

Hon. J. L. Ralston, Minister of National Defence, has indicated that the number of war prisoners who have escaped from Canadian prison camps has been "remarkably small," and out of the thousands confined there, only 30 had escaped, with merely one man managing to really get away and all the others being re-captured. "I want to pay tribute to the Veterans Guard of Canada who have had most to do with guarding these prisoners," said Hon. J. L. Ralston. "They have proved themselves extremely reliable and vigilant and they have had to deal with a class of people who have had nothing else to do but sit and plan and scheme to escape, for which there is no serious punishment."

INCREASING USEFULNESS OF SENATE

It appears certain in well-informed circles in the nation's capital that the Upper Chamber might increase its work and scope of usefulness in future. At least this seems to be the plan of the acting Government leader in the Senate, Hon. J. H. King, who has been acting in that capacity since the death of the late Senator Raoul Dandurand. Moreover, the new leader holds that more and more opportunities in this respect will exist, though most legislation must originate in the House of Commons. Then again, discussions and deliberations of the Senate are freer and better because it is a revising body, not a partisan body. In fact, it is said that the new Government leader in the Senate has never attended a political conference of his party during the 12 years of his membership in the Upper Chamber.

TWO POINTS OF RADIO INQUIRY

After many months of complaint, the policies and administration of the Canadian Broadcasting Corporation will undergo a microscopic examination by the committee of the House of Commons and this will mark the first time in three years that this body has been reviewed. There are two points of inquiry. One will be the investigation of the administrative operation of the C.B.C., especially noting that there has been a gradual increase of expenditure in recent years. Indeed, much money is spent by this body, though its revenues are high from radio licences and other sources. The other point of inquiry will take into account the general policies of the C.B.C., with particular emphasis likely to be placed on some of the grounds of criticism or complaint by the late Alan Plaunt who was a governor of the C.B.C. and who made serious charges against this body's policies or methods of operation since these have never been properly investigated.

COMPLICATIONS OF RESTRICTIONS

When the Government in Ottawa passed an Order-In-Council to restrict salary or wage increases in order to carry out an anti-inflationary program, it enacted a provision that increases were banned except in cases of promotion or those involving the munitions industry. However, this has produced many complications since some instances have arisen where corporations or companies servicing and supplying the munitions industry claim to be in the classification where upward adjustments are allowed. Therefore, a special board has been set up to handle these difficulties and it is expected to solve these problems of wage and salary increases.

COMPLIMENT TO CANADA

The establishment in the United States of a system of price control similar to that of Canada is interpreted as a compliment to this nation's foresight in this respect. Moreover, well-informed circles in Ottawa believe that this much closer economic co-ordination will have many millions of dollars for Canada since the Canadian Government's method of paying subsidies, which are given to industries as compensation for keeping prices at a certain fixed level, will be aided considerably, particularly when it is remembered that importations from the United States are still considerable in face of prohibitions or restrictions and the higher prices rose in that country the greater the amount of subsidies that Canada had to pay, with a recent declaration disclosing that $2,500,000 had already been paid.

Alaska Springboard To Japan

By WILLIAM MacDONALD North Sydney, C. B.

By Wm. MacDonald, North Sydney

One of the greatest road-building projects to be undertaken in modern times is the proposed Alaskan highway. Some people have referred to this highway as "the Burma Road of North America." The importance of any road can only be measured in terms of its usefulness. The usefulness of any communication line with Alaska at this time cannot be questioned.

When the building of this highway was first given serious consideration it was thought that its chief usefulness would be as a tourist attraction. But military considerations alone prompted an immediate start to be made on this project. Before the war, most people considered Alaska a cold, ice-bound region that was not important for anything except hunting and salmon fishing.

But far-sighted military experts have never overlooked the strategic importance of Alaska in connection with any defensive or offensive operations. The late General William Mitchell of the United States once called Alaska "the most important strategic place in the world." That statement was ridiculed at the time it was made, but to-day, with warraging in both the Pacific and the Atlantic and the continents beyond those oceans, the truth of those words is becoming a reality.

During the past few years the United States has spent millions of dollars to establish army, air, and naval bases on this important northern possession. When it is realized that Alaska is the nearest point of the Western Hemisphere to Asia, and that at places it is separated from Russian Siberia by less than one hundred miles of water, the need for adequate defenses becomes apparent.

For offensive operations the greatest usefulness of Alaska would be realized only if Russia becomes involved in war with Japan. It is the present state of non-belligerency that exists between Russia and Japan which prevents the United Nations from using Alaska as a hopping-off place for offensive action against Japan. However, remembering that a similar state of cordial friendship existed between Germany and Russia not so long ago, America is taking no chances and is pushing forward with all plans for the development of Alaska as a strong base for possible military operations against Japan.

If the Japanese continue to meet with success in their southward drive there is always the possibility that they will take advantage of the Russians while they are grappled with the Germans in Europe, and invade Siberia. In that event they might beat the Allies to the punch and attempt an invasion of Alaska from any one of the many ideal bases in Russian Siberia. Needless to say, a Japanese foothold in Alaska would be desperate for Canada and the United States.

On the other hand, if Russia will continue to throw back the German attacks and slowly bring Hitler to his knees, it is possible that Stalin will risk a break with Japan and allow his Allies to strike at the Japanese empire through Siberia. In that event the Allies would have the use of such big Russian bases as Petropavlovsk, or Vladivostak which is only 665 miles from Tokio.

If the Alaskan highway could be completed in time to allow quick and easy movements of troops and supplies from the United States to Alaska, and if the use of Russian Siberia was given to the Allies, an offensive against the heart of Japan would be much easier than now seems possible. Troops and equipment could be easily conveyed across the Bering Strait to Siberia from which they could operate against Japan. British and American air power operating from Siberian bases could wipe out Japanese towns and cities.

The invasion of Japan by way of Alaska seems much easier than by way of Australia. In the first place the distance is shorter and communications safer. The moving of troops from America to Australia through thousands of miles of submarine infested waters is a hazardous undertaking. It would tax Allied Naval Strength to the limit and take a considerable length of time.

It must also be admitted that the Alaskan route is not without its faults. Due to climatic conditions this route could only be successfully used during the summer months. It must also be remembered that Alaska has its "Summer Day" during which there isn't any night and this would make successful bombing raids quite possible for the enemy. But these difficulties are not unsurmountable. The main obstruction in this route is a Russian Siberia which is neutral towards the Japanese war with Britain and America. Whether this obstruction can be eventually removed remains to be seen.

Whether Alaska will become the spring-board to Japan or not it is very much on the war maps today and will continue to be until this war is over.

Heard Over CBC



SULTRY SONGSTRESS

Gwen Bradshaw was a member of a carefree party at a high school dance in Winnipeg when she made her debut on a dare. She sang a number with the band playing the latest popular hits for the youngsters. She wasn't nervous then, and she isn't nervous now, but she is just as excited about singing on the air as when she first started professionally in Geoffrey Weddington's "Swinging Strings." That was away back in 1939 A. D. Now she is the singing star of "Tunes for Today", heard Wednesdays at 10.45 p.m. EDT, 11.45 p.m. ADT, with Albert Prata conducting. Sam McKeown, arranging. That's not enough singing for Gwen. Every spare hour finds her doing concerts for the men in the Canadian forces. She's brunette, she's sultry, she's National.

Supreme Court Notes

The annual term of the Supreme Court opened in the Court House at [illegible] on Tuesday, 19th inst. Mr. Justice Hartley presided. Although no cases were presented for His Lordship's consideration, all the jurymen were present by their names. They were addressed by Mr. Justice Smiley, who explained the important duties of a juryman. He thanked them for their attendance and dismissed them. There were no cases on the docket.

There was no lawyer present in Court with the exception of addressing Mr. Justice Hartley on this his first visit to Arichat in his judicial capacity, when the prothonotary, D. J. Butler, read an address of welcome and congratulation to His Lordship on his appointment to the high position of a Judge of the Supreme Court of Nova Scotia.

The address reads as follows:

TO HIS LORDSHIP
MR. JUSTICE SMILEY

If Your Lordship please, as there are no members of the Bar present, the officers of the Court would like to take this occasion to congratulate you on your elevation to the Bench, and to extend to you a hearty welcome on this your first visit to Arichat.

Your Lordship no doubt already knows that [illegible] the shiretown of Richmond County was formerly the busiest port on Cape Breton Island, if not in Nova Scotia.

It was not long ago than the turn of the century that ships built here, and which had Arichat as their home port, sailed to all parts of the world. It is from that era that we recall with a sense of pride, the men who were prominent in Your Lordship's profession such for instance, as the late W. B. Cutler, Q.C., Messrs James H. and D. A. Hart, Duncan Finlayson, who later became a County Court Judge, Geo. W. Kyte, K.C., Charles Harrington and Mr. Chandler. We must not also those of other [illegible] who sailed the seven seas and made the name of Arichat world wide.

It was with the advent of railways steamships and other innovations that commerce was diverted from this once prosperous port. Still there remain in our midst a law-abiding generation, as the absence of litigation might indicate to Your Lordship, and we wish to draw to the attention of Your Lordship the natural beauties of our surroundings.

We sincerely hope that Your Lordship will enjoy this your first visit to our historic town, and that it may also be our privilege and pleasure to attend upon Your Lordship on many other future judicial visits.

R. J. SUTHERLAND,
Prothonotary
J. H. POIRIER, Sheriff.
A. WILKIE BROWN,
Court Crier
M. S. BINET,
Associate Court Magistrate

Arichat, May 19, 1942.

His Lordship made a suitable reply and expressed his appreciation for the address. He also made some complimentary remarks on the beautiful scenery with which Arichat is surrounded.

FISHERMEN

I saw the fishermen bring in their catch
Across the water, creamy blue.
The fish they drew from out the nets dark mesh
Gleamed in the light with silver hue.

I thought, how great to nature these men live,
Out of the sea in strange retreat
They touch the fringes of eternity
And risk their lives that folk may eat.

Our Lord of Nazareth loved fishermen,
Who spent much time upon the sea.
I wonder was that why He chose them
Strong souls to set the burdened free.

—Edith Tatum.

PLANE BRINGS FISH TO NEWFOUNDLAND

[illegible] Johnny Hunt and [illegible] the fish to Newfoundland, where everybody fishes as soon as he is able to bait a hook, is like carrying coals to Newcastle. But it happened. A mess of Goldeyes from Winnipeg came to Air Commodore A. C. McEwan, commanding the Newfoundland section of the Eastern Air Command, the gift of Ronald George, operations manager of Trans-Canada Air Lines. The parcel was transferred at Moncton to the new TCA Newfoundland service and arrived at destination well inside the hours of one day.

Sir Edward Beatty Becomes Chairman— D. C. Coleman New C.P.R. President



D'Alton C. Coleman was elected president of the Canadian Pacific Railway Company in succession to Sir Edward Beatty, G.B.E., K.C., LL.D., at Montreal, May 1. Sir Edward, whose recent illness brought on by over-exertion since the outbreak of the war caused his resignation after more than 23 years as president, still remains as Chairman of the Board on the request of the directors and will be available for counsel at all times.

Mr. Coleman, the fifth man to command the destinies of the world's greatest privately owned transportation system, is prominent in the field of education, is actively connected with many great Canadian industries and also thoroughly enjoys his positions as director of the Canadian Arena Company at Montreal and on the committee which administers the affairs of the Canadiens in the National Hockey League. He is an enthusiastic fan. He is at present a member of the Board of Governors of the University of Bishops College at Lennoxville, P.Q., and he gave outstanding service on the Board of Governors of the University of Manitoba. His library of Canadiana is one of the most comprehensive privately owned collections in the Dominion.

Quiet, forceful, brilliant, the new president of the Canadian Pacific Railway is noted for his capacity and industry. During his sixteen years as vice-president and director of the company at Montreal, he proved himself to be one of the best railroaders in Canada.

Sir Edward Beatty, one of the first citizens of Canada and a leader in economic, industrial and social thought, became president of the Canadian Pacific Railway in 1918 a week before his 51st birthday. While his outstanding work was modernizing and welding the railway and successfully guiding it, he has been active in almost every branch of Canadian life. He is affiliated with more than a dozen of business concerns; has been Chancellor of McGill since 1921 and has also served other leading universities, his work earning him honorary degrees from twelve universities in Canada, the United States, Scotland and Ireland. He is a leader in welfare and philanthropic work, playing outstanding roles in such valuable organizations as the Boys' Farm and Training School at Shawbridge, Boy Scouts Association of Canada, British Empire Games Association, Royal Victoria Hospital, Salvation Army, St. John Ambulance Association, Montreal General Hospital, Montreal Boys' Association, Canadian Corps of Commissionaires and Montreal Orchestra. He has been honored on many occasions the most important being in 1935 when King George V made him a Knight Grand Cross of the Most Excellent Order of the British Empire.

Against a background of Windsor Station, which houses the Company headquarters at Montreal, the illustration shows Sir Edward and Mr. Coleman (right).

NOVA SCOTIA FARM NEWS

HOG SHIPMENTS ARE LARGE

Live hog marketing is very much on the up grade in Nova Scotia. During March that total number marketed was 914, compared with the March 1941 total of 338. The quality as well as the quantity was high. 400 were grade A and 360 B1, more than 80 per cent were in the two top grades, and so qualified for the provincial bonus of one dollar for class A and 50 cents for B1's. The total weight of the 914 hogs was 144,600 lbs. and the total revenue received, including bonus, bythe members of the 14 clubs shipping, was $21,441.70. More than half the total hogs shipped during the month were from Kings and Annapolis counties.

V V V

NO SUBVENTIONS UNDER 500 Lbs.

Some dealers are allowing subventions on fertilizer purchase under 500 lbs. These are being refused as the regulations distinctly state: "A minimum of 500 lbs. of any one kind or analysis or combination of chemicals as first being mixing." Therefore a purchase of 200 lbs. 2-12-6 and 250 lbs. of 4-8-16, although totalling 500 lbs., is still below the minimum and not eligible. The same applies to small amounts of any chemical purchased for straight use even though the same purchaser bought 500 lbs. or more of a recommended mixture. The subventions do not apply to fertilizers used for potatoes, gardens, etc. Dealers should allow the subventions only for the amounts and crops intended.

V V V

CAPON PRODUCTION INCREASING

Capon production is on the increase in Nova Scotia. [illegible] over 50 000 lbs. of high-quality capon was marketed co-operatively in the Province. This year a great number of inquiries have been received for assistance in this work. While quite a number of poultrymen are now able to caponize, other people, who did not have an opportunity to learn how to do it, are interested.

Every endeavour will be made to assist any group of people interested in furthering dressed poultry work by caponizing young cockerels. Those desiring to start on this work will do well to get in touch with their agricultural representative or with the provincial poultry promoter at Truro.

Consideration must be given in arranging for demonstrations to realize that it is necessary for the poultry promoters to economize in the use of gasoline, and tires, hence it is desirable to give demonstrations to groups of people rather than individuals.

In order to show just what can be done in producing quality dressed poultry by growing capons, it might be mentioned that in many cases last year dressed poultry producers had their capons grade as high as 100% Milkfed "special", and milkfed "A". A pamphlet on caponizing may be obtained by writing to the Provincial Promoter, Truro.

V V V

DEMAND FOR LIME HEAVY

Thirty-five cars of lime were ordered through the extension office, Truro, during the first thirteen days of May, while shipments from O. P. Mosher & Sons, Upper Musquodoboit, for the first seven days amounted to 27 cars. The Eastern Lime Company, Windsor, shipped out during the month of April 32 cars, and O. P. Mosher & Sons, shipped approximately 60 cars. Due to the early seeding there is a heavy demand for lime, a demand which it is impossible to fill promptly because of the larger number of back orders which were placed early for May delivery. Orders have already been received for June delivery. Mr. Mosher has still some 1,000 tons in the shed. The limit of loading at Upper Musquodoboit is five cars a day. To facilitate loading at the car Mr. Mosher has not rigged up a drag scraper bucket. This has been fixed to operate in the railway car and is run from an old car engine set up on the loading platform. The lime is dumped from the truck body to the door of the car and then moved to either end with the drag bucket.

Thos. Dillman, Admiral Rock, has his crusher working in full production. It was necessary to get a larger engine once the crusher was installed. This will greatly increase the capacity of this quarry.

The Pictou & North Shore United Farmers' Quarry at Churchville, and the Government quarry at Pugwash are both in operation. In North Inverness, Wm. Lefort, agricultural representative, reports the company crusher in operation with a heavy demand for lime.

In Japan a volcano has erupted. It may be nature's way of expressing her opinion of the Son of Heaven.

ALL ORDERS WILL BE FILLED

Those who ordered packaged bees and have not yet received their bees should be patient states H. G. Payne, Truro, provincial apiarist. The delay in delivery is due to the acute labor shortage in the United States, many experienced bee men having been drafted into the armed forces since the orders were taken. All bee orders, according to Mr. Payne, will be filled, but there are bound to be delays. The demand for package bees is heavy all over the country, with the result that southern shippers are working 16 hours a day.

V V V

SOIL SAMPLES REACH RECORD

Nova Scotia farmers are going in for soil testing in a big way. More than 300 samples were received last week by Dr. George Smith, Truro, provincial chemist. 46 samples arrived in one day. "Samples," says Dr. Smith, "are more numerous this year than ever, and a pleasing and helpful feature is that a great number of the samples have been properly taken, the farmers having applied for forms and followed the instructions. Fieldmen from the department of chemistry are spending the summer in making soil examinations in various parts of the Province. The counties of Antigonish, Halifax and Hants will come first on their itinerary. Other counties will be covered later in the season.

V V V

CLEVER OUTLOOK IS GOOD

By all appearances clover has wintered well in most fields, reports Don White, agricultural representative for Annapolis County. There is a good chance of the second crop being a heavy one. Two years ago, the county produced more than 5,000 lbs. of clover seed and saved in the county and if there is good second crop this year there should be around 15,000 lbs. It is a good idea for the farmers to make their plans for saving seed this year.

Big Navy Forecast

500 Units, 44,000 Men By March 1943 Says Navy Minister



HON. ANGUS L. MacDONALD
Minister of Naval Affairs

OTTAWA—A Canadian Navy of approximately 500 units and personnel of 44,000 officers and men by March 31, 1943 was forecast in the House of Commons recently by Navy Minister Macdonald.

At the same time he announced that his estimates of Navy strength made in November, 1940, for March 31, 1942 had been far exceeded.

The minister said officers of the Women's Royal Naval Services would come to Canada shortly to help organize a women's branch of the Canadian Navy, "several thousand" strong.

Mr. Macdonald was applauded by all parties in the chamber when he concluded a naval progress review in which he paid high tribute to the work of Canadian seamen and closed with stirring words of praise for the British Navy.

MONCTON, N. B., May 13.—Planes of the Trans-Canada Air Lines in the new service to Newfoundland are blacked out for arrival at the scheduled stops, Sydney, N. S., and Gander and St. John's, Nfld. Outlains are drawn over the windows of the plane about twenty-five miles before reaching the airport and remain drawn until the aircraft is an equal distance after the take-off. The same practice is in effect at Halifax on the Halifax-Montreal-Toronto service.

—V:—

Seasonal Note: If you eat carrots and see better in the night, be considerate and mind your own business.

Portugese Bullfight Brilliant Pageant Without Blood Spilled

I have already written something of Lisbon, the capital of Portugal, this week. I add some more. Frankly what I write is colored by my point of view. Perhaps I do Lisbon an injustice.

An excellent guide book, published by the Government of Portugal and presented to me with the compliments of the Minister of Propaganda (for they call a spade a spade in Portugal), says:

"Lisbon is enchanting. It is a city at once ancient and modern, with wide avenues bordered by magnificent houses and crowded with swift cars. There are streets of steep steps in which houses of many-colored fronts jostle one another confusedly while between them passes a motley crowd in typical costumes—fish-wives bare-legged but wearing golden necklaces, women carrying jars of water on their heads in classic pose."

True enough, no doubt, but my diary tells a different story. Up to that time, it had been full and complete, as readers may have guessed. But for the week in Portugal, it is brief. It says:

"Saturday, October 10th, to Friday, October 16th—The terrible week in Lisbon. Disliked it from the start. Saw bullfight on Sunday, October 11th. Sick on Tuesday and stayed that way till Excambion sailed on Friday—and for four days more."

And that, except for two pages of notes on the bullfight, is all. But I need no notes to bring back memories of Lisbon. They keep coming back, even in my sleep, and nearly always as nightmares.

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All in the Point of View

Yet it is all in the point of view, apparently. To thousands of people from Nazi-dominated Europe, Lisbon in those months and for some fifteen months before, was the symbol of liberty and comparative safety. Some of them gave up everything they had except their lives, to reach the city. Uncounted hundreds probably lost their lives trying to reach it. Lisbon was the only point of contact with the free world—with the United States and, to some extent, with Great Britain. During the voyage across the Atlantic to New York I was to hear at first hand the stories of some of these refugees. Not till then did I learn what Nazi domination really means. For those poor people, Lisbon was literally the door-way out of Hell.

I didn't look on Lisbon in that way. To me, it was but a port of call on the way back to the home I was anxious to see as soon as possible. When I learned I would have to wait ten days for a plane across the Atlantic, it was a shock. With the seven other Canadian editors, I began to haunt the offices of Pan American Airways, and later, those of American Export Lines. I stood in line with other refugees and became one of them. Would I get out of Portugal before the Germans arrived? I wondered. Would the United States be forced into the war while I stayed on in Lisbon waiting for the Clippers that were so slow coming?

I had just come by plane from Britain. The trip had its dangers, but they were of the exhilarating kind. A few nights before, I had come unscathed through a bomb raid and had marvelled at the way free people took those things. There had always been some danger in those days and nights in England but the people were of my own kind, and it had seemed a good place to be.

In Portugal, the very air was different. I knew not a word of the language and little of the customs. An unusual number of policemen were to be seen everywhere. One could buy lottery tickets on the streets, but could be arrested for using a cigarette lighter.

Portugal has a benevolent dictator a Professor Salazar. He has done much good, they say. But there must be times when he quails at the magnitude of the job ahead of him. The people are desperately poor; many of them have deadly sicknesses. I had been warned not to drink the water in Lisbon or even clean my teeth with it. Distilled water was sold in five-litre bottles for that purpose. Nobody warned me against all raw fruits and vegetables. It may have been a lettuce salad, or perhaps a bunch of handsome grapes that finally sent me to bed, quite ill.

But it may have been partly the fear that comes from being watched day after day by enemy eyes. The new Hotel Victoria swarmed with Germans, one of them said to be the head of the local Gestapo. I had to turn over my passport on arrival to the International Police. I never did find out who constitute that body, but I knew the passport said I was travelling "on official government business." The Germans knew that. Only once in the whole week in Lisbon did I feel really at ease, and that was the night the people in the British Embassy gave us a dinner at the British Club. It was a grand old building and inside its thick walls one could talk freely.

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The Bullfight a Bright Spot

To Canadian readers, it must seem strange when I say that the bullfight I saw in Lisbon provided some recreation.

Truly, I never expected to be seen at a bullfight, and on a Sunday afternoon, of all times. It took some time for the idea to sink in. R. K. Sandwell and I walked up the Avenida da Liberdade on a Saturday afternoon, dodging the hawkers who tried to press lottery tickets on us, and looking at the sights. The many-colored posters advertising the bullfight fascinated us. They bore some resemblance to fall fair posters back home, but they had pictures in brilliant colors, of toreadors and rearing bulls. Slowly, we translated the posters—or thought we did. The top line was clear enough: "8 Bravos Torros." "8 Brave Bulls." And then the time and the place and the price, which was only 15 escudos or less than 75 cents for box seats. But the line that really fascinated us was down near the bottom. "6 Terros Diuemboths." We shuddered over it. "Good gosh, Templin," said Mr. Sandwell. "It must be a bloody spectacle if they are going to disembowel six bulls."

Back in the hotel, others of our party had other details. They said the bulls weren't killed. It was all just pretend. But it was the national sport, something like hockey. We shouldn't miss it. Besides, a young Portugese Army officer, who spoke excellent English, would accompany us to explain the fine points. One of the crowd had already arranged for two boxes for the party.

Lisbon's bull-ring has a magnificent setting. The taxicab turned out of the broad Avenida into a beautiful park. In the centre rose the great circular bull-ring, a tall structure in fancy Moorish architecture. People were getting out of cars all around it, while hundreds of others came off the street cars or on foot.

The Portugese Lieutenant found the proper door and we began to climb up and up on concrete stairs. It reminded me of the Maple Leaf Gardens in Toronto. It was another typical "hockey crowd," mostly fairly young people, a few families with the children accompanying the parents. They were a happy, excited lot.

The box seats were up at the top, on the shady side. Lisbon is a hot place. The temperature in the daytime ran about 25 degrees. Seats in the sun cost about half the price of those in the shade. We sat on chairs in a large, unscreened box. Nearby various prominent families occupied their own boxes. The family coats-of-arms showed on bright cloths hung over the railings in front.

Down below were the cheap seats around a perfectly circular ring with a sandy floor. Over on the sunny side, a band played unknown airs. The place seated about 15,000 and was fairly well filled, though there was a big counter-attraction that day in a smaller city nearby, with nearly twice as many bulls.

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On the Side of the Bulls

The Portugese bullfight, as it turned out, is not a bloody spectacle, but rather a pageant. Horses and costumes are beautiful and even the bulls look impressive as they came on at first, snorting and occasionally pawing the sand. But no blood is spilled, no animals are killed and no person gets hurt, though that was merely because the bulls failed to follow up their advantages, when they came. It was less cruel than rodeo, much less exciting than a junior hockey match, less dangerous, apparently, than senior rugby football.

The customes were beautiful, all covered with gold braid on bright colors. There were toreadors, who fight on foot, using a capa or cape to attract the attention of the bulls. Chief of these is the matador, the man who kills the bull (in Spain) or uses a wooden sword and pretends to kill the animal, in Portugal. The mounted bullfighters are cavaleros. Sometimes there are other men who wrestle with the bulls and throw them. These are forcados.

A bugle blows and the excitement begins. There is a sort of grand parade—two cavaleiros on splendid Arab horses and several groups of toreadors in brilliant yellow and deep plum colored velvet suits with gold braid.

The trumpets blew again. The ring was cleared. A gate at the left opened and a black bull with brass balls on his horn came rushing in. Another gate across the ring opened and a horseman entered, while toreadors jumped over the fence into the circle.

After his first rush, the bull had lost his enthusiasm. The toreadors waved their red capes at him and he charged them, while they neatly sidestepped, or turned over their capes to show the yellow side, whereupon the bull lost interest. But he didn't like the horse and charged for it. The cavaleiro held what looked like two tiny spears, with the bright ribbons on the ends. As the bull charged, he turned his horse, leaned towards the bull and neatly planted the barbed ends of these banderillas in the fatty part of the neck. The spears broke off near the points, leaving ribbons hanging on the bull's neck. The bull looked angry, rather than hurt, but he didn't press the fight until the men with the capes stirred him up again. Six darts, in all, were placed in his neck before the cavaleiro took a wooden sword, and all alone in the ring now, made several attacks on the bull before dealing what might have been a death blow with a real sword. The crowd, understanding the fine points, booed cheerfully when he missed and cheered when he succeeded. Then the trumpet blew again as the referee, sitting on a pedestal, signalled that the fight was over.

The horseman rode away, bowing and smiling. The bull looked around and saw no one. The gates opened, and a herd of six skinny, trained steers, each with a huge cowbell on its neck, came into the ring and encircled the bull and he trotted off with them, the herd driven by two little boys in bright costumes.

There was one more fight on horseback and six on foot. They tended to grow monotonous. The sympathy of the Canadians was all with the bulls, which didn't want to fight. Once a bull had his chance. A toreador slipped and fell on the sand. The bull immediately stood aside until he got up. But the Portugese don't ask the bulls to fight more than once. They retire after one public appearance. Perhaps that's just as well. The bull, back in the pasture field, might get tothinking. "Now, if I had only run at the man instead of that red rag." And if any bulls get ideas like that, it might end bull-fighting.

There remained one mystery. How about those "terres diembolios"? We asked the young Lieutenant and he laughed heartily. "Why," he said, "We Portugese don't disembowel our bulls. It means, how you say it? Oh yes, 'six disballed bulls.' You see, the cnes that fight the horses have brass balls on their horns so they cannot tear the horses' flanks; the cnes that fight the men have no balls on their horns."

So that was that!

—By Hugh Templin.



MADAME DE LA DURANTAYE

Appointed assistant director of the consumer branch of the Wartime Prices and Trade Board.

ROCKDALE

(From Our Own Correspondent)

Mrs. Fred A. Pettle and little sons Kenneth and Donald are visiting in Halifax, where Mr. Pettle is employed.

Mrs. Walter Keating and daughter Nora Mae have returned from Grand River, C. B., where they spent ten months. Mr. Keating returns to Halifax on Thursday after spending a month here.

Mr. Vincent P. Martell, is on a visit to Halifax.

Mrs. Harry C. Martell, left for Halifax, on Wednesday, to join her husband who is employed there.

Mr. A. L. Currie, of Levis, Que., arrived on Tuesday. He is the guest of his cousin Evelyn Lafford. Mrs. Currie will arrive later. They plan to open the old Currie homestead here where they will spend the summer months.

Messrs Victor and Halair P. Martell, who are employed at Point Edward, C. B., spent the week-end with their families here. Victor had the misfortune of breaking three bones in his foot while working and has his foot in a cast.

Mr. L. J. King, purser on the Mulgrave-Hawkesbury ferry was a visitor on Tuesday.

Mrs. Mary Murphy, of Point Michaud, spent Wednesday visiting her sisters Mrs. Wilfred Mombourquette and Mrs. William Wineey.

Miss Madeline Sampson, who went to Sydney, to see a specialist regarding her eyes is reported to be regaining her eye-sight.

Miss Melinda Landry, who was employed in St. Peters returned on Saturday. Miss Landry is embarking upon the sea of matrimony in a few weeks. We wish her the best of luck.

Mr. and Mrs. Edward Lafford, of Grand Greve, left for Windsor, Ont., on Monday where they will make thier home to be near their only child, Edward who resides in Detroit, Mich.

Mr. Anthony Jean, has purchased Mr. Lafford's home. The family moved in on Saturday.

We are pleased to report a slight improvement in Mrs. Mary Ann Lafford's condition. Mrs. Jennie Fowler of St. Peters, is with her sister during her illness.

We are sorry to report the illness of Mr. Samuel Kirkwood, of Grand Greve. We wish him a speedy recovery.

Don't be a CUPBOARD QUISLING!

"Cupboard Quislings"! Is that too hard a name for people who selfishly lay in unnecessary stocks of clothes or food, or other goods for fear of shortages?

No! The name is not too hard, even though it may be earned through thoughtlessness. For in reality they are doing, in a petty, mean way, what the Quisling does in the open.

Anyone who buys more than is necessary for current needs—

Is breaking his country's law for personal advantage.

Is betraying his loyal neighbours and those who are not so well off as he.

Is, in effect, depriving our fighting men of the munitions and supplies they must have to defend us.

Is hindering our war effort and helping our enemies.

Loyal citizens avoid putting unnecessary and abnormal strains on our factories. In time of war, loyal citizens do not spend one dollar more on civilian goods than is absolutely necessary for current needs.

The law provides for fines up to $5,000 and imprisonment up to two years for hoarding; and hoarding is just another word for unnecessary selfish buying.

In cases where it is advisable for you to buy in advance of your immediate requirements — such as your next season's coal supply — you will be encouraged to do so by direct statement from responsible officials.

THE WARTIME PRICES AND TRADE BOARD

OTTAWA, CANADA

H3W.

FOR SALE

Standing Timber, suitable for Pulpwood, and a considerable proportion suitable for Sawn Lumber, located on St. Peters Island, opposite Rockdale, Richmond County, Nova Scotia. 600 to 1000 Cords Pulpwood available. Contractors or Operators who may be interested, can obtain all information, regarding Prices and conditions by addressing the owner.

A. L. CURRIE,
12 Commercial Street
Levis, Quebec

Give to the RED CROSS

L'ARDOISE

(From Our Own Correspondent)

Mrs. W. D. Mombourquette and Miss Mary Mombourquette were recent motor visitors to Sydney.

Banns were called on Sunday for the coming marriage of Miss Milinda Landry to Mr. Lawrence Lafford, Rockdale.

Mr. and Mrs. Charles E. Sampson, have arrived from Halifax, the past week, and have re-opened their home for the summer.

Mr. Joseph Mombourquette, of Halifax, is spending a few weeks vacation here, guest of his daughter Mrs. Elizabeth Campbell and family.

Mr. George W. Davidson of Boston, Mass representing Burnham & Morrell of Portland, Maine, was a motor visitor to Lower L'Ardoise, recently he was accompanied by his mother Mrs. Annie Davidson, of Sydney Mines, who spent the week-end with her brothers, Messrs Martin and John H. Sampson.

Lance Corp. Leo Pottie of Halifax, was a week-end visitor to West L'Ardoise, guest of Mr. and Mrs. Fred. I. Pottie.

Mr. and Mrs. James Christopher of Sydney, accompanied by their daughter Joan and son Jimmie were motor visitor to Lower L'Ardoise on Sunday, guest of Joseph G. Mombourquette and family.

Lance Corp. Walter Masters, Pte. Peter Gracie and Lee Sampson, of the R.C.A.F., Halifax, spent the week-end at their homes in Lower L'Ardoise.

Miss Vena Finlayson, of Grand River, accompanied by Mrs. George Morrison, were recent motor visitors to Lower L'Ardoise, guest of Mr. and Mrs. D. K. Matheson.

We are glad to announce that Mr. D. K. Matheson Lower L'Ardoise altho still confined to bed, is gradually recuperating from an attack of Influenza, his many friends wish him a very speedy recovery.

—:V:—

CNR PRESIDENT LENDS SUPPORT TO RED CROSS APPEAL

Montreal, Que., May 12—In support of the appeal by the Canadian Red Cross to collect $9,000,000 for the pressing needs of the society, the Canadian National Railways employees will be solicited by means of a system-wide organization established at the request of R. C. Vaughan, President and Chief of the National Railways.

Over Mr. Vaughan's signature, letters have been addressed to all executive officers requesting their full participation in the Red Cross campaign. In the course of his letter, he states "I am sure everyone will give readily and as generously as his or her circumstances will permit."

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HAVE IT, DONE LOCALLY

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THE RICHMOND COUNTY RECORD

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