

American Matron Amazes Russians By Her Travels

WASHINGTON, Sept. 16 (CP)—Perhaps a woman would understand this exchange which took place at a news conference when Mrs. LaFol Dickinson, president of the General Federation of Women's Clubs which has many Canadian affiliates, told of her recent 25-day tour of Russia.

"I enjoyed shopping in Russia tremendously," Mrs. Dickinson said. "Oh, what did you buy?" a woman reporter asked, eagerly. "Not a thing," Mrs. Dickinson replied and while the male reporters struggled with that one she added something about short-ages and exchange troubles.

Mrs. Dickinson, whose published sketches fall to attract her age but who must be sixtyish although she doesn't look it, told of a Russian man dinner companion who asked: "How many years have you lived?"

"I told him how many years I had," she said, and he became very excited. He asked me to sign a picture of the party and all the men seemed excited. My interpreter told me they were amazed that a woman of my age would even have a first-class to say nothing of flying half around the world with a party of strange men.

From that moment the men treated her as tenderly as if she were an old lady, offering their arms and "almost wanting to carry me around," she said. "I told the men in our party they might take some lessons on how to help ladies get about."

Yukon Nurse Becomes Nomad To Aid Indians

(By ROLAND WILD) ABOARD AN R.C.A.F. PLANE ABOVE THE ALASKA HIGHWAY Ten thousand feet above Yukon valleys in the R. C. A. F. plane sits Miss Hackett of England.

She sits on the hard metal seat and through pince-nez on nose she regards unemotionally the crashed American planes among the forest below.

She wears gloves, quiet tweeds and a fox fur. She is travelling from a medical conference in the violently-colored tapestry of the northwest she is of a quiet modest hue, but here is one of the strange land.

Miss Hackett is the Yukon nurse. She is the only one there is for the uncountable Indian tribes. She holds the only permit issued to a woman to travel the Alaska Highway and the only permit to ride R. C. A. F. planes. Her permit is from Whitehorse to the Yukon border and her other means of transportation are the canoes of Indians and the jeeps of the mounted police.

The Experts Say

By HELEN BANNERMAN Canadian Press Staff Writer OTTAWA, Sept. 16 (CP)—With peaches so plentiful this year every homemaker hopes to have a good supply for winter use. She also wants to find a simple, practical way to do the job well. There will be no spoilage and so that each sealer will be ready for its special use either as a dessert in itself or in a baked or jellied dessert.

From the agriculture department consumer section's test kitchen come instructions for canning peaches.

To prepare peaches for canning by the hot pack method, blanch them to remove the skins by dipping them in boiling water for 15 to 30 seconds, then dipping in cold water. This sets the color and loosens the skins so they will slip off easily.

When the time is up remove the sealers from the processor, tighten the tops on screw and spring top sealers. Cool all sealers right side up away from draughts. Test screw and spring top sealers for leaks when cool by carefully tilting each sealer and revolving it in the hands. Vacuum type sealers with metal lids are tested by striking the top lightly with a metal spoon.

Youth Program Boosted By Halifax Mayor

HALIFAX, Sept. 16 (CP)—Halifax youngsters today are enjoying modern, carefully-planned recreational program for which they largely thank Mayor J. E. (Ge) Aherne—himself a former athlete and sports columnist.

With Mayor Aherne in the chair, city council recently approved for the first time the appointment of a full-time director of recreation for the city's young athletes. Without a dissenting voice the council's recreation committee approved Roy Smith, vigorous and trained young physical instructor, for the job.

Starting in October, Mr. Smith has already laid the ground work for a year-round program which will include swimming, baseball, track and indoor sports "and perhaps some music in band work."

Each of the attention to youth sports has come during Mayor Aherne's term. Starting in baseball as a heavy hitter and a competent outfielder, he took to the ice in winter with the old Halifax Crescents and held the reputation of being a tricky defenceman in the 1920's.

As sports editor for a Halifax newspaper, Ge became known as a vigorous and outgoing writer and promoter of numerous "first" sporting events including the city's first 26-mile marathon; a 15-mile bicycle race and a swimming marathon.

For some years before the war he managed his own publishing company and outdoor writer for the Halifax Herald. But shortly after the war he retired from the sports writing field.

Since he became chief magistrate of the city baseball diamonds on the Commons have been levelled, grandstands have been erected for the first time and interest in minor sport, from which city athletes hope to recruit future senior squads, has increased.

And the new recreation director claims police and juvenile court judges have already noticed a decrease in juvenile delinquency in the city.

Approve Report On Re-Union

By DOUGLAS AMARON Canadian Press Staff Writer MONTREAL, Sept. 16 (CP)—The 28th General Council of the United Church of Canada approved unanimously tonight a motion that the report of the commission on re-union, dealing with achievement of a ministry mutually acceptable to the United Church and the Church of England in Canada, be "received and commended" for further study throughout the Church in Canada.

While the report is a first step towards eventual re-union between the Anglican and United churches, a second also approved provides for entry into the United Church of Canada of approximately 9,000 members most of them German-speaking.

Dr. J. R. P. Scelator, pastor of Toronto's old St. Andrews Church and a former moderator of the United Church, presented the first report.

Approval for study of the report followed acceptance "for study only" by the upper and lower houses of the Anglican General Synod at Winnipeg of a similar report by a Church of England committee.

Dr. Scelator declared the ministries should depend on upon the other. "Tendency in the past has been to belittle our differences but the ministries are different; each developed in a different historical setting. Each has certain separate characteristics.

Georgetown And Vicinity

"Mrs. William White of Borden is spending a week with our mother, Mrs. Charles Johnson. Miss Teresa MacKay, Tignish is spending some time at the home of Mrs. Helen Oudon.

Mrs. Parker Aitken and baby, accompanied by Mrs. John Aitken, Lower Montague were visitors to Georgetown on Monday. Mrs. Hector MacKinnon and Mrs. Ella MacKinnon have moved from Borden to their home in Georgetown.

Miss Dorothy Jenkins of the St. John's air force officers' club spent the weekend at her home here. Mr. F. J. DeLaurie made a business trip to Charlottetown on Monday.

Mr. C. H. Llewellyn, head workmen engaged on Monday, loading two cars of canned codfish and hake. Mr. Llewellyn's factory packed in the vicinity of seven thousand cases since the close of the lobster season.

Mr. Ernest Bouché who is employed at brick laying in Summerside spent the weekend at his home here. Mrs. Sullivan Henry was a visitor to Charlottetown on Monday.

Mrs. Myrtle Babin and Mrs. Danial Matheson, tendered shower at the home of Mrs. Babin on Friday for Miss Marjorie White and Miss William E. Babin, whose marriage took place on Saturday.

Mr. and Mrs. Gerald Morrison have purchased the remaining half of the dwelling in which they live from Mr. and Mrs. C. Bulger. Geo.

Control Lock Responsible For Crash (By H. Dent Hodgson, Canadian Press Staff Writer) OTTAWA, Sept. 16 (CP)—The "bummer" which causes the great majority of flying accidents was disclosed by air force headquarters today as the main cause of the crash yesterday of an R.C.A.F. Dakota aircraft at Estevan, Sask., in which 21 air force personnel were killed.

This was apparent with the disclosure that a control locking device on the Dakota's elevator was not removed before the flight. From this bit of evidence, gleaned from the charred wreckage of the twin-engine transport, air force officials and former air men were able to piece together a probable picture of the grim flight which ended in one of the worst air disasters in Canadian flying history.

The picture was that of a pilot faced suddenly with a dangerously overloaded aircraft filled with pilots; of careful consultations aloft, decision to attempt a landing, and a gamble that ended in death for the entire complement.

A "full investigation" of the tragedy is underway, but the official statement made clear the main factor in the crash: "The aircraft was seen to approach the airport normally with its wheels lowered. For some reason the pilot decided not to land on his first approach and opened up the engines to go round again. During this manoeuvre the pilot apparently lost control and the aircraft crashed."

A technical examination of the wreckage has shown that the control lock on the starboard elevator was in position and had not been removed. Standard procedure as laid down before take-off requires positive evidence of removal of all control locks in view of the fact that all members of the crew of the aircraft lost their lives, it appears doubtful that a full explanation of this regrettable error will ever be ascertained.

The elevators—the moveable part of the aircraft's tailplane—do not move independently and a locking device on the starboard side simply meant no elevator control whatever.

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KING'S COUNTY BUSINESS REVIEW

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