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# Coast-to-Coast Trip Shows Air Mail On the Job

## Correspondent Sees For Himself How Planes Cut 3000 Miles to 31 Hours

The air mail has shortened the 3,000 miles between New York City and San Francisco to 31 hours. Mail posted in Wall Street on Monday morning is delivered in Market Street late Tuesday afternoon. To learn how this service operates, The Christian Science Monitor sent a staff correspondent over the line. Here is his account of what the air service is doing and some of the plans for the near future, all of great interest now that Ottawa is considering a trans Canada air way.

By a Staff Correspondent

New York—"Air Mail!"

Men scurried to their posts in the National Air Transport hangar at Hadley Field, N.J., the chief air mail terminal of the East. An airplane appeared overhead, circled the field and dropped to earth with a perfect three-point landing.

Two men ran out and led it to its mooring. The others removed the mail from its hold and rushed it to a station where clerks sorted it rapidly.

Meanwhile a mechanic was warming up the airplane that would soon leave for the West on the first lap of a flight across the continent. I was strapped into a parachute and hoisted into the front cockpit. The motor roared. The anchor blocks were pulled away. We taxied down the field, turned, and took off into the wind.

San Francisco at that moment was 3,000 miles away—the same distance toward which the Pony Express raced less than three-quarters of a century ago. Hard-riding horsemen, dashing over short relays, spanned the [illegible] miles from the end of the railroad at St. Joseph, Mo., to the Golden Gate. Their speed thrilled the nation. They rode it in eight days.

### Coast to Coast

And now, from coast to coast, over more than twice this distance, a letter is delivered in 31 hours. To send a letter on its way by air has become as easy as buying a loaf of bread at the corner grocery, and mail is now being carried over the route in more than a score of air planes.

[illegible] the mail sacks and carefully stowed them in the cockpit and looked [illegible] ard, a confident-[illegible] intent on his [illegible]

[illegible] New Jersey, occa-[illegible] hilly hills of Penn-[illegible] by in a moving [illegible] the plane were a [illegible]

[illegible] were particu-[illegible] was the bump-[illegible] the other, [illegible] of the air.

[illegible] afternoon the tower [illegible] Union Station pierced [illegible] settled [illegible] field. We had been [illegible] hours and a half.

[illegible] the airport official said. [illegible] you out to-night. You [illegible] the mail into wea-[illegible] didn't think of send-[illegible]

### Air Mail Looks Ahead

[illegible] the hangar at Cleve-[illegible] was born in the West. [illegible] grass strip. With its elab-[illegible] and wire com-[illegible] can tell exactly the [illegible] barometric pressure, [illegible] or "ceiling," and ve-[illegible] visibility at any spot along [illegible]

[illegible] said that in Chicago [illegible] West would be [illegible] by taking a train I might [illegible] reserved for me. On [illegible] station the chauffeur [illegible] Pilot Ward.

[illegible] the crack flier in the serv-[illegible] used to be a lieuten-[illegible] Army airplanes. Holds the record [illegible] New York and Cleveland of [illegible] and 26 minutes."

[illegible] I found that the west-[illegible] had left only 20 minutes [illegible] schedule. The management [illegible] reservation to the follow-[illegible]

[illegible] night I met Pilot Wagner, [illegible] army flier and veteran of [illegible] years in the air mail service, [illegible] the best [illegible]

[illegible] and im-[illegible] in the service. National Air Transport is operating regular pas-[illegible] service from Chicago to Dallas, [illegible] extend that service over the Chicago-New York branch of the route.

Boeing Air Transport, giving mail, express and passenger service from Chicago to San Francisco, is to install three giant passenger planes, three-motored and with accommodations for 12 persons, for week-end excursions.

### Testing Radio Beacons

The Department of Commerce is experimenting with radio beacons, to be placed on either side of the charted course.

As soon as these beacons are operating, schedules will be changed so that the flying time from coast to coast will be two nights and one day, instead of two days and one night, as at present.

Seven-thirty, our scheduled leaving time, arrived, but not the mail from Minneapolis. We waited. Overhead a 500,000 candle-power revolving beacon shot its beam for miles. Finally came the cry: "Air mail!" Quickly the sacks were stowed and we were off.

I found the passenger cabin like the interior of a very small coupe. Finished in light green enamel, it had a narrow, leather-upholstered seat designed for two lean passengers. Windows, 12 by 27 inches, built into each door, were adequate for sight-seeing.

A small dome light hung above and a heater from the exhaust below kept the little stateroom warm enough.

A license, granted by the Aeronautics Bureau of the Department of Commerce, said that the airplane was made by the Boeing Company of Seattle, had a wing span of 44 feet 22½ inches; length over all, 33 feet, 3-16 inches; carried a useful load of 2,470 pounds; had a weight, empty, of 3,230 pounds and a gross weight of 5,700. Its engine was a Wasp, made by the Pratt-Whitney Company. The 26 planes operated by the line are almost identical in design and equipment.

### Emergency Landing

The ship flew so smoothly and the motor droned so soothingly that I fell asleep. When I awoke we were circling down to the revolving beacon on the emergency field at Rock Falls, Ill. Fog ahead forced us to make ourselves at home in a cold little shack until morning.

At 6 o'clock we went on to the eastern bank of the Mississippi, where, because of poor visibility, we landed on another emergency field surrounded by acres of cornstalks. The caretaker drove us to his farm home near by for a substantial morning meal.

Then we were off again for Iowa City and Omaha, where mail and baggage were transferred to another plane and I met my new pilot, E. M. Allison, introduced as one of Boeing's "star" men.

We set out within 10 minutes and bucked a heavy wind to reach North Platte at 3.40 o'clock that afternoon. The farms were laid out in neat 160-acre squares, with fences running directly east and west, north and south, which is a great assistance to the pilots. Two hours later the brightly painted roofs of Cheyenne welcomed us.

There I met Pilot H. A. Collinson, described as "an old-timer in the air mail in these parts and never had a serious mishap." We took off again immediately, making for a break in the fog that covered Sherman Hill. It closed before we could get through and Mr. Collinson wheeled back to town.

### Through to Rock Springs

Late at night we got through to Rock Springs, Wyo., the halfway point between Cheyenne and Salt Lake. Red lights outlined the field against a jet background.

We ate at Rock Springs and waited until "unlimited visibility" was reported. In spite of that forecast we met a rim of fog over the Wasatch Mountains and climbed to 13,300 feet to top it.

At that height we could see over the roof of the "stuff," as pilots call all water vapor collectively. The full moon, lighting the tumbling mists, transformed them into glowing, white baby blankets. Mail pilots see more of the beauty of nature every day than the average city dweller in half a hundred two-week vacations.

Crossing the clouds, we circled sharply down to the field at Salt Lake City, a drop of 9,400 feet. As soon as the mail was resorted, we were on our way again with a new plane and another pilot. We scraped the tops of the Ruby Mountains so closely that pebbles and leaves were easily distinguishable, and then found ourselves in Elko, Nev.

Another pilot, Hiking, took the ship. He informed me that the last pilot, Ellis, could "fly anything, anywhere."

### Over Mountain Ranges

We flew over mountain ranges and tri-colored valleys, where countless sheep nibbled and on above alkali plains to Reno, with its brave greenery, the air mail gateway to the Sierra Nevadas. There I learned that Hiking, in spite of his seeming youth, had been in the aviation "game" for 12 years and knew all about aircraft.

The next pilot was C. K. Vance. His lap in the relay led across one of the most difficult and dangerous stretches of the entire route. "So, you see," one of the mechanics at Reno explained, "they were bound to pick an expert to fly from here to the coast."

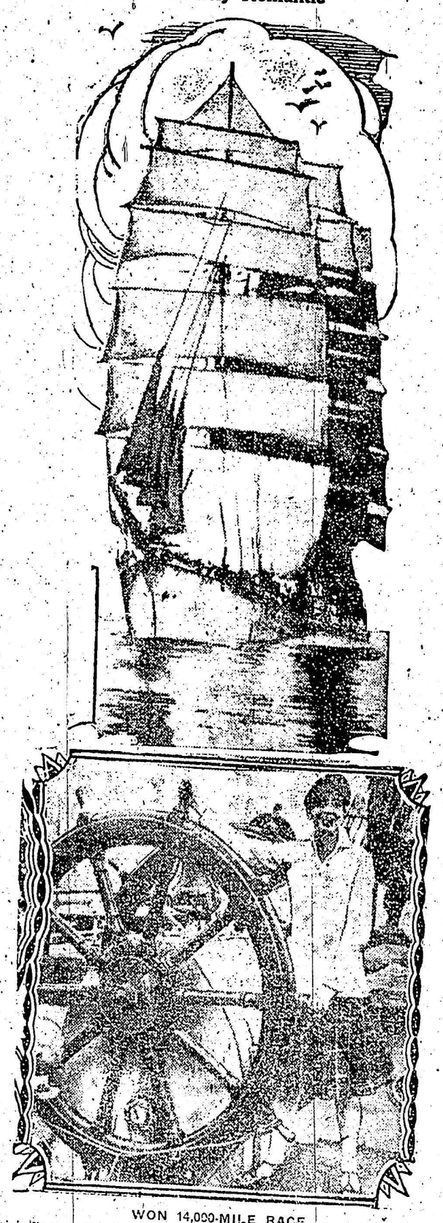
Mr. Vance took us over a territory in the Sierra Nevada Mountains of California in which there was no landing for 75 miles—only pine-covered mountains and green ravines. Valleys, canyons and streams, which never would be seen by tourists, were it not for the air line, flitted by the little cabin windows, all too transient in their loveliness.

The plane came down for exactly two minutes in Sacramento to drop a passenger, and then winged its way straight to the Oakland Municipal Airport—and journey's end.

We were 17 hours behind schedule, but still two full days ahead of the mail trains.

Discounting my 24-hour stopover in Chicago, I had been en route just 48 hours from coast to coast. We had been delayed by unfavorable weather, but never once by motor or other mechanical trouble. Every link in the air mail chain did its work perfectly.

## Doubly Romantic



WON 14,000-MILE RACE

Finish Barque Hergozin Cecilie reached Cardiff 96 days out of Australia. Below is Jennie Day, 24, an artist, who was a stowaway discovered on the ship nearly starved.

# Ontario's Mines Show Progress

## Hon. Charles McCrea is Optimistic of Canada's Mineral Future

Ottawa.—During the first three months of this year the value of mineral output of this province had exceeded the corresponding months last year by $1, 250,000, Hon. Charles McCrea, Provincial Minister of Mines, recently said. "Within the next 25 years Canada, and especially Ontario, will have reached a degree of prosperity beyond the bounds of realization at the present time," he said.

"We are only beginning to raise the curtain upon the vast mineral resources which lie beneath the great pre-Cambrian shield of the earth. And fully 95 per cent. of these resources lie wholly within Canada," he said. He then went on to speak of the pre-Cambrian layer of the earth's crust as the greatest mineral bearing stratum known to exist in the entire world.

He told of properties lying in the Province of Manitoba which contain $500,000,000 worth of minerals, which await the spade of the miner.

### Immigration

London Morning Post (Cons.): Canada moves more slowly than the United States because she has a smaller population. If she desires to take her share in the development of the Continent, it is a little difficult to see why she follows her present policy of restricting immigration from the Mother Country.

# Foresees British Industrial Revival

## American Magnate Declares Methods Will Be British and Not American

New York.—Through business methods that will be British and not American, the British Empire, within the next 20 years, will experience the greatest industrial renaissance of modern history. This was the opinion expressed in New York by Robert W. Johnson, American industrialist and vice-president of Johnson & Johnson, New Brunswick, N.J., on his return from Europe.

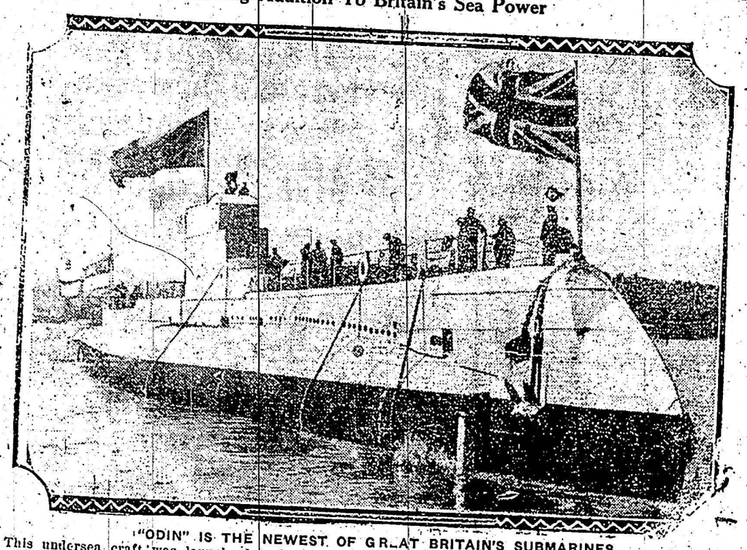
"My tour of English industrial cities and my conversations with British industrialists and Parliament members of the younger generation confirm a conclusion to which I had been moved by eight years' study of world markets for American business," said Johnson.

"I am convinced that Great Britain is to experience the greatest industrial revival of modern history. I feel equally certain that the methods by which this renaissance is to be brought about will be typically English and not adaptations of practices learned in America or any other country.

### Indian Gave Us Maple Sugar

The early settlers in Canada from the Old Land learned from the Indians the art of maple sugar making, and indeed followed for many years their crude methods, until modern equipment replaced the old. As a matter of fact, until about 50 years ago there was little improvement on primitive Indian methods.

## A Strong Addition To Britain's Sea Power



"ODIN" IS THE NEWEST OF GREAT BRITAIN'S SUBMARINES

This undersea craft was launched a short time ago at Chatham dock yards by Mrs. Stirling, wife of the admiral superintendent of the docky ard, when this picture was secured.

# Grand Banks Ice Patrol Is Reviewed by Comm. Gabbett

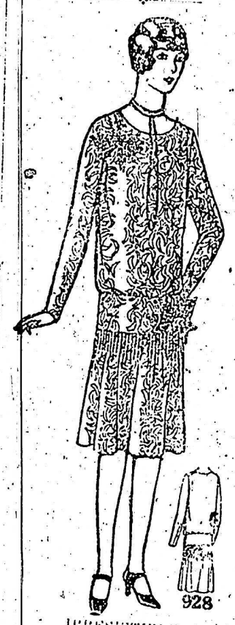
## Coast Guard Cutter Mojave Arrives at Halifax; Daily Broadcast Is Made

Halifax, N.S.—The work of the international ice patrol this season was reviewed by Commander Cecil M. Gabbett, of the United States Coast Guard cutter Mojave, when the vessel put in here after its second tour of duty on the Grand Banks. It was the first time that the Mojave, which alternates on patrol with the cutter Modoc at fortnightly intervals, had called here. Commander Gabbett reported that weather conditions, on the whole, had been excellent since the patrol was begun in March, although during the Mojave's second tour five days of continuous fog were encountered.

The Mojave, like the Modoc, is electrically driven, and is one of the few vessels of that type afloat. The ship is equipped with every modern aid to navigation, including a fathometer which tells the depth of water under the vessel by means of sound waves. The radio equipment permits transmission of messages over a radius of 2,000 miles, and daily reports are sent to Washington. On her present cruise the Mojave transmitted a total of 70,000 words by radio. Four broadcasts are sent out daily to inform steamers of the position of icebergs south and east of the Grand Banks, and steamers in communication with the cutter are requested to report the position and description of any other bergs sighted. These are carefully plotted on a chart and a complete record is kept of the movement of the bergs until they melt or drift out of the trans-Atlantic steamship lanes.

From the glaciers in the far north about 500 icebergs drift down into the steamship lanes during a normal season, but last year only 350 bergs were reported as a result of the cool weather. It was one of these mountains of ice into which the steamship Titanic crashed to sink with a loss of 1,500 lives in April, 1912. It was as a result of that disaster that the international ice patrol was established by the United States under an agreement with several other nations. As an example of the work of the patrol, Commander Gabbett reported that on the present cruise the cutter received a wireless message from a large passenger liner that she was in a dense fog and asking if any icebergs were near by. The steamer gave her position and speed, and by referring to their charts the Mojave officers were able to give warning that the steamer was in danger of colliding with a large berg. The steamer changed her course and the danger was thus averted.

The Mojave and the Modoc will remain on patrol until the iceberg menace has passed. During the patrol the morale of the 110 members of the crew is kept at a high point by frequent exhibition of motion pictures and other entertainment, and when the cutter is in her home port at Boston dances are conducted weekly aboard the vessel.



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IRRESISTIBLE

It features the moulded hipline that Paris decrees is the smartest movement of Fashion. Style No. 528 is decidedly feminine, and is irresistible developed in sheer figured georgette crepe with harmonizing bows of canton faille or peau ribbon. Chanel red georgette crepe, Marine blue silk, lustrous flat silk crepe and black canton faille crepe. Pattern in sizes 16, 18, 20 years, 36, 38, 40 bust measure. Size 20 requires 2⅞ yards of 40-inch material with 1¾ yards of 2¾-inch ribbon. Price 20c the pattern.

HOW TO ORDER PATTERNS.

Write your name and address plainly, giving number and size of each pattern as you want. Enclose 20c in stamps or coin (coin preferred; wrap it carefully) for each number and address your order to Wilson Pattern Service, 73 West Adelaide St., Toronto. Patterns sent by return mail.

### International Finance

London Referee (Cons.): There will soon be no one in control of credit [illegible] also an international finance [illegible] Are international financiers [illegible] trustable custodians of the fate of nations? Will their activities tend to world peace or to world war? Observe how two groups of them love one another when they fall out! Observe their callousness towards communities when they work together!

# Amundsen Bid To Aid Rescue Of Nobile Fails

## Veteran Explorer Forgets Dispute Over Norge Trip to Help Fellow-Flyer

An Arctic drama of unusual intensity would [illegible] Roald Amundsen veteran explorer should go to the aid of Umberto Nobile, now missing in his dirigible Italia, since the friction between the two since the famous flight to the North Pole in 1926. Associated Press.

After the flight was published memoirs of [illegible] showed that all had not been between them, Nobile and captain of the Norge [illegible] Amundsen as merely [illegible] while Amundsen accused [illegible] flyer with "attempting [illegible] for Italy the last great [illegible] of his life, the flight of [illegible] over the North Pole.

NORGE ALSO WAS [illegible]

On that trip the Norge [illegible] missing for many hours. [illegible] munication had been maintained between the dirigible and [illegible] until the Norge crossed the [illegible] no further messages were [illegible] For many hours the fate [illegible] dition was unknown and [illegible] waited anxiously for news [illegible] to hear that the dirigible [illegible] safely at the tiny village [illegible] Alaska, about ninety [illegible] Nome.

After that air voyage [illegible] said that his exploits [illegible] over and recounted his [illegible] the Northwest Passage [illegible] Ocean, the Northern Ma[illegible] and the South Pole.

Lincoln Ellsworth, [illegible] who had financed, at least [illegible] two air expeditions of [illegible] landsen, was the first to [illegible] bile after the Norge flight [illegible] that others had been [illegible] the safe navigation of the [illegible] from Spitzbergen to Alaska.

AMUNDSEN CRITICIZED

For a year Amundsen [illegible] to be drawn into the [illegible] that year Nobile had been [illegible] from colonel to general [illegible] corated by the Italian [illegible]

Then Amundsen published [illegible] biography and dealt at [illegible] on Nobile's conduct while [illegible] over the Pole. He said [illegible] and Ellsworth had [illegible] to two tiny Norwegian [illegible] flags to save weight and [illegible] took armfuls of small [illegible] cast into the air [illegible] finally let loose a large [illegible] Amundsen said, threatened [illegible] propeller.

# Britain to Com[illegible] Food Profiteers Show Acc[illegible]

London.—The Government [illegible] ided to compel merchants [illegible] their accounts where [illegible] ing is charged.

Replying to questions [illegible] of Commons regarding the [illegible] in obtaining information [illegible] by the Food Council, the [illegible] commissioned to investigate [illegible] Stanley Baldwin, the Premier [illegible] "The Government is prepared [illegible] the Food Council all the [illegible] quired to enable them to [illegible]ential information, and [illegible] informing the council. Therefore, within a reasonable [illegible] requisite information is [illegible] those traders who have [illegible] to do so, the Government [illegible] ask Parliament to grant the [illegible] powers."

This announcement is [illegible] mean that the Food Council [illegible] armed with authority to [illegible] attendance of witnesses and [illegible] duction of books, refusal [illegible] penalties of a fine and imprisonment.

### Scots Australians Tour Industrial Towns in [illegible]

Plymouth, Eng.—Six hundred [illegible] tish Australians have arrived [illegible] a tour of British industrial [illegible] Every one is of Caledonian [illegible] and the tour will end in Scotland [illegible] visits to Exeter, Salisbury, [illegible] York, Newcastle and Scottish [illegible] finishing in Inverness. Each individual selected has been successful in his particular calling.

Sugar, cotton and fruit [illegible] from Queensland, wheat farmers [illegible] South and Western Australia, [illegible] wool farmers, wool manufacturers, cattlemen, timber merchants, canners, iron and steel masters [illegible] the big cities are mixed with [illegible] ers, merchants and industrial [illegible] men.

The object of the visit is to [illegible] similar types of business men [illegible] British Isles into contact for [illegible] mutual benefit. It is also felt [illegible] actual testimony from those [illegible] have succeeded will do much to [illegible] misgivings among possible intending emigrants.

### The American Move[illegible]

London Times (Ind.): The [illegible] States is for the first time [illegible] for [illegible] catering upon an international [illegible] ations. That is all the greater [illegible] son why the British Government should strongly support this [illegible]

### Canada Boys Win Cup Shoot

London.—Canada won the King's Special Challenge Trophy for [illegible] in the miniature rifle shooting competition for boys of the British Empire. Canada's average for 3[illegible] boys who competed was 79.2 points out of a possible 100.

# Sunday School Lesson

June 10. Lesson DI—The Arrest and Trial.—Mark 15: 1-15. Golden Text—He was despised, and rejected of men.—Iso. 53: 3.

SUBJECT

JESUS OR BARABBAS?

INTRODUCTION—What Judas betrayed to the authorities is not certain from our narratives. It may have been the personal claim of Jesus to be the Messiah. It may have been his anointing at Bethany (Mark 14: 3-11), which his enemies might construe as a public proclamation of his royalty. It may have been his whereabouts on the night of his arrest. It may have been all three. In any case, Jesus was set upon in the Garden of Gethsemane at a moment when he had no protection other than the presence of three disciples, and taken to the High Priest's house, Mark 14:42-52. There an informal examination of witnesses took place, and Jesus was asked by Caiaphas to declare whether he was the Messiah. His affirmative answer was pronounced to be blasphemy, a crime for which the Law appointed the penalty of death.

But the Jewish Sanhedrin had no power to inflict the death penalty. This belonged entirely to the Roman procurator, who, since A.D. 26, had been Pontius Pilate, an officer with a very bad record. The Jewish authorities, therefore, conducted Jesus to Pilate, and formally indicted him as a rebel who claimed to be "the king of the Jews." No accusation in history ever signified a worse perversion of the facts than did this accusation. Jesus had from the beginning refused to give any kind of political complexion either to the kingdom of God or to his own Messiahship. His enemies brought the charge out of hatred, wilfully misrepresenting his real claim. They knew that this particular misrepresentation would have the desired effect of procuring his condemnation at the hands of the Roman authority. In the present lesson we have an account of the proceedings before Pilate.

V. 1. The official seat of the Roman procurators of Judaea was not Jerusalem but Caesarea. But it was the custom of the procurators to come to Jerusalem at least at the time of the Passover, in order to keep an eye on the proceedings. There was danger of insurrection on occasions, and when the city was thronged with pilgrims.

V. 2. The Jewish authorities would have plenty of information regarding the case against Jesus. They appear to have put the complexion upon it which they thought would awaken the interest of the Roman authority. Pilate understood the situation, and addressed himself to the thing of the moment. Thus says the Jewish claim, "Are you the king of the Jews?" Jesus answers the question as he had made it, and he will not deny it when they charge him.

Vs. 3-5. For the Jewish authorities did not approve of Jesus, they sought to discredit the claim by every means in their power. Pilate expressed his surprise at the refusal of Jesus to answer the charges against him.

Vs. 6-10. Pilate was a man who in his time had taken many a scourging of Jewish prisoners. Now he was confronted with a case of a very different character. Jesus was not to the mind of Pilate, politically, religiously, or in attitude of Jesus was not to the mind of Pilate, politically, religiously, or in attitude of Jesus was not to the mind of Pilate, politically, religiously, or in attitude of