

20,000 Are Suffering in Alabama Floods

3,500 Residents Evacuated From Inundated Geneva—State's Death Toll 13

THRILLING TALES

Montgomery, Ala.—Unprecedented torrents which raged downward between Alabama's two watersheds recently were a hand-to-the-relief agencies which concentrated their efforts on aiding about 20,000 persons affected by flood waters. Clear weather, however, has an aid to the rescue workers, who had helped thousands to safe ground during the last few hours.

Property loss in the amount of buildings, livestock, household goods, farm implements and other materials was so great that no effort was made to give an accurate estimate of the amount.

Returning aviators and news correspondents told of desperate situations at Elba and Geneva, particularly where 109 automobiles were moving toward the Elba region to take some 2,000 refugees from Cemetery Hill in order of the Governor. Sanitary conditions were rapidly becoming dangerous there and an outbreak of measles among the refugee children threatened to spread.

Many Thrilling Rescues
Stories of thrilling rescues and pitiful refuge conditions are being related at correspondents begin to return to Montgomery and Birmingham. Apparently most of the refugees escaped the rising waters without anything but the clothing they wore. Wire communications were so disrupted that reports were lacking from many communities known to be endangered by the high waters.

The train from Macon, one of the flooded towns, reached Mobile, J. S. Martin, of Mobile, conductor of the train, J. R. Brown, the flagman, and R. M. Nelson Jr., baggage master, took two days and nights of rescue work taking scores of refugees into the creeches.

They came packed and jammed with people and many of them had not eaten for hours, said Martin. "We turned on the steam heat, and some of the people, although they had to sit upright all night, said they were comfortable for the first time in many hours."

Nelson, who lives at Pleasanton, said twenty persons had sought refuge in his home, which was situated a bit higher than some of the other houses. Water kept rising slowly and as it crept higher and higher they retreated to the attic, thinking momentarily the rise would cease.

Finally they were compelled to hole in the roof through which they crept to be rescued from their perch by a motorboat.

A motorcade of 100 automobiles began moving toward Elba from Troy over an improvised road at noon to bring out the first contingent of refugees.

Swirl With Tarp Through Night
Elba, Ala.—Lieut. Col. Utrio N. James of the National Guard and Walter Rogers, a star pilot of the Birmingham News and Age Herald, were rescued after having been in the water since 3 p. m. the day before when their boat capsized.

Colonel James said they were plunged into the flood as they were clinging to the rescue work. They hung to the limbs of a tree with water swirling about them throughout the night.

A graphic description of the flood in and about Elba was given by telephone by Kenneth A. Miller, Associated Press correspondent, on assignment within the stricken area.

The correspondent was thrown from a boat and hung to a tree by ropes of rescue. He waded four miles in water waist deep and allied in the rescue of many persons. The correspondent accompanied a detachment of Alabama National Guardsmen into the flooded area.

"I shall never forget my experience of the past three days," Miller said. "The waiting was one of agonizing torture. The danger, yet the tenses had to be accomplished. People were crying for food and water from the house tops and the urge to rescue them cost many members of rescue parties a wetting from boats capsizing."

Tells Dangers of Rescue Work
"We lost four boats in attempting to cross Big Creek after abandoning our trucks. Our first rescue work was among our own number, although we were successful in each instance. We reached Elba at noon Friday after rescuing approximately a score of marooned persons along the way. Arriving in the city proper, we found from fifteen to twenty feet of water coursing through the principal streets. During the four hours ending at 4 p. m., approximately 250 persons were picked from house and tree tops or were removed from attics and upper floors. In many places we found from fifty to sixty persons huddled in quarters that ordinarily would have held ten."

"Our first attempt at rescue brought disaster upon us. Our party was composed of four civilians, including myself. We had taken five negroes from a tree and were just about to land them when our motor failed. At the mercy of the current, the overloaded craft spun around like a top and we were steadily swept down stream. We crashed into a submerged tree trunk and our boat sank. My companions swam to safety, including the negroes, while I grabbed a branch of the tree and hung on for an hour and a half until a passing boat picked me up."

Canada's Flying Swiftly Extends

One Company in 1928 Transported More Goods Than All Air Carriers the Year Before—Passenger Traffic is Heavy Says James Montague in New York Times

U. S. INTERESTED

Canadian aviation figures show the past year to have been one of remarkable progress, and there are indications of an even bigger expansion during the present year.

An example of what has been accomplished in commercial transportation is provided in the statistics of operation by the Western Canada Airways and branches throughout the Canadian West to Vancouver and numerous bases and caches in the remote northwest. This company flew 545,009 miles and 6,876 hours during the year with twenty-eight planes, carrying 1,192,057 pounds of freight and express, 122,170 pounds of mail and 9,647 passengers—a passenger record exceeding that of the United States two years ago.

In 1928 air mail services between cities were inaugurated and by the end of the year these services included a summer service from Rimonkski to Montreal, Ottawa and Toronto by boat mail; a daily service between Toronto and Montreal; a daily service linking up with the American airways from Montreal to Albany; a daily service between Winnipeg, Regina, Calgary and Edmonton; a weekly Ottawa-Montreal service; special mail flights between Quebec City and Windsor, and in addition numerous services, daily, weekly, to isolated points in southern as well as northern Canada.

Total Mail Carried
The total mail carried was 232,163 pounds, a third of it within the last three months, showing the rapid increase in air mail demand. Air mail postage in Canada is now good for American destination, just as America can air mail services will carry United States air mail on Canadian routes. Much of the air mail carried into Canada from Albany comes from American air routes throughout the continent.

The services to the isolated towns and mining regions include the Quebec-Union-Pelée Island (Lake Elze) daily service; Quebec City to Severn Islands, semi-weekly; Slow Brook to Red Lake Area (Northern Ontario), a weekly service; Klamath to The Pas (Northern Manitoba), weekly; and Lac du Bonnet to Bisset and Wapogo in Northern Manitoba, a semi-weekly service. There have also been special services in the Maritimes, the Yukon and the Mackenzie River Basin to the Arctic Ocean.

Passengers are carried on the Toronto-Montreal, Montreal-Albany, Toronto-Windsor (no mail), Winnipeg-Regina-Edmonton services. The bulk of the passenger trade, with the exception of sleeping berths, comes from the north, which has no railroad, where the canoe in summer and the dog sleigh with tractor in winter form the only means of transportation. There the airplane has come into its own. Extending through Quebec, Ontario, Manitoba and Saskatchewan, prospectors, engineers, financiers and all engaged in mining are able to travel by air. It is in the north that Canadian aviation history is being written.

There were several flights in 1928 to the Arctic Circle. In some cases mining men chartered an airplane and flew for a week or ten days through what are known as the Barren Lands, just south of the Circle. One mining company owns a fleet of twelve planes. Some of its planes invaded the Barren Lands with prospectors and supplies. They flew men inland in summer and left them for weeks to make investigations and at the same time equipped with gasoline and food numerous caches in otherwise inaccessible country by air.

Nearer home in the mining districts of Ontario and Manitoba prospectors regularly use the plane. For all Canada fifty-four commercial operators were listed at the end of the year; 19 commercial pilots held licenses, but to this number can be added more than fifty, who have lowered their tickets to lapse during the winter. In 1927, there were but forty commercial pilots registered in the Dominion.

Government Aids Clubs
Sixteen flying clubs have been formed between coast and coast, with a total membership of 2,400. To each club the government grants two machines. When the club has at least thirty members they provide a field, an instructor and maintenance and agree to put up a bond for the equipment. Each year the government will give one additional plane to the club if they provide themselves with another. Do Haviland Moths, assembled in Toronto, are the type of planes chosen.

In addition, the government grants \$100 for each member who qualifies for a private pilot; 140 private pilot licenses have been issued, and twenty-eight commercial licenses to members of clubs. The Toronto Flying Club leads the Dominion with 1,203 flying hours and a membership of more than 250. Winnipeg comes second with 1,003 hours and Montreal third with 946. Nine cities and towns are slated to be ready to qualify for the government grants in the spring.

People get just the sort of government that they're willing to work for.—President Harvey of Queens.

The degraded thing called the laugh is one of the curses of the English stage.—Sir James Barrie.



289—New Elegance. This style is designed in sizes 16, 18, 20 years, 36, 38, 40 and 42 inches bust measure. Size 36 requires 2 1/2 yards of 40-inch material with 1 1/4 yards of 40-inch contrasting.

No. 289—Flattering Neckline. This style is designed in sizes 16, 18, 20 years, 36, 38, 40 and 42 inches bust measure. Size 36 requires 3/4 yards of 40-inch material with 3/4 yard of 40-inch contrasting and 4 yards of binding.

No. 783—Graduation Dress. This style is designed in sizes 6, 8, 10, 12 and 14 years. Size 8 requires 2 yards of 40-inch material.

No. 981—Attractive Junior Frock. This style is designed in sizes 6, 8, 10, 12 and 14 years. Size 8 requires 2 yards of 40-inch material.

No. 833—Smart Apron and Cap. This style is designed in sizes small, medium and large. The medium size requires 2 yards of 36-inch material with 5/8 yards of binding.

Emb. No. 1143—Ship Designs and Household Linens. Pattern contains two, ship designs measuring about 12 1/2 inches wide and 6 1/4 inches high, including the water line; also two motifs for trimming household linens, measuring 7 1/2 inches wide and 3 inches high (blue).

We suggest that when you send for this pattern you enclose 10 cents additional for a copy of our Spring Fashion Magazine. It's just filled with delightful styles, including smart ensembles, and cute designs for the kiddies.

ALL PATTERNS 25c IN STAMPS OR COIN (COIN PREFERRED). WRAP COIN.

Insulated Cabin Cuts Noise of Plane Motor

Government Scientists Find They Can Reduce the Roar to Allow Talking

Washington.—The roar of the New York subways is mild compared to the thunderous noise of an airplane motor as heard by a passenger in a cabin airplane, scientists of the Bureau of Standards found after studying the development of sound-proof cabins for airplanes.

The tests showed that sound intensity in such cabins can be reduced by a comparatively moderate increase in weight to a degree where conversation can easily be maintained.

The structure developed as a result of the tests were also found to be excellent heat insulators, which should make airplane cabins comfortable even in the coldest weather or at high altitudes.

The scientists set up a scale of noises ranging from zero to 108, the greatest volume of noise the protective devices of the human ear will permit to register. In comparison to this, his limit of audibility, the noise of an airplane motor was rated at 100, or almost the limit. The New York subway roar was rated at 80, while the noise in a room full of cinematographers ranged just below the subway roar at 70.

The report of the tests, prepared by V. L. Chrysler and W. F. Snyder, declared that the best means of reducing airplane noises in an airplane cabin seemed to be the sound-proofing of the cabin, although they pointed out that development of more efficient exhaust mufflers and a method of reducing the noise raised by the whirling propeller would contribute to this end.

They found that airplane noises are complex being of both high and low frequencies, the exhaust noises being in the lower frequencies around 200 beats per second, while in multi-colored flames lower pitched beat notes are sometimes produced by two engines running at slightly different speeds.

They also found that cabin walls built up of layers of a two-inch-impervious sound-absorbent material, fibre board and perforated aluminum so designed that the noise of the exhaust was reduced by 10 per cent.

The tests were conducted in a Ford Tri-motored transport plane loaned for the purpose by the Navy Department.

Alaskians Explore Yukon Searching for Mastodon
Eagle, Alaska.—Seeking prehistoric animal remains Orin Wicks and Abe Miller have started down the Yukon River for a week, but the action of the searchers has not yet been reported.

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U. S. Car Tourists Spend Millions On Visits Into Canada

Number of Cars Entering Dominion is 10 Times as Great as 15 Years Ago

Toronto.—The tourist trade is booming, one of Canada's largest industries. Visitors from the United States in 1928 left in the Dominion \$27,754,000, the Dominion bureau of statistics estimates. This is an increase of \$35,000,000 over 1927.

Ontario and Quebec divided the greater part of the revenue derived from holidaying Americans. But even in the province of Quebec the revenue in 1928 was \$1,162,000, a total of \$2,455,555, United States cars entered Canada, an increase of 600,000 over the previous year.

Actually the number of cars which entered Canada in 1928 was just fifteen times as great as ten years ago. The rapid development of the tourist traffic in the last three years is shown by a gain of more than 1,000,000 in the number of cars visiting Canada annually.

With revenue reaching up in the hundreds of millions, the tourist traffic now is being treated as big business. In Ontario millions are being spent to cater to United States visitors both by the government and individuals.

Summer resorts are expanding to huge proportions. The government has now before the legislature a measure creating a dozen new forest reserves, the chief object of which is catering to the tremendous demand for lake playgrounds. The new policy is designed to conserve and develop the tourist's playground.

The Ferguson highway, which three years ago opened the new north, has been further extended further north. Other highways are now being cut into the lake land, Quebec is using its entire revenue from liquor sale to extend its network of paved roads. It is not only constructing highways. A comprehensive system of tree planting is being followed along all the road systems. Eventually the roads will be lined by the trees. There will be maple highways, cherry highways, fir highways, cedar roads, balsam roads, and red pine roads.

Then the whole system of little town hotels is being reorganized. Government officials are travelling over the province instructing the owners on how to prepare really attractive meals. A stricter system of licensing has been adopted to bring the country up to an attractive standard.

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The scientists have reported that they found a whole line of graves of the period of the Mycenaeans Pharaohs, who ruled the land of the Nile for 600 years.

Blanks: "The under crust to that chicken pie you brought me was terribly tough." Walter: "There wasn't any undercrust to that pie, sir." It was served on a cardboard plate.

He: "Do you love me well enough to be my wife?" She: "More than that. I love you well enough to be your mother. Haven't you heard that I'm going to marry your father?"

Statue of a Pharaoh in a Wig Reported Found by Austrians
Vienna.—The Austrian archaeological expedition to Lower Egypt reports that it has found a large number of a sixth dynasty ruler who wore a wig. At least a statue of the old Pharaoh, who bore the name of Schemmerhem, shows him adorned with false hair, something previously unknown among Egyptians of that period.

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Marriage and Divorce
Dean says in the London Evening Standard (Ind. Con.) that a man and woman have pledged their vows of life-long fidelity to each other in the sight of God and this congregation. They have made the most solemn covenant which they will sign in the whole course of their lives. To break this vow is, in my opinion, one of the most disgraceful acts of which a human being can be guilty, and those who have broken it have no right to expect to be received into the society of decent people.

The man of science has a God far bigger than the God that can be contained within the four walls of any creed.—Sir Berkeley Moynihan.

Shellac Exuded by Lac Bug After Feeding on Tree Sap
Hardening, It Becomes the Incubator of the Young

Shellac is a product of animal life, the exudations of myriads of tiny red insects which burrow on tree branches, feed, propagate and die, and not the sap of the lac tree as commonly supposed. In the valleys of India and Siam are groves of trees whose sap provides to these insects the food of death.

Thousands of millions of the tiny, no larger than an apple seed, swarm upon a single tree. Each insect has a stinger-like proboscis through the bark and begins its feast. Meanwhile fertilization takes place, each female bug in its lifetime producing about 1,000 eggs.

The eggs hatch continuously from the sap of the tree, which, when exuded from its body, forms a hard, shell-like covering. As the crust grows, it keeps the covering of the adjoining lac bug until a solid sheet of incrustation is formed which acts as a tomb for the parents. At the same time it is an incubator for the young. Six or seven months before the next generation of lac bugs break through the crust and swarm to the new food-

ing grounds of a neighboring tree for the sap under the bark.

The insects take care that the propagation of the lac bug continues. Regularly they cut branches from healthy trees about a fortnight before the young are due to emerge. These branches they hang in bamboo baskets or other crude native receptacles on new trees—after those untouched by the little red insects, on trees where swarms of lac bugs are ready to cause cross-breeding occurs. Not more than one crop a year is taken from a single tree. This, too, insures steady breeding.

The harvest occurs soon after the young bugs have emerged. One lac tree may yield ten to fifteen hundred pounds of lac, the most valuable where the insect industry is so important. The other way is to remove the incrustations at the forest with wooden mallets, breaking them as one would break off a piece of ice frozen on a twig. At the factories two great stones, not unlike those once used by the Indians, grind the substance into coarse particles.

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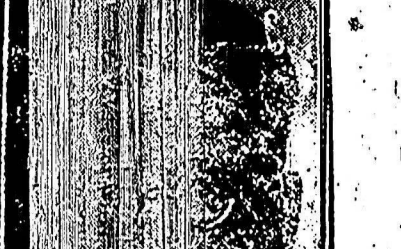
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King Gains in Vigor Despite Bad Weather

Doctors Announce Definite and Steady Improvement in British Ruler's Strength

London.—One of the best bulletins since the King fell ill was issued on Monday at Craigwell House, Bangor, Sussex, where Lord Dawson of Penn visited the royal patient during the day.

"His Majesty the King, is steadily though slowly regaining his vigor," says the bulletin. "His strength, health and appearance his improvement is definite. His weather is restricting his opportunities for going outside the house. Ray therapy is being continued."

"STANLEY HEWETT, 'DAN OF PENN.'
The bulletin confirms what millions of King George's subjects noticed last week when the first photographs of the King showed him looking better. The pictures revealed astonishing improvements in the King's appearance since the day when he waded weakly from the ambulance on his way to the channel coast.

Monday's bulletin was taken to indicate that the change in his appearance is the result of steadily increasing strength and approaching convalescence. His extreme exhaustion, which caused the royal physicians so much anxiety, has apparently been conquered.

Lord Dawson and Sir Stanley Hewett were with the King four days. During that time the Princess Elizabeth played at the beach in front of Craigwell House. She made sand cakes with fruit-shaped moulds her grandmother, Queen Mary, gave her recently.

"The man of the world" is responsible for more brilliant opinions than perhaps anyone.—Lord Cecil

Twenty thousand square miles of timberland in Northern and Eastern Ontario are to be set aside as provincial forests. Five tracts will be mapped out. One will be in Eastern Ontario, one near Georgian Bay, another in the north shore east of Blind River, one on the Temagami reserve, and the other on the Missisauqua reserve.

Power, Speed, Grace
Spectator (London): Germany in the days of her profoundest depression gave the whole world an example by setting her house in order. She freed her industrial plant against the day when her trade should revive. What are the unemployed but a standing warning that we who have the same opportunity? Trade seems to be slowly reviving, and there may never again be such a surplus of labor that could be turned out to put out house in order.

Relief Work for Unemployed
Spectator (London): Germany in the days of her profoundest depression gave the whole world an example by setting her house in order. She freed her industrial plant against the day when her trade should revive. What are the unemployed but a standing warning that we who have the same opportunity? Trade seems to be slowly reviving