

Flying Arctic Air Mail Is Touch and Go Affair

At Seasons of Freeze-Up and Break-Up, Planes Need Skis at One End, Pontoons at Other of Long Run

Fort McMurray, the southern terminus of the Commercial Airways mail routes, lies just south of 53 degrees N. Lat. and Aklavik, the northern terminus, just below 70 degrees N. Lat. Between these two points lie almost 2,000 miles of mighty rivers and lakes and trackless wilderness.

In the Summer season the mail planes are equipped with pontoons for landing on the only airfields the North possesses—the lakes and rivers. During the Winter the pontoons are replaced by skis for snow landings on the frozen watercourses. The 12 degrees of latitude that separate the terminals and the fact that one base is some 2,000 miles nearer the North Pole than the other, give rise to two seasons of the year which are peculiar to Northern conditions. These are the "break-up" season in the Spring, when the ice is going out of the rivers, and the "freeze-up" season in the Fall, when the rivers are being mantled with ice. During these two periods every year all flying is at a standstill.

The situation is simply that on the northern end of the run skis are required while open water on the southern end compels the use of pontoons. Hence the aircraft have to wait until the whole run is frozen in solidly and the southern part usually does not freeze up until about a month after the northern. Advantage is taken of this lull in the operations to overhaul the engines and planes, remove the pontoons and fit the skis. It is holiday time for the pilots and mechanics.

Hazards of Arctic Mail

The last seaplane to leave Fort McMurray for Aklavik this year did so on Oct. 1, piloted by W. N. Sherlock. His log was a typical example of the touch-and-go business of flying the Arctic mail. He left McMurray loaded with 358 pounds of mail, 163 pounds of last-minute express, two passengers and 100 pounds of their baggage, and reached Fort Fitzgerald that night. In the morning the machine left Fort Fitzgerald northbound with 493 pounds of mail, 163 pounds of express and the two passengers, Bishop and Geddes, on board. After stopping at Fort Smith, the pilot reached Fort Resolution, where he picked up some additional mail. The load out consisted of 681 pounds of mail, 163 pounds of express and the passengers. The night was spent at H-y River.

Fort Providence was reached on the morning of the third and, after leaving 56 pounds of mail, Sherlock pushed on to Fort Simpson. The two passengers disembarked at this post and the load was further reduced by leaving 100 pounds of express, 100 pounds of mail and a like amount of baggage.

At Fort Simpson a passenger was picked up for Fort Norman—the cook for the new wireless station there. The rest of the load consisted of the pounds of mail, sixty-eight pounds of express and fifty pounds of baggage.

The weather had turned colder even before Fort Simpson was reached and the machine ran into snow. In the afternoon the weather turned still worse and snow began to fall heavily. The visibility became so bad that the machine was forced to land in the Mackenzie River. Four compulsory forced landings were made between Fort Simpson and Wrighley and with the darkness came abandonment of any hope of getting to Wrighley that night. The machine was tied up and the night spent at the mouth of the Willow River.

On the 4th the weather cleared somewhat and the machine was down into Fort Wrighley, then on to Norman, where the cook was delivered safely to the officer in charge of the wireless station. The machine left Norman with 235 pounds of mail and thirty-five pounds of express and, after stopping at Arctic Red River just at dusk, two passengers were picked up at Fort Good Hope for Aklavik.

Ice Begins to Threaten

At Arctic Red River it was noticed that ice was forming all along the shore and sheets of ice were flowing down the river. The following morning the ice in the river seemed to be thickening up. However, Sherlock took off for Fort McPherson and, after landing there, pushed on to Aklavik. He set the machine down in the river opposite the post at 11:40 a.m., unloaded the mail and took on the southbound mail as quickly as possible. One passenger for Fort McMurray also was taken aboard. Ice was forming very rapidly along the shore and the spray froze to the float struts and wires as Sherlock taxied out in midstream for the take-off. His visit to Aklavik did not last more than twenty minutes, as the machine was literally freezing in while he was there.

Good weather and a helping wind enabled him to reach Fort Good Hope that night after stopping for a few minutes at Arctic Red River and Fort McPherson. At Good Hope a passenger was picked up for Fort Norman. On putting into this latter post he found Lieutenant and Mrs. Hastings waiting to be taken to Fort Simpson. This wireless officer had a power boat at Fort Norman and had intended returning to Simpson by boat, but the ice in the river made it impossible to do this. The only cat in the northwest territories was carried from Norman to Simpson. This was a pet of the Hastings family and had accompanied them on the trip from Simpson to Norman by boat.

A short stop was made at Wrighley and then Simpson was reached at 6:30 p.m. Lieutenant and Mrs. Hastings disembarked and their places were taken by two priests traveling to Fort Providence, while 200 pounds of express and mail were taken aboard. The night was spent at Fort Providence.

On the 7th, after loading at Hay River, Resolution and Fort Smith, Fort Fitzgerald was reached and two passengers for Fort McMurray were picked up. The night was spent at Fort Chipewyan, just an hour and a half from home. Darkness had shut down. Fort McMurray was reached on the 8th. The load consisted of three passengers, 200 pounds of express and 150 pounds of mail. This completed the round trip of the last mail before the freeze-up. No further communication with the north was possible, except by wireless, for at least six weeks, and when the machines again went in they were fitted with skis.

New Field Created By Clever Woman

London—Mrs. Beatrice Davies has found for herself a new career. She has discovered that there is an opening for a new profession in the line of Announcer as Dress Parade, and is busy making a remarkable success of it.

Mrs. Davies did not set out to discover her profession. It so happened that she held a post in one of the big London stores in which it was her duty to sell frocks.

She grew to know the technical names of everything pertaining to frocks, and, most important of all, to know exactly which line would best set off each customer.

One day, when her store was arranging a fashion parade, she was asked to stand beside the platform and announce the price of each model as it appeared.

"Nobody exactly told me to do more than that," she explains, "but how could one refrain from adding, after stating the price, one word in explanation of the pretty things we were showing?" And so the thing grew.

Mrs. Davies left her store, and it was not long before she found herself employed first in one place, then in another, "explaining" the "pretty things" in a way which adds to the pleasure of seeing them and give to each parade something of the nature of a real entertainment.

Canadian Coal Industry

The last three years in the Canadian coal industry have shown a larger output than any similar period in the history of mining in the Dominion. Two of the three years have seen new records established. The year 1929 showed a slight decline, but the output even in that year was nearly 12 per cent higher than the average production of the past five years. Within the five-year period the increase in output has been nearly 30 per cent. Canadian mines last year supplied approximately one-half of the coal consumed in the country. Imports came largely from the United States, while there were similar quantities from the United Kingdom.

The Canadian fuel problem is geographical in character. The Dominion possesses abundant supplies of coal, but these are situated at the extreme ends of the country. The two central Provinces of Ontario and Quebec are without local coal supplies, though investigation in the northern part of Ontario. As a result of the distribution of coal within the Dominion, there are large imports into Quebec and Ontario from the conveniently situated mines in the United States.

Through a Glass Darkly

If I could be as sure of life
As I am sure of death,
It would be easier by far
To draw this constant breath.

If I could see the gates of life
Swing wide on such delights
As swing the gallant gates of death,
I should sleep well o' nights.

But life is such a twisted thing,
And death it goes so straight
Between the stars and through the moon.

Oh, I must not be late—
And I must not be hesitant,
But step with valiance out
Beyond the little lanes of life
To learn what death's about.
—Barbara Young in The New York Times.

Like the Rest of Us
Wiley—"There's an old clothes man at the door."
Hubby—"Tell him I've got all I need."
—Judge.

MUTT AND JEFF— By BUD FISHER



Horrors of Dreaded Smallpox Unknown to People of To-day

King, Courtier and Peasant of Past Ages Ravaged by Loathsome Disease—To-day Mankind Protected by Process of Vaccination

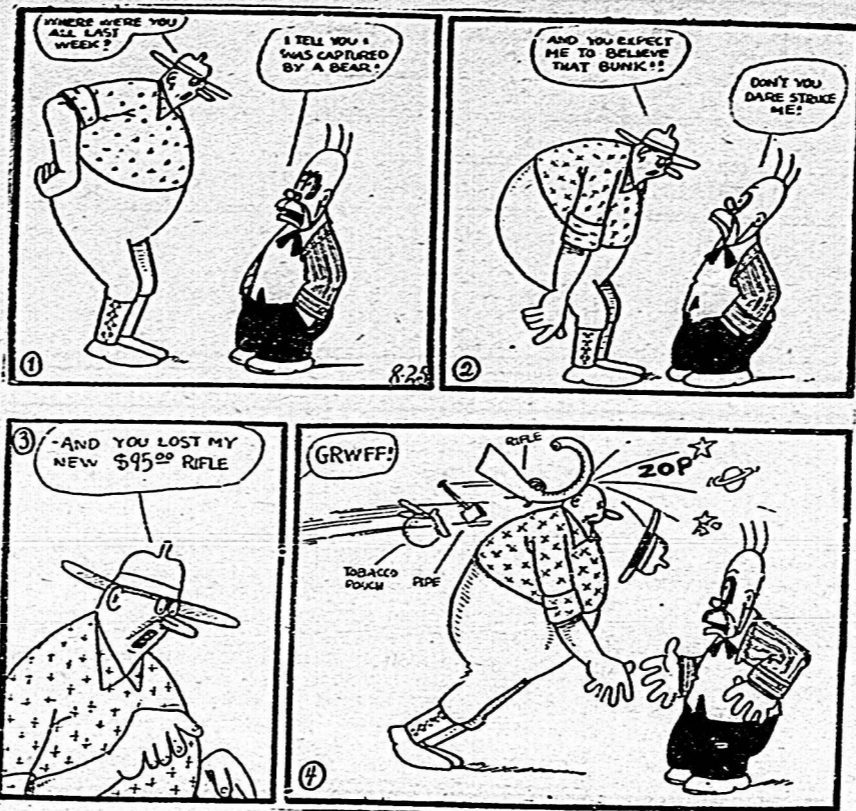
In some respects the poorest Canadian of today is more fortunate than the most powerful king or emperor of a few hundred years ago.

Consider for example how you who are reading this article are protected against smallpox, through the process known as vaccination. Before the days of vaccination we find that smallpox killed such notable people as William II of Orange; Emperor Joseph I of Germany; Peter II, Emperor of Russia; the Prince of Prussia; Louis XV of France; two children of Charles I of England; a son of James II of England, also his daughter, Queen Mary and her uncle, the Duke of Gloucester; the son of Louis XIV and Louis, Duke of Burgundy. Many other notable sufferers from the disease but escaped death as for example Queen Anne of England; Peter III of Russia; Louis XIV of France; William III and Queen Maria Theresa of Austria.

We have all heard something of these smallpox horrors of a bygone day. We have all heard of places so smitten by the disease that the living were insufficient to bury the dead, and how grass grew in the middle of once busy streets and sidewalks left left to tramp it down. But we all know that no such condition as that exists to-day. What then has brought about this change? The answer to that question is "Vaccination." Vaccination which is protecting your life against smallpox—that is if you are vaccinated as of course everyone should be—has saved millions of human lives.

In the year 1870 a young English doctor named Edward Jenner began to study smallpox. In those days this terrible disease was as I have stated one of the greatest of all killers of men. Jenner, visited by a young country woman who came to him for medical advice, was told by her that she could never take smallpox. "For," she said, "I have had cowpox." This singular remark impressed Jenner very much and he began to investigate. Cowpox is a disease resembling smallpox but it affects cows. Human beings can take cowpox but only in a mild form. Jenner found that among milkmaids smallpox was comparatively rare. He also found a kind of superstition to the effect that those who had taken cowpox were immune from smallpox. Jenner resolved to put this old folk tale to the test of science. He selected a healthy boy of about eight years of age and inoculated him with cowpox from a sore on a dairy maid's hand. On the ninth day afterwards the lad had a slight chill, and headache, lost his appetite and felt a little sick. The next day he was perfectly well. The sores on his arm healed without causing the least trouble. Now in those days it was customary to inoculate well people with smallpox virus so that they developed a mild case of

"ADAMSON'S ADVENTURES"



The Bear Returns a Few Things.

Cold Compressed Air From Texas Oil Wells Baffles Geologists

Nature Continues to Astonish Men of Science—But Man Bodily Harnesses Force Even Though Phenomenon Remains Mystery

Snyder, Tex.—One of the greatest mysteries in Texas to geologists, that of the source and cause of the frigid compressed air which comes from wells in the section around Snyder, has been heightened by the bringing in of another well of enormous compressed air flow in a new locality five miles from the other wells. The latest discovery was made in a test for oil that was being drilled by Seifert, Dibbles & Blackburn.

The air stratum was encountered at a depth of 1,171 feet. The air rushed out of the hole with a tremendous roar and quickly covered the derrick with frozen moisture. The flow was brought under control and preparations are being made to harness it for use in boilers in industries of nearby communities.

The first of these strange wells was completed near Snyder about five years ago. The air was below the zero mark in temperature and during the hot summer days, when the surface temperature was 99 to 100 degrees, the freezing air from the well was used for refrigerating vegetables and other products. Later it was turned into boilers in industrial plants and the power used as a substitute for steam. Since the original discovery two other similar wells have been brought in here and are furnishing power for boilers. Many geologists of note have visited the freak wells, but none of them has been able to explain the phenomenon. For a time it was thought that the product of the wells might be non-inflammable helium gas, but an analysis showed that it was pure oxygen.

What New York Is Wearing

By ANNAELLE WORTHINGTON
Illustrated Dressmaking Lesson Furnished With Every Pattern



All the smart young women are wearing snappy jacket suits of light-weight woolen.

The one sketched is just adorable with the bodice of dress in lighter blending tone.

The pointed treatment of skirt creates a flat slimness through the hips and waist. The snug fit of the skirt is what makes it so popular. Note the low placement of fulcrum with three inverted plaits at front and one at centre-back which dare only in motion.

Style No. 3190 can be had in sizes 16, 18 years, 36, 38, 40 and 42 inches bust.

Spanish red tweed in diagonal weave with beige wool jersey bodice is youthfully smart.

Hunter's green wool jersey is sportive made entirely of the one fabric.

Wool crepe, silk crepe, kasha, canton crepe and tweed-like rayon crepes are suitable for this chic model that may be worn all through the spring.

HOW TO ORDER PATTERNS.
Write your name and address plainly, giving the number and size of such patterns 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.

Master: "How did you puncture the tire so badly?" Chauffeur: "Ran over a bottle, sir." "Didn't you see it in time?" "No, sir; the man had it in his pocket."

Customer: "The sausages you sent to me were meat at one end and bread-crumbs at the other. Butcher: "Quite so, madam. In these hard times it is very difficult to make both ends 'meat.'"

Canada's Fisheries Report Good Year

Outstanding Increase in Salmon Pack on Pacific Coast

Although prices were lower, Canada's catch of sea fish and shell fish in the first nine months of the past year was larger by some 20,000,000 pounds than the catch in the corresponding period of 1929. The outstanding increase was in the salmon pack on the Pacific coast, in which it is already clear there will be a new record established for the year. The combined catch of all varieties of sea fish and shell fish in the nine months' period was approximately 818,570,000 pounds, compared with 738,291,700 pounds in the first three-quarters of 1929.

Increase on Pacific Coast

The sea fisheries for the month of September showed an increase on the Atlantic. For the two coasts together there was a drop of 32,900,000 pounds in the catch. On the Atlantic coast decreases were fairly general in nearly all the principal fisheries, although Quebec and Nova Scotia both fared better as regards mackerel than had been done in 1929, and there was an increased catch in Nova Scotia halibut. The major lobster fishing for the month was in New Brunswick, and the catch there was nearly 1,937,000 pounds compared with 1,311,400 pounds in September, 1929. The total catch of lobsters on the coast as a whole since the beginning of the late season of 1929 was 40,105,200 pounds, while in the preceding corresponding period landings totalled only 35,498,500 pounds.

On the Pacific coast, salmon and pilchard landings for September were both well ahead of the totals for the same month of 1929, though in each case the value was less than a year ago. The salmon catch amounted to about 32,643,000 pounds, a gain of over 600,000 pounds. The pilchard catch was 58,240,000 pounds, against 50,826,200 pounds in September last year. The month's halibut fishery was much less productive than the halibut operations in September, 1929. In September of the present year the catch was 2,874,000 pounds, compared with 2,492,500 pounds in September, 1929.

For the British Columbia salmon pack figures are now available up to Oct. 11, at which date it had reached 1,989,509 cases, or more than 590,000 cases above the pack total for the full year 1929, and only 74,689 cases less than the record quantity put up in 1925. There have been large increases this year in the pack of all varieties of salmon in British Columbia except cohoes. The sockeye pack increased by over 137,000 cases. Pink salmon production has more than doubled as has also the production of springs. There have been substantial gains in the case of chums, bluebacks and steelheads, although the pack of the last-named is never large. There is little question but that the pack for the full year will set a new record for the British Columbia canned salmon industry.

That Would Be Extra

The customer was obviously annoyed, so the waitress approached him to see what the trouble was about.

"Is there something wrong?" she asked.

"Wrong!" snapped the customer angrily. "Look, there's a fly in the bottom of my cup. What does it mean?"

"Sorry!" returned the girl. "That's a waitress, not a fortune-teller."

Mutt Should Have A Sound-Proof Room.