

# Scientists Seek to Save Whale From Extinction

## Modern Mechanized Ships Threaten End of Species Even in Far-North Refuge

A group of scientific men have taken the field of defense of the whale and are asking lawmakers to save the whale from total extinction at the hands of whale butchers as prosaic and as efficient as the employees of a modern stockyard. Modern whalers pursue their luckless prey in fast steamships, shoot them with explosive harpoons, pull them alongside with machine-driven spring gear and dispose of their carcasses as efficiently as the stockyard men dispose of a pig.

The whale, being a primal sort of creature at best, is quite naturally getting discouraged in the face of these modern improvements, writes Harold M. Weeks in "The Mentor-World Traveler." Finding his ranks getting increasingly thin, he is taking refuge more and more in the polar ice fields. But now Germans are building whale ships even more mechanized than those in use by the Scandinavians, ships equipped with airships to pursue the doomed whale even into the very heart of the polar ice. All that will be necessary then will be to drop a bomb on him and let him be until the ship can break through at its leisure and pick up the carcass.

Science Needs Specimens  
The reason all this worries the sci-

entists is that there is a lot they don't know about whales yet and they want a few specimens left alive for purposes of study. They know, of course, that the whale is a mammal, but they haven't figured out how, being a mammal and breathing through nostrils instead of gills, he is able to hold his breath below water for hours. Nor can they understand how he is able to withstand the tremendous pressure far below the surface where the strongest submarines would cave in like eggshells. And, since all mammals must sleep, they are interested to learn—whether he does it while under water or floating on the surface.

There are two main divisions of the whale family, whalebone whales and the toothed whales. The whalebone variety is most important in the eyes of the modern whale butchers. The toothed whales include the porpoise and the great sperm whale, prize of the Yankee whaling days. The "sperm" whale has no whalebone in his mouth, but strong, sharp teeth, that have bitten whaleboats in two.

Back in 1819, a ferocious whale attacked the whaler ship Essex and sank her. The crew took to open boats and three months later seven of them were saved, more dead than alive. And in 1851 another whaler attacked and sank the *Aha Alexander*, though this time the crew had better luck in getting picked up.

But though it is only the exceptional sperm whale that goes up to his smaller cousins, the orca or killer whale, are ruffians to the last whale. Although they average not more than fifteen or twenty feet in length and are indeed members of the Porpoise family they are as ruthless as gangsters. They will attack the largest whale afoot, hurt themselves directly at his jaws, tear at his lips with their sharp teeth until he opens his mouth, rip out his tongue and eat it and then continue to slash at him until he's dead.

Whalebone whales many times their size get stupefied with fear when they see the killers coming and make no attempt to protect themselves, but roll over on their backs and wait for death. The killer is no respecter of mankind, either. He will attack a man just as quickly, if the man happens to be the nearest full meal in sight. But men, being more interested in wealth than revenge, have never bothered with such small fry as the killers. It is the big fellows they have gone after.

Nothing can bring you peace but yourself.—Ralph Waldo Emerson.

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# How Fast and How Far Can Humans Fly

## Our Future Airplane Speeds Will Be Almost Unlimited—But Man Must Train His Body and His Senses to Withstand the Strain, Says Noted Army Aviator

By Lieutenant Lester J. Maitland, in The New Herald-Tribune.

Man will be able to fly great distances, at tremendous altitudes and with unheard-of speed, as soon as he can train his body, his nerves and his eyes to take advantage of the machinery engineering genius will put at his disposal.

This is my answer to the three questions of how fast—how high—how soon?—that are continually being asked by every person remotely interested in aviation.

How soon the human machine can be trained along these lines still remains to be seen. In the light of the achievements of our present-day flyers, I would say that the day is not far off.

Many records have been broken in recent years. Planes have climbed distances into the sky hitherto believed impossible. Over 40,000 feet above the earth, man-made machines piloted by human eagles have soared and come down safely.

A plane piloted by Squadron Leader Orlebar of the Royal Air Force has rushed through the air at a speed of more than 350 miles an hour. And the feat of remaining in the air for weeks at a time has passed into the realm of the usual.

And to the public asking just how such records affect commercial aviation, my answer is: The whole future of commercial flying is bound up in these experiments.

The machinery that has so lightened the work of the farmer was achieved through experimentation. The automobiles that now travel at so swift a pace over our roads came from the first uncertain "gasoline buggy" after years of hard, grueling tests.

Just so the airplane of the future will emerge from its present adolescent stage into a thing of new undreamed perfection.

Nothing is impossible in connection with airplanes. Twenty-five years ago the thought of man flying in heavier-than-air craft was regarded as ridiculous. And yet, look what man has accomplished.

He has not only learned to keep himself aloft, but has been able to fly oceans, conquer all sorts of hazards, and even carry on successful warfare from the clouds.

What, then, can we not accomplish in the same amount of time in the future?

We can only judge the possibility of future accomplishments in the light of past ones, and, taking the last twenty-five years of progress as a standard, the vista that opens out before students of aviation is practically unlimited in its scope of possibilities and probabilities.

Think of arising at a fairly early hour in New York, having breakfast and, due to the difference in time, arriving on the West Coast in time to carry on a day's work!

This is not idle dreaming. It is possible. The great strides aviation has made in the last few years bring nearer and nearer the possibility of man's being able to bend time and space to his will.

This fast time, according to scientists, will be made in the upper regions of the air.

The efforts made by flyers to-day to reach the ultimate ceiling are far more important than a mere desire to shatter a record.

It is up there, at a height incomprehensible to the ordinary person, that air lanes may be found over which the planes of the future will fly at lightning speed.

It is already known that in these upper regions there are winds that blow at hundreds of miles an hour. It requires no great stretch of the imagination to realize the desirability of a wind blowing 300 miles an hour.

We know from Lieutenant Orlebar's record that planes can be flown at more than 300 miles an hour. We also know that there are swift trade winds in the upper regions. Knowing these two things, the next step is to combine the two and thus increase the speed of our flying.

These upper regions lure every flyer on. They hold mysteries, and at the

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same time they hold the greatest possibilities.

Here again the flyer's physical ability is taxed to the utmost. Thin air, lack of oxygen and subzero weather are the great foes of flyers at the maximum "ceiling."

There are many menaces in altitude flying. But just now I want to say more about another part of flying that exacts its physical toll from the aviator—speed flying.

In the Pulitzer race in 1922, when I raced with Lieutenant Maughan, his plane reached a speed of more than 200 miles an hour.

He came down from the grueling test completely exhausted, and said that at times when the plane was travelling at this then unprecedented speed he was absolutely lost in a haze. On every turn he said he was stunned almost into unconsciousness, and at times he was completely "out."

Were it not for that fact that he recovered almost instantly that race would have ended in tragedy.

I myself was thoroughly fagged out, and so I could understand his state of complete enervation.

After making sharp turns flying at fast speeds I have gone "blind." This condition is caused by the blood being drawn from the brain by the sudden turn in direction. While uncomfortable, it is only a temporary condition, for when the ship gets back on an even keel the head clears instantly.

The sensation is somewhat like having a bright sun suddenly dispel a dark cloud.

At the present time the strain of fast flying is terrific. It is not only a physical strain but a nervous strain as well. When the upper air lanes are fathomed, however, there will be a great change in the status of flying.

Earth-bound vehicles are restricted in their possibilities for speed. They are limited as fast as they can within the limits of safety. It is not because they are unable to go faster, but because it is not safe to do so.

The ground is covered with living things constantly crossing and recrossing each other's paths. Too great speed endangers not only the life of the speeder, but the rest of the world as well.

No such condition exists in the air. The speed limits of the airplane rest only on the ability of the pilot and the worth of his plane and motor.

In my opinion it is that the pilot is the chief one to be considered in the race for faster air travel. Engineers to-day can transfer from paper to reality faster planes than we are as yet able to fly.

When man is able to train his body to stand the strain, and his senses not to give way under the terrific pressure of tremendous speeds and great heights, he will find waiting for him, I am sure, the plane that will make it possible to eat up distance at a pace never dreamed of by the present 350 miles an hour will be but child's play.

As the airplane industry grows older, we are constantly finding out more and more about fuels. It is amazing in the light of recent discoveries, how little we really knew at first about this most important part of flying.

Our main struggle now is to get an ideal fuel—one that will weigh less and furnish more power—and to find a means of lubricating the motor efficiently under all weather conditions.

As for the motors that are being made to-day—they are marvels of engineering construction. They stand up under hours of flying at terrific speeds. The motor of the future plane will undoubtedly be better, however, along with the rest of the machine.

No matter to what degree of efficiency the plane itself is developed, unless we find some way of successfully combating the lack of oxygen and the low temperature of the upper regions we cannot fly there.

The ordinary person cannot—and will not—travel by air unless it is made comfortable for him. It is our business as pilots and explorers of the air to undergo hardships to prove that fast flying is feasible. But we must offer comfort and safety before the world will fly with us.

Every one can use his imagination as to what the air liners of the future will be, what they will look like and whether they can in comfort span the continent in six hours. Science and the capacity of human beings for invention will bring these things to us.

But no matter whether the coming plane have a hermetically sealed cabin or something else, of one thing I am sure—all things are possible in the future of aviation.

# Owl Laffs

About the best you can do is to go straight ahead, working all the time, minding your own business, drinking plenty of water, fighting for fresh air, dodging motor cars and hoping for the best.

Would you?  
If I thought that a word of mine, Perhaps unkind and untrue, Would leave its trace on a loved one's face, I'd never speak it— Would you?

If I thought that a smile of mine Might haze the whole day thru, And lighten some heart with a heavier part, I'd not withhold it— Would you?

When men in an older day jilted a girl she took it to heart, but now she takes it to court.

Wife No 599—"And do you love me, your majesty?"  
King Solomon—"I certainly do, my dear. Why, you are one in a thousand."

The "society" steamer and some folks are already kicking about the heat. A young married couple have to pull together to make ends meet. Money isn't everything, but it's the only thing that keeps breaking from being a crime. The instant a wife brings up the subject of thrift, his wife demands that he quit smoking cigars and playing golf. The objection to unemployment is that it affects the wrong people. Like father, like son—but like daughter and you don't give a darn for the rest of the family.

Just as Burgess and the widow Jones started up the aisle to the altar, every light in the church went out.  
She—"What did they do then?"  
He—"Kept right on going. The widow knew the way."

Heff to the wasteline, let the hips fall where they may.

Gladys—"After I'd sung my encore, I heard a gentleman from one of the papers call 'Fine! Fine!'"  
Harry—"Goodness! And did you have to pay it?"

Riddles.

Why is a dog biting his tail a good manager? Because he makes both ends meet.

What is the difference between a butcher and a fapper? One dresses to kill and the other kills to dress.

What sleeps in the daytime and flies around at night? A bat.

Sometimes youngsters display an amazing grasp of popular ideas. Like the little boy who was asked by his mother recently:

Mother—"Were you a good little boy at school to-day?"

The Son—"Yes, mamma, I didn't get caught once."

When your wife leaves home don't make the mistake of suggesting that she take along some fiction to while away the time—You'll write her that in your letters.

Judge—"You stole eggs from this man's store. Have you any excuse?"  
Accused—"Yes, I took them by mistake."

Judge—"How is that?"  
Accused—"I thought they were fresh."

The reason a Scotch bagpiper walks up and down when playing the pipes is because it is always his hit moving target.

# Prague Fair Attracts Buyers from 37 Nations

Prague. — Moderate optimism was the keynote of the spring exposition of the Prague International Fair, which opened recently. Although many departments of industry still work at reduced speed, indications are that the turning point in the depression has been passed. Stock exchanges are still at a standstill, but a progressive, if slow, recovery is generally expected. Czechoslovakia has been less severely hit by the depression than most industrial nations.

The fair usually provides an excellent barometer for measuring Czechoslovakia's industrial pulse. It assembled 2,957 exhibitors, of whom 130 were foreign. Yugoslavia, Austria, Holland, Latvia and France were officially represented, while England, the United States, Germany and India were represented by private companies. The number of buyers was 423,000, coming from thirty-seven countries. Another proof of the importance of the fair is being found in the total space occupied, it being given as about 450,000 square feet.

Austria, Yugoslavia, Rumania, Germany and Poland were the chief buyers.

# Woman and the Typewriter

F. E. Bailey in Pearson's Magazine (London): "If I became the first woman Prime Minister of England, as I never shall, my first act would be to erect in Trafalgar Square an enormous golden typewriter on a colossal plinth, in the manner of the Gunners' Memorial at Hyde Park Corner. I should do this because women's freedom derives entirely from the invention of the typewriter. In some circles it is held, wrongly, as I believe, that women's freedom is due to their enjoyment of the franchise, but you cannot live by casting your votes once in every three or five years, whereas the typewriter made independence for women economically possible.

# Cowslips

A man ranged cowslips on a stall, and wondered how many he should give for a penny.

And another man, passing, caught the gleam and tinkle of them, and had a vision of a blue valley touched with gold, and April scattering dewy rains.—By T. W. H. Crossland. Taken from "The White Wall Filled by Pamela Gray."

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# Cow Fighting Is Popular Sport In Switzerland

## "Queen of Alps" Crowned Annually in Combats Arranged by Herdsmen

Each nation has its sport. Spain has its bullfights; China its cockfights; and Switzerland, likewise, has its cow fights. These are favorite sports among the peasants of the Alpine cantons of Switzerland, says "The Pathfinder."

A long series of elimination fights are held to determine which cow shall be the champion of each canton and finally to decide which one shall become "Queen of the Alps" for the season. Only the cantons are permitted to participate in the final bouts.

The center of this interesting sport is the Canton of Valais, high in the Alps in southern Switzerland. This region was the original home of Swiss cheese and its inhabitants depend largely on their dairy industry for a livelihood.

Just as soon as the snow has melted on the slopes of the mountains in the spring the herds of cows are returned to their pastures. Here and there among the mountains are tiny pasture villages. The cottages are opened when the cows provide shelter until fall. During the winter the huts are covered with snow.

Candidates for the cow fighting championship are selected from the herds just before they are started for their summer pastures. The owner of a herd usually selects several likely cows for this purpose.

Sunday is the favorite day for the bouts. When the weather is nice hundreds and even thousands of people from the towns go out to see these Swiss cows contend for the proud title, "Queen of the Alps."

It is more than just a fight between a few cows. The people make a gala occasion of it. They bring their lunch with them and gather on the hilltops for a glorious picnic. As the cows battle in the forum the spectators cheer wildly. Of course there is some betting, but generally on a small scale only.

The Swiss farmers insist that the cows are sensitive animals and take considerable pride in winning the laurels of the day. Like race horses they seem to understand the significance of the contests have large horns and frequently the clash between two good fighters is terrific. As a rule a bout does not last more than fifteen or twenty minutes. In that time one of the other of the contestants routs its opponent. There is a real purpose behind this odd sport. The Duke of Wellington is credited with having said that the battle of Waterloo was won on the football field at Oxford. He spoke figuratively, of course, and meant that the superior training of the English in sports enabled the British army to defeat the French. The Swiss farmers long ago learned that certain cows were braver and stronger than others and took pride in protecting the herd from dogs or other enemies.

The cow fights were organized to train cows for this purpose. A defeated cow is said to feel humiliated but the victor is a real queen. She carries her head high and thereafter is always ready to protect her herd on all occasions. She becomes the mistress of the herd. This lessens the burdens of the cowherds, who find it easy to control the rest of the herd by controlling the leader.

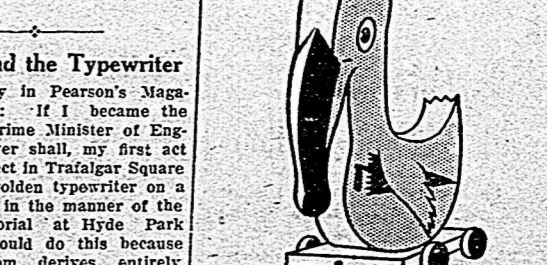
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