

Alaska Highway Open to Tourists

The Alaska Highway, built for essential military traffic during the war years, has been opened to general civilian traffic for the first time.

"Up-to-the-minute" road maps of the (Alcan) Highway will be made available to all tourists interested in making the 2,600-mile jaunt from Edmonton to the Yukon this summer, the Alberta Government has announced.

Following the announcement from the Department of Mines and Resources that all travel restrictions had been removed from the highway, Alberta is making detailed preparations to handle the thousands of tourists who are expected to travel over the much-famed road this summer.

Rugged Route

This summer, for the first time in history, motorists in their own cars will be able to move into one of the few great virgin territories remaining in North America. Along the rugged route tourists will find rivers and streams teeming with fish, colossal mountain ranges, and spectacular glacial tracts.

Ample accommodations have sprung up all along the 2,600-mile route from Edmonton to the Yukon. Motorists will not only find hotels, lodges, and camps located at strategic points along the highway but there are gas and service stations placed not farther than 250 miles apart.

For the benefit of those who want to camp out, the Dominion Government has constructed at scenic spots along the highway in the Yukon a series of public camping grounds where cooking and dining shelters containing stoves and tables will be available without charge to tourists.

By Air To Yukon

Because of the anticipated surge of visitors to Alberta, considered the jumping-off place to the Yukon, Banff and Jasper Park are responding by constructing more accommodations for visitors.

Fifteen new hostels will be erected along the route from Calgary to Banff, 13 of them being located in Banff National Park itself.

Edmonton's municipal airport, which last year led all Canada for freight tonnage moved, and commercial and military miles flown, also is expected to be the focal spot for visitors this summer because of the speed and comfort with which tourists now can reach the Yukon by air.

Escorted Tours

Last year, when use of the Alcan Highway was restricted to persons having business in the Yukon territory, many of Alberta's visitors made the trip by plane, and it is expected that passenger air traffic to Alaska and the Northwest territories this summer will make a record.

As a matter of fact, vacationists who don't want to drive their own cars over the highway can take advantage of three escorted Alaska Highway Tours operated by the Pan-Pacific Good Neighbor Tours of Seattle.

Scheduled to assemble in Edmonton, June 23, July 14, and Aug. 4, the tours are of 16 days' duration. The tour guests will travel by rail from Edmonton to Dawson Creek, British Columbia, the starting point of the highway, and will continue the trip by motor coaches to Fairbanks, the heart of Alaska.

A sparrow eats more than five pounds of grain a year.



Olympics Center at Famed Wembley Stadium—Here is Wembley Stadium near London, being readied as the main center of the seven where Olympic contests are scheduled this summer. King George will open the 17-event contests at Wembley before a possible capacity 120,000 spectators. A seven-lane running track is being completed.

Sports - And One Thing or Another

By FRANK MANN HARRIS

("A Sixbit Critic")

Baseball Spring training camps are famous for the "fanning bees" which take place in the evenings, when gangs of players and newspaper men sit around on the veranda of some Southern hotel, recalling incidents of the past. One name which almost always crops up is that of Hans Lobert, former Phillie manager and now connected with the New York Giants as a coach. The Dutchman, as he's generally called, had a peculiar sense of humor and many tales are told of screwy things he's pulled.

Once he was walking along a street in a certain Florida city and happened to notice a colored boy moving a lawn. "That doesn't look like much of a job," said Lobert, "how would you like to earn yourself five dollars a day, for the easiest sort of work?" The lad was keenly interested, and asked just what sort of work it was.

Wearing a deadpan expression Lobert told him that he was owner of a circus, and wanted help in catching wild alligators. "There's nothing to it," he went on. "We go out in a swamp until we find a small island. Then we chain you to a tree while the rest of us go and hide. The scent of human flesh attracts the alligators, of course; and when they climb out of the mud, we catch them by nets."

"The boy, though still interested, was just a trifle dubious and inquired if Lobert had ever done this 'gator-catching' stuff before. "Certainly I have—in fact we tried it just the day before yesterday." "And what happened to the boy you chain to that tree?" was the next question. "Oh, him?" answered the Dutchman. "Now that was just a trifle unfortunate. You see, right when he was ready to grab a great big one, the man with the net happened to slip!"

And those who were present, listening to the discussion, always say it's a great pity nobody happened to have a stop-watch handy. For they're certain that, as he disappeared in the distance, that colored kid broke all world's records for speed afoot.

One of the great mysteries of the present hockey season, to a lot of the "experts," is just what has been making the New York Rangers click. Outside of O'Connor and two or three of the others, Frankie Boucher's boys don't appear to be in the same class with teams like the Maple Leafs, the Red Wings, or even the Boston Bruins; and while some of their intricate passing plays are very pretty to watch, they somehow always look as if a good hustling outfit should break them up without too much trouble.

Yet there they are, in for a helping of the playoff gravy—and don't be too much surprised if they should happen to take the Cup. It's hard to call them to beat teams such as the others mentioned, but stranger things have happened. Of course, by the

time this appears, they may already be on their way to elimination. Still, we have sort of hunch this might be their year—although we wouldn't advise you to wager too heavily that we're right.

If you're a horse-player—which we hope and trust is not the case—you probably know all about Form Charts, those closely-printed, small-type affairs which the students pore over with such earnestness in their efforts to dig up a winner. But only a very small percentage of the devotees have any idea of how those Charts are made, and how much speed and skill goes into their manufacture. We personally get about as big a kick from watching and listening to an expert Chart maker and his "call talker" in action as from anything else connected with the sport of kings.

Often there will be a dozen or more starters in a race; and in the brief space of time it takes to run it, the names of each of that dozen—in addition to his position and the distance he is ahead of the next in line—must be called no less than six times. There's a call at the start—at the quarter—the half and the three-quarters. Then comes the "stretch call"—a sixteenth of a mile from the wire, then the one at the finish.

With the horses constantly shifting positions—and racing colors often practically indistinguishable from one another—it takes not only knowledge but lightning-like speed; and it is a marvel to us that so few mistakes occur. It's highly-paid work, and deserves to be. Yet, strangely enough, of all the Chart Makers we have had the pleasure of knowing, we never met one who could beat the races consistently—in fact, at the end of the day, they were generally just as broke as you or I, who select them by stalling a program with a pin.

And here's a real "oldie" which, until the other day, we hadn't heard in many years. It's about the country girl, who during a railway journey, had to change trains at Toronto. Before leaving home she had been warned against the big city slickers. So when a young chap at the Toronto depot—nothing that she looked bewildered—asked her if he could help in any way, she was properly discreet, finally telling him that she was going to catch the next train for Montreal.

"That Montreal train leaves in just two minutes," he answered. "You've just time to make it. Come on, I'll carry your bag." By putting on speed, he just managed to get the young lady aboard as the train was pulling out. Standing on the rear platform she waited till the train was making good headway before delivering the crusher. "I've heard all about your kind, taking advantage of girls," she cried. "But here's one that fooled you. YOU SEE, I'M REALLY GOING TO CHICAGO!"

The Green Thumb

By Gordon L. Smith

Plan Layout of Your Garden

The foundation of any garden is good seed. It is a small item so far as expense goes, but all the care and preparation go for naught if the seed is not right. Descriptions in the seed catalogues are based on actual fact. The pictures are actual photographs and any gardener of reasonable experience can reproduce them faithfully in his own back-yard.

In addition, there will be found in most Canadian catalogues a lot of useful information regarding season, time of flowering or, in the case of maturity, time of reaching maturity. Experts advise also some of the government bulletins covering local conditions. Armed with this literature and good seed, satisfaction is guaranteed.

For the general layout around the home, it is advisable to use a combination of vines, shrubbery, trees, perennial flowers and annuals. At the back against the house, vines and tall shrubbery, the latter planted in clumps, make the best background. In front of this, groups of smaller shrubs and larger perennial flowers can be planted with the room between, especially when the shrubbery is still small, filled in with clumps of annuals. Along the front tiny edging plants are used, then will come a piece of green lawn. Use clumps rather than straight rows and a wavy edge along the front of the bed is preferred to straight edges. In the foreground, of course, will be the lawn, the shrubbery acting as the main frame for the general picture.

Good Equipment Helps
With a small garden all the tools needed are a rake, a hoe and a spade or digging fork. These are minimum requirements. With a "lit" more equipment much labor can be saved. Digging forks, cultivators, spade, ditcher, etc., will make the work easier and more interesting.

For larger gardens a small garden tractor that will cultivate, plow, etc., might be considered. They are not expensive and very cheaply operated. One can get all sorts of attachments to go with them—lawn mowers, cultivators, mowers for cutting tall grass and weeds—even snowplows.

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