



## PLEASANT HOMES

by Elizabeth MacRea Boykin

We agree with Dickens . . . if you want to make a lady look romantic, just park her in a garden or beside a crackling hearth with some sewing in her hands. Many of his best heroines are introduced thus, and it always starts things off on just the right note. Oh, we're very sentimental about the whole idea. But don't get us wrong . . . we don't advocate needlework just because it's so becoming. Right now we're mainly very much excited about some new needlepoint designs because they are American designed and very distinguished.

### Outstanding Needle Artist

The story behind these new designs is interesting too. For much too long our needlepoint has nearly all come from Europe, and the patterns are usually already worked, leaving a lady only the background to fill in. That

politan Museum of Art in New York, and asked who was the best person for the job. He was told that Georgiana Brown Harbeson was the most outstanding artist in the field of needlework art, having done many pieces of work that had been considered worthy of being exhibited at the Museum. So Mrs. Harbeson was commissioned to do the job, and she covered herself with glory.

The florals are lovely and especially adapted to the scale of our furniture as well as to the simplicity of our tastes. Especially interesting in this group were the simple colonial sprig motifs in all over pattern, and the Jacobean, Queen Anne and Chippendale adaptations. A classically austere lyre design was made especially for lyre back Duncan Phyfe chairs, while there are some very modern designs to fit in-

A handsome needlepoint tapestry, suitable as a wall hanging or for a screen (for it can be made in panels) has deep southern foliage and birds for its design. Some colonial wall pieces—including a delightful figure of Betsy Ross—also suggest decorative uses. And Mrs. Harbeson's bridge table top, her tray and bench covers and cushion tops are equally attractive.

### Collector's Pieces

The Roosevelt women, particularly the Oyster Bay clan, are celebrated makers of original pieces of needlepoint, illustrating their family story. What collector's pieces they'll be some day! If you have ambitions to do pieces of your own design, just go to the art needlework department in your favourite store and buy the plain canvas by the yard—it's as simple as that to begin. Then better get some squared-off



A distinguished wall decoration is a framed piece of needlepoint. It might well establish the colour theme for the whole room, as it has here. The dusty peach tones of the border flowers are repeated in the wall covering for the room, and a slightly deeper shade of the same colour is used for the daybed covering. The rug is the blue of the needlepoint background, and the draperies are almost a coral tone with a blue braid finish.

made needlepoint pretty expensive in the first place, and no nearly so much fun in the second. A well-known manufacturer, realizing all this, decided to have his entire line of needlepoint re-designed by an American artist, and offered in unworked canvas, with the design simply stamped on in the proper colours. He wanted something very specially fine, so he went to the Metro to the most contemporary scene—positively surrealist they are!

Among the other outstanding things in this new collection are the needlepoint rugs. You make them in squares, which you then sew together. These are really beautifully designed and would be real treasures to own. They are made like other needlepoint except with heavier yarns and canvas, paper, the kind you used to use in trigonometry, and work out your motifs on it first, so that they can be developed by squares. You could even do your family coat of arms in needlepoint.

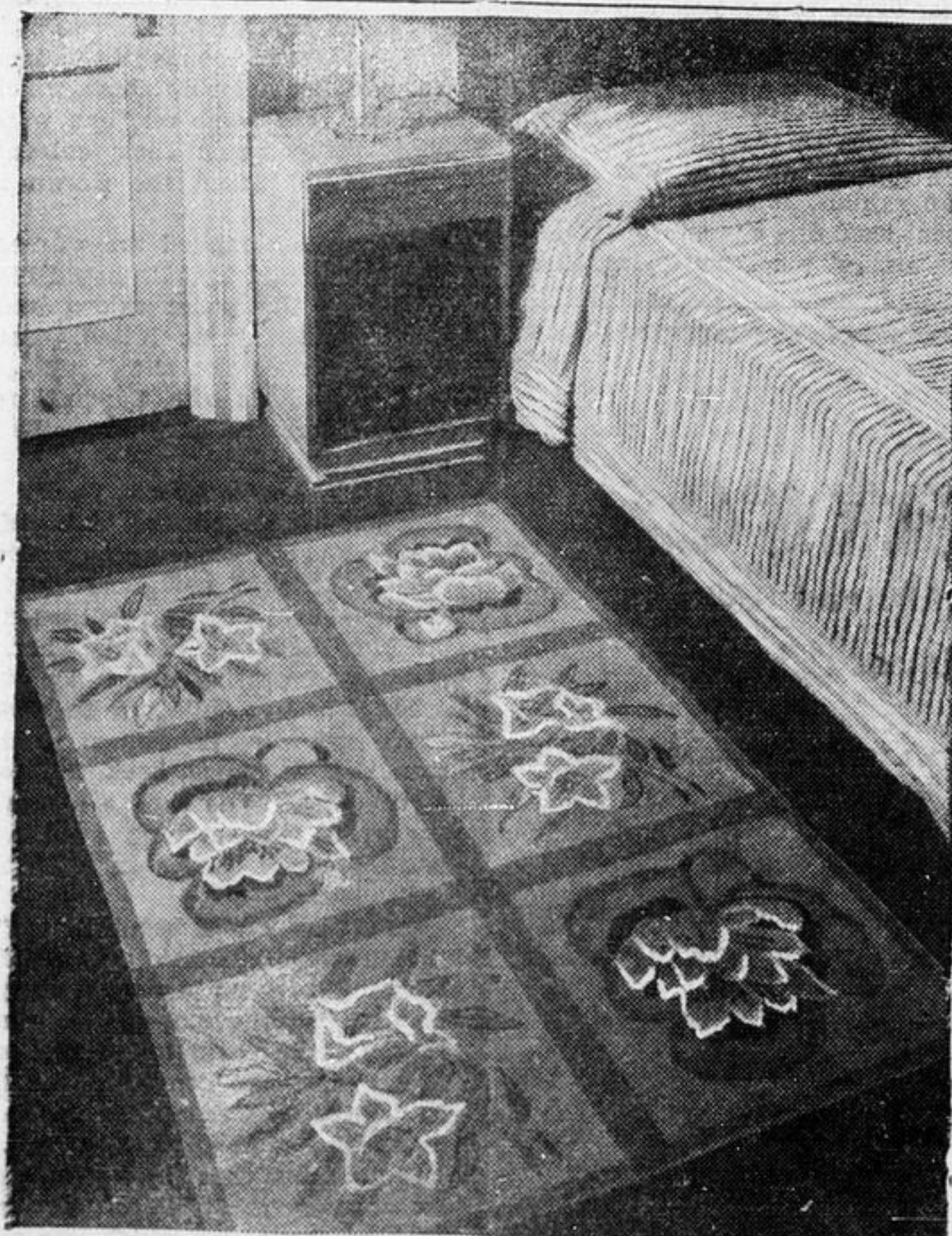
If you still like to take your needlepoint more leisurely, keep right on filling in backgrounds for the ready-worked motifs. There are some perfectly lovely new ones this season all ready to oblige as pick-up work. Many of these make distinguished framed pieces to hang on the wall. We don't mean the hollyhocks-by-the-cottage-door type, but really fine types of tapestry.

In a recent series of exhibition rooms a large framed piece of needlepoint with a French design—stringed instruments for the centre and a simple conventional floral border—was used as the focal point in an interior we liked. And in Helen Hayes' home in Nyack, a pleasant wall-papered parlor has an

old piece of floral needlepoint in an oval frame.

There are other purposes for needlepoint these days too, such as coverings

course, bell pulls, trays with glass bottoms, book ends, albums and guest books and waste baskets are other places to put needlepoint besides the



A real heirloom would be a rug of needlepoint like this one. It isn't nearly as hard to make it may seem at first glance for it is made in squares and then sewed together. Shown here in a modern room in tones of blues with whites and greens in the lily design. This design is by Georgiana Brown Harbeson and will soon be available in stamped pieces what will be shown in the stores this fall.

for boxes. One store suggest ready-worked pieces of small design to be used for this. Bridge table tops, of

more usual chair seats and cushions. And there is a new needlepoint yarn on the market now—it's not twisted and is very soft and supple. Easier to work with ad makes a more flexible fabric.

You'll find a thrilling selection of the new needlepoint in the art needlework department of your favorite store. Remember that in doing this kind of sewing, you're not just doing "fancy work" you're creating real treasures that your descendants will cherish. If you're interested in creating an individual family sampler that will illustrate your own particular family story, send a stamped, self-addressed envelope for our bulletin, "Sew Yourself a Family History" because it contains patterns you can arrange to suit yourself and copy in a sampler.

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Waterloo Chronicle.—The surprise of the undeclared war between Japan and China is the ability of the latter to hold and drive back the crack Japanese army.

## Flying Closely Bound with Growth of Mining

Canada is More Air-Minded than Most People Realize. Says Flight Commander—Canadians in General Likely to Realize in 1938 That Aerial Stock is Booming.

By Flight Commander A. H. Sandwell in "C.I.L. Oval"

Sometime in 1938 a lot of Canadians are suddenly going to realize that flying in this Dominion is looking up. Actually, of course, it has been on the up-grade since 1932, in which year the industry has a "low" that pretty nearly put it out of business. In that year, according to the record, but twelve aeroplanes were built or assembled in Canadian factories. The improvement, however, has not made itself apparent to city dwellers, being bound up primarily with the remarkable expansion in mining activity in this country; of which aviation is both the beneficiary and the complement. Without the aeroplane infinitely fewer mines would have been discovered and developed; and without the freight and passenger traffic resulting from that development, Canadian aviation would have had very poor picking.

Appropriately enough, it was the discovery of crude oil in the Northwest Territories in 1921 which gave air transport the chance to prove its worth. And this it did, in spite of every possible obstacle that winter, unknown country, insufficient supplies and general inexperience could produce. To combat all these handicaps, the pilots and others engaged in the enterprise of establishing rapid transit between the new oil area and Edmonton brought an almost superhuman endurance. They would not be downed! When the propellers of both the Junker's machines provided by Imperial Oil Limited had been smashed, a new propeller was fabricated from oak sleigh boards and home-made glue by a carpenter who had never seen a propeller before, and one of the machines was flown out with it.

### Start of Commercial Flying Here

For several years after this effort, commercial flying in Canada mainly comprised the declining activities of the post-war generation of passenger-hopping and exhibition pilots and the increasingly important forest patrol and photographic work of a few pioneer companies, such as Laurentide Air Services Limited and Price Brothers. In 1923 the late Captain H. S. Quigley, who had been chief pilot for Price Brothers, founded his own concern, Dominion Aerial Explorations, Ltd., which did a lot of valuable work in remote districts along the north shore of the St. Lawrence and as far as Labrador. In the same year, Fairchild Aerial Surveys was also started, primarily to exploit the Fairchild camera, and the first thing they knew they were building their own machines for lack of suitable existing aircraft. This was the genesis of the present-day firm known as Fairchild Aircraft Limited, one of Canada's strongest and most progressive companies.

By 1926, the value of the aeroplane for the transportation of freight was conceded, some 725,000 pounds being carried in that year. Gold was found at Red Lake and other places, and aviation's dawn was breaking. Western Canada Airways was founded late in the year by James Richardson, of Winnipeg, the first commercial flight of this company being made on December 26th. In the following March this company undertook to fly eight tons of material from Cache Lake, on the Hudson Bay Railroad, to Fort Churchill before the spring break-up, and in successfully fulfilling its contract expedited the choice of Churchill as the terminus for the railroad and will further demonstrated the value of air transport.

### Air Work for Mines

From then on, air freighting and passenger-carrying for the mines ceased to be an adventure and became a commonplace. Thousands of miners and prospectors and thousands of tons of supplies have travelled by air. More than a score of aggressive and well-equipped companies do practically nothing else, and their operations extend from Labrador to Aklavik, within the Arctic Circle. The annual freight-haul first exceeded one million pounds (500 tons) in 1927; rose to nearly 2 1/2 million pounds in 1928 and nearly four million pounds in 1929; receded to a million and three-quarters in 1931, and has steadily increased since then until last year it reached the astronomical figure of twenty-five million pounds, three and a half times as much as was carried by United States planes. Whole mining towns have been transported in knock-down form on single contracts. Dog-teams, dynamite, fuel oil and baled furs appear regularly on the way-bills. Police and prisoners are frequent passengers.

Every year scores of lives are saved which would otherwise be lost, when sick and grievously injured men, women and children are flown out to civilization and hospitals from remote camps and settlements where medical assistance is lacking. These "Mercy Flights," for which payment is often arranged afterwards, if at all, are among the greatest contributions of aviation to the Canadian scene. And still this goes on beyond the ken of the average city dweller, who is apt to think of Canadian flying in terms of the "Moths" and "Fleets" and "Avians" with which the government sponsored flying clubs are equipped.

Very different indeed are the machines which do the actual freight-carrying. Among them is the Junker, JU 52, of Canadian Airways, which has a pay-load when equipped with floats of 4,500. Then there is the big Bellanca "Air-bus," once seen, never forgotten, which carries a comparable load for Mackenzie Air Service, Ltd., between Great Bear Lake and Edmon-

ton, and for Hennessy Airlines Ltd., out of Halleybury, Ont. Fairchild machines of various vintages carry freight up to a ton at a time, as does also the successful new "Norseman," built by Noorduyn Aircraft Ltd., at Cartierville, on the Island of Montreal. Canadian operators are now able to obtain aircraft designed and built in Canada for Canadian conditions. Without exception, these modern machines are what is known as convertible, that is, they can be fitted as required by the vagaries of our climate, with floats for summer wear and skis for winter. The change-overs are made in spring and fall, during the break-up and the freeze-up, when operations temporarily cease in any event. The annual overhaul is usually undertaken at one of these periods of idleness, the pilots' only holidays.

### Have Reputation

With these aircraft and their predecessors, Canadian commercial pilots have acquired a reputation for getting through and delivering the goods whenever it is humanly possible, and often when it seems quite impossible. The personnel of Canada's air transportation concerns have learnt to be self-reliant because they have no one else to rely upon. Pilots often rustle their own freight, solicit their own business, and tender—and collect—their own bills. Their bases are wherever they can safely land a machine and unload their freight; their hours are from dawn to dusk. They wear no natty uniforms, and in these days of closed cockpits and cabin machines, most of them have forgotten what a pair of goggles look like. Many of them resemble anything but the dashing pilot of the pulp magazines, but they certainly can fly. If proof—beyond that twenty-seven million pounds of airborne freight—were needed, it can be found in the fact that when a couple of pilots were required to fly a machine over the South Pole, they came to Canada to get them.

### Canada's Aircraft Factories

Canada's aircraft factories are strategically, if perhaps accidentally, scattered across the Dominion, though Quebec and Ontario claim by far the largest share. The former province boasts three factories, all in the Montreal district, and the latter four, each in a different city. Any conceivable type or size of aircraft could be built in one of these plants. What is more, recent designs which have been produced, and others which are not yet completed, indicate that Canadian builders are not only satisfying the local demand, but are in a fair way to grab their share of a world market in which, thanks to war hysteria and the concentration on military types in Europe, the demand at present exceeds the supply. The Argentine Republic will soon take delivery of Canadian machines from Fairchilds. Other factories have from time to time secured large foreign orders, but anything that has been sold abroad in the past is a mere drop in the bucket to the overseas sales that seem likely to come our way in the next few years. We built or assembled 86 new machines last year.

Into these Canadian aeroplanes go all the latest scientific developments of the Canadian laboratories. Long ago it became obvious that ordinary glass had no place in aircraft. Other transparent materials were tried and found unsatisfactory on account of quick deterioration and their fatal habit of expanding and contracting. Recently came "Lucite," a methacrylic plastic with a transparency better than that of glass, permanent as to size and capable of being moulded into the smooth flowing, streamline curves that mean so much in both appearance and speed to modern aircraft. Other plastics are largely used for dashboards, instrument dials, control wheels and the handles or grips of many of the levers with which the pilot controls his machine. "Lucite" is very strong; it can be threaded, sawn, drilled and can be shaped at any time with heat. It is, therefore, not unduly fantastic to foresee a transparent aeroplane for military purposes, in which the crew, the engine and the gasoline tanks will be the only opaque members.

Tanks bring to mind Neoprene, the new engineering material which is superior to natural rubber and is being used for the waterproofing of seaplane floats, also in the fabrication from light alloys of gas-tight fuel oil tanks. The old time method of float building made use of tapes impregnated with marine glue, soybean oil, varnish or bitumast cement, and the job of riveting had to be hustled through before the compartments set. If it were interrupted it often had to be commenced all over again. With Neoprene tapes and riveting may be performed without undue haste and interrupted whenever necessary.

With these products, with "Dulux" for spraying on metal parts and wings, and with "Fabrikoid" for cabin trimmings and upholstery, Canadian chemists are making a very real contribution to the industry, art and science of building aeroplanes that are strong, fast, handsome, comfortable and enduring.

### A Quaint Collection

We started in 1919 with a heterogeneous collection of wartime aeroplanes and flying boats kindly donated to us by Great Britain and the United States. With this often quite unsuitable equipment we started air services and developed a technique of aerial photography and mapping which have received world-wide recognition. Thousands of hours were flown and millions of miles were covered with the lum-

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bering old HSZL flying boats, which were up to date in 1917. Part of our success is doubtless due to our readiness to experiment, to try anything once—or twice. "Someone wittily described the fleet of one of our major operating companies as "Two of everything, all same Noah's Ark!"

On that foundation, buttressed with a government subsidy and all the latest devices and aids to navigation, Canada is now engaged in laying the keystone of all our efforts hitherto, the trans-Canada Air Lines; scheduled passenger transport from coast to coast; within the day, Montreal to Vancouver in 17 or 18 hours. To leave the eastern metropolis in the evening and lunch beside the Pacific next day has long been a dream. Before many months it will be a reality. Some of the equipment is already in place much more in order; and the training of the personnel—especially the ground organization of dispatchers, meteorologists, radio operators and airport caretakers, without which scheduled air transport is an impossibility—is under way. "We have already seen "Caledonia" and "Cambria", Imperial Airways' great Empire flying boats which came to us across the Atlantic to prepare the way for even larger machines with which a regular trans-oceanic service will, in due course, be operated, and which are already under construction.

Then, when letters from London reach us in the east within a scanty thirty hours of being mailed, and are delivered in Vancouver forty-eight hours after leaving the Empire's capital, the aeroplane designers, the metallurgists, the chemists and the engineers, through whose combined efforts this miracle will have become reality, will still be busy in the everlasting search for more speed, more comfort, more economy and greater safety. And take my word for it, they will find them all!

## Other Minor Cases at Police Court Here

Reckless Driving Charge Results in Heavy Fine and Suspension of Permit.

A fine of \$50 and costs of \$16 was imposed on Peter St. Pierre in police court on Tuesday when he was convicted of reckless driving.

Frank Huckerby told the court that recently he got gasoline at a station and turned out on to what he thought was a clear road. He saw a car coming and knew it to be out of control while it was 50 yards away. It was careening along the wrong side of the road. The left side of the car hit his automobile.

When St. Pierre got out of the car, the witness said, he was intoxicated. He fell against one of the automobiles and carried on a senseless argument about the colour of Huckerby's driving permit.

The accused said that Huckerby's car

hesitated before coming out of the station. He denied that he carried on any argument. He had had a couple of drinks earlier in the evening, he said. "50 and costs" rapped the Magistrate and permit suspended for thirty days. A charge of reckless driving could not be heard against George Collins because Miss Gertrude Hesperin, who was injured in the accident out of which the charge arose, was still in the hospital. Pleading guilty to having beer in a place other than his legal residence John L. Lewis paid a fine of \$25 and costs.

Adam Porteuca was charged with high-grading. Dean Koster asked for and received a week's remand. He said that he had just been engaged. Porteuca was released on cash bail of \$400 and a property bond of \$1,200.

A charge of assault against Harry Jones, former Chief of Police of Timmins, laid by Albert Paquette, former Councillor, was withdrawn. Other police court cases will be found elsewhere in this issue.

Huntingdon Gleaner.—Arriving home late at night, Paul Schenk, near Memphis, Mo., left his new car standing in the barnyard. At daybreak next morning he heard a mysterious clatter from the barnyard and investigated. To his amazement, he saw his herd of goats, one after another, jump on the hood of the car, then on its top and slide down the sloping back for all the world like a group of boys playing "follow the leader." The car was a sight and Schenk is undetermined as to whether to try to remove the goats and apply a new finish, or get a brand new hood, top and back.

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