to days more he

on, he went us the new Viceroy of I pen. The insent of India he Chinese Govfrom experience a soldier, to be-In 1883, howthe Nile Valley from the British te the Sudanes: turn of the Derv-

Disaster ernment had orto abandon the not to fight but he could. After lages to safety inhave followed e still others toled too long, and udantse was be-For nine months iment waited for if. Then, urgedit ordered Genseley to rescue only a two-days' w heard that the fough treachery. Gordon was be

appeal bids Goras to raise a fite man "who at where gave his k, his substance pathy to the suf-

nachine guns re-

a Favor

prone to tell upon himself. r believed until ppeared in print ed authority of complished Mawho edited her y. He told Mr. was always his went out without definite instrucshould do and

on at the White weland Adminis. had in this way wear his galoshes in. Finding the tick of time, he eased with himtics outside; still ingratulation on Mrs. Cleveland d not resist refrom her that his wife. Holdif guests waiting riedly produced a Irs. Cleveland to e did not," over lis pencil tremblarged this as an Cleveland, a little k wain asked her. t meant, "he did into the drawing Studio Window,"

ed the theatre .-

fierode Andrews.

A TALE OF ADVENTURE FROM THE STARK NORTH

Marooned in the Sub-Arctic While Blizzards Rage, a Party of Airplane Prospectors Send by Radio a Vivid Account of Hazards and Tragedy

States in connection with the opening the prospectors to areas in the North of our great Northland is exemplified reported to be rich in minerals. in the following article appearing in Those of us on the Patrick and the search for mineral wealth.

schooner struck a shoal and a plane area. had crashed into a lake. Wireless In the early days of September we York Times radio station.

By ARTHUR LOWE

Baker Lake, N.W.T. Wireless to The New York Times.

According to explorers who have traveled the Canadian Arctic, it is a after living for weeks in an igloo, a water and sinking. Below us we could scant 100 miles from the Arctic Circle, see the crew at work on rafts trying I have formed the opinion that it is to salvage the cargo, and away on the a land of blizzards, with drifting gasoline drums, packing cases and snow as impenetrable as a London lumber. fog, and of cold so intense that it, blisters like boiling water. For us, too, it has been a land of tragedy.

In the past year there has been a

troubled waters of Hudson Bay; two a month in the barrens without fuel and with only a limited supply of

Prospectors Moved By Plane

But in spite of difficulties, various of us wintering here are confident that this year the North will sufrender and reveal some of its longguarded secrets.

Our expedition was sponsored by J. E. Hammell, a Canadian mine op. and blew steadily for a week, some glimpse of sun since we left three erator, who won both fame and for times with a velocity of eighty miles tune breaking new trails. A fishing an hour. It was accompanied by schooner, the Patrick and Michael, snow flurries and driving mist which was bought and equipped for service. made any attempt at flying suicidal. The expedition was placed under the During the week the small lakes froze command of Colonel J. E. Leckie, sol. over and we were faced with the dier and explorer; eighteen prospect knowledge that unless we could get tors were embarked, and in July we the men in before the larger lakes

coast of Hudson Bay. Each party of miles apart across the barrens with got a canoe and the necessary food food and fuel sufficient for only a few and equipment to last three months. weeks at best-and the mercury was A headquarters was established at already flirting with zero. Richmond Gulf and from this base a six-passenger seaplane operated. The situation looked desperate and we plane, with a maximum cruising range decided to wait no longer. We took of 1,000 miles, was employed in mov- off from the lake and headed north, ing the prospectors fror one area to flying dangerously low. Our first conanother, so that little time was wasted | cern was to pick up J. Rutherford and

from there they flew north along the and crawled inside. There was a note coast of Hudson Bay to Chesterfield nailed to a box: Inlet and then across the barren! "Walking back; grub giving out." lands to Baker Lake-s total flight! We flew on to the next camp. The of nearly 1,500 miles over unexplored prospectors there were more fortun-

The interest taken in the United From Baker Lake the planes carried

the New York Times. We reproduce Michael, the base ship, made slow it as an unvarnished tale of the stark progress. For five days we were realities that go hand-in-hand with aground on a shoal in Hudson Bay, a gale which lasted three days blew Prospecting by airplane for minerals us 100 miles off our course, ice fields in the frozen North country of Can- slowed up our progress, and it was ada, Arthur Lowe, now in charge of not until September that we finally the expedition, gives for the first reached the mouth of Chesterfield time a connected account of the tragic Inlet. At that point I left the ship adventures and trials which winter and proceeded by plane to Baker Lake forced on the prospectors when their to take charge of operations in that

installation salvaged from the schoon- flew hundreds of miles, placing proser enabled Mr. Lowe to communicate pectors, taking them provisions or his dramatic story direct to The New moving them to new and more favorable areas. Toward the middle of the month concern developed at the non-arrival of the schooner, and accordingly a flight was made eastward to locate it. We found it hard and fast on a shoal at the entrance to Baker Lake. It was listed over at a land of rich promise. It may be, but minent danger of slipping into deep shore an untidy dump consisting of

> It seemed that the vessel had been were surprised to see us. proceeding slowly through the channel when it touched a shoal. In an the weather," they said.

Finally a whale boat was outfitted were left to follow. for the 150-mile journey to the fur

without delay. sailed from St. John, N.B., for the Sub. froze it would be months before help could be sent to them, as our planes The prospectors were landed in could not be fitted with skis. The pairs at various points on the east prospectors were scattered hundreds

On the seventh day of the gale the in a country where the geological for- T. Cowans, two veterans of the Porcumation was considered unfavorable. | pine, because we knew their supplies While we were establishing our must be getting low. With difficulty caches on the eastern coast of Hud-, we located their tent pitched on the son Bay there was activity in the shores of a large lake, and succeeded West, for it is in the West our hopes in landing near it. The tent was are centred. Two airplanes, carry- drifted high with snow; there were no ing five passengers with food and signs of life, no sound except the equipment, left La Pas in Northern whistle of the wind through the struts Manitoba for one of the longest Sub- of the plane. I crawled along an ice-Arctic flights ever made. The planes covered pontoon, waded ashore, pushheaded across country to Churchill, ed aside the frozen flap of the tent

to the nearness of the magnetic pole. tent pole had been whittled down until Beach, Florida.

An Arabian Knight on Skis



It is not general knowledge the Arabs in Africa have a ski club, but they have, and this Arab is a club member time they tried and a third time reof Shrea, near the Atlas mountains.

full speed ahead and the ship piled pectors in the field except Rutherford hard, owing to soft snow. Very schooner the crew was taken to trying to lead the horses home. I up onto the rock. Too late, sound- and Cowans. Day after day we stormy and cold, nearly unbearable. Churchill, from where they made suggest that we let them lead us ings were taken. Fortunately there searched for them from the air, but "Sept. 24. Started out across must their way through the bush to the home." was a deserted shack about two miles without success. They seemed to keg, snow on top, water underneath, end of steel. from the scene of the wreck which have disappeared completely into the Made about 600 yards, winds and Work this winter has been difficult. free rein and the three men tramped had been erected years previously by silent snow-covered hills. William storm made it too hard to travel. Planes were unable to come north doggedly on behind. Thirty minutes the mounted police. In this shack the Storr, an experiment prospector, and Dropped down behind rock. Looked owing to the intense cold and heavy passed and this time they did not recrew found temporary quarters. But two Eskimos were taken to the desert- back and could not see Joe. Went drifts. Instead of speeding through turn to the wagon. Another thirty it became obvious that unless they ed camp by plane, and they started back and found him lying on his side. the air at a hundred miles an hour minutes dragged by and all at once could be evacuated quickly many to back-track the missing men. It was Shook him, but he was dead. Heard, we have plodded over the hard packed the dim, ghost-like forms of ranch would perish during the winter, for not long before they discovered the plane, but could not see it, owing to snow from igloo to igloo. Accom- buildings appeared before them. A the schooner could not be salvaged tragedy which had overtaken the two storm-." and the men were not provided with prospectors. There came a place Cowan's condition was desperate Eskimo hunter, I am leaving in the

A Tragedy of the Trail trading post at Chesterfield, and the But it was unnecessary for Storr to skin boots) were cut from his blackthe crew left in this under the com- continue his quest, because after being mand of William Robertson, the mate. seven days on the trail with neither September proved a tragic month food nor covering, Cowans staggered for the prospectors. Snow fell heav- into camp. He managed to tell us ily and was accompanied by biting that Rutherford had died of exposure winds from the northwest. It became four days previously, and then he imperative that the men should be collapsed. An idea of his desperate brought in with all speed, and since struggle for life can be obtained from the wreck of the schooner prevented his diary, which he gave me afterus from building a headquarters, they ward and from which I quote exshould be taken out to civilization cerpts:

Search for Lost Gold Hunters light. Joe left Webley revolver be-A wind started from the northwest hind two boulders. Have not had



BIZARRE NEW ENSEMBLE

territory. For the greater part of ate, having shot a caribou on the day beach pyjamas and bandana to match, freed. We succeeded in finding chan- the pressure of the heavy seas. the flight the compasses carried in before our coming. But they had in which Mrs. Howard Street of Phila- nels between the floe ice to the open the planes could not be used owing run desperately short of fuel and their delphia recently appeared at Palm lake and thence to our base.

it was no thicker than a cane. They days ago and compass no use. De-before wireless communication was sening, and deep concern was written

where the tracks of only one man when he arrived, and it is amazing course of the next few days to make ened feet and first aid was rendered. Vanishing Isle but we knew that the only chance of a hospital-1,500 miles away.

Captain Mat Berry, pilot of our ice, and icicles festooned the struts. But in spite of difficulties greater than those which attend a transatlantic flight Berry succeeded in flying his plane to Churchill Harbor he refueled. He attempted to take off without delay, but there was a heavy sea running and this, combined with the tremndous strain the plane had already un-

dergone, brought disaster. Amphibian Plane Sinks ceeded in reaching the wreck and in panied by terrific explosions. saving the passengers, but by such a That emergence of the island was narrow margin that the plane sank during the governorship of the late before even a small bag of mail could Sir George Le Hunte, and a party, be saved. A wireless message was including the Governor, the Chief sent to La Pas. A second plane was Justice and other officials from Trin-

rushed in at once, and a few hours idad went by steamer to explore it. having our difficulties in the north. It crest of mud was very thin and was essential that our wireless equip- treacherous. The mud under the surment should be salvaged from the face was still very hot. schooner, and to effect this S. C. Cusack, the operator, J. D. Donovan ed the entire island, which was of wreck. The work was accomplished means of communication had been by boat-and the boat was frozen solid in a foot of ice.

out fuel, water or food, and temper- few weeks. atures were running as low as twenty

"Didn't think they could make it in "Sept. 23. Have to slide down Hudson Bay Company had succeeded denly one of the men spoke: "See creek-beds. Nobody saying much, in getting a small schooner to Ches- here, I don't know the way home, but effort to clear it the captain ordered We succeeded in reaching all pros- Traveled maybe five mi'es, but going terfield from Repulse Bay. In this I do know horses. We have been

First Seen Off Trinidad in 1911

Recent Rise and Disappearance of Volcanic Area Recalls Earlier Exploration

Soon Lost in Heavy Seas Terrific Gas Explosion

cent appearance of a volcanic mudi modities. The Board's publicity scheme then begin to founder. A boat suc- island having ten appeared, accomvolcano on Nov. 4, 1911, the mud dence of the success of its efforts.

Great care had to be exercised in mak-During Berry's trip south we were ing a landing, as it was found that the

The Governor and his party explorand the writer remained near the whale-back formation. The party reand the greater part of the equip- i land was fourteen miles from Icacos mained for more than an hour. The ment moved to our base, when the and two miles from Chatham. Two craters were discovered on its summit near the northern extremity.

The total area of the island was! Meantime we were practically with- washed it away in the course of a

When a few weeks ago the second ped to carry airplanes, as is now cuit characteristics are required when below zero. But for once we had a appearance of this volcanic island oc- planned by the United States Navy, substituting a 371A in place of a 371 curred, parties steamed to the spot instead of "hitch your wagon to a tube in storage battery or "A" elimchilly waiting a strong wind blew up where the explosions took place, but star," it will be "check your airplane inator circuits. from the east. The ice was carried no attempt was made to land, as the to a dirigible." A striking beach ensemble of robe, out into the lake and our boat was island was slowly disappearing under.

Back at the base it was not long too late to learn.-Mayor Walker.

of a Horse By BERTRAM E. HALL In Our Dumb Animals Nowhere south of the Arctic circle

The Judgment

does the death-dealing blizzard descend more swiftly and unexpectedly than upon the plains of Wyoming. The high altitude of the state, its sparse population, the vast, treeless regions

One sunny morning a few winters a load of coal from the railroad yards, ten miles distant. During the return miles from home the storm had inout completely the world in which required for both types of tubes are on foot leading the faithful animals behind them. Thirty minutes later, 301A is substituted for the C-301 tube after making a complete circle, they saw the abandoned wagon loom up beturned to the wagon. The situation was indeed desperate.

established and we learned that the on the face of the three men. Sud-

panied by Shevekatah, a famous few minutes later the horses were in the stalls and three thankful men that he should have traveled those my way to the end of steel-700 miles ranch kitchen telling their story to eager listeners. Once more the intelligence of the horse had been de-

Empire Marketing Board

monstrated.

London Times Trade Supplement; suitable size. Where more than one In the early days of the Empire Mar. tube is controlled from a single rheoketing Board it was pointed out here stat or resistor, a course, the resistthat, however well conceived its plans ance required in the resistor is lower. might, be, ultimately its publicity Two 301A tubes for instance connectcampaign would have to be judged by ed in parallel and drawing together .5 the same standard as that applied to an pere require a resistance of 2 ohms other advertisements — the measure to reduce the six volt: to five and for of success attained in "selling the this purpose a 10-ohm rheostat will goods." It is ther fore with consider. give full control. able satisfaction that we learn on the When fixed resistors are used, the Emergence Accompanied by authority of the board that imports of value of the resistor should be as Empire produce into this country dur- nearly as possible the correct size reing the last two years have broken quired, four ohms for one 301A tube, Port-of-Spain, Trinidad.—The re all previous records for many com- two ohms for to 301A tubes, etc. island off the island of Chatham and has been la gely concerned with the of a C-300 soft detector tube, in addi-The pontoons of the machine col- its sudden disappearance a few days increase of sales of produce, and, tion to changing the value of the filalater recall the "first night" perform- therefore, is perfectly legitimate to ment resistor, the grid return should ance of this remarkable submarine regard the increase in imports as evi- be connected to the positive filament

She: You so to college, don't you? of 20 ohms. The grid bias and plate He: No. This suit looks this way, voltage characteristics are the same because I slept in it las night.

As soon as the dirigibles are equip-

The old-time slate of personally conducted political organizations now When you get to Washington, it's gives some indication of following the old-fashioned school into oblivion.

He Had Assistance.

New Tubes Bring Sets Up To Date

How Modern Detectors and Amplifiers Can Be Used in Old Receivers to Improve Reception

Modern tubes in place of old ones will do a great deal to improve tonal and the intense cold that almost in quality, volume, and sensitivity that variably accompanies a severe bliz- aids in reception of distant stations a zard, make the fact of getting lost in set equipped with the old type of tube a Wyoming snowstorm a serious mat- with a metal base, as used three or ter, even in this day of twentieth four years ago, an be vastly improved with new tubes. Engineers contend that after tubes are .n use alago a Wyoming rancher sent three of most daily for a year their efficiency his men with a two-horse team to get is greatly reduced. Tubes need not

To begin with, consider the old type trip the sun darkened, the north wind C-301 tube which has been superseded quickened until it stung the face, and by the CX-301A tube. The operating hard, needle-like particles of snow be- characteritsics of these two tubes are gan to hiss against the clothing of the men. By the time they were three CX-301A is much more efficient and has a higher amplification factor. The crased to a blinding blizzard that shut plate voltages and grid bias voltages they lived. Desperately the men practically the same so that from the struggled to unhitch the horses from standpoint they can be used interthe heavily loaded wagon and set out changeably in circuits designed for either of the tubes. When the CXin neutralized circuit receivers the neutralization values must be read-

However, the main point of differistics. Whereas the C-301 tube caused a current drain of one ampere at its The storm showed no sign of les- volts, the CX-301A tube causes a cur-

NEW RHEOSTAT NEEDED

Before replacing a C-301 tube with a CX-301A tube in old receivers, therefore, care must be taken to replace the old rheostat with one of a

In substituting a 301A tube in place

lead instead of to the negative filament lead required for use with the C-300, or 300A,

In substituting a 112A or 371A tube in place of a C-301 or 301A tube in the last audi stage of a receiver, the plate and grid bias voltages should be changed to the recommended values for maximum results in addition to the filament changes necessary when substituting an "A" tube in place of a C-301 tube.

CHANGES FOR POWER TUBES

Inst

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PUBLIC

In substituting a 112A for a 112 only the value of the filament resistor need be changed. The 112 draws .5 ampere at five volts and requires a fixed resistor of 2 ohms or a rheostat of 6 ohms while the 112A draws .25 ampere and therefore requires a fixed resistor of 4 hms or a rheostat and the tubes can be used interchangeably in that respect.

When 112A or 371A tubes are substituted in place of 112 and 371 tubes, respectively, in A. C. receivers in which the filaments of the tubes are heated from the filament aindings of a power transformer, no changes are necessary since the tubes will automatically draw the proper amount of

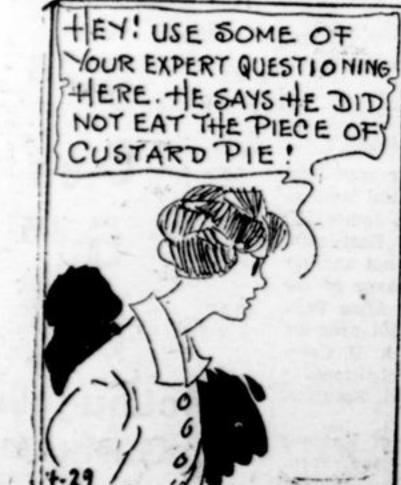
current from the windings. When CX-340 high mu tubes are substituted in place of 301A tubes in resistance-coupled amplifiers, best results can only be obtained if the values or plate and grid resistors are changed to .25 meghom for the plate resistors and 2 meghoms for the grid resistors with coupling capacities of .006 mfd. The plate voltages applied to the "B plus" terminals of the plate resistors should be at least 135 volts and preferably 180 volts and the grid bias should be reduced to not more than 1.5 for 135 volts on the plate or \$

volts for 180 volts on the plate. The CG-380 full wave rectifier tube superseded the old CX-313 full wave rectifier tube and may be substituted in place of the CX-313 without any

changes in equipment or wiring.

The CX-381 half-wave rectifier tube superseded the old CX-116B half-wave rectifier and may be substituted in its place without any changes in wiring.

S'MATTER POP









UNIARIU ANGINI TORONTO