

Wilkins "Hop O'er the Top" Greatest Event in Aviation

The Australian Knight of the Air Accomplished a Wonderful Performance in His Little Advertised Flight

OF SCIENTIFIC VALUE

To the aviation records of a year already replete with wonderful adventures in the air must be added the greatest of them all—the flight of Capt. George H. Wilkins and Lieut. Carl B. Eielson from Point Barrow, Alaska, to Svalbard (Spitsbergen), on a great circle course between Greenland and the North Pole. This non-stop flight of approximately 2,200 miles was a victory for a practically untried machine, and for the type of air-cooled engine made famous by Lindbergh. It was the third attempt of the Australian soldier-explorer and his American pilot to explore by airplane the unknown area between Alaska and the pole, and Captain Wilkins deserves all honor for his conquest by what is regarded as the greatest flight in history. He takes his place, as a result of this flight over the top of the world, among the truly great figures in aviation and Arctic exploration. There has been nothing like it in the annals of aviation, the achievement clinches the contention of Captain Wilkins that the airplane, rather than the dirigible, is the most suitable medium for Arctic exploration.

Amundsen, Ellsworth, and their companions flew from Spitsbergen toward the North Pole in two airplanes, were forced down, and made a thrilling escape on the one plane which remained serviceable. Byrd and Bennett went North with a crew of volunteers, and with seeming ease took off for the pole, flew around it, and were back within a few hours. The Amundsen-Ellsworth expedition, with its personnel transferred to a dirigible balloon, next flew to the pole from Spitsbergen and continued on to Alaska. During all that time Wilkins was struggling against a heart-breaking defeat of his efforts at exploration with Point Barrow, the northernmost tip of Alaska, as a base. This was his third expedition. The first was almost a complete failure, though a brief flight over the Arctic Ocean bit a sizable piece out of the unexplored area. The second was marked by an air cruise which charted an immense area of the ice-cap. Wilkins and Eielson brought their plane down, and landed on the ice to make soundings which would determine the ocean depth. They found it was more than three miles. They made a second landing for scientific reasons. On the third landing they crashed and were forced to abandon the machine, fashion parts of it into a sled and "mush" their way out—a harrowing experience.

Wilkins' work has been of extraordinary value to world scientists for many years, and it is strange that the public generally has passed him by for more picturesque heroes. He is an Australian. His first experience in the Arctic was with Stefansson in 1915. He came back to fight in the British Army during the World War, and won conspicuous honors for bravery. The war gave him training in aviation, and he was navigator of one of the planes which made the London-Australia flight in 1919. Few in this country will remember his ensuing exploration of tropical Australia. Later he was second in command of Sir Ernest Shackleton's last Antarctic expedition. For the past three years, most of Wilkins' fellow explorers have been inclined to scoff at his efforts in the North. They could honor him for his courage and determination, but could not understand his adherence to airplanes as a base, and to Point Barrow as a base. His faith has been vindicated, and he stands to-day among the greatest of living explorers.

Hits Bulls Eye
In flying from Point Barrow, Alaska, to Dead Man's Island, in the Spitsbergen group, Captain Wilkins performed a feat of navigation that is acclaimed by his greatest rivals, Byrd and Amundsen by his preceptor in exploration, Stefansson; and by the man in the street. While the transatlantic flyers of the last nine years have had a continent to aim for, his setting a course for Spitsbergen, over 2,000 miles distant, was like looking for the proverbial needle in a haystack. In his flight to the pole, Byrd followed a comparatively simple course, parallel with the Greenwich meridian, as did Amundsen; Wilkins flew over a route much more difficult to navigate. Scoring the fame that would have been his as the second explorer to fly over the North Pole by airplane, he deliberately followed the course previously mapped out over the area most likely to contain land.

No foxes seen, says his brief message to the American Geographical Society. Decoded, this means that he discovered no land. But the knowledge that land does not lie along the course of his flight is of just as much value to science as the actual discovery of a new continent would be.

Wilkins Modest
Captain Wilkins and Lieutenant Eielson, according to newspaper dispatches, flew from Fairbanks, Alaska, to Point Barrow, a distance of 550 miles, on March 19. He had made the trip over mountains 10,000 feet in height a dozen times before. It was nearly a month later—April 15—that they managed to get their small mono-

plane into the air, with its load of 3,400 pounds. Most of this consisted of gasoline and oil—370 gallons of the former and twelve gallons of the latter. When they landed, there was barely enough fuel in the tanks to carry them a hundred miles. Furthermore, they landed on a bleak and desolate island during a storm, in which a radio operator at the neighboring King's Bay station lost his way in walking from the station to the village, and froze to death.

From previous experience, Captain Wilkins decided that the machine for the arctic flight should be the lightest and fastest monoplane capable of covering the distance. He chose a practically untried machine, the Lockheed-Vega, powered with a Wright air-cooled motor. The food supply consisted of chocolate, biscuits, pemmican, malted milk, and raisins. They carried two primus stoves, which burn vaporized kerosene or gasoline under pressure; a rifle and 350 cartridges, in case of a forced landing on the Arctic ice-pack; sounding gear, thermometers, snow-shoes, a wind-proof tent, and spare clothing. Their wireless set functioned for a time, then gave out.

The successful outcome of the first transpolar journey by airplane, in the opinion of Captain Wilkins, was due to the skillful plotting of Lieutenant Eielson, a perfect monoplane and engine, reliable gasoline and oil, favorable weather most of the way, good luck, and careful navigation. Wilkins himself did the navigating, yet one might gather from his story of the flight that he was a mere passenger. As a matter of fact, it was his experience in exploration and his knowledge of aviation that enabled him to fly over the top of the world. His success against heavy odds will bring a sense of satisfaction to all who have admired his pluck and determination in sticking to his original plan.

Of Scientific Value

The Wilkins flight makes a contribution to our definite knowledge of the globe; it is more than a flying stunt. In the first place, it seems to establish beyond further doubt the non-existence of land between Alaska and the Pole. It also shows that an air route over the polar regions, between London and Tokio, for example, is feasible—and thousands of miles shorter. The map of the world has been changed by the Wilkins-Eielson flight, and such mythical territories as Keenan Land and Crocker Land definitely eliminated.

Writing in "The Elks Magazine" at the time, Captain Wilkins was making his plans, Burt M. McConnell, an associate of his on the Stefansson expedition, explained that—
"Captain Wilkins is in search of meteorological and commercial flying data at the top of the world. Later, from the information obtained on this expedition, he hopes to interest the circum-polar nations in establishing meteorological stations in the Arctic and Antarctic, and in working out a system of observations whereby weather conditions for the entire world may be forecast."

"Captain Wilkins believes that if he finds land in the unexplored area north of Alaska, it will have great potential value both from the commercial and military viewpoints. His chief purpose is to discover whether the last unexplored area of the Northern Hemisphere is land or sea, but he will also attempt to prove that the shortest air-trade routes of the world are across the Arctic wastes. Since the days of Magellan, Stefansson reminds us, it has been a commonplace that you can go east by sailing west. It is now about to become an equal commonplace that you can go east by flying north; that the shortest route from Europe to China is a northerly one."

"Wilkins is probably better qualified for the flight he contemplates than any other man. He has had more experience in aviation than any other explorer, and a broader training in both Arctic and Antarctic exploration than any other aviator."

No Advertising

There was no blare of trumpets to buoy him up and hearten him. There were no loud or lurid proclamations. The adventure was undertaken with as little initial publicity as Lindbergh's famous trip to Paris, and the result was accomplished with equal ease in relatively as brief a time.

And what is gained to science or garnered for human knowledge by Wilkins' flight? There are no doubt scientific gains. But the greater gain lies in the exaltation of the human spirit that all such victories over nature bring; in the lofty hope that man's progress, though impeded by great natural obstacles, will yet wrest all her secrets and treasures from the unknown.

Original Survey Records

In the Record Office of the Topographical Survey Branch, Department of the Interior, there are on file over 54,000 different items in the nature of plans and original survey notes, being the returns from Dominion Land surveys since their inception in 1869.

THIS MAIL WAS CARRIED BY POSTAL AIRPLANE TO TORONTO

TOTAL TIME
By air: 8 hours
By rail: 21 hours

HOW PLANES WILL SPEED UP DELIVERY OF LETTERS

The map here shows how air mail which is now inaugurated will reach Toronto from Rimouski, and how much time and distance will be saved by the air route over the rail route. The time shown is the actual running time. Air mail will save 16 hours coming to Toronto; train connections making the difference. No. 1 picture shows how the letters will be stamped; 2, Postmaster Lemon of Toronto; 3, the steamer Empress of Scotland, which brought the mail over from the Old Country. The mail was dropped off at the Rimouski dock, and was taken by truck the short distance to the landing field there; 4, the Transcontinental Airways plane which brought mail from Rimouski to Montreal; 5, "Duke" Schiller, who won fame in his sensational dash to meet the German fliers, and who will now pilot the Transcontinental plane on the airmail first leg; 6, the Canadian Airways Company plane, which made the hop from Montreal to Toronto; 7, H. S. Quigley, president of the Canadian Airways; 8, Louis Couture, president of the Transcontinental Airways; 9, Hon. P. J. Veniot, postmaster-general at Ottawa, who had charge of the arrangements.

Havoc Caused by Floods in Wide Northern Area

Situation Still Serious in Whole Northern Area From the Laurentian Shield North

Floods in Northern Ontario have claimed five lives.

Three children were drowned Tuesday returning from school in a flat-bottomed boat, according to word received at Sudbury. Several other children were rescued after the boat capsized, meagre despatches stated.

Word was received at Parry Sound of the drowning of two Indian trappers when their canoe capsized in the high waters. The canoe has been found bottom up, but no trace of the bodies have been discovered.

From North Bay to Cochrane—nearly 300 miles—rivers are still on the rampage though the waters are now reported to be receding. More bridges and dams have been swept away.

In Algoma flood waters have reached the record height of 20 feet above the normal level. Settlers have been forced to move back to high lands. No serious property damage, however, has been reported.

On the Ottawa the situation remains critical. Damage as yet is not thought serious, but the crest of the flood is still to arrive from the North and the valley towns are decidedly worried.

HELP GOES FORWARD.

Emergency relief to sufferers from the flood disaster at Field, in the district between North Bay and Sudbury, is being offered by the Canadian Red Cross Society, following a conference with Hon. Mr. Finlayson, Minister of Forests and Mines.

It was thought necessary to act at once, consequently Dr. F. W. Routley, director of the Ontario division, accompanied by W. H. Alderson, chairman of the Red Cross committee on disaster and emergency relief, are now at Field with supplies and offers of help. Field is a village of 500 people.

WATER RISES AT HAILEYBURY

Cobalt, Ont.—The flooded waters of Lake Temiskaming were within a foot of the floor of the Haileybury dock, and were still rising. The municipal pumping station is threatened, as the flood was creeping gradually nearer the top of the protecting concrete breakwater. For safety's sake, two of the three motors have been removed from the building, and town officials were frankly apprehensive that the water would be over the wall before long.

All the rivers draining into the lake still are in high flood, and the Montreal River at Latchford has reached almost to the floor of the bridge carrying the Ferguson Highway across that stream. It is about four feet above normal. The road is under water in several places close to Latchford, but the railway has not been affected and communication by this means continues without interruption. The Nipissing Central Railway, operating between Cobalt and New Liskeard, also is running on normal lines, although the waters of the lake are within a short distance from the tracks at one point.

According to B. V. Harrison, general manager of the Canadian Northern Power Corporation, all of the

Canada's Trade Up The O.A. College Issues Invitation

Imports \$120,454,685 and Exports Over \$109,000,000

Ottawa.—Total trade of Canada for the month of March this year amounted to \$229,601,435, as compared with \$176,393,751 for February, an increase of \$53,207,684. Imports totalled \$120,454,685 and exports \$106,974,564, while foreign exports amounted to \$2,172,186.

The greatest increase of imports over the month of February was in iron and its products. In February this item accounted for \$2,161,464, and in March for \$35,055,472.

Fibres and textiles also showed a large increase.

The total trade for the twelve months ended March 31 was \$2,359,412,763, as compared with \$2,298,465,647, during the preceding fiscal year. Imports for the year were valued at \$1,108,956,466, while exports amounted to \$1,228,207,606. This latter figure did not include foreign exports, the total of which was \$22,248,691.

Canada's increase in imports for the fiscal year ended March, 1928, over the previous year, was \$73,063,961; while exports declined by \$23,949,900. Foreign exports increase by about seven million dollars.

Willesden Magistrate: "Are you old enough to be married?" Young man: "Yes, but not silly enough."

Isn't it strange that many houses furnished in modern style are just full of antiques?

Although the Bremen missed its goal, it made a splendid landing on the front page.

Farmers of Ontario Invited to See What Their College is Doing

ANNUAL PICNIC

The annual picnic or excursion days on which the O.A.C. staff is prepared to meet and entertain their former friends are announced.

TUES., JUNE 19TH—The Counties of Wentworth, Lincoln, Welland, Norfolk, Kent, Essex, Elgin and Haldimand.

WED., JUNE 20TH—Halton, Waterloo, Dufferin, Perth, Huron, Grey and Bruce.

THURS., June 21ST—Brant, Peel, Simcoe, York, Ontario, Durham, Northumberland and Eastern Counties.

FRI., JUNE 22ND—Oxford, Wellington, Middlesex, Lambton, Muskoka, Victoria and Peterboro.

TAKE A HOLIDAY.

The staff of the college, as in former years, serve a hearty lunch at noon and have a competent staff of guides on hand to show visitors around what is possibly the greatest operating example of successful farm management in Canada. It is well worth while taking a day off and visiting the headquarters of advanced agricultural thought in our province, for one little idea properly applied will pay for the expense, and wider vision is bound to attend the effort on your part.

Doctor: "Are you sure you take your glass of hot water every morning?" Patient: "I do, doctor, but the landlady calls it coffee."

Prince Carol Is Storm Centre Is Ordered to Leave England

Not Permitted to Make England Jumping Off Spot For His Attempt to Regain Crown—Situation in Rumania is Serious

PRESS THROTTLED

On a visit to England, presumably on purely personal business Prince Carol of Rumania was asked to leave the country. It develops that the Prince and his friends had plotted to fly from London to Rumania, and taking advantage of the unrest caused by the peasants congress had planned to seize the Rumanian throne.

PRINCE IS HURT.

London.—Prince Carol, chagrined by the British request that he depart from England, received a reply from Sir William Joynson-Hicks, the Home Secretary, to whom he had protested against the invitation to leave.

The nature of the Government's response to his appeal, as announced, made it understood that the former Rumanian Crown Prince could not use England as a base of activity against a friendly country. His departure with his mistress, Mme. Lupescu, will relieve an unpleasant situation for the British Government.

SITUATION IN ROUMANIA.

News from Roumania declares that a reign of terror has been inaugurated against the press. Three important correspondents have been under arrest for several days. How many others are confined is not known.

Despatches that have reached Vienna, being smuggled over the frontier, state that what in reality turned into a fiasco last Sunday might have been otherwise but for the indecision and lack of courage of the Peasant party leader, Juliu Maniu.

The party's congress at Alba Julia ended in disaster so far as the peasants were concerned. This gave the Government the courage to inaugurate a reign of terror, which hitherto it had feared to do because it was uncertain of the peasants' real strength.

Instead of deed, M. Maniu, much to the disgust of the miners and many of the party leaders, gave only words, and then retreated when his followers took these words seriously.

Totem For Toronto

Prince Rupert, B.C.—A century-old totem pole, 30 feet high, from Gitlakdamis, in the Naas Valley, has been delivered here by natives for forwarding to the Royal Ontario Museum, Toronto. The totem, belonging to the Frog Clan, was secured by Dr. Barklan, of Ottawa, last summer.