

Collision in the Air Results in Death for Five

Two Detroit Airplanes Meet Practically Head-on With Fatal Results

THREE CREMATED

Biplane fights For Chance For Life As Wing Crumples

Detroit, Oct. 7.—Five persons were killed instantly, three of them being burned beyond recognition, at Plymouth and Telegraph Roads, shortly after 5 o'clock this afternoon when two aeroplanes collided in mid-air and fell 300 feet.

Hundreds of spectators witnessed the grim tragedy of the air at one of the local flying fields this afternoon. In view of the ideal weather conditions many planes were aloft, soaring gracefully against the blue of a cloudless sky. One was a biplane, piloted by Captain Clement W. Brown, president of the Brown Aerocoupe Manufacturing Company of this city. He was accompanied by his fiancée, Miss Margaret Uhle, of Gaylord, Michigan, a Detroit public school teacher. Another of the aircraft was a monoplane, piloted by Russell Paulger, an 18-year-old youth, who had taken up two passengers, a young man and a young woman, unidentified. All were killed.

Captain Brown and his fiancée were circling in a small biplane manufactured by the former's company when the accident occurred. Paulger, piloting a large cabin monoplane, in which

the other two victims were passengers, attempted to land by diving under the Brown plane and the two ships collided.

The monoplane, with two wings ripped off and her upper parts gone, fell to the ground in flames.

The underpinning of the biplane was sheared off and one wing crumpled, but the pilot was able to keep the craft aloft for several minutes. He spiraled about a bit, apparently attempting to straighten by wind pressure the damaged wing, which hung below the level of the wheelbase. The manoeuvre was partly successful, according to witnesses, and the ship attained an even keel. Then, as it dropped slowly earthward for the attempt at landing, the wing folded up and the plane nosed down.

The pilot quickly banked the ship, and the wing straightened out. As it was being jockeyed earthward a second time the even keel was maintained for another 200 feet. Suddenly the wing collapsed, and this time the craft could not be righted. It plowed nose first into the turf, and the occupants were dead when witnesses arrived at the scene.

Myth of the Equinox Storm Seems Disproved by Charts

Popular Belief That Boisterous Weather Comes When Sun Crosses Equator is Refuted

On Sunday, Sept. 23, when the sun crossed the celestial equator on its annual journey to southern latitudes, the great hurricane that swept such a devastating path of destruction from Porto Rico through Florida was scarcely a week old. The moment of crossing is the autumnal equinox, and any spell of windy or rainy weather occurring within a week or ten days of that event is the "equinoctial storm," otherwise known as the "line storm." Because its date is elastic and storms of wind or rain are fairly frequent at all seasons of the year in our climate, the equinoctial storm never disappoints the people who look forward to it as an inevitable event in the autumn calendar. And so the deadly storm this year will doubtless be pointed to by many as proof of the line storm belief.

Popular belief that the equinoxes of both spring and fall are particularly stormy periods of the year rose at a time when astrology passed for sound science, and all things terrestrial were supposed to be governed by the movements of the heavenly bodies. There are many allusions to the belief in classical literature. Catullus, for example, refers to the "caeli furor aequinoctialis"—the "raging of the equinoctial sky."

The Storm in Literature
The notion flourishes to-day in Western Europe, particularly in the British Isles. Several references to it in English literature are cited in the New English Dictionary, the earliest dating from the middle of the eighteenth century. A variant of the belief is found in Western England, where people talk of "Michaelriggs"—strong winds supposed to prevail about Michaelmas (Sept. 29).

The American conception of equinoctial storms differs from that prevailing abroad. In this country we rarely hear of such storms occurring at the time of the vernal equinox—though the month of March as a whole has an undeserved reputation for windiness—but there is here a well-settled conviction that a single stormy period invariably occurs some time around the equinox in September. This tradition has been accepted at face value by our poets. Longfellow wrote:

When descends on the Atlantic
The gigantic
Storm-wind of the Equinox,
Landward in his wrath, he scourges
The tolling surges,
Laden with seaweed from the rocks.

Whittier sang:

Along their foam-white curves of
shore
They heard the line storm rave and
roar.

In contemporary American verse the same notion crops up. Thus Robert Frost, in "A Boy's Will," wrote:

The line-storm clouds fly tattered and
swift.

The road is forlorn all day.

The history of the belief in this country was traced some years ago by J. H. Morrison, who collected references to it in the newspapers of New York from the early part of the last century onward. A severe storm in September, 1815, which appears to have extended over the whole length of our Eastern seaboard, is referred to as "the equinoctial gale." An item published in September, 1838, reads: "We had yesterday one of the steady, soaking, northeast rains which usually

precede or attend the autumnal equinox."

Old Records of "Earthquakes"

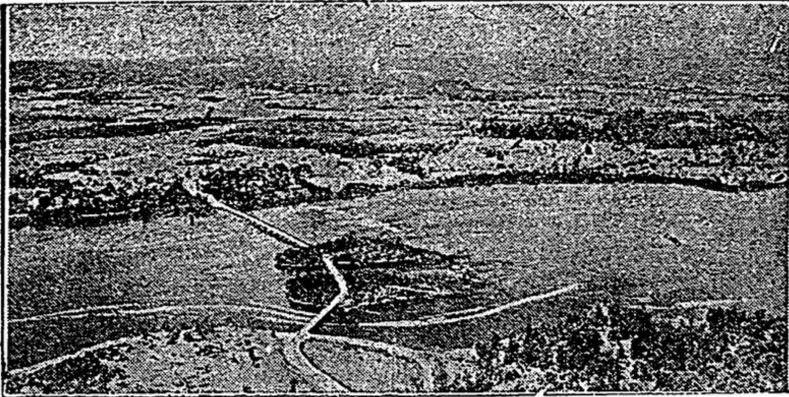
In September, 1844: "After a dry spell of unusual duration we had a slight shower on Saturday night last, which was succeeded yesterday by a settled rain from the northeast, a genuine equinoctial." In September, 1853, it was remarked: "Wednesday night's gale may be considered as a prelude of the equinoctial storms, which are generally attended with more or less disastrous effects." In 1882, under the headline "The Equinoctial Storm," was printed the following: "If the storm of the past few days was not the traditional line storm, which scientists inform us does not exist, but which nevertheless appears just about this portion of the month it resembled the genuine article as closely as was desirable."

The reference in the last of these extracts to the skeptical attitude of science on the subject is interesting because it antedates by two years a meeting of the Royal Meteorological Society in London at which for the first time statistics were presented showing that in the vicinity of the British Isles there is no special prevalence of stormy weather about the time of either the vernal or the autumnal equinox. The statistics were embodied in a paper read by the head of the British Meteorological Office, Dr. Robert H. Scott.

Professor Hazen's Conclusion
A few years later a similar analysis of weather records was made in this country by Professor H. A. Hazen of the United States Signal Service, and a similar conclusion was reached. Hazen's report on this subject is published in "The Monthly Weather Review" for November, 1899. It includes curves based on the records of several representative stations in different parts of the country, showing the average march of wind force, rainfall and storm frequency during the equinoctial months, and ends with the statement: "The conclusion is inevitable that the observations do not show a preponderance of storm action during the equinoxes."

Belief in equinoctial storms is a

An Attraction to all Canadian Visitors to Federal Capitol



NEW BRIDGE AT CANADA'S CAPITOL

It spans the Ottawa River, connecting Ottawa with Hull, part of federal improvement scheme.

Fascist Foes Liberty Hinges On Wedding of Prince Humbert

Rome.—The forthcoming marriage of Prince Humbert, of Piedmont, heir apparent to the Italian throne, to Princess Jose of Belgium, is expected to produce important political repercussions in Italy. It is considered virtually certain that on the wedding day, the date of which has not yet been fixed, most of those serving sentences for political offenses will be included in a rather general amnesty.

Such an act of clemency, moreover, is customary with the reigning Italian family, particularly when the Crown Prince or other important members of royalty are married. It will be remembered that when Victor Emanuel III, the present King, was married in 1896—at that time the Crown Prince—to Princess Elena, of Montenegro, the Italian government granted amnesty not only to political prisoners

but even by certain classes of criminals. Those now in Italian prisons, as well as members of their families, are naturally awaiting the wedding of Prince Humbert with keen interest. It is confidently expected that most of the enemies of Fascism, now serving exile sentences on the various islands in the southern Mediterranean, will be freed. Moreover, it is reported that many of the lesser important cases of those being tried for uttering offensive remarks against Premier Mussolini or the King will be dismissed.

As regards those cases awaiting trial before the Special Fascist Military Tribunal, nothing has yet been decided, but it is believed that even they will be treated with leniency.

I still call myself a young man—
Herbert Hoover.

They Declare Equality Must
Extend into Colleges to
Raise Standard for Sex

Shanghai.—Chinese womanhood has taken a united stand in favor of co-education in the colleges. The Nationalist government's educational conference regards the idea as a shocking departure from old custom.

The Amalgamated Committee for Women's Rights, however, launched boldly forth with a declaration stating that in education, as in all other spheres of life, men and women should be treated on an equal basis.

"Since the May movement there has been a general demand for equality between men and women, this being a subject which has been approved by all the people. At a meeting of the National Educational Conference a resolution was passed opposing co-education in colleges and middle schools and recommending the staple of the co-educational movement in China in all institutions in which the system has been introduced.

"The purpose of introduction of co-education in China is to afford better educational facilities to women and to place their standard of education on a higher basis."

Empire Trade

Edinburgh Scotsman (Cons.): The vice-president of one of the largest firms distributing goods in the Dominion of Canada states that ignorance of Canada's requirements by home manufacturers is responsible for the loss of an enormous volume of trade. "Sentiment is important," he declares, "but what is more important is personal knowledge of market conditions in Canada and personal intercourse with Canadian business men." The "personal touch" goes a long way in the promotion of business, and if our country would seek to secure something of her pre-war holdings in the markets of the world, our manufacturers must not hold aloof.

Naval Defence

London Referee (Cons.): (The battleship is as obsolete as the Knight in armour.) We have no money to waste on useless defences. Let us concentrate on those which are efficient. The aeroplane is not the only one, nor is the Navy, as such, obsolete or obsolescent. The cruiser, the destroyer and the submarine are still vital to the safety of the Empire, and in all probability always will be. It is the one type, that gigantic reproduction of the armoured knight which we know as the battleship, which has become obsolete.

Navy's Big Radio Towers Get Supreme Test in Hurricane

With the 600-foot towers at the naval radio station at El Caney, near San Juan, withstanding the 145-mile-an-hour onslaught of the Porto Rican hurricane, navy officials are convinced that these steel supports of the antenna are virtually storm proof.

The towers, like those at the navy's other high-power stations, were built to weather a 150-mile gale, and "they just about got it in the West Indies storm," says Captain S. C. Hooper, director of naval communications.

At noon of the day the hurricane struck San Juan, the antenna and roof of the navy station were blown away, and the wireless apparatus drenched, disrupting communication. On the night of the next day the station with improved equipment started transmitting on 7,500 kilocycles, an

amateur frequency, and soon was in communication with amateur station 9SO of the School of Engineering, at Milwaukee. Two-way communication between Washington and El Caney was established the following morning.

Navy radio men connect the antenna wires to the towers by "safety links," made strong enough to resist a heavy gale, but designed to give way before the force is sufficient to pull down the towers with the wires. Captain Hooper says the navy has never lost any of its big towers. Designed and constructed by naval engineers, the strength in these great masts of steel is distributed to retain the proper balance and power of resistance. Spare antenna is kept at the stations ready for hoisting in emergency.

Western Girls Up-hold Canada's Honor



CANADIAN GIRLS MET A DEFEAT

A stirring moment in the polo game between the Alberta ladies, representing Canada, and the Westchester team at Rye, N.Y., won by the latter, 5-2

Market Reports

GRAIN QUOTATIONS.

Grain dealers on the Toronto Board of Trade are making the following quotations for car lots:
Man. wheat—No. 3 North, \$1.17; No. 4 wheat, \$1.08½; No. 5 wheat, \$1.07 (c.i.f. Goderich and bay ports.)
Man. oats—No. 1 feed, 59c. c.i.f. Goderich and bay ports.)
Am. corn—No. 2 yellow, \$1.09½; No. 3 yellow, \$1.08½. (Toronto freights.)
Millfeed, del. Montreal freights, bags included—Bran, per ton, \$32.25; shorts, per ton, \$34.25; middlings, \$44.25.

Ont. oats—Good, sound, heavy oats, in car lots, 47 to 50c. f.o.b. shipping points.

Ont. good milling wheat, f.o.b. shipping points, according to freights, \$1.15 to \$1.18.

Barley—Maltling, 65 to 70c.

Buckwheat—Not quoted.

Rye—No. 2, 98c to \$1.08.

Man. flour—First patents, in jute, \$7.50; Toronto, second patents, in jute, \$6.90.

Ont. flour—Track, Toronto, car lots, 90 per cent. pats., per barrel, not quoted; seaboard, in bulk, \$5.25.

HAY AND STRAW

Wholesale hay and straw dealers are making the following quotations to farmers (delivered at Toronto):

No. 1, loose, \$18 to \$19; No. 2, \$15 to \$15.50; No. 3, \$13 to \$14; lower grades, \$10 to \$13; wheat straw, \$10 to \$10.50; oat straw, \$9.50 to \$10.

PROVISION PRICES.

Toronto wholesale dealers are quoting the following prices to the trade:

Smoked meats—Hams, med., 30 to 32c; cooked hams, 45c; smoked rolls, 26c; breakfast bacon, 33 to 43c; do, fancy, 40 to 43c; backs, peamealed, 30c; do, smoked, 37 to 39c.

Cured meats—Long clear bacon, 50 to 70 lbs., \$21; 70 to 90 lbs., \$19; 90 to 100 lbs. and up, \$18; heavyweight rolls, in lbs., \$11.50; lightweight rolls, \$8.50 per cwt.

Lard—Pure tins, 17½c; tubs, 18c; rails, 18½c; prints, 19 to 19½c. Shortening—tubs, 15c; tubs, 15½c; pails 15½c; tins, 17½c; prints, 16½c.

PRODUCE QUOTATIONS.

Toronto wholesale dealers are paying the following prices, delivered:

Eggs, ungraded, cases returned—Fresh extras, 42 to 43c; fresh firsts, 38 to 40c; seconds, 29 to 30c.

Butter—Creamery, solids, pasteurized, No. 1, 39½c; No. 2, 38½c to 38¾c. Churning cream—No. 1, 39 to 40c.

Cheese—No. 1 large, colored, paraffined and Government graded 23½c.

LIVE STOCK

Heavy beef steers, choice, \$10 to \$11; do, fair, \$9.50 to \$9.75; butcher steers, choice, \$10 to \$10.25; butchers' heifers, choice, \$9.75 to \$10; do, com., \$7.75 to \$8.25; butcher cows, good to choice, \$8 to \$8.50; do, fair to good, \$6.50 to \$7.50; do, com., \$6 to \$6.50; canner, and cutters, \$4.25 to \$5.50; butcher bulls, good to choice, \$7.50 to \$8; do, med., \$7 to \$7.50; bolognas, \$6.50 to \$7; baby beef, \$12 to \$15; feeders, choice, \$9 to \$10.25; do, fair, \$8.50 to \$8.75; stockers, choice, \$9 to \$10; do, fair, \$8 to \$8.50; springers, choice, \$10 to \$13.50; milch cows, choice, \$80 to \$90; calves, choice, \$15 to \$16; do, med., \$9.50 to \$14; do, grassers, \$6.50 to \$7; lambs, \$12.50; bucks, \$9.50; sheep, choice, \$6 to \$6.50; do, heavies, \$5 to \$5.50; do, culls, \$2 to \$3; hogs, select, w.o.c., \$11.50; do, fed, \$11.10; do, thick smooth, w.o.c., \$11; do, fed, \$10.60.

Lightweight rolls, in lbs., \$11.50; heavyweight rolls, \$8.50 per cwt.

Lard—Pure tins, 17½c; tubs, 18c; rails, 18½c; prints, 19 to 19½c. Shortening—tubs, 15c; tubs, 15½c; pails 15½c; tins, 17½c; prints, 16½c.

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Increase in Fur Production

Ottawa, Can.—Total value of the raw fur production of Canada for the season 1926-27 was \$18,864,128 compared with \$15,072,244 in 1925-26. The increase in total value of raw fur production is due to a general advance in the prices of furs. Muskrat occupies first place in order of value with a total of \$3,341,446, followed by beaver with \$2,292,371; white fox with \$2,237,076; silver fox with \$1,674,342; red fox with \$1,511,891; mink with \$1,426,817; coyote or prairie wolf with \$1,113,453; and marten with \$1,046,816. The total value of these eight kinds in 1926-27 amounted to \$14,644,712 or 78 per cent. of the total value of the raw fur production for the season. If the pelts of all of the different kinds of fox are taken together, then the fox leads all other kinds of fur-bearing animals in value of raw fur production, having a total value in 1927-28 of \$6,252,503.

Ontario is the premier province with respect to value of raw fur production, having a total in 1926-27 of \$3,919,491, followed by Quebec with \$3,065,323, the Northwest Territories with \$2,981,829 and Alberta with \$2,256,353. British Columbia, Saskatchewan and Manitoba were next in the order named, each with a production valued at over a million dollars. The total for Prince Edward Island, Nova Scotia and New Brunswick was \$1,221,039, while the production of the Yukon Territory was valued at \$332,261.

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