

The Whaling Trade Of Modern Days

Whalers in the Antarctic are Anticipating a Record Season—Modern Methods Have Come to Their Aid in Reviving This Age-old Industry

By Captain David Bernard

Never in the history of deep-sea fishing has there assembled such a great fleet as that engaged in the Antarctic to-day. Just north of the ice barrier and covering thousands of miles, over 11,000 men are employed on board 325 ships harvesting the golden oil from the mammals of the sea.

Few of the millions who eat margarine realize that the best qualities come from the creamy-white oil of the sperm whale. The whole production of the South Seas was sold last year at \$10 per ton, and it realized \$5,000,000.

This year the whaling fleet has been increased by a hundred ships. During the first week of the present season one company alone produced oil to the value of \$240,000. Last year the same company, the largest British unit employed in the whaling industry, produced 202,650 barrels of whale oil, valued at \$4,180,045, during nineteen weeks' whaling.

Seaplanes Join In

Prominent among the sixty-eight factory ships is the newly converted Athenic, formerly owned by the White Star Line; this vessel, which has been renamed Pelagos, has been so altered that she is scarcely recognizable.

After removing the passenger accommodation, a trunk-way was built in her stern opening to the edge of the sea. Steel trapezoids open out, a great drawbridge is lowered, chains and heavy steel wires revolve round electric capstans, and whales weighing anything from 50 to over 100 tons are hauled bodily up the slipway to the "flensing" deck.

Then huge saws rip off "blanquets" of blubber, which is sliced up again in convenient chunks before it passes to batteries of boilers which are capable of producing oil at 120 tons an hour. After the blubber is removed the carcass of the whale is hauled along the fore-deck and sawn up by revolving bone-cutters, the small pieces of flesh and oil being passed into other boilers so that all oil is extracted.

Formerly the residue was thrown overboard, but this year it has been generally agreed that it shall be converted into bone-meal, which makes excellent food for cattle, poultry, etc.

In the actual hunting of the whale wonderful changes have also taken place. Fast cruisers armed with harpoon-guns and fitted with wireless are now used, and work in combination with scouting seaplanes carrying bombs and quick-firing guns.

Killing by Electricity

The modern method of killing by electricity has been brought into almost general use. As soon as the harpoon strikes the whale the current is switched on, and the great mammal is electrocuted by the high voltage which passes through the copper core of the harpoon line.

The use of seaplanes in whale hunting is not yet general; weather difficulty in the South Seas has proved a great set-back. On the other hand, they have their advantages in that whales can be seen from the air long before the look-out in the crow's nest can stop them. Moreover, planes are useful in keeping track of "dragged" fish.

The system employed now is to inflate the whales killed by pumping air into them; they then rise from the sea like balloons when air-filled, the hole is plugged up, and a flag inserted so that they may be recovered after the catcher returns from the killing of other fish. Often as many as four great monsters are taken in "the chase" and towed back to the factory ship.

Modern whaling has given employment to large numbers of men in the English shipyards, practically all the ships being built or converted in England. A whole fleet was built last year on the north-east coast of England.

One of the greatest whaling ships, a

32,000-tonner, is now being built at Belfast. She and a fleet of nine new vessels will be employed to fish in the vicinity of Bouvet Island.

It has been found necessary to employ oil transports with the new fleets. Nearly a dozen tankers have been distributed among the whaling ships. This will allow them to market their oil before the close of the whaling season, and refill their tanks before returning home.

Whaling by present-day methods is perhaps the hardest and most adventurous employment the sea offers; it appears to be the most profitable, judging from the prolific dividends paid. But it is hard work for the youths and men who are being trained. Frequently during the summer months of the South whaling crews work sixteen hours per day.

When Whales Hit Back

And there's danger to be faced. A harpoon fired from bow-guns on rolling ships may miss the target, or, alternatively, may inflict flesh wounds which cause the big fish to become furious and even attempt to ram the "chaser."

The thresher whale is the worst customer to deal with; he will attack on the slightest provocation. There is one authentic account of this sea-tiger ramming the whaler Thetis and forcing the crew to abandon her.

By a strange coincidence two ships of the same name have been in collision with whales. On her maiden voyage from Liverpool, in July, 1875, a whale rushed at the Cunard liner Scythia with full force. The ship appeared to have hit a submerged rock. The impact was so terrific that she had to return to port and go into dry-dock.

In 1924 a later Scythia had a weird experience. After leaving Boston the ship appeared to have struck a huge log of timber. What had happened was that in its mad rush a whale had misjudged the speed of the ship, and the great monster became imbedded in the bow. Only by going full speed astern could it be freed.

A few months later the Cunarder Samaria was attacked. Passengers were startled to see a fifty-foot whale alongside. It dived under the vessel before turning to ram; then it struck the stern, and the sea became red with blood.—Answers.



Gabbie Gertie
"Now-a-days a girl is not complimented on her splendid carriage, but on her classy chassis."

Toronto Hotel Design Win Institute Medal

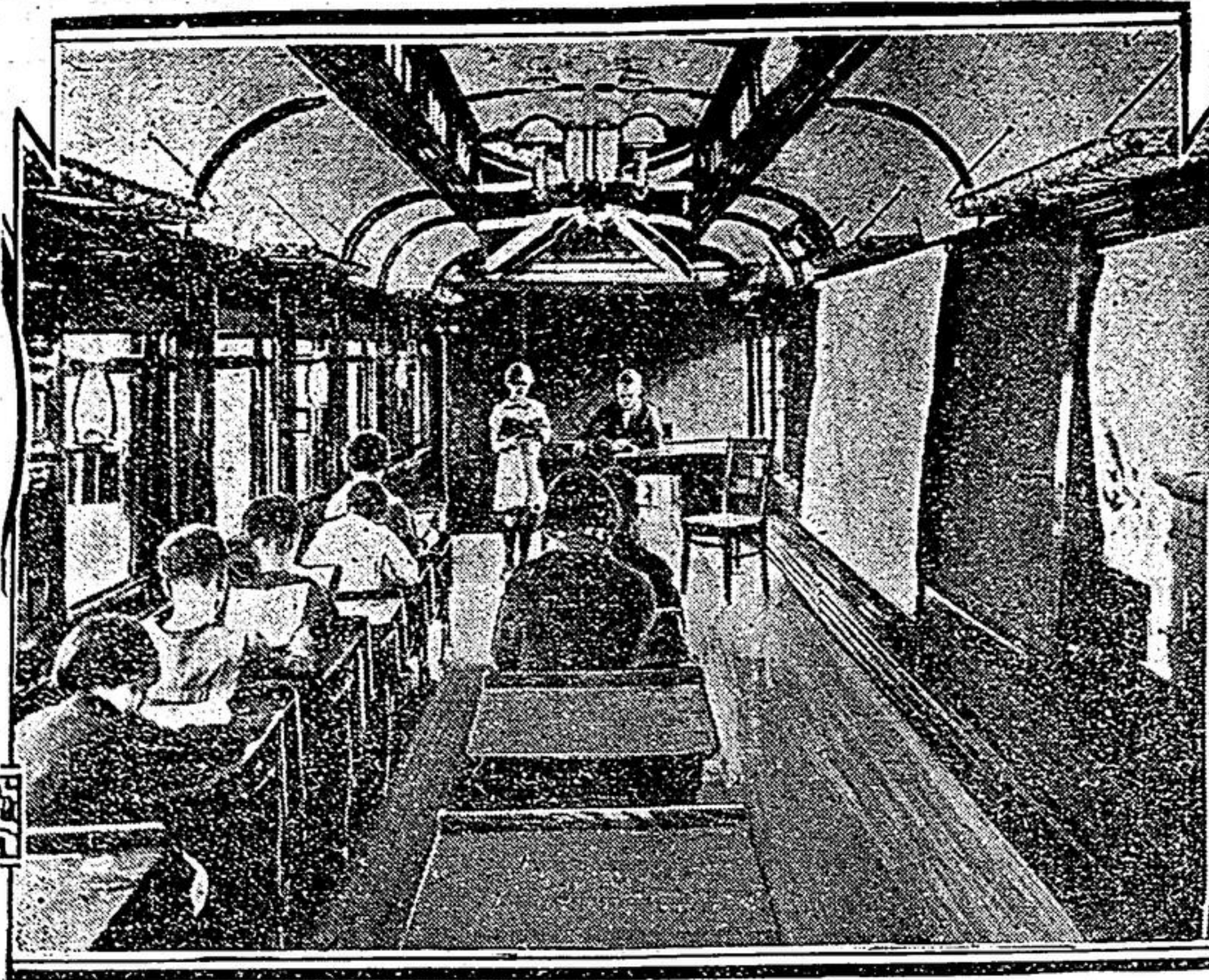
Toronto—The Royal York Hotel, Toronto, said to be the largest hotel in the British Empire, has won for its architects the 1930 gold medal of the Royal Architectural Institute of Canada for the outstanding achievement in the last three years.

Sixteen architects from various parts of Canada submitted photographs of buildings, within the terms of the competition, to the fifty-second annual exhibition of the Royal Canadian Academy, held in Toronto.

Formal presentation will be made shortly to the successful competitors George A. Ross and Robert H. MacDonald, of Montreal; Henry Sprout and Ernest R. Rolph, of Toronto, at the next annual meeting of the institute, to be held in Lucerne in Quebec.

There's one sure thing, and that is that you can't be sure of anything.

Schools on Wheels



"Reading," "ritia" and "rithmetic" are taught on travelling school trains in regions of northern Ontario, north of Lake Superior, where school-houses do not exist. Pupils for most part, are children of trappers and section hands.

Sunday School Lesson

March 1. Lesson IX—Jesus Sending Forth Missionaries—Luke 10: 1-11, 17, 21, 22. Golden Text—The harvest truly is great, but the labourers are few: pray ye therefore the Lord of the harvest, that he would send forth labourers into his harvest.—Luke 10: 2.

ANALYSIS.

I. SENDING OUT MISSIONARIES, 10: 1, 2. II. INSTRUCTIONS TO MISSIONARIES, 10: 3-11. III. A PRAYER OF THANKSGIVING, 10: 21, 22.

INTRODUCTION—We must not suppose that Jesus is here laying down precise rules which shall cover the conduct of Christian missionaries throughout the ages. He is contemplating a particular missionary tour, which for certain obscure reasons has to be undertaken in a very great hurry; for there is to be no time for pastoral work, no time to persuade people gradually; if the message is not quickly accepted, the disciple must hurry on to the next place, vs. 10, 11. Why, we ask, the great haste? Some have supposed that Jesus, at this time, expected the speedy coming of the end of the world with the dawn of the future kingdom of God. This does not seem a very satisfactory explanation. It is more probable that temporary religious and political conditions made the haste needful. The ministry in Galilee, as we may reasonably suppose, was near an end. We are given grounds for inferring that the Pharisees and the Herodians, that is, the religious leaders and the court-party in Galilee, or, in modern terms, the clergy and the police, had appealed to Herod who ruled Galilee, and that Jesus was threatened with the fate of John the Baptist: if he remained in that territory. It seems that before his great assault on Jerusalem and the Temple, Jesus retired across the lake into Philip's country. It seems likely, therefore, that this mission was a hasty rush through the towns and villages of Galilee to prepare the minds and hearts of the people for what was to follow. We cannot, however, be certain of this.

I. SENDING OUT MISSIONARIES, 10: 1, 2. V. 2. Jesus indeed recognized the world's sin, but he was far from being a pessimist. He seems to feel sure that there must be a great response to the good news, if only there are messengers to bring it. This is the only occasion when Jesus is said to have bidden his disciples pray for a particular object. It is significant that this object should be an increase in the number of missionaries.

II. INSTRUCTIONS TO MISSIONARIES, 10: 3-11. V. 3. While Jesus was no pessimist,

he was never an easy optimist. It goes hard with sheep in the midst of wolves. According to the hearer the Christian message awakens great joy or great hatred. Some love the light and turn eagerly to it; others hate the light and love darkness.

V. 4. The missionaries are to travel without baggage and encumbrances; they will find hospitality by the way; that is all they need. They are not to linger gossiping on the road, nor even to spend time on individual conversions.

Vs. 5, 6. We speak of "mere words" and "empty words"; we think it superstitious to be afraid of curses, and therefore we think of a blessing or benediction as simply a convenient formula for closing a service. But to the ancients words seemed powerful things. Like winged creatures, going forth from the speaker with some power to accomplish their purpose. So here, enter a house with a blessing on your lips; if the master of the house is a truly religious man, a "son of peace," your words will bring him a real blessing; if not, you will at least have tried to bless him.

V. 7. The support of home and foreign missions is an obligation upon all Christians.

V. 8. The principle of eating what is set before you became very important in later years and in the Gentile world. We learn from Paul's letters how distressed were some Christians if they were uncertain whether the meat set before them had been properly killed or whether the beast had not first been sacrificed in a heathen temple.

V. 21. The success of the mission showed that Satan's throne was tottering (v. 18).

III. A PRAYER OF THANKSGIVING, 10: 21, 22.

V. 22. This verse may be taken in either of two ways; by "the son" we may understand Jesus himself; in this case he is claimant—a unique knowledge of God and a unique mediatorship. Or "the son" may be taken in its Old Testament sense of "Israel," meaning here the true spiritual Israel. It is difficult to decide between these two interpretations, for both cover a spiritual truth.

Phone Expense \$100,000 For British Fair Exchange

Buenos Ayres.—More than \$100,000 has been spent by telephone and cable companies in installation of lines and booths at the British Empire Trade Fair grounds in Palermo, providing for direct service from the exposition to twenty-five nations.

The International Telegraph and Telephone Company has placed its entire system, national and international, at the disposition of the Prince of Wales's party. The Union Telephone Company has established a complete automatic exchange at the fair grounds with a capacity of 400 subscribers.

What New York Is Wearing

Illustrated Dressmaking Lesson Furnished With Every Pattern



The jumper she'll love. Who wouldn't when all the chic little Parisiennes are wearing this very model. And it's so charming and so practical.

Mother will love it too for it has a number of good qualities. It's especially desirable with the main part of the dress made of wool jersey in delightful pilot blue shade with deep blue binding as sketched. The jumper is made of white cotton broadcloth with a soft lustrous finish.

It can also be carried out in sport-weight linen and is fetching in coral ink shade. White handkerchief linen with matching coral-pink dot will fashion the jumper.

Style No. 2965 is designed for girls of 6, 8, 10 and 12 years. Tweed-like cottons, wool challis prints and pique also smart.

HOW TO ORDER PATTERNS

Write your name and address plainly, giving number and size of such patterns as you want. Enclose 20c in stamps or coin (coin preferred), wrap it carefully for each number, and address your order to Wilson Pattern Service, 73 West Adelaide St., Toronto.

Skating by Moonlight

I like pond skating best by moonlight. The hollow among the hills will always have a bit of mist hanging about it, let the sky be as clear as it may. The moonlight which seems so lucid and brilliant as you look up, is all pearl and smoke round the pond and the hills. The shore which is like iron under your heel as you come down to the ice, is as vague when you look at it from the center of the pond as the memory of a dream. The motion is like flying in a dream; you float free and the world floats under you; your velocity is without effort and without accomplishment, for speed as you may you leave nothing behind and approach nothing. You look upward. The mist is overhead now; you see the moon in a "hollow halo" at the bottom of "an icy crystal cup," and you yourself are in just such another. The mist, palely opalescent, drives past her out of nothing into nowhere. . . . If by moonlight the mist plays upon the consciousness like faint, bewitching music, in sunlight it is scarcely less. More often than not when I go for my skating to our cosy little river, a winding mile from the milldam to the railroad trestle, the hills are clothed in silver mist, which frames them in vignettes with blurred edges like Japanese paintings on white silk. Such color as they have shows soft and dull through the frost-powder with which the air is filled. . . . The silver powder has fallen on the ice, just enough to cover earlier tracings and leave me a fresh plate to etch with grapevines and arabesques. The stream winds ahead like an unbroken road, barred across with soft-edged shadows of violet, indigo and lavender.—Robert Palfrey Utter, in "Pearls and Peppers."

Great Comedian



Minus his baggy pants, derby and trick mustache, Charles S. Chaplin, still king lumaker of American screen, as he arrived in New York.

Winter Hints

Here are a few hints about the care of an automobile during the winter.

Take curves slowly. Have brakes tested and put in good condition. Do not apply brakes or stop on the gas too suddenly. Take care of batteries; they run down faster in winter. Be extremely cautious when going by schools, playgrounds and crossing hills.

Keep off street-car tracks. This hint is good for the year around, but it is especially applies to winter drivers.

Beware of carbon monoxide gas poisoning by keeping garage doors and windows open when starting the car.

Be sure to have a windshield cleaner in good condition. Both hands are needed for driving on slippery pavements, so the cleaner should be of the automatic type.

Overseas Shipments of Honey Increase

Shipments of Ontario honey to Great Britain and other European countries are increasing, and the markets in these countries will help in cutting down the surplus from overproduction now facing the industry. It was reported at the annual meeting of the Ontario Honey Producers' Co-operative in the Royal York Hotel, Toronto, recently. The 1930 and 1929 crops netted 9,000,000 pounds.

The producers adopted a resolution urging both the Provincial and Federal Governments "to bring in some form of domestic grading regulations for honey, and to see that the regulations are enforced."

F. W. Krouse of Guelph was re-elected President of the organization, with the following officers: Morley Pettit, of Georgetown, Vice-President; A. G. Halstead of Toronto, General Manager; W. A. Weir of Toronto, Secretary-Treasurer; directors, T. H. Shields of Peterboro', A. Hutchinson of Mount Forest, H. C. Harris of Alliston, and W. R. Agar of Brooklin.

Marketing Board is Planned for Ontario

North Augusta, Ont.—Organization of a provincial marketing board to assist farmers in disposing of their produce was contemplated by the Henry Government, Hon. T. L. Kennedy, Minister of Agriculture, told an audience here recently.

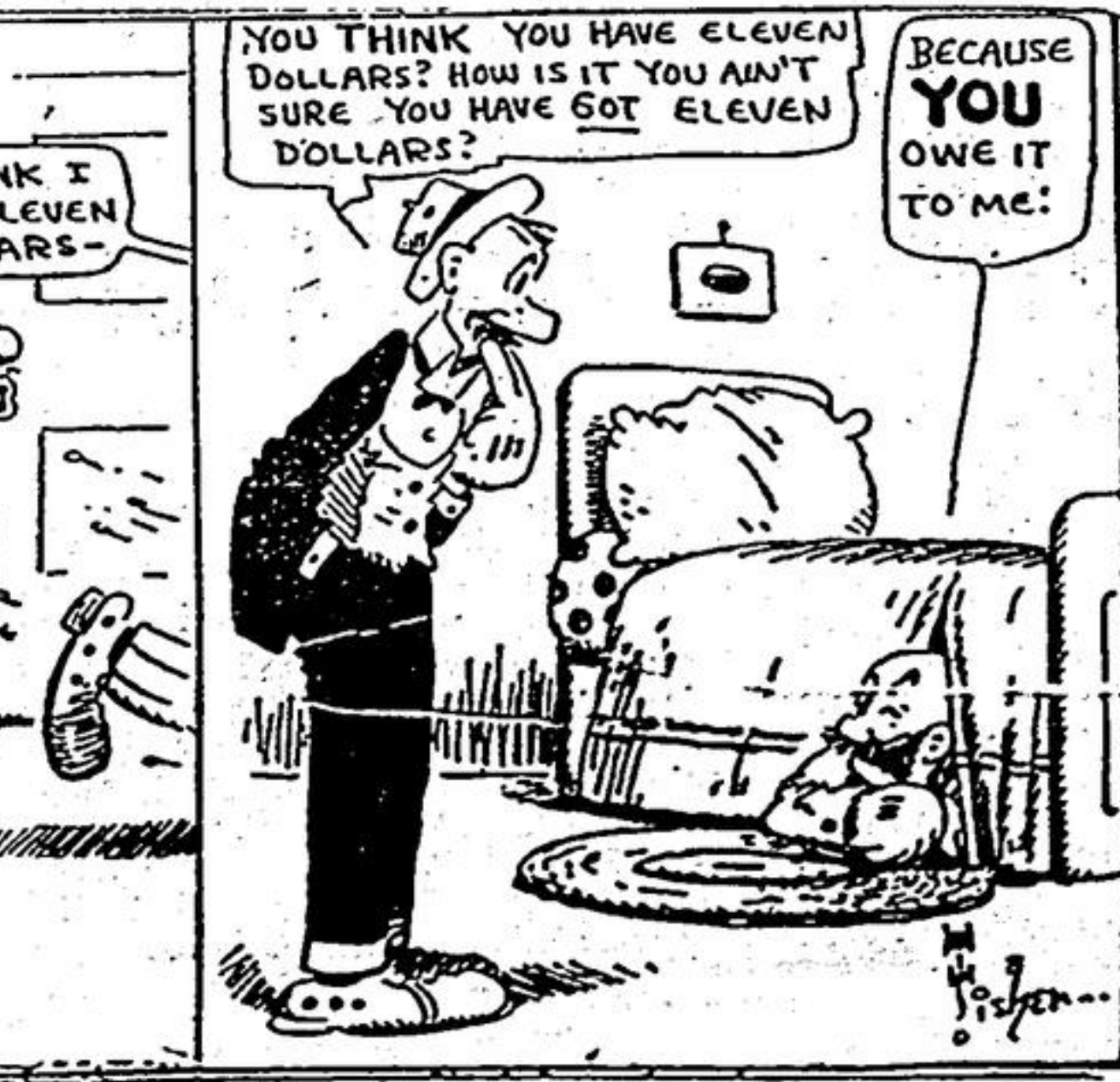
This board would advise the producers when and how to market their various commodities. Agents would be distributed throughout Canada chiefly in the large centres of population. From time to time they would report upon the needs of the district in which they resided and that information would be passed on to the farmers and their organizations. The system would extend to Great Britain where representatives of the marketing board would keep an eye on conditions and advise as to the most favorable times in which to dispose of Ontario's exportable surplus of farm products.

EUROPE'S AIR MILEAGE GAINS 2,000 P.C. DURING 11 YEARS

London—Airways throughout Europe have increased twenty times in mileage during the last eleven years, figures available here show. In 1919 there were not more than 3,000 miles of air routes in Europe. At the beginning of this year the regular routes totaled 60,000 miles. There are, in all, more than 138,000 miles of high-speed air routes for passengers and mail in the world.

Faith ought ever to be a sanguine cheerful thing.—F. W. Robertson.

MUTT AND JEFF—By BUD FISHER



Some Answers Are Very Inquisitive.