

Death Ray Device Works So Jury Acquits Inventor

SAN FRANCISCO—Henry Fleur's death ray machine worked.

The scene was a courtroom where Fleur was on trial on grand theft charges. Two investors claimed that the device wouldn't kill insects and other pests as the inventor had claimed.

Fleur brought out the machine as his defence. It hummed and sparked. Its beam was projected toward a couple of termites 10 feet away. In 35 seconds they were dead. A lizard died in four minutes. A snake died in 8½ minutes after the beam had been turned upon it.

The jury took only four minutes to bring in a verdict acquitting the inventor.

Asked if the machine could be developed to kill human beings, Fleur replied it could; with sufficient power, but added emphatically: "I don't intend to do any experimenting along that line."

The inventor said he hopes his machine eventually will be found of practical use in killing orchard and agricultural pests. He claims the ray will not harm plant life.

High frequency vibrations traveling the beam of light, Fleur explained, increase the atomic vibrations in the victim's bodies until internal cells explode, causing death.

Teachers Go To Be Taught

Bookcraft One Class; Children Will Benefit By It

SALFORD, Eng.—New school curriculums are being shaped here by teachers who go to school, as pupils, out of working hours and at their own expense.

A class for the teaching of bookcraft has been established because teachers feel that children should be encouraged in the use of their hands. In an introductory paper published for teachers at the commencement of the session, Mr. M. F. Wrin, the instructor, wrote:

"I am confident that had I had an opportunity when a child to do all the grand exercises in craftwork put before children of today, I should now be more richly endowed and know in addition, not less English, mathematics and science, but more, because I should have been happier and loved my 'school' more, had a greater admiration for my master and thrown myself with zeal — all the greater for being unconscious — into all my work. Give me the teacher who is a skilled craftsman — and I will guarantee that a craft lesson is the one in which time flies fastest."

"It is safe to say that what interests children does them 'good', helps them to develop on right lines and along the way intended for them. All children delight in doing and making. Parents especially know that. Why for one moment think of stopping them?"

"On the contrary facilitate them, encourage them, enable them, enthuse them, admire them. Not all thinkers are doers; but he who can organize his thoughts and carry them into execution is the type of man who helps to make a nation great."

The bookcraft taught in this class can be adapted to the needs of children from any age of 6 to 14. The teachers have worked through the preliminary stages by which a child learns to use ruler and pencil, to fold cloth and paste it on boards, make cloth hinges, and learn about lines and angles. The course is designed to fit the child for bookmaking and binding.

Sixty Planes Daily Use Croydon Field

LONDON — With Summer timetables now in operation, more than 60 aircraft, inward and outward-bound fly in and out of the London airport, Croydon, daily. These include newspaper carriers, cargo-craft, specially-chartered planes, air-liners to and from the Continent, services to and from destinations throughout the Empire, and fast air expresses of the British internal air routes.

In the early hours of the morning the aircraft which carry newspapers to the continent are taking on board their loads and vanishing over the hills on their way to the coast. An early arrival at Croydon is a big German mail and freight plane, operating on the night service from Berlin. After this there are the departures of early-morning passenger planes for the continent. A Dutch service leaves for Amsterdam. A big machine departs for Cologne. A French air-liner ascends for Paris. Other services are signalled out to Brussels and Lille.

The traffic of the airway operates with the precision of which one expects to find at a big London railway terminus. As soon as one aircraft has left the departure platform another takes its place.

Here, now, is one of the fast expresses of our inland airways, bound out from London up to Glasgow. Then come machines outward bound for Paris, Zurich, Rotterdam, and Budapest. By the Imperial Airways express services one can reach Budapest or Brindisi in a day's flying.

Passengers outward bound across the Empire mingle with those who

are about to make trips over the continent. After flying from London across the Channel in one of the big four-engined air-liners, long-distance travellers cross the Mediterranean by flying-boat to Egypt, and then continue on to destinations in Africa, India, Malaya, or Australia. Among the scheduled departures are expresses for destinations in Scandinavia, as well as in other parts of Europe, while every now and then a specially-chartered plane will leave on an urgent flight.

So the day wears on — big motor-coaches arriving with fresh parties of passengers, and mail-vans dashing up with bags of letters to be airborne throughout Europe or for thousands of miles across the Empire.

Now the air-liners of the outward bound evening services are departing and presently with a drone from its powerful engines, a big night freight-

er is winging its way from Croydon on its flight to Berlin.

All this outward-bound traffic has its counterpart in a stream of inward flying planes. Early morning arrivals at Croydon are from cities such as Amsterdam and Brussels. Then comes a big air-liner from Berlin, followed by one from Paris. Now an inland express reaches Croydon from Glasgow, its passengers effecting connections with services which carry them to destinations on the continent.

From Switzerland, from Sweden, from Budapest, the big machines fly-gliding down and taxiing up to the arrival platform. Among passengers inward-bound by the Imperial Airways services are those who are completing flights from various points along the Empire routes. Airway porters are ready to handle the luggage. Postal vans stand waiting for the mails. Customs and other officials are busily at work. Speed is the watchword of the

airway, on the ground as well as in the sky. And soon the motor-coaches are carrying incoming passengers up into the heart of London.

During practically all the hours of the twenty-four this great Croydon airport is now a scene of well-ordered activity. Apart from the tasks of the traffic staff, and of the wireless and meteorological services, there are the duties of the skilled engineers and craftsmen who work in day-and-night shifts in the sheds where the air-liners are housed.

Proof Against Nicknames!

Comments the Cleveland Plain Dealer — "William Williams disliked nicknames. He used to say that most given names were ruined by abbreviations which was a sin and a shame. 'I myself,' he said, 'am one of six brothers. We were all given good old-

fashioned Christian names but all those names were shortened into a meaningless or feeble monosyllables by our friends. I shall name my children so that it will be impracticable to curtail their names."

The Williams family in the course of time, was blessed with five children, all boys. The eldest was named after the father — William of course, that would be shortened to "Will" or enfeebled to "Willie" but wait! A second son came and was christened Willard. "Aha!" chuckled Mr. Williams "Now everybody will have to speak the full names of each of these boys in order to distinguish them."

In pursuance of this scheme, the next three sons were named Wilbert, Wilfred and Wilmont.

They are all big boys now. And they are respectively known to their intimates as "Bill," "Skinny," "Dutch," "Chuck" and "Kid."

Gives Babies Away 21 Years

Welfare Officer Aided in Adoption of 5,000 Infants

EDMONTON. — Twenty-one years of giving "babies away" has taken up the hours of Charles B. Hill, child-placing officer for the Alberta government.

Known to thousands as "Uncle Charlie," Mr. Hill undertook the job first as a "hobby" in 1915 and in 1926 received an official appointment from the government. In ten years he has aided in the adoption of 5,000 babies, some from the homes of the poor and others the children of unwed mothers. From miner and railway worker, Mr. Hill, who was born in Cornwall, England, coming to Canada in 1918, entered child welfare work here as an inspector for the government welfare department.

The man who studies, analyzes, lives and dreams babies, "Uncle Charlie" prides himself on his knack of "matching" babies with parents. He is not a believer in heredity.

"Hereditarily," he told an interviewer, "counts but little except in cases of disease, mental or physical. It's practically all environment."

He has found that fair couples generally want fair babies and dark couples dark ones. Most people think more girls are adopted than boys but in Alberta three boys are placed for every girl.

Incidentally, Mr. Hill, who is the father of five children, doesn't believe in spankings. The tone of the voice should suffice, he says.

British Motorists To Tour America

85 Visitors in 40 Cars Will Cross Atlantic on Queen Mary to Drive 2,000 Miles

TORONTO. — Eighty-five British motorists with 40 British cars will land from the Queen Mary at New York on July 27 to begin a 2,000-mile trip through the eastern United States and Canada.

The party will be in Toronto for a one-day visit on August 4, and will remain overnight before continuing to Ottawa and thence to Montreal, to return to England on the Duchess of Richmond.

Graham Lyon, president of the financial agency Autocheques and executive committee member of the Junior Car Club of Great Britain was in Toronto recently arranging details of the tour and interviewing civic and automotive officials. The trip, organized by the club on his suggestion, has been endorsed by British motor manufacturers as an opportunity of displaying their products to the United States citizens and Canadians.

For this reason several of the latest type British cars will be seen in the motorcade. Humphrey Symons, for many years a leading English newspaper motor critic, will drive a Rolls-Royce Alpine Eagle. Among other cars to be represented by their finest models will be Humber, Hillman, Singer, S.S., M.G. and Vauxhall. The tour will embrace Washington, Philadelphia, Wilmington, Baltimore and Detroit. In Washington, President Roosevelt will act as host to the tourists, who will include several famous women drivers as well as men who have records at Brooklands and elsewhere.

Mr. Lyon has sailed for Ottawa, going then to Montreal to sail home. He was absent just three weeks yet he drove over the entire 2,000 mile route himself since he reached America and interviewed various officials at every point of interest and made all the necessary arrangements for the party's reception.

When he first conceived the idea, Mr. Lyon stated he broached it at a club meeting where it was greeted mildly. Nevertheless, he undertook to enroll five cars if all other club members would induce five others to make the trip. A cocktail party was held at which it was announced. Forty places were promptly seized by those present. A second tour for a couple of weeks later was then proposed and 40 other motorists promptly enrolled. Since he left England, several cables have informed him that two more tours of 40 cars each have been promoted. Forty cars is the limit of capacity of a motorcade of this type on the ships, other space being reserved for the travellers normally travelling across the Atlantic with their motorcars.

Best Time For Study

Students who figure it's about time to get down to serious study for the final examinations should be told that the hours between sunrise and breakfast give the best results. — Kitchen Record.

VEIN REACHED AT FIRST LEVEL OF SPLIT LAKE GOLD

Fifteen Foot Width Yields High Results

A message received from the Split-Lake Gold Mines property states that the crosscut at the first level of the mine shows 15 feet in width of highly mineralized vein containing over one ounce of gold per ton with some other metal which assayer believes to be platinum. Samples and check samples from along entire side of dump where ore is being dumped from full width of vein yields this result.

Stringers of quartz could be seen in the shaft and in the station. The crosscut continued through this condition for 19 feet at which point it broke into the vein. Since the above information on the 15 foot vein width further word has been received that the crosscut is being continued and at 40 feet from the shaft was still in good looking vein matter. This means 6 feet additional to the 15 foot width referred to. The vein matter throughout the 21 foot width consists of mineralized quartz and heavily mineralized alterations.

This vein has been proven to extend over a length of over 500 feet through diamond drilling with widths ranging up to more than 20 feet. Both diamond drilling and the present underground work have shown the vein to have widened greatly as compared to surface.

The presence of platinum was not suspected and assay supplies at the property are not ample for a proper analysis of the combination of gold and what is believed to be platinum. Meantime samples are being sent to Ottawa for checking.

Although no free gold was seen in this vein on surface or through the diamond drilling, heavy coarse gold was encountered in the crosscut. The visible gold is mixed with the sulphides. Further information will be available from this level accordingly as the work proceeds.

Another telegram from H. L. Donaldson dated May 18th states: "From 19 to 34 feet in south crosscut large percentage mineralized quartz in veins running every direction making sampling slow. Will have to sample horizontally and vertically. Assays result in combination of gold and what we feel sure is platinum plated in parting cup, after annealing, probably well over an ounce per ton. Impossible for us to part the two metals with assay supplies here. Sending sample to Ottawa for analysis to determine proportion gold and platinum. Also sending parting cup showing our results after annealing assay. Foregoing is from sample shovelled along full length of dump. Check assays give similar results."

A telegram received from H. L. Donaldson, May 18th states: "Crosscut 19 feet south at first level just broke into north side vein Number 5. Very heavily mineralized and plastered with free gold. Gold coarse in sulphides. Will have another round out Sunday and will wire you details regarding width of orebody also assays."

Another telegram from Mr. Donaldson, dated May 19th, states in part: "Have cut another 2½ feet of highly mineralized quartz and balance of 7 feet banded structure quartz and alteration. Still in this condition. Going ahead with crosscut. This looks awfully good. Further study assaying trouble suggests large quantities tellurides. Getting necessary supplies to flux telluride ore and make tests."

CAPITALIZATION AND FINANCE

Capitalization (No Par Value)	4,000,000 shares
Incorporators' shares issued	5 shares
For acquisition of properties	1,340,000 shares
Originally issued to the parent company Smelter Gold Mines Limited 2,699,995 shares (including 40,000 shares contained in above item "for acquisition of properties") leaving a balance of 2,659,995 shares. Sold from these for purposes of Split Lake Gold Mines Limited	535,138 shares
The proceeds from the sale of these 535,138 shares have been received by Split Lake Gold Mines Limited.	
Unsold balance	2,124,857 shares
Such portion of the said unsold balance of 2,124,857 shares as deemed necessary and advisable by the directors of the parent company are available for future financing of Split Lake Gold Mines Limited.	
Over \$100,000 has already been provided for the present enterprise.	

PRESENT OFFERING

Of the above 2,124,857 shares 200,000 shares are being sold at 40c per share. A portion of these said 200,000 shares have already been sold. Applications are being filled in the order received but the risk is reserved to reject applications in whole or in part and also to award in any case a smaller number of shares than applied for. No commissions are paid or payable to officers or directors of the company on any sales of stock.

NOTICE OF CLOSING

THIS OFFERING AT 40 CENTS PER SHARE WILL POSITIVELY BE CLOSED TO THE PUBLIC ON OR BEFORE THE 6th DAY OF JUNE, 1936. MEANTIME THE RIGHT IS RESERVED TO DISCONTINUE THIS OFFERING AT ANY TIME, WITHOUT NOTICE.

SPLIT LAKE GOLD MINES LIMITED

Capitalization — 4,000,000 Shares (No Par Value)

OFFICERS AND DIRECTORS

HUGH C. McRAE, President
Toronto, Ont.

GLEN A. REA, Secretary-Treasurer
Toronto, Ont.

W. S. KICKLEY, Director
Winnipeg, Man.

HARRY L. DONALDSON, Managing Engineer
Toronto, Ont.

DANIEL I. JARVIS, Director
Thornloe, Ont.

HEAD OFFICE: 1104 BANK OF HAMILTON BLDG., TORONTO, CANADA

To SPLIT LAKE GOLD MINES LIMITED,
1104 Bank of Hamilton Bldg., Toronto, Canada

Kindly forward prospectus, managing engineer's report, map and full information on Split Lake Gold Mines Limited.

Name

Address

This contract is to provide finances for further development of the property and positively no commission is paid to anyone on this contract. The company reserves the right to reject all or any part of this order.

To SPLIT LAKE GOLD MINES LIMITED,
Head Office: 1104 Bank of Hamilton Bldg., Toronto.

Gentlemen:

I hereby make application for shares of the Capital Stock of SPLIT LAKE GOLD MINES LIMITED, (4,000,000 shares) at 40 cents per share.

Enclose please find the sum of Dollars

Dated this day of 193.....

Kindly issue and mail these shares to:

Name

Address

Witness

All Moneys to be paid to the Company.