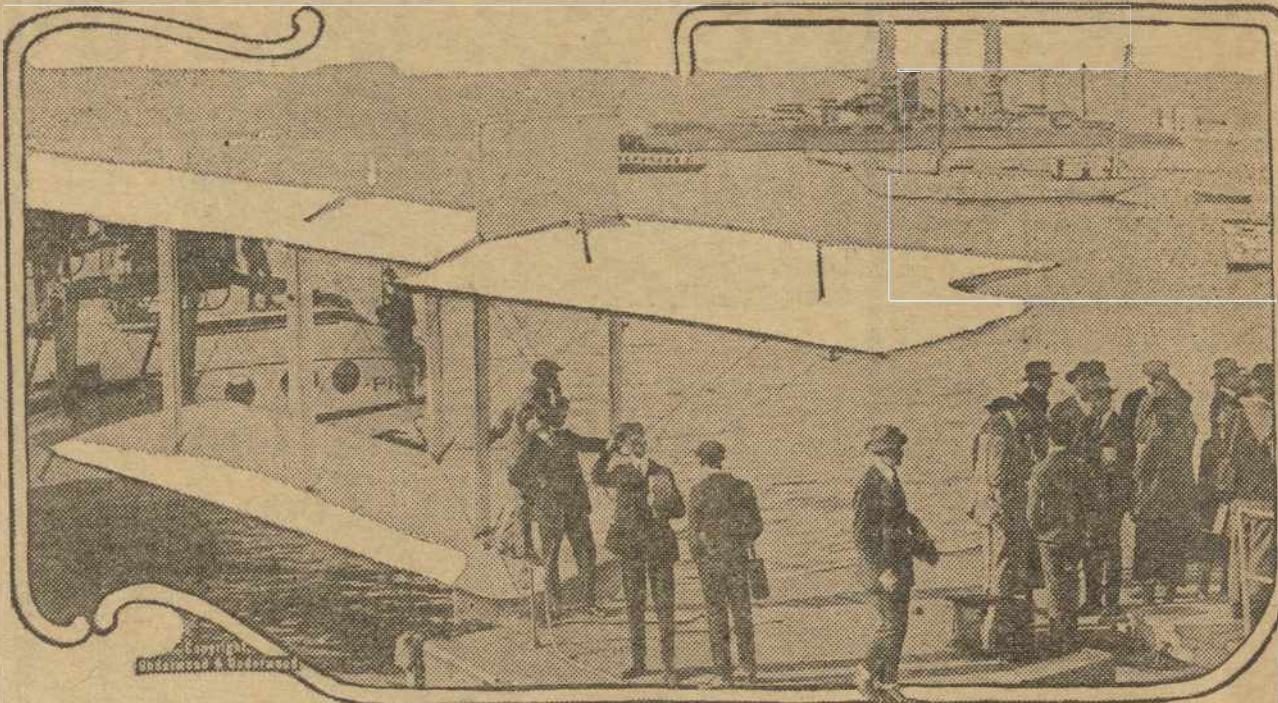


Ships of the Air Named After Columbus' Caravels



The Santa Maria and the Pinta, two 11-passenger air liners named after Columbus' caravels, "hopped" from the Columbia Yacht club, New York, for Key West, where recently a passenger and mail service between Key West and Havana, Cuba, opened.

NEW ERA OPENS IN HISTORY OF OUR NORTHLAND

Flight of Daring Army Aviators to Alaska Means the Dawn of New Day.

GREAT REJOICING IN WRANGELL

Thrilling Story of Their Arrival in the Land of Ice and Snow Is Told—Alaskans Hold Celebration in Honor of Event.

New York.—When, in 1846, President Polk signed with Great Britain a compromise treaty which extended the Canadian border line from the Rocky mountains to the Pacific ocean on parallel 49, he settled the long-drawn-out controversy over the Oregon boundary and hushed for all time the campaign slogan, "54-40 or fight," which had come to be a very insistent one during the middle forties.

There was a wait of twenty-one years before a more prophetic imagination, a wider vision, flung our coast line to the farthest limit of the continent by the purchase from Russia of that vast storehouse of mineral, agricultural and timber wealth, the wonder world of Alaska.

A new era in the history of our far northland, says Aid Service News Letter, began on August 14, 1920, the date on which the four army airplanes, piloted by those daring aviators, Capt. St. Clair Street and Lieuts. Clifford C. Nutt, C. H. Crumrine and Ross Kirkpatrick, with observers and mechanics, Sergt. Edmond Henriques, Lieut. Eric H. Nelson and Sergts. James Long and Joseph E. English, in the 9,000-mile transcontinental flight from New York to Nome and return, made the jump from Hazelton, Dominion of Canada, to Wrangell, territory of Alaska.

A Day of Joy.

We can picture what the scene was like when the fliers first reached Alaskan soil. It was Saturday, and, when it became known that the fliers were expected that afternoon, the mayor of Wrangell declared a holiday. Flags were hoisted over the principal buildings of the town. Mill whistles blew and bells rang that all might set out for the landing field at Sergief Island, made ready for the arrival and in charge of Sergt. W. W. McLaughlin.

All during the afternoon small boats were leaving, loaded with passengers. At noon the Barrington Transportation company's "Hazel B. No. 3" left the dock, floating a big scow, both boat and scow loaded to the limit with sight-seers. Meanwhile no news had come from Hazelton saying just when the fliers had left for Wrangell. There was no way of guessing the hour when they would arrive. All eyes scanned the sky. The hands of the clock turned relentlessly, cutting away the afternoon. One o'clock, 2, 3, 4. Some discouraged spectators turned their faces homeward, making ready to take the boat back to Wrangell.

Suddenly there was a shout: "There they come." And the four planes came humming overhead, circling the landing field. With a dip and whirl that thrilled the spectators, Lieut. Kirkpatrick came to earth at sixty miles an hour. The three other planes followed in quick succession, plane No. 1, with Capt. Street, commander of the squadron, being the last to leave the air. In seven minutes from the time the first plane landed, all four had come to earth, and in spite of recent rains that had caused a wet field, all were happy landings.

No One Worked That Day.

So the great deed was done. The work was accomplished. The 3,000 miles between New York and Alaska had been cut to less than fifty flying hours. The journey itself was to continue 1,500 miles farther, to Fairbanks, to Ruby, to Nome. But the reality of the accomplishment was established when they touched Alaskan soil at Wrangell.

Little wonder that the town made holiday; that Mayor Grant welcomed the fliers; that Gov. Riggs and the mayor of Juneau and others sent telegrams. Little wonder the fliers were feasted and feted. The occasion warranted it. Here were eight men who had traveled across the continent to Sergief Island where, in the days of the Cassiar gold stampede, hundreds of argonauts had camped waiting for the ice to open and clear the way to Stikine river; where hundreds, too, had taken breath in that breathless and historic Klondike rush, when many had perished.

The story of Alaska would have been another story had aviation been a working proposition in 1897; the history of Alaska will be a different history dating from August 14, 1920. The flight to Alaska has a much wider significance than a mere spectacular one. The war department, through its air service, has not lent itself to the showman's game. Excessive speed or sensational performances have not been covered, notably in the London-Australia flight. In the New York-Nome tour, at no time was there a jump of more than 320 miles nor an altitude higher than 10,000 feet. At the same time it must be borne in mind that the flight was not without hazard. There are pleasant places to be stranded with a wrecked airplane than the Canadian Rockies or the uncharted wilds of Alaska. A flight in almost any other direction on United States territory offers more friendly harbors and happier landing fields.

Significance of the Flight.

But, back of it all, the Alaskan flight had a deep significance. It was undertaken by the war department for a three-fold purpose and with the cordial co-operation of the Canadian government, and the aid of the weather bureaus of both countries. The first great purpose in view is the photographing and preliminary surveying for the opening of a route to Alaska. The second is the establishing of a relay mail and commercial air route which will cut the time from Alaska to the states from weeks to days. The third is the mapping of some 3,500 square miles of unexplored country about the flats of the upper Yukon river—a three days' task for the four flying photographers, but a labor of three years and many men for a ground surveying party.

With these three purposes in view, therefore, it needs no prophetic vision to see what changes are to be wrought in Alaska's future by the coming of the four airplanes to Alaskan soil on August 14 last. Little wonder, as we have said, that their advent was hailed with rejoicing by the far distant and far-seeing Alaskans who had hazarded their lives and their fortunes upholding the upbuilding of Alaska's future.

Incidents of the Flight.

In its story of this dramatic moment in Alaska's history, the Sentinel notes the following interesting item. In the flight from Hazelton to Wrangell the aviators flew over much virgin country, which, on account of its inaccessibility, had never been beheld by human eye. Much of the time after leaving Saskatoon, the fliers had to rely for bearings upon their compasses, thus proving their ability as aerial navigators. The greater part of the flying since leaving New York was

done at an altitude of 5,000 feet, but between Hazelton and Wrangell, an altitude of 9,000 to 10,000 feet was reached.

The aviators are all young men, the oldest being 27 and the youngest 22. Four of the eight are southerners and all but one have mothers living; two are foreign born, Lieut. Eric H. Nelson being a native of Sweden and Sergt. Edmond Henriques a native of Australia.

The take-off from Wrangell for the flight up-country was spectacular. Swerving from their course, on invitation from Mayor Robertson of Juneau, the fliers circled over the capital city, Lieut. Kirkpatrick dipping low enough to drop a package sent by the New York Times to Gov. Riggs.

With stops at Whitehorse, Dawson, Fairbanks, Ruby, the great flight reached its destination, Nome, at 5:30 p. m. August 15, having made fifty-five hours actual flying time from New York, 4,300 miles away.

WOMEN OF EGYPT ARE ACTIVE

Interest in Affairs Outside of Home Draws Comment From High Commissioner.

London.—Egyptian women are at last beginning to take an interest in public affairs, particularly in the schools. Viscount Milner in his report as high commissioner of Egypt, says that no change in that country in the last few years is more striking than the awakening interest of women in affairs outside of the home.

The commissioner added that a few years ago it was rare to find a mother showing a direct personal interest in the welfare of her daughter at school. All this was left to the father, who often had to overcome the mother's opposition to the education of her daughter.

"During the last few years these conditions have changed in the larger towns where mothers now visit the schools and discuss their daughter's progress with the head teacher," said the report.

This change is attributed by the high commissioner largely to education, and he predicts that its influence will be potent on the future progress of educational development in Egypt.

"Lady" and "Gentleman" Get License to Wed

San Francisco.—Elmer J. Mott, gentlemen, age fifty.

Laura E. Galbraith, lady, age forty-eight.

This was the unique record on a marriage license granted by "Cupid" Munson. Mott said he had no other occupation than that of a gentleman, but that prior to a year ago he was in the real estate business in Rome, N. Y.

His bride was a resident of Guelph, Ontario, Canada, and is a wealthy widow.

After a stay of three months on this coast they will return to the East to make their permanent residence there.

RUSS TOTS SMASH WINDOWS

United in Drastic Protest Against Being Barred From Their Own Country.

Berlin.—Only 135 of the 781 Russian children brought from Vindivostok by the American Red Cross and landed at a Finnish port have been permitted to enter Russia, according to Col. E. W. Ryan, director of the Red Cross work in the Baltic states, who passed through Berlin en route to Paris. The children are being held in Finland until proper papers are presented, showing that parents or other responsible relatives will receive them.

Some of the little Russians, he said, had smashed windows and furniture in a sanitarium near Helsinki, where they are being quartered. Their action was in protest against being denied the privilege of entering Russia at once.

Fireproof barrels made from sugar mill refuse have been invented in Hawaii.

PHOTOS SENT BY TELEPHONE WIRE

Demonstration of Teleostereograph, a French Invention, Proves Success.

EFFICIENCY SHOWN IN TESTS

Four Pictures Are Sent From New York to St. Louis, the Negatives Being Reproduced With Distinctness.

New York.—The first American demonstration of the teleostereograph, the invention of Edouard Belin of Paris, was held when four photographs were wired between this city and St. Louis. Each of the pictures went the 1,000 miles in about eight minutes, the negatives being reproduced with distinctness.

The tests were between the office of the World and the editorial rooms of the St. Louis Post Dispatch and were conducted by Mr. Belin who came to New York at the invitation of Ralph Pulitzer, proprietor of the World.

Efficiency Is Demonstrated.

"The instrument has demonstrated its efficiency and utility," Mr. Pulitzer said after the experiment, "and I am quite satisfied with the tests."

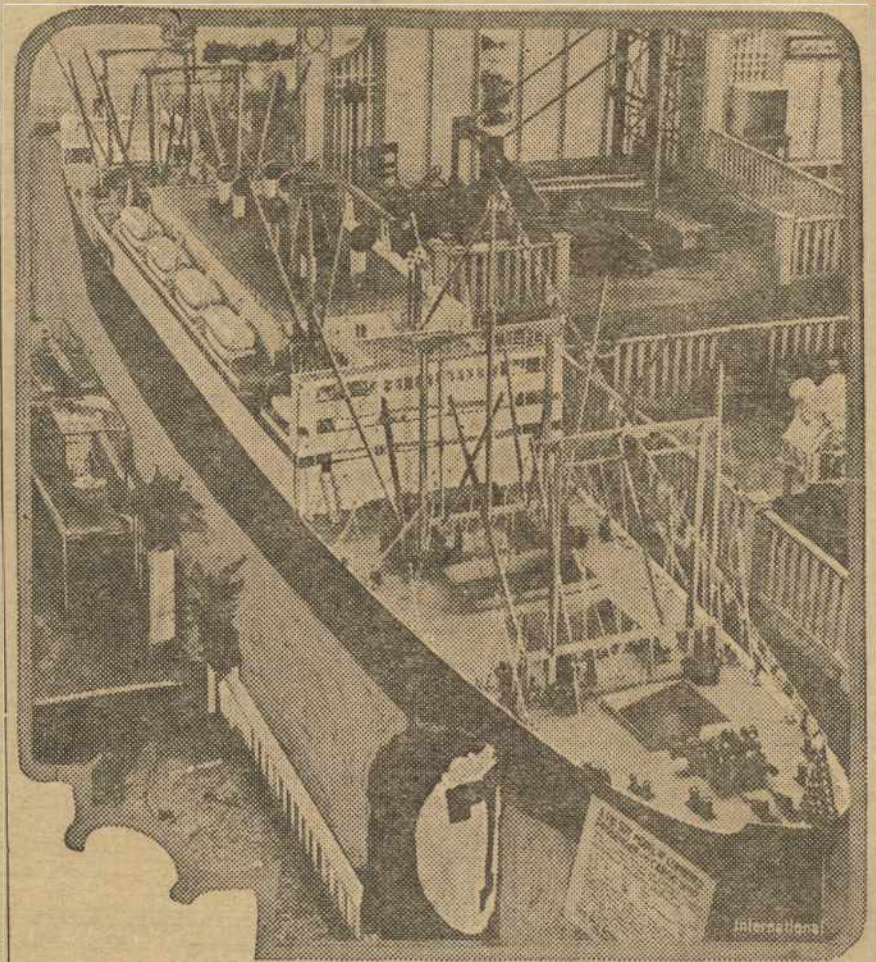
"Do you intend to introduce the teleostereograph in American journalism?" he was asked.

"Well, I am hoping to," he said, "but of course it has not quite reached the practical stage yet."

About seventy-five scientists, wire experts and newspaper men gathered to witness the trial. Mr. Belin and several assistants had the instrument all set up and special wires between the two cities were waiting.

"The transmission," declared A. C. Lescarboura, scientific writer, "is simply a matter of preparing a basrelief of the photograph, and then tracing that basrelief with a stylus connected to a telephone transmitter. The latter varies the current flowing over the wire in accordance with the relative height of any point of the basrelief

Marine Exposition in Chicago



Scene in the Marine exposition just held in Chicago. In the center is the steamship Port of Chicago, a one-tenth size model of a combined passenger and cargo ship.

record at any given moment. At the receiving end this current variation is translated into various gradations of light.

"The first step, then, is to prepare the transmitting record or plate. A copper cylinder forms the base of the record—which, incidentally, is of the size and appearance of the old fashioned phonograph records—and its surface is coated with a five per cent shellac solution.

Care of the Print.

"Meanwhile a carbon print is made in the conventional photographic manner from the photographic negative to be transmitted, after which the print is wrapped face to face with the shell-

lacked copper cylinder. The cylinder with the print is then placed in hot water, with the result that the gelatin of the print adheres to the cylinder in accordance with its own degree of blackness, while the unexposed gelatin is washed away with the paper.

"In this manner a coating of uneven thickness is formed on the cylinder, or a photographic basrelief."

Crazy Surgeon Kills Woman Under Knife

Berlin.—The remarkable case of a doctor going insane during an operation is reported from Schwerin. Councillor Surgeon Gebhard, while performing a minor operation on a woman, suddenly was seized with the hallucination he was in a clinic dissecting a cadaver. Doctor Gebhard accordingly cut up the woman, who died on the table.

On another occasion he cut off a soldier's arm and then failed to take measures to prevent the soldier from bleeding to death. Doctor Gebhard now is in a Berlin sanatorium.

REBUILD THEIR RAZED HOME

French Family of 16 Capture Prize of 15,000 Francs Offered by Norman Davis.

Lens, France.—The Duborepere family of the little village of Metereen, near here, has been awarded the prize of 15,000 francs, given by Norman Davis of Washington through Mme. Jusseland, wife of the French ambassador, for the family which should rebuild its destroyed house in the devastated region without the assistance of carpenters, masons and other expert building workers.

The material was furnished by the David fund through the Secours d'Urgence and in three months the house was finished.

The Duborepere family consists of father, mother and 16 children, all living. Experts say the house is worth over 50,000 francs. The material cost 15,000.

The Lure of Pickhandle Wine.

Charleston, W. Va.—Although "dry" officers are active, moonshining apparently is on the increase. In the northern part of West Virginia many raids have been made. The net result of the hauls is 31,000 gallons of mash, 631 gallons of moonshine, 500 quarts of other whisky and 3,000 gallons of pickhandle wine. All the raids were made during the month ending Oct. 15. But prison sentences don't seem to scare off the "shiners," though the federal court has been unusually severe and out of forty-five cases tried forty-three of the defendants were convicted.

Seven-Ounce Hen Pet of Pacific Coast Boy

Oregon City.—Eugene Kitzmiller, aged seven, son of Mr. and Mrs. E. P. Kitzmiller of this city, is probably the owner of the smallest hen for her age in the state of Oregon. She is of a black-breasted red game breed, weighing seven ounces. She is six months and seven days old and struts around the yard with the big Rhode Island reds as if she owned the entire poultry yard.

"Miss Jones in the House?"

Lexington, Ky.—Because a girl was not "paged" when her mother was reported dying, all theaters, including the movies, must page people when the request is made.

Take Her Word for It.

Indianapolis, Ind.—"Jim" the amnesia victim, who was identified by Mrs. James Val Morton of Cleveland as her husband, didn't even remember he had been married. When his wife called at the hospital and identified him Morton said: "If you say you are my wife, I guess you are, but I do not remember you."