

World's Worst Water Passage Navigated

WASHINGTON, D. C., Nov. 30.—The Northwest Passage, aim of explorers for 400 years, was navigated this past summer.

Three boats established continuous communication along the icy straits of North America's northernmost coast, according to a report brought to Montreal by a representative of the Hudson Bay company.

Second or Third Time?

"Whether the achievement marks the second or third time the Northwest Passage has been forced is open to debate," says a bulletin from the Washington, D. C. headquarters of the National Geographic society, "but that does not dim the brilliance of the exploit."

North, Central and South America 400 years ago confronted European explorers with a line as solid as a first-class football line. Columbus and Balboa vainly tried to drive through center to reach the goal, which was India. Macellan finally made a successful run around left end. Encouraged by his success Cabot, Frobenius, Davis, Hudson, Ross, Parry, Sir John Franklin and others tried to circle the right end of the 10,000-mile continental land line. All failed. Only one boat pushed through. Only one small boat has ever sailed completely around the ice-encrusted, island-filled north shore of North America. Gjoa is the boat's name. It is preserved in a San Francisco park, having been presented to the city by Amundsen, the Norwegian explorer, who took three years to sail the 72-foot vessel around the North American "horn." That was 1902 to 1905.

What is the Northwest Passage?

From St. Johns, capital of Newfoundland, to Point Barrow, northernmost Alaska, is 4,000 miles. The shore line between these two points is roughly a straight line: Labrador, Ungava, Southampton Island lying in the mouth of Hudson Bay, the northern borders of Keewatin, Mackenzie and Yukon territories, and the Alaska coast, facing the Beaufort sea. The first 1,000 miles along the Labrador coast is easy going and the next 400 miles through Hudson strait to the entrance of Hudson bay is sufficiently open in summer to warrant Canada to build a wheat port at Churchill. Likewise, the 1,000 miles of water from Point Barrow, Alaska, southeast into Amundsen Gulf in summer time receives whalers and Hudson Bay trading boats.

Chinese Puzzle of Islands

That leaves the 1,400 miles between Amundsen Gulf and Southampton Island as the real obstacle. "Franklin Territory, as Canada has named it in honor of Sir John Franklin, includes the maze of islands lying off the 1,400 miles of coast choking the waters between the Canadian mainland and Greenland. No Chinese puzzle is more intricate than this labyrinth which blocked the early explorers' attempts to reach China.

"The shortest water passage is up Fox Channel, through Fury and Hecla strait between Melville peninsula and Baffin Land, up the Gulf of Boothia, through Bellot strait between Boothia peninsula and North Somerset Island, south of Victoria Island to Amundsen Gulf.

"But explorers have found that a longer way around is the shortest way through the Northwest Passage. The best route seems to be through Davis strait, up Baffin bay, in through Lancaster sound and its westward extension, Barrow strait, south through Franklin sound and Franklin strait to the line of water between hilly Victoria Island and the mainland.

"Forcing the Northwest Passage will probably never be more than an exploit. Although the channels are yet to be charted in detail, the waters are known to be shallow in many places. Amundsen got the Gjoa through but often there was only a few inches of water underneath her keel. Only the airplane can open up this frozen archipelago to civilization. Pilots are already flying their planes into the snowy wilderness braving temperatures as low as 89 degrees below zero.

Water Often Shallow

"England gave a reward of \$50,000 for the discovery of the Northwest Passage to Admiral Sir Robert McClure who sailed in from the west and had to abandon his ship on Banks Island. He and his crew were rescued by another expedition coming from the east so the admiral received the honor for discovering the Northwest Passage, although he did not sail it in a boat.

"The recent attainment of the passage has been reported accomplished with three ships; the Dayshimo out of Vancouver, which is wintering in Cambridge bay on the south shore of Victoria Island, and the Fort James from Newfoundland, which came through Lancaster sound, and is fast in the ice at Gjoahaven, King William Island. The two ships are only 250 miles from each other. A motor schooner of the Hudson Bay company made the trip from one to the other, thus completing the Northwest Passage transit.

"Modern exploits in this region take on greater importance in view of the death penalty Nature has laid on many who have attempted the passage. Sir John Franklin's party numbered 129, all of whom were lost. Henry Hudson, who sailed up the Hudson river and who discovered Hudson bay, was put out in a small boat off Labrador with his young son and some sick sailors by a mutinous crew, and they perished in the ice-filled sea."

memoirs as a record of gallant adventures more or less founded on fact, but adapted to suit an eventful reader's taste.

He that as it may, Livingston adds that "to call him, in his European phase, a Casanova is at once to slander and to overpraise him."

"He was not," Livingston says, "even in Europe, a charlatan, a swindler and a sharper. . . he was, rather, at the worst, a usurer and a speculator, handicapped by a large dose of native honesty and a tender heart."

As for Casanova, S. Guy Endore has pointed in a recent book named for him to assemble the known and unknown facts of his life. He shows the libertine to have had certain noble qualities and inclines to the belief that he was something of a novelist when it came to setting down his adventures.

Modern "Memoirs" An obvious spoof on the modern revelations of amatory adventures is "Ex-Husband," the anonymous answer to the no longer anonymous "Ex-Wife." Its episodes are too ludicrous to be anything else but fiction.

Visitor Pays Compliment to County Road Work C. R. Roediger of Tacoma, representing the Texas company, in publicity work, was in the city Friday on business and was a caller at this office.

Mr. Roediger is a great booster for the Pacific Northwest and paid a high compliment to the wonderful highways in Oregon and the work done by the state highway commission and the counties throughout the state, Butler being the pioneer county in road building.

SPECIAL CARE IN PRODUCING GOOD RECTIFYING TUBES The short life characteristic of many rectifying tubes is due to the unusual strain placed on this tube, according to Walter H. Krahl, chief engineer of the Arcturus Radio Tube company of Newark, New Jersey. "The exceptional service to which a rectifying tube is put, such as the type 180, imposes special requirements in manufacturing," declares Mr. Krahl.

The bad luck was that Da Ponte had to buy another horse and driver, the new horse ran away and threw them out, he lost \$10 when he sold the equipment, and finally Casanova, who acted as broker in the sale, kept two squins for himself.

Casanova's Pal Da Ponte's memoirs, furthermore, indicate that the writing of romantic tales about one's self was an old Italian custom. For his story, like Casanova's famous autobiography, contains several amatory scenes.

Da Ponte, however, put behind him the life of an adventurer when he came to America. Here the poet-professor lived a useful life and helped introduce to this coun-

BICYCLING POPULAR WITH MARY



Cycling is a favored sport with Mary Pickford, screen actress. She is shown riding along the Champs Elysees.

the plate current consumed by the other tubes in the receiver in addition to an a. c. current, and occasionally what are known as speaker field and bleeder currents.

"One of the principle problems in rectifying tube design and manufacture is to keep the a. c. current to a minimum, as this current introduces hum and shortens the life of the tube. A good rectifying tube is probably the best single insurance of reliable reception."

HAVANA (AP)—May 29, 1930, has been set for the opening of 130 miles of additional pavement on the Central highway. This will give a modern road from Havana to Santiago de Cuba and Pinar del Rio.

PARIS (AP)—The five living marshals of France—Fayolle, Petain,

Joffre, Lyautey and Franchet d'Esperey—are to receive the ration of having streets named for them in their life time. All are virtually certain (too of final resting places in the Invalides, close to the bodies of Napoleon and Foch.

STOLP, Germany (AP)—General George von der Marwitz, who died on his estate near here at the age of 74, was said to be the only German officer of rank who actually saw the Eiffel Tower during the world war. At the head of a cavalry patrol, he rode to within 20 miles of Paris, just before the first battle of the Marne.

It was von der Marwitz who led the Kaiser's cavalry through Belgium. Afterwards he helped the Austrians to stem the Russian drive in the Carpathian region. Later again he had to face the British tank attacks near Cambrai on the western front.

AMERICANS BUY ALL PASSION PLAY SEATS OBERAMMERGAU (AP)—That "America has bought up Oberammergau" is the latest report from the business management of the 1930 Passion Play.

Americans, it is declared, have engaged the greater part of the 160,000 places available for the 32 performances planned for July and August.

Because of this condition and the demand for mother foreigners, the management has decided to give another 32 performances for the home folks in May, June and September.

WESTERN NORTH CAROLINE HAS MORE THAN 50 ARTIFICIAL LAKES WHICH VARY IN SIZE FROM ONE TO 4000 ACRES.

COLGATE-PALMOLIVE PEET CO. INCREASES DIVIDEND RATE

An increase of twenty-five per cent in the regular dividend rate of the Colgate-Palmolive-Peet company was announced today by Charles S. Pearce, president of the company. A quarterly dividend of 82 1/2 cents a share, or an annual dividend rate of \$2.50 a share on the common stock, will be paid on January 7, to stockholders of record December 18, according to the company announcement. The former rate was \$2 annually.

The directors, in voting the 25 per cent increase, took the position that the satisfactory progress of the company since the merger of the Palmolive-Peet company and Colgate & company on July 1, 1928, justified the higher rate. Sales records of the company will show an increase of all leading brands in 1929 over 1928, a statement issued by the company declared.

Commenting on the increase in dividend rate, Mr. Pearce stated: "During the past six weeks we have often been asked for an opinion on business conditions, but have withheld our comment, until our ideas could take a more tangible form than mere words.

"The increase in our dividend rate is the best evidence of our faith in the business of the coming year."

Mr. Pearce pointed out that the earnings of the company for the third quarter of 1929 are more than twice those of the corresponding three months of 1928. The first quarter of the consolidation, the net revenue for the 1929 period totaled \$3,258,277 as compared with \$1,554,112 in the same months a year ago.

Lessening of distribution as well as production costs resulted from the merger, along with economies in marketing due to centralization of the sales organizations, Mr. Pearce stated. The merger, by giving the company a more compre-

AMERICANS IN OPERATIC DEBUT



Two American girls are among new operatic stars this year. Eleanor LaFrance (right) of Jacksonville, Fla., made her operatic debut in Manon Lescaut at the Metropolitan in New York. Gladys Swarthout (left) of Kansas City makes her debut in Philadelphia.

hensive line of commodities, has been of particular advantage in further extending the market in foreign countries.

GERMAN GENERAL WHO SAW PARIS, IS DEAD

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VAN FLEET DURKEE EMPLOYEES' POLICY IS TO AID MOTORISTS

"While service stations as a general rule are regarded by the public as places where gasoline may be purchased, employees of the Van Fleet-Durkee, Inc., chain of stations, which extend from the Mexican line to the Canadian border on the Pacific coast, also make it a policy to intelligently remind the customer that the use of the proper kind of oil is an important factor in his motoring pleasure."

declared Robert Collier, of Van Fleet-Durkee, Inc., in a letter received here by local Van-Fleet-Durkee service station organization.

"The average automobilist is not in the least impressed that our agents wish to sell him oil, but he is interested when an attendant shows a personal interest in his car. This interest can be manifested in no better way than the recommending of a proper lubricant. Van Fleet-Durkee operators make it a policy to explain the action of oil in keeping the moving parts of the motor separated by an oil film and how it must be heavy enough to stand up under heat and high speed, and yet light enough to flow readily into the infinitesimal clearances; just what grade of oil is best suited to his particular motor considering speed and construction details.

"The motorist does listen when he is told how one particular oil does not break down, burn or otherwise lose its lubricating qualities through the action of the engine as readily as some other oils. When he is given a picture of the consumption of oil in the engine he has been given something of value and this is a long step toward gaining his friendship and future business."

Western North Carolina has more than 50 artificial lakes which vary in size from one to 4000 acres.

Scanning New Books

By Richard Massock NEW YORK—One morning of the year 1807, the literary son of a New York bishop stopped in a Broadway book store to look over the latest importations from England and to chat with the proprietor.

As he spoke of Italian literature, a courtly stranger interrupted. He had known personally the poet the bishop's son had mentioned.

The New Yorker was Clement Moore, future author of "The Night Before Christmas." This stranger was Lorenzo Da Ponte, Mozart librettist. That winter, under Moore's patronage, the Da Pontes were the social lions of New York.

This anecdote is narrated in Arthur Livingston's introduction to the "Memoirs of Lorenzo Di Ponte," recently translated from the Italian by Elizabeth Abbott.

Born into a Jewish family of Coneda, Italy, Da Ponte was a product of the times that gave the world Giacomo Casanova. In fact, Da Ponte was a friend of Casanova.

Once, on his way to Dresden, he had remembered that Casanova owed him several hundred florins. Da Ponte, therefore, "ventured to pay him a visit in hopes of obtaining all or part of the money due me."

"I went and was well received," he wrote, "but soon observing that his purse was leaner than mine, I could not put him to the mortification of asking for something he would have been unable to give; so after a visit of three or four days I decided to go on to Dresden. As bad luck would have it, he asked permission to accompany me as far as Toplitz, a city some 10 or 12 miles distant from the estate of Count Waldstein, whose librarian and friend Casanova was."

The bad luck was that Da Ponte had to buy another horse and driver, the new horse ran away and threw them out, he lost \$10 when he sold the equipment, and finally Casanova, who acted as broker in the sale, kept two squins for himself.

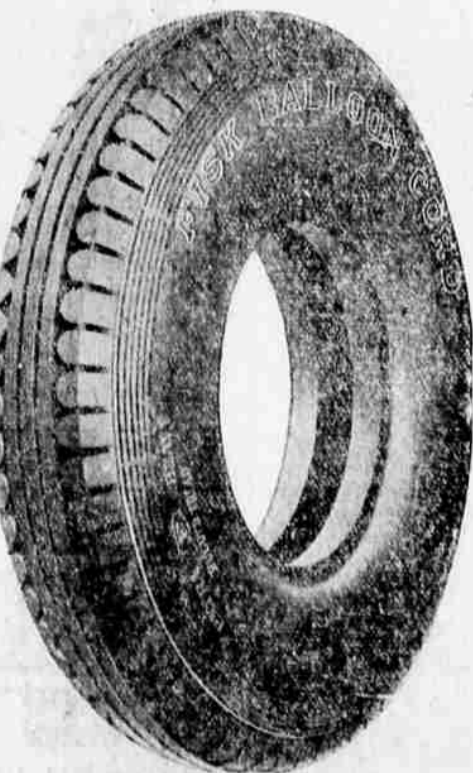
Casanova's Pal Da Ponte's memoirs, furthermore, indicate that the writing of romantic tales about one's self was an old Italian custom. For his story, like Casanova's famous autobiography, contains several amatory scenes.

Da Ponte, however, put behind him the life of an adventurer when he came to America. Here the poet-professor lived a useful life and helped introduce to this coun-

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