Canadian Royal Airman Comes to Greet Magellans

Arrival.

By LOWELL THOMAS.

ashore, ushered into autos, and pa- thick that when we passed the boundraded through the streets behind a ary between Canada and the United band of Scottish Highlanders, hun- States we were skimming over the dreds of Canadian and American sail-ors, and thousand of school kiddles, islands. Visibility was nil. A dozen and civilians. The streets were all times we came within an ace of crash lecorated with bunting and flags, at ing. Then we attempted to climb over the corners were big signs reading it, and to get around it. But we were Welcome World Fliers,' and fire and taking enormous chances and Lowell rockets illuminated the sky, and decided that it was not worth while Flies Out and Escorts Smith and Fellows to Pictou; Whistles Announce Aminel

to a lobster party. Judging by the that was ideal for an emergency landprices in Pictou we had bearded the ing.

'After a long night's sleep we celebrated our arrival back on American when he had called at a 'fishmongery' of picturesque Casco bay, and as evidently defeated. That is an inday repairing the the fishmonger had asked how many soon as they discovered who we were, teresting test of United States civ-fuel pumps that he wanted. Although he had decided we had half the aristocracy of Maine foil by working all day repairing the



the fishmonger had asked how many fuel pumps that had brought us so near disaster on the replied, 'O, give me 50 cents' on the solut \$10, merely as a joke, so near disaster on the solut \$10, merely as a joke, so near disaster on the solut \$10, merely as a joke, so near disaster on the solut \$10, merely as a joke, so near disaster on the solut \$10, merely as a joke, so near disaster on the solut \$10, merely as a joke, so near disaster on the solut \$10, merely as a joke, so near disaster on the solut \$10, merely as a joke, so near disaster on the solut \$10, merely as a joke, so near disaster on the replied, 'O, give me 50 cents' or standing guard over the planes, or standing guard over the planes, so near disaster so hear disaster he replied, O, give me so cents or standing guard over the planes, power here. from Greenland to Labrador," a dozen for 50 cents.' 'Oh, well,' said said "Les" Ar-nold. "Tuesday morning we were with 24 beautiful big juicy lobsters, as Casco bay. Moreover, this accident and other institutions. The founder my apartment, for fear I'll shoot and other institutions. The founder them, "said she. Foolish hope.

to hop off. But It should have been called Paradise! respects to the memory of America's the weather reports from all along the Labra- rainy, and the water was so rough spent most of his time between excoast were far that we could hardly even get out to peditions right here where we had favorable. the planes. Fearful lest we might been forced down by the fog.") dor coast were far

However, we de- grow bored with life in Pictou, the

cided to leave chamber of commerce reception com- Train and Engine Men at Icytickle for regions to the south less mittee sent the Scotties to cheer us up afflicted with icebergs and storms. with their bagpipes. As they rent the We had just received word that a air with their wild highland music

Wymore, Jan. 29.-Train Rules severe gale was headed toward Icy- our killed friends paraded up and Examiner Brandt of the Union Patickle, but Lowell thought it would be down the lobby, and we were cific, is examining all train and engine men here. The complete examisafer to try and outrun it than to much amused because they seem

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Safe

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wait for it to blow over. ed unable to play and stand still nations will require 10 days. The men "At 11 o'clock we were under way at the same time. In the evening are schooled in Union Pacific rules on and shortly after leaving Icetickle we were taken aboard the Canadian account of operating at times over again passed our frigid friend, the destroyer Patriot to another lobster joint track to Fairbury, and the railhuge berg we had flown over on our banquet, and initiated life members way management consider the exami hop from Greenland. It had drifted of their mess. This means that if any nations a measure of safety.

south some 60 miles and was now of us ever get hard up ni the years bobbing along like the white of an to come, and if the Patriot has no egg on the surface of a thousand been relegated to the naval boneyard island pudding. The last time we saw in the meantime, we can always look it was midway between Bull Dog upon her as a home for broken down island and White Bear island. This world fliers.

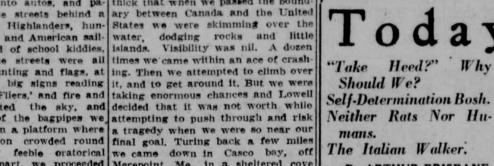
time we sighted it between Sandwich "That night we turned in early, but bay and Wolf island.

"About noon while cutting across a narrow peninsula covered with rrow to do much sleeping. "After repairing the spreader ba scrubby pines, we got a thrill out of seeing trees once more, the first we on the Chicago we took off at 1 had passed since leaving England, o'clock, turned inland for a 50-mile The Orkney islands, Iceland, Greenhop past Pugwash harbor to the Bay land, and Northern Labrador had all of Fundy. Instead of following the coast of Nova Scotia, from here o been bleak, treeless lands.

Tackle Old Enemy, Fog. side of this famous bay, where the "Two hours and 55 minutes out tides rise higher than anywhere else from Icetickle we encountered our in the world. Although the tide hap old enemy, fog. This was just as we were leaving the North Atlantic and pened to be out when we passed, we could tell we were in a peculia heading over Belleisle strait toward region because there were mud flats the gulf of St. Lawrence. We knew extending inland for over a mile. that the most easterly coast of Labra-

dor was on our right and that the northernmost tip of Newfoundland was on our left. But the fog was so encountered fog again. It grew thick we could see neither of them. Belleisle strait has the reputation of being one of the foggiest stretches of water in the world, and the day we passed it was more than living up to its evil reputation. The farther we flew the thicker it grew.

"Lowell, who usually spent his nights poring over weather charts, figured that this fog bank could only be local. We tried to climb over it but that proved impossible so we ove down to within 10 feet of the ater. Meanwhile the wind was in-



By ARTHUR BRISBANE.

C

Why

If for \$1. Pictou was misnamed, t should have been called Paradise! Lobster Banquets Galore. "All hext day it was so windy and ainy, and the water was so rough trian who often acts as though his tories. The warning against hurt-litions right here where we had in forced down by the fog." ain and Engine Men at Wymore, Jan. 29.—Train Rules aminer Brandt of the Union Pa-te, is examining all train and en-te men here. The complete exami-

gave the best of our walkers a big "Danger of setting all Croatia in start and beat them, with amazing

flames, and smashing the Jugo-Slavian kingdom," says the news-paper headline. Many of the ar-tificially created "self-determining" fighting Roman soldiers of long ago.

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governments, established after the They built the roads of the world, never make the discovery. war, will be smashed or absorbed in far-off Britain and Asia, over the

much. strength shown, through centuries, not any burst of sentiment, follow-Merely to think about the walk-

ing done by a Roman soldier chew-ing his hard raw wheat as he walk-ed, would exhaust many a modern ing war determines a people's fate. Those that could not govern them-selves before the war do not be-come suddenly capable merely be-cause the allies beat Germany. Foolyoung dancing American.

ish is the power that sets up a na-Congress, having decided to turn over the people's property at Mustion, or an individual in business himself, unless nation or indicle Shoals to a private concern vidual has proved his fitness. Mereshows that it cares little for public

lobster in his native lair. MacDonald "The wealthlest and most hospita-told us how he had bought the ones ble people in New England have served at the party. It seems that their summer homes along the shores of their summer homes along the shores of the party of their summer homes along the shores of the party of t the committee, chosen to adjust

matters between house and senate.

can be a great nuisance on an important committee. Jacksonville proposes to regulate "jay walking" by law. The pedes-

you consider how hard it is to make The Jacksonville jay walker has man think about his soul, in the middle of a real estate boom. Al-

y stronger powers before long. Self-determination is a pleasing typession, but does not mean auch. The story told and the the down the earth to victory. Alps, wherever Roman conquerors an advantage over his jay brothers in New York, Chicago, etc. Evan-gelist Raymond T. Richey is in Jacksonville saving souls with a an advantage over his jay brothers in New York, Chicago, etc. Evan-it does not matter much whether they get run over or not. They are ready Mr. Richey has saved o, over by actual count. If they stay saved it does not matter much whether they get run over or not. They are ready. (Copyright, 1926; rapidity that is marvelous when ready.

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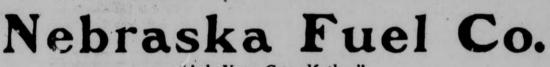
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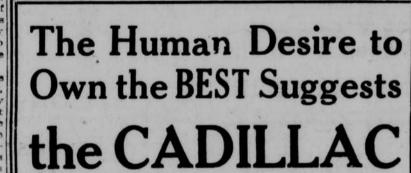


"Ask Your Grandfather"





Back in United States. The Aged "Just south of St. John, N. B., w Digestible-No Cookin



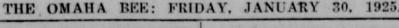
TADA T

ABKANSAS

THE PITTSBURG & MIDWAY

SENHANTHRACITE





governments, established after the av expression, but does not mean

creasing and there was a mountainous sea running. It looked as though each wave was going to slap the botton of the pontoons, "Fifteen minutes after entering the

fog we suddenly nipped ocross the bow of a steamer. It was steaming toward us and had we met 30 seconds later we would have crashed into the mast or the captain's bridge. Our flying helmets were all that kept our hair from standing on end. But if it frightened us what must have been the thought of the officer on the bridge of that boat when he suddenly saw us flash past him and vanish into the mist? If he was a drinking man I'll wager he swore off that day Newfoundland in Sight.

"Just as Smith had prognosticated, within another 30 minutes the fog had thinned out and we had picked up the jagged coast of Newfoundland. Still flying low we sort of played leap frog with one fishing village to an other. Every time we passed one the entire population would rush ont and wave to us. Although not quite so bleak as Labrador, this part of New foundland was quite grim and forbid ding. The waves were dashing against the rocks and hurling spray 50 feet into the air. We passed almost as many wrecks as we had seen off the coast of Alaska. At one place we flew over a big steamer picketed on a sharp rock, and a bit further on there was a derelict British cruiser.

'Most of the way we had to buck a stiff head wind, with the result that it took us six hours to fly 320 miles from Iceland, Labrador, to Hawkes Bay, Newfoundland. Incifuntally this bay should not be con-fused with another by the same name 150 miles further north on the Labra dor coast.

"After spending the night on board a destroyer we took off next morning for Pictou, Nova Scotia, 350 miles closer home. For half this distance we flew down the west coast of New foundland. I counted the miles off one by one because each brought us nearer our goal. From Cape Anguille, near the southern tip of Newfoundland we made our hour's flight acros a sparkling sheet of blue water which is named Cabot strait, after John and his son Sebastian Cabot, who preceded us across the Atlantic four cen turies ago. Along Cape Breton Island we flew over rich farming country and picturesque little Arcadian fish ing villages that have changed very little since the days of Evangeline.

Rousing Welcome at Pictou. 'Several miles from our destination we were met by a Canadian royal air force plane whose occupants waved us an airy salute and then es corted us to Pictou. As we circled over the harbor we saw Wade's new plane, the Boston II., that had been sent up to Nova Scotla by General Patrick so that Leigh and 'Hank could finish out the flight with us Every whistle in Pictou was tooting its shrillest and the shore was lined with cheering Canadians when we taxied to our moorings. Wade and Igden were the first out to meet us ind with them were our friends Mac Donald and Bertrandias, the officers who had ferried the Boston II. from Langley field to Nova Scotla. 'Mac' and I had been bunkles at various eviation camps around the United States of America, since 1917, so has more than delighted to see "After fueling up we were taken

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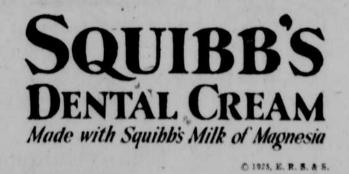


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