

Pacific Coast Salvage Experts Retrieve Many Wrecked Vessels

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With 1925 came the wreck of the *Tatjana*, a Norwegian freighter, off the west coast of Vancouver Island.

Again the Salvage King appeared on the scene and with a great deal of skill brought the *Tatjana* into port in excellent condition—at an expense of about \$70,000.

The Norwegian owners gave them the ship in payment, and the Pacific Salvage Company ran her on several voyages to New York; eventually selling her back to the original owners.

Probably the most unusual salvaging job on the continent was the hazardous rescue of the American Mail Line's S.S. *President Madison*.

In March, 1933, the S.S. *President Madison* steamed into Seattle, unloaded her cargo and tied up at the wharf of the dry dock for some minor repairs. In the course of repairing the \$14,000,000 liner, several plates were removed from the starboard side. For some unknown reason, she keeled over and sank to the bottom of the harbor.

Wharf in Danger of Collapsing

At 11.30 p.m., March 25, 1933, the Salvage King received orders to go to the assistance of the liner, and at 1.00 a.m. the salvager had left Victoria for Seattle.

Thus began a rescue which was to cost the owners in the neighborhood of one million dollars (including salvaging and repairs). Arriving at Seattle, the Salvage King docked alongside the S.S. *President Madison* and the men began a survey of the ship.

They found the vessel lying on her starboard side at an angle of fifty-one degrees. The bridge and superstructure had badly damaged a portion of the wharf.

The *President Madison* was submerged to the boat deck on one side, and her weight had put the wharf under a terrific strain—a strain so great that the wharf was in grave danger of collapsing.

A diver was sent below to examine the ship under water and to arrange a platform for the other divers.

The same day divers began to construct a patch over the place where the plates had been removed. A portion of the surface of the wharf served as material.

The following day the divers were under water plugging openings in the decks. Steam lines were run to the high side of the liner for the salvage pumps. Carpenters were busy making the ship generally safe for the men at work. Work continued night and day during the entire job.

On April first, nine divers were working on the openings. Riggers had started to hang forty-nine tanks on the port side of the vessel. These tanks, hung in such a way that when the ship reached an angle of twenty degrees they would automatically submerge and relieve the vessel of their weight, weighed about seventeen tons each when filled with water. By April 15 the ship was floating with a list of 10.5 degrees.

Find Body of Seaman

In the air locks on the starboard side, the body of Carl Ekberg, one of the *President Madison's* crew, was discovered. Ekberg had been trapped when the liner keeled over, and rescue was impossible.

On April 21 the ship was floated at an angle of five degrees to the port side. Pumping, patching, etc., had progressed more rapidly than the owners had expected, despite the fact that most of the work had to be done under water darkened by oil as well as by the shadows of the wharf and the liner. Calculations showed that between 500 and 3,000 tons of the vessel's weight were taken care of by righting gear before the actual pumping began.

During forty-eight hours of continuous pumping the men were removing in the neighborhood of 6,000 tons of water an

hour with divers being constantly on the watch for leaks.

The salvaging was done under a great risk. If the wharf, already under terrific strain from the weight of the 14,100-ton ship, collapsed, the vessel would have rolled over completely. There was a further possibility that the ship might slip away from the wharf as the ground was very soft; but precautions were taken to make the latter almost an impossibility, and despite the fact that the entire undertaking was exceedingly dangerous, no casualties occurred.

Aerial Patrol of Salmon Fisheries Provides Effective Law

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from a ship or the shore can be noticed more easily from the air, than from the water, as many fishermen have found out since the aerial patrols went into action during the season from the latter part of June to October. Eyes from the air can spot such evasions of the fishery regulations immediately.

The salmon catch depends largely on the salmon runs of the previous years. To ensure good salmon seasons year in and year out, it is necessary that the fish be protected when they travel inland to the small mountain streams and hidden lakes to spawn. Patrols for observation purposes are now made in a few hours and in comfort to these spawning areas, where formerly they took days and included fighting through thorny underbrush to reach the lakes and creeks where salmon laid their eggs.

With the planes, big cabin seaplanes, fitted with 400 horsepower engines, it is possible to invade even small lakes with safety, or to land and take off in heavy seas. Foggy weather is often encountered, especially towards the end of the season, providing flying conditions of the worst type, but despite the bad weather and the mountainous nature of the country, the aerial fishery patrol makes its rounds. Details of the time the patrol operates are never divulged, as this would eliminate the element of surprise and the effectiveness of the patrol.

In addition to salmon fishery patrols, planes are also used to guard the herds of fur seals as they make their annual spring trip up the Pacific coast from warm waters to the colder waters of the Bering Sea, the planes operating from the coastguard ships which escort the herds north.

Stormy Blasts Threatened For The Approaching Winter

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"Prior to last winter we experienced six consecutive winters with the temperature above average. As the winter of 1933-34, with its cold and snowy February, was a change it is quite probable that it may have been a turning point of a series of cold winters."

When a slight cold snap in August caused them to pull out their blankets, Indians in Nevada expressed their feelings that the winter would be drawn out and stormy. They base their prognostication on the fact that pine trees have been heavy with pine nuts; a sign of frigid weather.

"The twenty-three-year weather cycle," said Mr. Jackson, "is just twice the length of the sun spots. Although there is some evidence that there is a correlation between the sun spots and the weather it has not yet been definitely proven."

Henry Baldwin, of the forestry department at Hillsboro, N.H., believes that the law of averages works out. He pointed out that there had been several mild winters in a row. Therefore we should have several severe ones to even matters up. But in Toronto the past five summers have been warmer than normal and there is no reason why they should suddenly abate.

Weather statistics here serve to indicate no extreme severity this coming winter but rather a continuation of the above-normal weather.

From Harry H. Koppenhaver, Philadelphia meteorologist:

"I feel the coming season will be as severe as the last one, with plenty of snow and ice. I believe winters will be severe for at least the next five years."

WOMEN HAIL PROBE

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of the special committee of senators in charge of the probe. The General Federation of Women's Clubs and the National Y.W.C.A. were among the important national women's groups that endorsed the measure.

Among the peace organizations which lobbied actively in behalf of the Nye respiration, was the National Council for the Prevention of War, whose legislative chairman is Miss Jeanette Rankin, first woman member of Congress. It will be recalled that Miss Rankin won much censure and scant praise when she voted against this country's entrance into the Great War, sobbing out the protest, "I love my country but I cannot vote for war."

Not content with its important role in helping to bring about the present investigation, the Women's International League for Peace has just inaugurated a nation-wide pre-election campaign to focus attention on what they call the "munitions racket," and the part that they believe this industry plays in war scare propaganda and the present world-wide armaments race.

A "Flying Squadron" of organizers sent out by the league is to visit principal cities in every state, holding conferences and forming congressional committees composed of representatives of women's clubs, civic groups and churches. Miss Louise Wier, acting campaign chairman of the league, is in charge of this campaign.

Miss Mary Moss Wellborn of Starkville, Miss., is visiting the cities in the western portion of the country. Mrs. Sherman Barnes of Ithaca, N.Y., will tour the southern states, while Miss Lyn Smith of New York City is to visit the north central and New England states. South-eastern states have been assigned to Miss Helen Fuller of Tuscaloosa, Alabama.

Following the visits of the national organizers, "Congressional Caravans" will tour each state under the direction of state branches of the league. These caravans will hold open air meetings and organize district committees, which will in turn form delegations to interview congressional candidates.

Mrs. Hannah Clothier Hull is national chairman of the United States branch of the league, which maintains headquarters on 17th Street, a block distant from the White House. Oddly enough, the old brick structure which houses the league and other peace organizations was at one time used as military headquarters by General U. S. Grant.

The Shiny Nose Is A Big Problem For All Women

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of skin. There are, you know, light, heavy and medium-textured powders. But women often do not know which type is most appropriate for use on their own skins.

The majority of the oily-skinned women have the idea that they must use a very heavy powder, so that it will stay on and cover any shininess. But this isn't true. For fine powders cling just as well as heavy powders if they have the property of adherence. And indeed, when the skin is oily, a heavy powder may prove detrimental by clogging and distending the pores. The best type of powder for the normal or oily skin is the kind that, while adherent, is fine enough to permit the evaporation of moisture, and thus prevent any shininess.

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 MRS. HARRY LILLEY, 57 Havelock Street, Saint John.
 HILDA FOSTER, Nauwigewauk, N. B.

The puzzle form below contains ten ordinary words. Each has ONE LETTER TOO MANY OR ONE LETTER MISSING.

Where it says "put" you choose the letter you think will complete the correct word. Likewise, when it says "take" decide on the letter you want to take out.

A clue to each word is given and it is clearly indicated in every case whether you have to put in a letter or take one out.

So carry on, have some fun, win a prize. All solutions must be made on the form below and mailed to "Put and Take," Broadcaster Publishing Co., Ltd., Saint John, N. B.

No. 6's solution must reach us not later than OCTOBER 25.

Five prizes will be awarded each week to readers who send in the correct or nearest correct solution. In case of a tie there will be a drawing. The Contest Manager's decision will be final.

The solution of "Put and Take," No. 4 will appear in the issue of October 19. Solution of No. 5 in the issue of October 26. Solution of No. 6 (this week's) in the issue of November 2.

"PUT AND TAKE," No. 6			LETTER
What the movies show	FILS	PUT	
A man's name	PSAUL	TAKE	
Color up	LUSH	PUT	
Fore part	PBROW	TAKE	
Gold is found here	MIN	PUT	
Feed	DINET	TAKE	
Book	ANUAL	PUT	
Seen at royal events	CROWND	TAKE	
A cooking term	ASTE	PUT	
Investigate	PROVBE	TAKE	

I agree to accept Contest Manager's decision as final.

Name.....

Address.....

CLIP AND USE THIS FORM