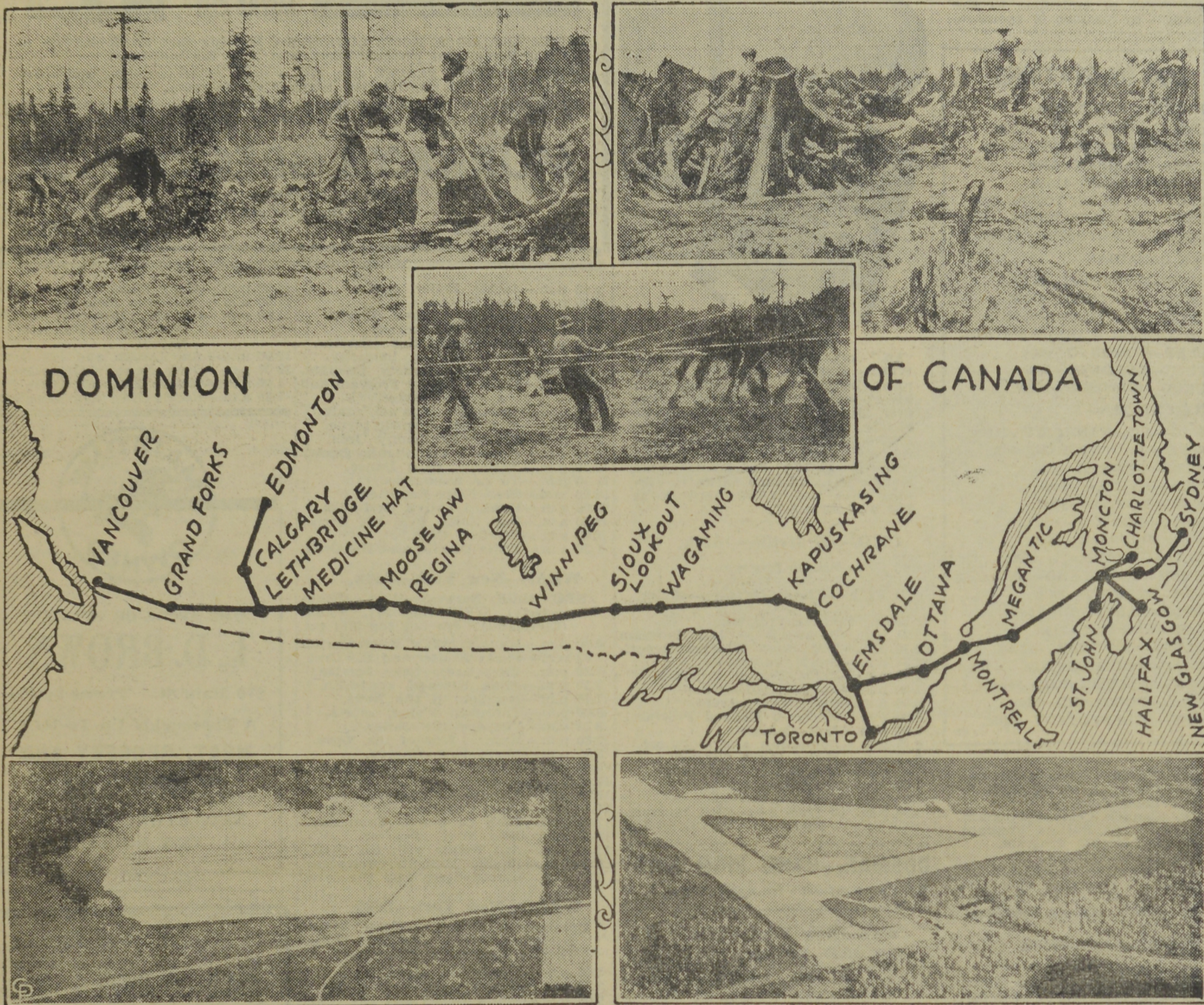


Days of Railway Pioneering Live Again in The Construction of Trans-Canada Airway



Above are scenes from the production called "The Trans-Canada Airways," produced and directed by the Dominion Government. Not since the railroads were put through has such pioneering work been done in Canada. The three pictures at TOP show the character of the land to be cleared by the workmen from the Maritime Provinces to the Pacific in the building of 114 air fields. TOP, LEFT, clearing field of Hope, B. C.; RIGHT, at Diver, Ontario; CENTRE, another scene from Hope. LOWER illustrations show completed airports—LEFT, at Blissville, N. B., and RIGHT, preliminary development completed at Diver. Map indicates the route of the Trans-Canada Airway.

(By Central Press Canadian)
Ottawa.—Work on what will be when completed, probably the longest transcontinental airway in the world, the trans-Canada, goes dramatically on.
While it can scarcely be said that the chain of landing fields stretching across Canada from the Atlantic to the Pacific, is nearing completion, nevertheless satisfactory progress is being made, according to a report in current issue of Canadian Aviation.

Information supplied by federal government officials reveals that the Trans-Canada Airway will be 3,108 miles long, from Halifax to Vancouver. The U. S. transcontinental lane is 2,720 miles in length. This means that when complete the Pacific coast will be only about 25 hours by air from the Atlantic.

Approximately 114 landing fields, exclusive of municipal airports, will comprise the route. This works out to one landing field every 25 miles. At key points along the route, there will be fire-proof hangars, meteorological and refueling facilities and, at certain points, radio broadcasting and beacon communicating stations.

A Titanic Task

All fields will be equipped with a revolving beacon, each having close to 2,000,000 candlepower. Pilots, therefore, will not travel more than 12 or 15 miles away from a beacon at any time.

The work of clearing fields and building modern airports in the heart of Canadian bushland, has been a titanic one. Thousands of men, previously unemployed, have been given work on this scheme, which was first actually started back in 1927, though never seriously until 1932.

Muskeg, rock, clay, brush or mountains are no barrier to the intrepid pioneers who are blazing a new trail across Canada—a trail already made historic by the two great railway systems. Most of the work has been done by hand labor, and whole aerodromes have been completed and made smooth as billiard tables in British Columbia using a few teams and wheel barrows for grading.

Now machinery is available in many places and work is being speeded proportionately.

One significant factor reported is the morale of the workmen who, it is stated, take great pride in their work and look forward to the day when the inspector arrives by aeroplane.

IS CIVILIZATION FATAL?

The "energy system of human beings is made up of the thyroid and adrenal glands, together with the brain and the interlocking and mutually responsive nerves. Dr. C. W. Crile, a seventy-year-old American surgeon, whose research and discoveries have made him world-famous, fears that their too frequent and too powerful stimulation, in these strenuous, high-speed times, may lead to man's eventual extermination. He is now on his way to Central Africa with three other scientists and investigators, who hope to examine and analyze the glands of a large variety of animals, with the object of discovering data which will counteract the evils of civilization and exterminate the race. Central Africa is chosen as the scene of their labors, and there they will set up for several months a laboratory and operating theatre. The animals are not only numerous and in great variety, but they are free from the slightest influence of civilian life.

Standard Time Zones Adopted By The World in 1884

Sir Sanford Fleming Credited With Having Plan Approved.

The faster means of transportation and communication made possible in recent years by the aeroplane, the motor-car, the radio, and wireless telegraphy, together with the greater interest thus developed in affairs in distant places, have made necessary a much more general knowledge of corresponding times and related matters. Many questions relating to standard time are referred to the Dominion Observatory of the Department of the Interior. In order to meet this popular demand for time information the department has had prepared and printed a small pamphlet entitled "Standard Time and Time Zones in Canada."

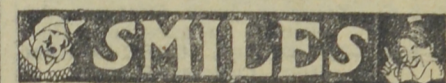
Everyone knows the meaning of the expression "standard time," but few in the present generation are aware that the adoption of standard time zones was due to the efforts of that eminent Canadian, Sir Sanford Fleming. From 1878 he had been advocating the use, throughout the world, of standard time zones. At a world conference held at Washington in 1884 his suggestions were adopted and it was agreed to urge all countries to use standard time zones. Almost all large countries have adopted standard times differing by some integral number

of hours from the local time at the Greenwich meridian.

Since Canada extends east and west almost one-quarter of a complete circuit of the globe, and morning at the Atlantic may be still midnight at the Pacific, there are six different standard times. Six o'clock a.m. in Halifax is five a.m. in Ottawa, four a.m. in Winnipeg, three a.m. in Calgary, two a.m. in Vancouver, and one a.m. in Dawson. While any locality is using daylight saving time it is simply adopting the standard time of the zone to the east of it.

With the exception of Quebec, Ontario and the Northwest Territories, each province has adopted a single standard time. Atlantic standard time, which is the local time at the 60th meridian (running near Sydney, Cape Breton), is four hours less than Greenwich and is used throughout Nova Scotia, Prince Edward Island, New Brunswick, and those parts of Quebec and the Northwest Territories east of the 68th meridian. Eastern standard time, which is the local time at the 75th meridian (running near Cornwall, Ontario), is five hours less than Greenwich and is used in Quebec west of the 68th meridian, in Ontario east of the 90th meridian, and in the Northwest Territories between the 68th and 85th meridians. Central standard time, which is the local time at the 90th meridian, is six hours less than Greenwich and is used in Ontario west of the 90th meridian, in Manitoba, in the Northwest Territories between the 85th and 102nd meridians, and in the southeasterly part of Saskatchewan. Mountain standard time, which is the local time at the 105th meridian (running near Regina, Saskatchewan) is seven hours less than Greenwich and is

used throughout Saskatchewan, excepting the southeasterly part, throughout Alberta, and in that part of the Territories between the 102nd and the 120th meridians. Pacific standard time, which is the local time at the 120th meridian (running near Kamloops, British Columbia), is eight hours less than Greenwich and is used throughout British Columbia and in that part of the Northwest Territories lying west of the 120th meridian. Yukon standard time, which is the time at the 135th meridian (running near Whitehorse, Yukon Territory), is nine hours less than Greenwich and is used throughout Yukon Territory.



IN THAT CASE



"I hate that expression, 'Drop me a line.'"
"Still, it's permissible if you happen to be drowning."

NOT TO BE EXPECTED

A man, having to make a trip to Paris, feared he would be seasick. As soon as he got on the boat he went straight to his cabin and drank about half a bottle of whisky. Waking up eventually and finding the engines had stopped and the boat was at rest, he rang for the steward and ordered coffee.

"Do you know, steward, the only thing that has kept me away from the Continent up till now is my fear of sea-sickness, and instead of being sick I've slept like a top and didn't feel the slightest roll."

"No, sir," said the steward, "I don't expect you did. You see, it's too rough for the boat to put out, and we're still in the harbor."

SECOND NATURE

"What's the noise?"
"John, the barber, is shaving himself."
"What is the conversation about?"
"He's trying to persuade himself to have a shampoo."

GOOD WORK

"My husband is better to me now than he was even before we were married."
"How remarkable. Have the years changed him so?"
"No. I have changed him. He is actually afraid to be otherwise."

HE'S HOLLER!

A corpulent gentleman, not noticing "Out of order" on the glass, stood upon the weighing machine and inserted a penny. Two street urchins were eagerly watching, expecting the machine to break. The dial registered 28 pounds. One urchin, turning to the other, exclaimed: "Gee, he's holler!"

CINCHING HIM



"Mark the perfect man."
"You'd better mark him, when you find him, so that you will know him when you see him again."