

BOB DAVIS RECALLS SOME OF HIS RECOLLECTIONS OF THE BEHAVIOUR OF WRITERS

(By Bob Davis)

He was seventy if a day. His face, weather scarred, seemed to be covered with a thin veil, toasted brown by the tropic sun and indurated by the brine of the sea. He spoke as one who had a message to deliver.

"I could spin you something about the Gulf stream," said he, "that the book fellers ain't yet got wind of. Like as not I kin subtract a lot o' the mystery out o' this warm ocean river—something you kin stow away and turn to when an argument sets in."

"It has always been an enigma to me," I said frankly, and that's a fact. "Scientifically, it has been explained." "Scientific be blowed," he broke in. "Simplest thing in the world, when you understand it. But the trouble is these here current sharks won't explain nothin' so as a land lubber kin git a line onto it. Now I'm a-goin' to tell you how the Gulf stream is made up, why it gits into the Gulf of Mexico and how it gits out and warms up the Atlantic ocean from off Key West, Florida; past Cape Hatteras, swings out nor' by nor-east, makes east and after it passes latitude 40 north and meridian 60 west spreads out and gits itself abolished in mid-Atlantic. I'm not sayin' it don't temper the climate fer England, but that's somethin' else again."

He stopped to lay in a cargo of fresh fincunt.

"This is what happens," he went on. "The equatorial current which takes a flyin' start south of the equator in the Atlantic off South America has a northwest drift, helped along by the trade winds, which never fail. Now you got to understand that the surface water warmed up along the equator stays on top and the cool water from the north Atlantic goes down, allowin' the top layer to slide onward, makin' its way up through the Windward islands into the Caribbean, where the

tropic sun continues to get in its deadly work of steamin' up the surface drift. On she goes into the Gulf of Mexico, arrivin' hot and in had humor, you might say.

"I'm tryin' to make it plain to you that this equatorial current is trapped. If the isthmus was open it would flow right through into the Pacific and that would be the end of the Gulf stream and the semi-tropical weather up the Atlantic coast. 'T' ain't no tellin' what would happen to the Pacific coast. You can see with half an eye that this warm water, havin' busted into the gulf, has got to bust out again. The best place for this out to occur is between Key West and Havana, at which point the warm flood begins to tear itself loose from the gulf waters at the rate of five knots an hour. At this start this stream, which, as I said before, is an ocean river, is about 50 miles in width and from six to ten degrees warmer than the surrounding water. Off the Florida Keys it narrows a bit and takes a dive into deeper water, breaking out within 100 miles at a four-knot speed. Then opposite Jacksonville she speeds up again to four and slacks away to three knots."

"Why the interrupted speed?" I asked.

"Oh, just a way the Gulf stream has o' doin'. Why, off Hatteras the cussed thing drops down to one and a half knots and within 100 miles jumps to three and a half. On the nor-east swing, off Cape May, the northern edge of the stream is racing at four knots, while the south edge is down to two knots. As the flow widens into the Atlantic it falls and at meridian 60 to one and a half and at meridian 60 drops to one knot and then good-by to the Gulf stream."

"Is it," I asked "clearly defined with relation to the adjacent waters?"

"Listen. I've seen the stream when it flowed along just like a streak of

A RAMBLING VACATIONIST WHO DERIVES PLEASURE FROM COLLECTING OLD FIREARMS

(New York Sun)

There seems to be no limit to the thing a rambling vacationist may uncover, whether or not he is discovery bent. The white mice farm, the onion show and the rattlesnake haven are only a few items that came to the Sun Ray's reporter in the course of a brief tour of upstate New York and New England.

Quite by accident he ran across a man with a unique hobby. In Monson, Mass., lives H. C. Norcross, who has gone in for collecting firearms on an unusual scale. Blunderbusses, old fowling pieces and flintlocks are his special quarry. In the five years that have elapsed since he started his collection he has assembled some of the rarest pieces known and says he will continue to collect them as long as he lives. In assembling them he has visited England, Holland, France, Switzerland, Italy and Germany. In each of those countries he has picked up types of firearms that have historic value or represent types that are virtually extinct.

Several flintlocks were picked up abroad. One pair from Belgium with

bluing through the sea, the line of separation so sharp that you could cover the space with your hand."

"What makes the Gulf stream bluer than the adjacent water?"

"That I can't answer," replied the ancient mariner. "Mebby it's 'cause of the temperature. I wouldn't like to start shootin' my mouth off on that isher. But I do know that the Gulf stream has its origin far east o' the Lee'ard and Wind'ard islands and that it is what you might call pushed into the Gulf of Mexico only to break out when the breakin's good. And you can lay to that as gawspel."

"Sounds all right to me, old salt," and I let it ride.

brass trimmings have flat butts equipped with rings. Another pair made by Bond in London show swivel ramrods. Another pair dated 1712 have silver-capped butts and napoleonic period is represented by two brass-trimmed flintlocks bearing the name "Charles-ville."

But the prize pair of flintlocks are the "royal pistols from France." Mr. Norcross explains: "These were made by Maubeuge in 1814 and were carried by the guard of the last King of France. You will note the lettering across the top: 'Guard du Corps du Roi.' I was prowling around an old shop in Paris for something in aid pistols and when I made my inquiry they dug around and found these old pistols all covered with rust. They had probably been there for years, forgotten. I took them to a friend in Philadelphia who had succeeded in restoring their original lustre."

A Persian flintlock, ten inches long, reputedly more than three hundred years old, has a knob butt and was used in the Thirty Years War. From Germany came one with an octagon brass barrel which dates back to the time of Frederick the Great.

Included in the collection about which a book could be written is an old English stage coach blunderbuss made by Tate in London. Then there is a double-barrelled sporting gun with a whalebone ramrod made by Latran in Paris in 1782. It has a good inlay with a stock of fine carving and checking. The mate to this piece is said to be in a Napoleonic private collection.

One of the most interesting in the collection is a Roger's repeating shotgun, 12 guage, with four chambers set in the style of a revolver. Another of which Mr. Norcross is very proud is a shoulder gun. "This," he said, "was one of the first model repeating guns. It is complete with choke and twenty-four shells. It was made in Amherst in 1866 and is like new."

The whole collection of around one hundred pieces is one of the most instructive exhibits of its kind owned and assembled by an individual in the country, according to competent judges.

London, Dec. 17.—Plans for the most ambitious air travel project in the world, a non-stop service between England and Australia, were divulged here recently.

According to an announcement, the service is to be inaugurated next spring. A special type airplane is under construction already. It is equipped with a single radial air-cooled engine of the latest and most efficient type. The designers decided on a single, radial, air-cooled engine of the latest and most efficient type. The designers decided on a single-engined machine for the reason that the modern engines have demonstrated the ability to run, practically unattended, up to 1,000 hours without stopping and risks of failure increase in proportion to the increase in the number of engines. The machine will be a bi-plane with a cruising speed of about 125 miles an hour, speed having been sacrificed for comfort.

It is expected that the 10,000-odd miles of route will be covered in five days. Obviously, in order to make it a non-stop flight, it will be necessary to refuel at several points. The possibility of refueling will obviate the necessity of taking off with dangerously heavy loads, also. Tanker machines will be stationed at all times at fixed points along the route, ready to transfer supplies of gasoline and oil and food for the crew.

Route Undecided

The route has not yet been definitely decided upon. It will be mapped out and the refueling points established after the plane now under construction has been tested, and "tanker" pilots have been trained.

The project is being backed by strong financial interests and many thousands of dollars have already been spent in preliminary work.

The name of the pilot chosen to take charge of the enterprise is withheld as yet. He is said to be an Englishman with world-wide reputation. The name of Sir Charles Kingsford-Smith has been linked with the undertaking.

Make Some Hot Biscuits Today

Make a dozen delicious biscuits this way. Sift together twice, 2 cups Purity Flour, 2 tspns baking powder, 1 tspn salt. Cream 1 tbspn each of lard and butter and mix with the dry ingredients, using the tips of your fingers. Add ½ cup each of milk and of water, mixing with knife until you have a very soft dough. Pat out lightly on mixing board until ¼-inch thick. Cut out and bake in hot oven for 15 minutes.

These biscuits—made with Purity Flour—will keep moist for several days and may be re-heated without getting dry.

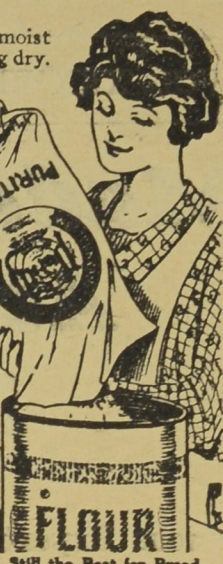
DELICIOUS SAUSAGE ROLLS—can be made from the above dough, but use half the shortening. Roll to about ¼-in. thick, cover sausages and bake 25 minutes, or until brown, in hot oven (450°).

MEAT PIE COVERINGS using same dough are extra tasty.

Send 5¢ for Purity Flour Cook Book

Western Canada Flour Mills Co. Limited
Toronto, Ont.

PURITY FLOUR



Look for our Company's name on the Purity Flour sack. It is your guarantee of quality from a responsible milling concern.

Come To — A Printing Office FOR YOUR PRINTING Requirements

LETTER HEADS

ENVELOPES

CIRCULARS

PROGRAMMES

CARDS

WEDDING INVITATIONS

BILL HEADS

LEGAL FORMS

HONEY LABELS

REPORTS

AUCTION SALE HANGARS

BOOKS

CATALOGUES

DODGERS

STATEMENTS

FINANCIAL STATEMENTS

MENUS

RECEIPT BOOKS

BUTTER WRAPPERS

POSTERS

VISITING CARDS

ALL KINDS OF

CIRCULARS AND PAMPHLETS

Printed to Order

PRINTING IS OUR BUSINESS
NOT A SIDE LINE

The Entire Printing Department of THE
MAIL is at Your Service in Your Printing
Needs.

Mail Printery

Phone 67

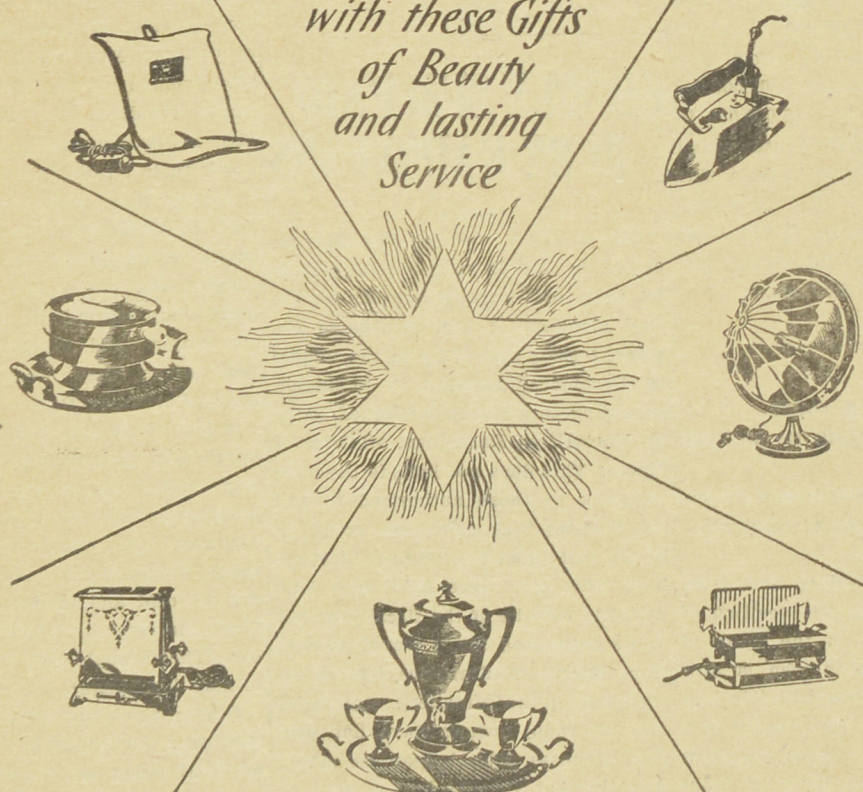
627-29 Queen Street

FREDERICTON, N. B.

Printing That Combines Price With
Satisfaction

Fill in the BLANKS on your CHRISTMAS LIST

with these Gifts
of Beauty
and lasting
Service



Even if you've just started your list and it's of your thoughtfulness as a giver, all blanks... you can fill it in from top to bottom with these electrical gifts. You'll find them attractive enough to be fit companions for any gifts that are opened on Christmas morning. And... after Christmas morning, they'll perform useful service that will be a constant reminder gift with next month's electric bill.



MARITIME ELECTRIC COMPANY, LTD.

OF THE

Associated Gas & Electric System

FREDERICTON, New Brunswick