

## PLANES HAVE SUPPLANTED DOGS FOR ALASKAN MAILS

Thousands of Pounds Now Regularly Delivered Over Scheduled Routes---Amazing Development in Transportation

(By Frederic J. Haskin)  
WASHINGTON, D. C., Feb. 6.—As in continental United States territory the automobile has largely supplanted the horse in the serving of rural free delivery routes, so a change has come about in the mail service of Alaska, but it is a different, and far more romantic change. For years such mail routes as existed in the northern territory were served, over much of the year, not by horse-drawn vehicles nor even by dispatch riders, but by dog teams and sleds. Through every kind of weather and over the most difficult terrain the huskies got the mail through. Today, these dog team routes have been supplanted by airplanes.

**Regular Delivery**  
Thousands of pounds of mail are regularly delivered over scheduled Alaskan routes. It should not be understood that this is air mail in the sense in which that term is used in the states. No air mail stamps are required nor any extra postage. The delivery by air is the delivery of the ordinary mail. Now and then a letter from the states, bearing an air mail stamp, may be found in the sacks. That postage would have been required to get the letter to Alaska, but once there it would have been forwarded by airplane anyway. The change from dog-sled to airplane is no more, in effect, than the change from horse drawn vehicle to automobile down here.

Persons who use the air mail in the United States find it of the highest value for long distances but often a disadvantage for short ones. Thus an air mail letter from Washington to New York often is beaten by a train letter, but the air mail wins on the longer trip to Chicago. In Alaska, the distances are long. It is as far from Juneau to Point Barrow as it is from New York to Minneapolis, and as far from Ketchikan to Kotzebue as it is from El Paso to Chicago. In addition to the distance factor, there is the factor of terrain. With the country so mountainous and forbidding and, for most of the year, so frigid, the airplane has come to be regarded as the natural mode of delivery. Not only can the plane fly over the glacial mountains in winter but in summer it can fly above the swarms of mosquitoes, big as humming birds, and get out of the torrid heat.

Mail transport is but one aspect and a somewhat minor aspect of Alaskan aviation development. The mail is important, of course, but were the matter put to a vote it is likely Alaskans would declare that the commercial transport and passenger services are of greater moment to them. The same handicaps which slowed the mail in the old days did more than that to other matter. Mail is relatively light and the dog teams performed tremendous feats in getting it through. But produce and passengers could not move so readily in the winter season. A dog team that could mush through with a few sacks of mail could not make it with tons of freight or a passenger list.

**Fills Long Felt Need**  
For this reason there has been the most amazing development of com-

mercial aviation in Alaska. The situation is utterly different from what it is in the states. Here the airplane has been used as a speedy alternative method of travel or of carriage of valuable parcels.

If one does not elect the air, one can still take train or bus. In Alaska there was no question of alternative. In the closed season there was no mode of transportation at all. The advent of the commercial plane in Alaska might be compared to the arrival at some unknown hidden valley or island of a means of communication with the outer world. It is like something out of H. G. Wells.

The government has been of great assistance to commercial aviation in Alaska by constructing landing fields in many places, some of them places so small that, in the States, no government aid would likely be forthcoming. The story is different in Alaska and the government realizes the fact. A place of 2,000 population in Alaska—and there are not many that large—looks like 200,000 in the States.

Yet this official assistance does not tell the whole tale of commercial aviation in the northern territory; indeed it is the lesser chapter. It would be difficult to find a place in the world where rugged individualism has become so rugged and individualistic as in Alaska. The advent of flying has resulted in the building up of several private air transport businesses by adventurous Alaskans.

**Without Subsidy**  
Without subsidy, they have created a transportation network of absolute-ly unique value. They serve the isolated villages by forming a connecting link with the outside world. They might be compared to Aladdin's genie who was sent by that fortunate youth to the ends of the earth on errands. The pilots serving these isolated communities do their shopping for them. They know the residents personally and when the family needs shoes the pilot knows their sizes. He shops for all the town stuff which before had been inaccessible. It may be 1,000 miles to the store but he comes back with his commission fulfilled.

**Qualifications of Pilots**  
One of the most remarkable services is the furnishing of fresh eggs, fresh fruit, and fresh vegetables in the dead of winter. Such things were not luxuries before—they simply were not obtainable under any description. Now they have become almost commonplace.

When the price of gold was advanced from \$20 to \$35 an ounce, there was an increased activity in the Alaskan gold fields. Mines which had been abandoned as worked out and thin placer deposits, became the scenes of renewed activity. More people went up into the back country, and they required supplies. They turned to the commercial airplanes. These do not move on regular schedules. That would scarcely be practicable. They fly as the traffic dictates, and now the traffic is growing heavier. In 1930, Alaskan planes carried 3,654 passengers 338,422 miles. In 1935 they carried 16,441 passengers 1,931,736 miles. In first six months of 1936, a further gain was indicated. A remarkable fact is that there are

## 250,000 FARM DEPENDENTS NOW ON RELIEF

But Brighter Prospects Seen as Trade Conditions Improve

OTTAWA, Feb. 6.—Time was when the Ontario farmer made a good living from the land. The husbandman raised his own wheat, his wife baked the bread, they had their own beef and their own sheep and wore their own wool.

Cicero probably was speaking the truth about his own day when he wrote: "Of all occupations from which gain is secured there is none better than agriculture." But that day is past. Certain it is that in the last five or six years thousands of Canadian farmers have gone from plenty to poverty, and whether because of depression of drought, it is a fact that more than a quarter of a million-odd Canadians who are presently on relief are farmers and their dependents, the vast majority of them in Western Canada.

**Optimistic Survey**  
'Tis the farmer's care that makes the field bear! But the ultimate outcome—whether there is a profit or a loss—depends not only upon winds and weather, but largely upon world conditions. For the latter reason Ontario farmers may be encouraged by an optimistic survey of prospects which has just been prepared by economists of the Department of Agriculture and Trade and Commerce, in co-operation with the Provincial authorities.

They see an improvement not only in the domestic demand situation but also in international trade conditions. The outlook for higher farm prices, they say, is better. This conclusion is based upon increased industrial production, greater tourist trade, policies which are expanding Canadian markets abroad, the prospect of more assured stability of exchange rates, the increased demand of food importing countries for primary products of which Canada has such an abundance to export.

It is estimated that actual farm prices have risen since 1932 from about 35 per cent. to about 65 per cent. of the 1926 level, which was regarded as normal, while prices of goods which the farmer must buy have not yet risen above the 1932 level.

The farmer, who is struggling to pay his taxes may find a little comfort in this reflection, but it is claimed that although his price disadvantage has been reduced materially, the ratio still remains an obstacle in the road of normal agricultural consumption.

The survey indicates that considering the probable level of farm prices, and the volume of farm products to be marketed, exclusive of the drought areas, Canadian farmers are likely to obtain an income, during the early part of 1937, which will be somewhat higher than that obtained during the corresponding period of 1936.

Average land values rose slightly in the last two years, according to this review, and are now about 65 per cent. of their pre-depression level. The average value per acre of occupied farm lands in Canada declined 40 per cent. from 1923 to 1934, while the decline in the next returns from farming was even greater than that.

As a result of drought and depression 16,000 Canadian farmers who found themselves unable to pay their debts made an assignment under the

more airports in Alaska than there are airplanes. There now are 83 airports and 76 airplanes.

An Alaskan pilot must be a remarkable man. The well qualified pilot in the states would find himself at a loss in Alaska. Each man must be able to meet any emergency. He must know how to fit skis to his plane or floats. He must know just what to do in the hours required to jack up a plane for the night and in the two hours required to start it in the morning. He must know that his oil must be drained every night and the batteries removed and put in a warm place. He must know how to protect his wings from overicing. He must know how to land on the water of a rushing stream or the verge of a tidal bay.

When carrying passengers he must be able, if forced down, to procure game—a rifle being standard equipment—and how to cook it. All the arts of the hunter and trapper must be at his command. He must be a woodsman and explorer and also, at need, a physician.

Some day, it is likely, the same sort of epic will be written about the pioneer commercial fliers of Alaska that were written about the pony express riders and the shotgun stage coach passengers. A composite of Brete Harte, Robert W. Service and Edgar Rice Burroughs is indicated.

## PARIS EXPOSITION BEHIND SCHEDULE FOR OPENING DATE

PARIS—The ever increasing topic of interest is the coming Paris International exposition. Gossip about this is current as the only three months off opening date races toward Paris. Will it open on time? is the question for discussion.

Of course, the exposition is for tourists, but none are more keenly interested in it than the Parisians, whose memories of the joys of the Colonial exposition in Paris five years ago are still fresh.

Politics has played no small part in the coming Paris fair, and mud-slinging has been a popular part. Out of the mire it is hoped a real beauty will emerge.

Two principal departments are in charge of the work, the Public Works and the Architectural Service. To the first belongs the difficult work of modifying streets, transferring bridges, making subterranean passages, all designed to regulate traffic. This work, it is claimed, is progressing favorably.

It is the Architectural service which is causing displeasure at the moment the work of this department being sarcastically referred to as the Waltz of the Architects. The new Theatre of the Trocadero will not be ready for the opening; it may not be ready for use during the entire period of the fair.

Strangely enough one of the first buildings to approach completion is the German one. Also rapid progress is being made on what is known as the Clothing building, occupying the site of the old armory, and a building of paramount interest to a city of fashion.

Forty one nations will have exhibited in the coming Paris inventory of civilization.

All expositions, says Henri Can-garrel, general director of the French Line and chief of the Marine division have one important point of interest to be featured. In 1851, it was the Koh-I-Noor diamond; in 1878, the Trocadero; in 1889, the Eiffel Tower; in 1900 the Alexander III bridge; and in 1931, the Angkor temple.

In 1937, it is Old Man River Seine, which the imaginative French architects and engineers have cleverly harnessed and put to work. The main street of the exposition will be the historic river Seine. This will bisect the exposition, and American interest

in the featuring of the Seine should be especially keen since Robert Fulton made his first experiments on this river in 1803.

The colorful expositions will be largely devoted to the future, emphasizing very little in retrospect. Its aim is to hold up the mirror of progress to art, science, industry, and invention.

The Eiffel Tower will be illuminated in red, white and blue, the French national colors, while the colors of all countries participating will be displayed nightly on the arcades of the first landing.

Indirect lighting will be largely used to illuminate the fair at night, and its fountains will be transformed into glittering cascades of gold and silver by means of a new secret process.

No fewer than 160 nocturnal fetes are planned. Immense streams of water, 45 times as great as the fountains of Versailles, will be shot into the air by powerful pumps installed on boats in the Seine.

Sound police will be an innovation of the exposition. They will not be bury men in blue charged with seeing that visitors talk in moderate tones, but engineers whose job is to see that the ears of the visitors have no untoward shocks.

The foreigner who spends five days in Paris this year is entitled to 50 per cent reduction on all French railways. These half price tickets will be good for 60 days in the case of Europeans; for three months in the case of Americans and Canadians. No minimum mileage will be set.

Certain formalities must be complied with to take advantage of the 50 per cent. reductions. The visitor must obtain a carte de legitimisation, which can be purchased for a small sum in travel bureaus, transportation offices, etc., in the principal foreign cities. Notice: This means get the card before you leave home.

Upon reaching France, the traveler presents this card at the first railroad station he encounters, and the 50 per cent. reduction will be accorded him. He need not proceed directly to Paris but can do so by a round about route, with the privilege of one stop over.

## Do This For a Cold

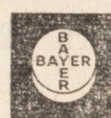


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### Demand and Get ASPIRIN



## PAGE THE SERPENT

(By H. M. Paint)  
(News Item: "Czechoslovakia will temper steel with apple juice instead of oil.")

From Montreal comes the news that Canadian apples have had a remarkable sale in Germany this winter. The German liner Deutschland has twice made a special call at Halifax for apple shipments. The New York, flagship of the Hapsburg line, has picked up thousands of barrels on a special call. The Frankfurt, a German freighter is to call at Halifax around Feb. 9th for further apple shipments.

Have the Germans suddenly deserted sauerkraut and pumpernickel for apple dumplings and Sally Lunns? Is an apple a day keeping the doctor away in Naziland? Is hard cider making heads swim already reeling with propaganda? No, no, a thousand times No! In Czechoslovakia the chemists have found out that steel can be tempered with apple juice instead of oil—that precious commodity in which Germany is trying to make herself independent of foreign imports.

No, Nova Scotia, your delicious Gravensteins from the smiling orchards of quiet Berwick, Windsor, Kentville and other, pleasant valley towns—your delicately flavored Pippins and sunny Winesaps will not keep the doctor away—at least not for long!

Farmers' Creditors Arrangement Act and important debt adjustments totalling \$75,000,000 were made in the Province of Saskatchewan alone.

Federal and Provincial Departments are now seeking to assist hard-pressed farmers to rehabilitate themselves by concentrating upon the marketing of agricultural products. The Federal Parliament will appropriate \$650,000 this year for the purpose of advertising and marketing the produce of Canadian farms. Good weather, good crops and good markets along will put money in the farmer's purse.

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