

Lonely Isle on Rocky Coast Is Site of Fliers' First Landing

Sea Birds and the Lighthouse Keeper's Family Are Almost the Only Occupants of the Tiny, Rock-Bound Island Till Ice Goes in May

A LUCKY LANDING

New York.—Greenly Island, where the German and Irish aviators landed the Bremen on its pioneer east-to-west flight across the Atlantic ocean, is one of the most isolated of all the inhabited spots along the southern Labrador coast, according to descriptions by those familiar with the Arctic waters.

Greenly Island lies approximately 1,100 miles northwest of Mitchell Field, New York, the destination which the transatlantic fliers hoped to reach, and 900 miles from Quebec, from which point the first Canadian welcoming plane left to greet the venturesome air navigators. The island is so small and so unimportant that it is not listed in the gazetteers. Few mariners' tables give its longitude and latitude. And yet, when the intrepid aviators came down there with their gasoline supply virtually exhausted, they selected one of the few places in the entire region where a safe landing might be made.

The coasts of Labrador and Newfoundland are rocky and rugged. At this time of the year the water is filled with rough and broken ice. Had the fliers attempted to reach the interior of Labrador, a landing would have been fraught with almost insurmountable difficulties. Instead they brought their airplane to rest at a spot where food and shelter were available.

Lonely Lighthouse

There is a lighthouse on Greenly Island—Fog Horn Light—which warns the mariners to avoid the shoals and rocks to the south. The lighthouse keeper and his family are usually the chief residents of the island at this time of year. Thus the winter population of the island may be somewhere between 7 and 12 persons. But they

The Story of the Flight
Details from the frozen north revealed a dramatic story of the transatlantic plane Bremen successfully groping through fog and blizzard for the continent of its destination.

An auspicious start developed at the end into a battle with the elements as the fliers were some 400 miles off their course, due partly to the failure of the plane's lighting system. For hours the flight was in darkness. Once the plane was 50 feet from the water. A strange river was seen, then a mountain. At last was sighted what appeared to be a sealing steamer. It proved to be the lighthouse on Greenly Island.

Shortly after midnight, eastern standard time, on Thursday, the Bremen stood fully fueled for her flight on the runway at Baldonnel Airframe. Captain Hermann Koehl and Maj. James Fitzmaurice sat at the controls. In a compartment behind sat Baron von Huneboldt, ready to man the fuel pump.

After a daring take-off through a breach in a stone wall, the plane was going strong, two hours later, well over the Atlantic, having passed over Costello, Galway, at 2.03 a.m. Foggy weather prevailed along the coast.

Flying in Darkness

Soon, however, the plane ran into clear weather over the Atlantic. All Thursday during the daylight hours the plane traveled westward rapidly. That night, however, a blizzard swept the ocean. The plane lost altitude in the storm conditions and it was flying very low.

The lighting system failed during the night. The fliers were unable to read their instruments and Captain

A Solitary Sea Flier



CROSSING THE ATLANTIC OCEAN IN A CANOE
Capt. Franz Romer, intrepid German adventurer, clearing from Lisbon in a daring attempt to cross the Atlantic ocean to New York.

be a sealing steamer risen in the island and, although the Bremen was without skids or a landing on ice, they descended. The plane broke through the ice, the metal propeller was bent, the axle or the landing-gear broken. This was noon on Friday, April 13.

Chaos Reported Throughout Italy

Travellers Says Police Have Started Reign of Terror

Agrate, Austria.—Newspaper dispatches from Rakek, Italy, on the Italian-Yugo Slav frontier, quote travellers as saying that panic and chaos reign throughout Italy. The police, aided by Fascist Militia, are said to have inaugurated a reign of terror in an effort to get even with "enemies of Fascism."

Hundreds of persons suspected of being anti-Fascist, are being arrested daily in almost every town of Italy and thrown into overcrowded prisons. One traveller brought a report that the bomb outrage at Milan was the work of extremist Fascists themselves who were trying to settle their account with the reigning dynasty. This report had it that Mussolini had withheld from King Victor Emmanuel until the last minute his decision not to go to Milan.

Other travellers allege that Mussolini has completely terrorized Victor Emmanuel and is only waiting for proposals from his own black shirt followers to assume kingly power himself.

An Estate Agent Proposes Marriage

Well, old girl, I'm gonna give you the first chance to make yourself Mrs. Henry H. Jones. I'm the very best to be had in the matrimonial line and I won't take "No" for an answer. Plenty of women are crazy to get a chance at me, since you're a good friend of mine, though, I'm making you the first offer. And let me tell you right now you'll be making the biggest mistake of your life if you don't grab me now while you can get me. Well, whadda you say?

The modern woman has been weighed and found wanting—every thing under the sun.

"Oh, Dick," cried the wife hysterically, "I've lost my diamond ring, and I can't find it anywhere." "Never mind," said the husband, "I found it in my trousers pocket."

Strange Customs Holland Alters "Cart Dog Act"

The Hague.—There is a marked improvement in the treatment of animals in Holland during recent years, according to statements to a correspondent of The Christian Science Monitor by Government officials.

A very important addition to existing legal protection of dogs drawing carts has recently come into force. The existing so-called "Cart Dog Act" of 1910 was not very efficient, and the Anti-Cart Dog League has been trying to improve it for many years. Since Dec. 17, 1927, the act has undergone a very substantial change, mainly in two respects. There will be annual examinations in order to ascertain if the dogs used for pulling are of the required size and quality for this kind of work, and under no circumstances will a man be allowed to sit on the cart which is pulled by a dog.

Great work has been achieved in this direction by the humane societies already mentioned, and also by the persistent work of the Netherlands Society for the Protection of Animals at The Hague, the Sophia-Society at Amsterdam, and others.



She—"What's the matter, Jack? Did that cake I gave you give you a pain in the stomach?"
He—"No. That cake-eater who just left gives me a pain in the neck."

Sex Equality

Washington Post.—The modern woman does not want preferential protection to which she is not entitled. Where is the woman who would not glory in military conscription, provided she be assigned to duties to which she is suited. The work of women during the late war, in Britain as well as in the United States, proved that the fair sex had fewer slacks than the male side.

Hinkler Tells Adventures of Historic Trip

Further Details Bring Out Full Significance of the Flight to Australia

(The following communication from the Christian Science Monitor's special correspondent in Brisbane, giving picturesque details of Bert Hinkler's recent flight from London to Australia, with supplement of the inadequate reports about that great achievement hitherto available. It will be remembered that in his great exploit of flying 13,000 miles in 15 days, alone, Hinkler was able to make five new firing records, and there is no doubt that this notable performance will be counted as one of the outstanding pioneering feats in the history of aviation.)

Brisbane, Queensland.—"You are a wonderful young man, Bert," said the Mayor of Bundaberg in the course of the civic welcome accorded Bert Hinkler in his native town, as soon as the aviator stepped out of the cockpit of his tiny Avro-504 machine on completing his Australian trip. "We are all proud of you, and we are here to pay you the homage and respect you have justly earned in accomplishing that deed."

The "deed" in question was briefly this: Hinkler made the quickest flight from London to Australia, having flown the 13,000 miles in 15 days 2 1/2 hours as against the previous record of 23 days; he made the world's longest flight in a light airplane; the first non-stop flight from London to Rome, the fastest journey from England to India and the longest solo flight. The flight was made in a little 30-horsepower machine, running costs being altogether £25—£45 for gasoline (including a consumption of 450 gallons) and £10 for oil. The whole en-

Auto Finding Favor On Roads of Turkey

Constantinople.—Prior to the World War there were no automobiles nor farm tractors in Turkey. Now, the report of the Ministry of Agriculture shows, there are 2,000 tractors in use, imported from America and Germany.
The United States Trade Commission finds 6,000 passenger cars in use, 1,500 trucks and buses and 400 motorcycles.

the heat here, are as misty as parts of England. I felt as if I were flying into the door of a furnace. It almost set fire to my face. It was a difficult section. I had wet feet in Arabia, but it was not nearly as severe as that in the Northern Territory."

Hinkler said that he left Darwin at 7 o'clock on the morning of February 26, and, after two hours, passed over Katherine Waters. He then turned into the desert, where the flying conditions were bad. The sun was in his face, and there was a strong head wind, with clouds of dust. After about five hours battling against adverse conditions he thought it was time to look for a landing place. Seeing a windmill in the distance, he decided to land, as he thought he would at least be able to get water and he might be able to see somebody who could tell him where he was, as the only map he had was an imperfect one.

A Lone Aborigine

He landed safely and got a drink of water, but he could see no one. A short time afterward an aborigine came along, and though he could barely speak English he made the aviator understand that he was between Brunette Downs and Alexandra station. He tried to fly his machine, but the heat was so great and the air so heavy that it would not rise, so he decided to stop for the night. With the aborigine as a companion he had supplies, and made himself comfortable

Welcome Home



AN ACE OF THE ACES

Bert Hinkler, Australian aviator, who broke five records when he landed at Port Darwin, Australia, after a flight of 15 1/2 days from London.

terprise was undertaken with the smallest possible margin of funds, Hinkler having failed to secure financial backing in London.

The London-to-Rome Record
Talking over the adventure of this remarkable flight Hinkler said:

"My longest hop was 1200 miles from London to Rome. I dodged the mountains and followed the rivers down. I knew of two aerodromes on this part of the Mediterranean coast, but darkness found me between them, so I decided to push on to Rome. Though it was dark, the moon came out and I managed to do it by 8.45 p.m. I had been in the air for 12 hours and 40 minutes. When I left London, I wore a sweater, a coat, a jumper, and an overcoat, but as I went southeast into a warmer climate I had to shed them. The whole route between England and Australia is littered with my discarded clothes."

Arab Tents and Camels

After that, Hinkler said he seemed to remember nothing but endless stretches of desert, with occasional Arab tents and camels. Once after landing in Libya he was trying to clear a space for taking off, when a party of Arabs rode up. Not knowing whether they would prove friendly or hostile, he made overtures to them and finally secured their assistance in making the clearing. Soon he was flying over more desert until he came to the stony wastes of Palestine.

"In getting from Victoria Point to Java, I had to race a rainstorm," Hinkler said.

"A wall of water chased me, but I managed to beat it. I had just landed when it came down in sheets, and I could not see 100 yards.

"I landed at Darwin about 5.55 p.m., after flying over the sea practically all the way from Bisma on the Malay Archipelago. I found Bisma inconvenient. I put up in a native's hut, but could not sleep. I was out at 4 p.m. ready to start for Darwin. I had a tricky climb with a full load out of the mountains, and then made for the open sea. My first sight of Australia was Bathurst Island, and it caused great joy in the cockpit."

Riggers of Northern Territory

Hinkler said his biggest thrill on the trip came after he had landed at Darwin, and he plunged into a thick haze round Anthony's Lagoon. "Perhaps I did not understand the conditions," he said. "I always imagined that Australia was a place of good visibility, but some parts, owing to

for the night. Next morning he flew off and landed near Alexandra station, where he was given breakfast and entertained by the station manager.

He then rose, and in another 40 miles saw Rankine township, of a few houses, on the edge of a vast plain. When he was receiving his direction before leaving Darwin, Hinkler was told that he could not miss Alexandra station. "As that station is 16,000 square miles in area I could not easily miss it," Hinkler said, "but as a landmark it was of little use to me."

"I struck rainstorms up above Gladstone, Queensland," Hinkler went on. "There was a strong head wind, and I followed the railway. Then I came down the Dawson Valley, and at Baralaba I circled around to wave greetings to my aunt. For three weeks I rose between 3 and 5 in the morning," added Hinkler, "and I have seen 21 sunrises in succession, many of them over different countries.

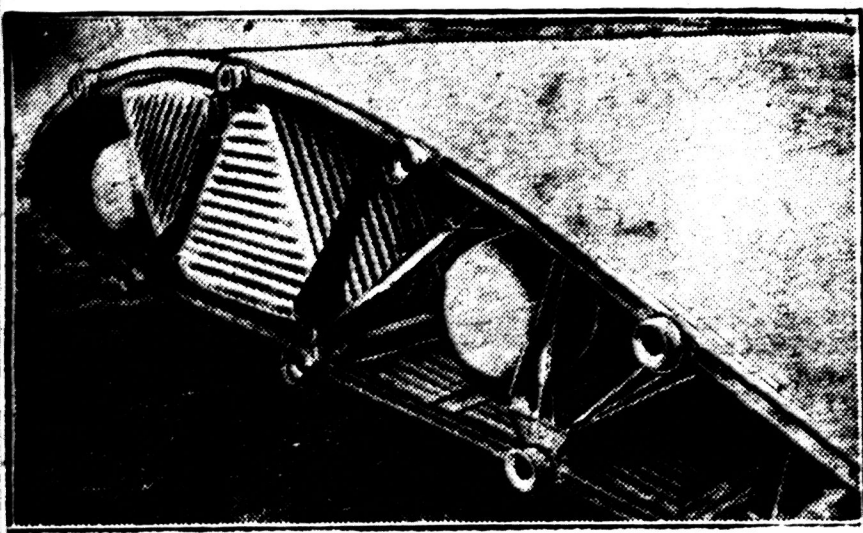
Carriage Built for Long Grass

"The engine ran perfectly," he said. "I sat behind the engine throughout this long trip, and it never missed its steady, droning beat. The extreme regularity and reliability became monotonous." He explained that his machine was fitted with a patent undercarriage which gave him a very wide wheel track, making the machine very stable on the ground, despite any wind that might be blowing. Also, the carriage had no axle in the ordinary way. Therefore, in landing in long grass there was nothing to hinder the machine.

By a special contrivance the wheels were drawn back as the wings were folded, thereby avoiding throwing any extra weight on the tail. This made the machine just as handy to move about when the wings were folded as when they were open. In two or three places Hinkler landed in a strong wind, and the undercarriage worked admirably, keeping the machine stable. All over the machine were fitted little special telescopic nipples, and with his grease can he could oil the machine from the cockpit without walking round.

"The flight to Australia has been accomplished previously by Sir Ross and Sir Keith Smith, Parer and McIntosh, Sir Alan Cobham, and the Italian aviator, de Pinedo. De Pinedo included Australia in a flight around the world. The shortest time hitherto occupied in the journey from London to Australia was 23 days, by the Smith brothers, and Sir Alan Cobham. The Smiths were the first to fly to this country in 1913.

The Latest Construction



SIDE OF THE WINGS OF MONOPLANE BREMEN

Showing the extra fuel tanks inside and balloons filled with gas to give sufficient buoyancy to keep the plane afloat.

are equipped with ample supplies to meet the immediate needs of the three aviators.

Communication is a more serious problem. The island, known locally as Ile Verte, is about two miles from the mainland. There, at the extreme southern tip of Labrador, is Blanc Sablon, a settlement of some 100 French-Canadian fishermen. There is a telegraph station there. Sometimes it operates and sometimes it does not. And when the Bremen flashed out of the fog and came to rest, the telegraph line was out of commission.

The location of the island is referred to as the southern extremity of the Straits of Belle Isle, which stretch for about 70 miles between the Gulf of St. Lawrence and the Atlantic Ocean, separating Labrador and Newfoundland.

Some 20 miles up the straits on the Labrador coast is Point Amour, where the marine signal service station is located. It was from this station that the wireless operator flashed the first news to the world of the arrival of the fliers at Greenly Island.

Closed to Navigation

The island itself is less than three-quarters of a mile long and at its widest point only a half-mile in extent. A deep cove on the eastern shore almost cuts in two parts a hill of some 35 feet rising on the north section of the island and a hill some 20 feet high on the south.

It is on this southern hill that the lighthouse, a huge octagonal tower, is located. A white light flashes from its peak, which on clear nights is visible for approximately 15 miles.

The landing of the fliers at Greenly Island preceded by about one month the time when navigation will be open. Blanc Sablon Bay and the Straits of Belle Isle freeze over about the middle of December. The ice begins to melt prevents navigation for another month until the middle of June, navigators say.

Aside from its significance to navigators who sail the Labrador coast, Greenly Island is best known to naturalists. Sea birds known as puffins abound there and numerous species of fish attract their attention. Within another month the fishing fleets will begin to gather for the trip up the Straits of Belle Isle, as soon as ice conditions will permit, and the chief industry of that region—fishing and sealing—will be under way for the season.

Koehl's long experience in night flying in Germany stood them in good stead.

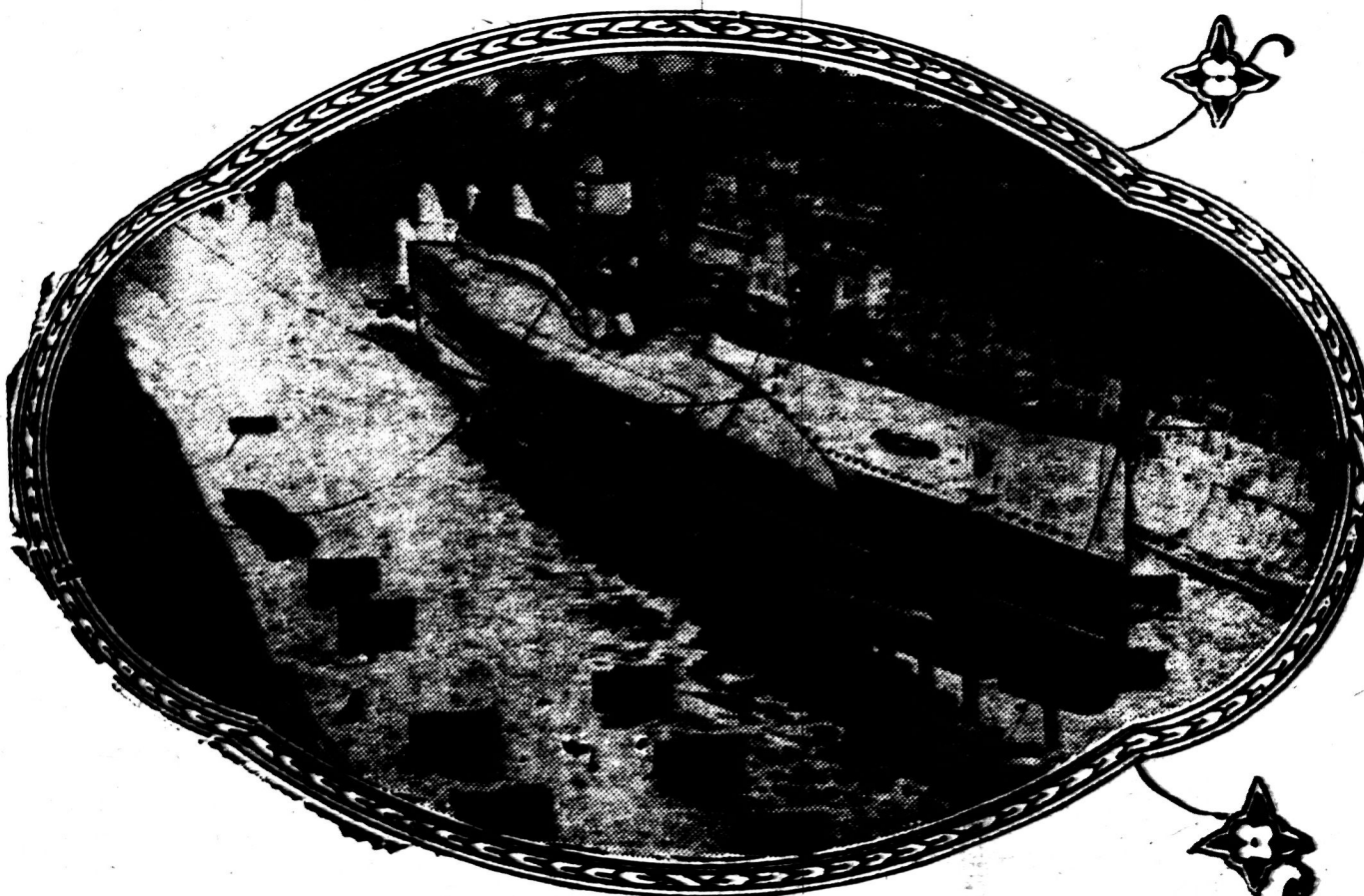
Daybreak gave them opportunity to correct their direction. The weather, however, became worse and worse, and it was only with great difficulty that the plane could be kept up.

Off the coast of Newfoundland they struck a heavy fog and began to wander. They tried to fly above it, but at 2000 feet the fog still enveloped them. They descended to within 50 feet of the waves but had to climb upward again because of the high seas running and threatening to engulf them.

Then they saw land, it was a wooded country and they flew over it trying in vain to locate their position. Next they flew over a large river which they could not identify. A large mountain loomed in their path. Again the Bremen headed upward and over it.

Finally they saw what they took to

S-4 Ill-Fated Submarine In Dry Dock



VIEW OF THE SUB AS SHE APPEARS TODAY

The Charlottown navy yard was flooded and the craft which sank off Provincetown with all on board was towed into the harbor, where she will now undergo repairs.

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