

Some Useful Tips For Duck Hunters

There are many angles to duck hunting, but one of the most important to the hunter is how to hit a duck. Leading is one phase of wild-fowl shooting that is difficult at first to understand and harder still to apply.

When shooting moving game, it is necessary to shoot ahead of the bird so that the shot charge and the game will meet. Shot requires, naturally, an appreciable time to travel to the target, and in that time, the target may have moved anywhere up to 15 or 20 feet. There are so many variables or factors that influence the lead you take on a moving target or bird, that it is not practical to set up a table of distances to lead the object.

The speed and angle of the target, the distance of hunter to target, shooting conditions in general, and the hunter's reflexes all affect the time of shot to be taken and the lead to allow. Speed of ducks in flight will vary owing to wind velocity and direction, angle of flight in relation to the earth, age, and physical state of the bird, plumage, and the way for speed at the moment. Ducks fly from 50 to 100 feet a second. When shooting at a moving target, swing your gun along the line of its flight.

You just can't hit a duck if you shoot behind it; so make it a habit to concentrate on getting your shot ahead. The snapshot shooter doesn't swing his gun with the bird. He shoots ahead of it at the spot where he hopes the charge and target will meet. This is the fastest way to get a shot off, but it is only good when there is very little angle. This is known as a desperation shot. The best way for a gunner to do is to pick up the bird and lead ahead what he considers the right distance. He fires with the gun still swinging — he follows through.

It is impossible to list all the types of blinds that hunters use. Blueblinds, redheads, and canvasbacks can be shot from nearly any kind of blind that blends with the surroundings and appears natural if not open. But black ducks and mallards require very carefully constructed blinds which are not conspicuous.

Pits are used for stubble-shooting. Dig a pit deep enough for concealment when sitting, but with sufficient room to shoot from. Carry the earth away, and spread the rim of the pit with grass or straw. Pits are often cold, and some hunters select a wooden box strong enough to sit on and large enough to hold a kerosene lantern inside. A good hand warmer is a must with me for waterfowl shooting.

SHORE BLINDS—Some hunters build permanent blinds complete with seats and stoves. More often the hunter constructs a blind from the materials at hand. This proves easy if a roll of chicken wire is carried along with you and needs or brush are woven naturally into it.

FLOATING BLINDS—These come in many varieties. There are those that provide conceal-

ment in the form of weeds or branches fixed to supports. The blinds or blind are anchored, and the decoys spread around. Then, there are scull boats and meek boats in which the hunter "sculls" or drifts down the ducks.

There are quite a few boats that are excellent for duck hunting. I am sold on aluminum craft—boats which are light and durable. It is especially good for pot hole shooting. This boat won't throw you if you fire a couple of heavy loads from one side. A boat that draws little water will make travel in the weeks easier. If you travel open water, pick the boat that gets you there and back safely.

Paint your boat the same color as the background in which it will be concealed. Don't overload it or distribute the weight unevenly. Buy a boat that is light enough to be carried easily down to the water or on top of your car.

DECOYS—Wood or cork decoys are heavy and bulky, but they give good results. Pick the most lifelike ones of the species you want to shoot. Be sure they are flat, dull finish. By Jimmy Robinson, Trap and Skeet Editor, Sports Afield.

This "Iron-Lung" Is Made Of Glass

Iron-lung patients frequently complain of their immobility. Encased inside a machine weighing half a ton, they are not easily moved about. Some are more sensitive than others, suffer psychological disorders through the feeling of being confined or trapped amid a mass of oppressively heavy metal work. And nearly all, unless exceptionally fortunate, are denied the pleasure of going places and so enjoying a change of scene.

But now these drawbacks should soon disappear, due to a newly designed artificial respirator made of fibre glass, the product of a group of Australian doctors and technicians working on iron-lung problems in Melbourne.

The new fibre-glass lung performs its life-sustaining task just as efficiently as the conventional iron lung. But instead of being a formidable and practically immovable heavyweight, the new model is as light as science can make it. It extends only five feet long, is twenty inches wide, and a person of normal strength can lift it easily into the back of a station wagon.

The first model made with fibre glass was provided for a girl who has had to spend every night in an iron lung since she contracted polio eight years ago. Her parents installed the iron lung at her home.

"Our family outings," said the girl's mother, "were much restricted because of the lung's weight. Now, with this new model, we can take our daughter pretty well everywhere with a minimum of discomfort, both for her and for us."

By Blake

EVER HAPPEN TO YOU?

ROUNDPUP TIME IN THE PARKING LOT

IS THIS ONE OF YOURS? HE CAME THROUGH THE CHECK-OUT COUNTER WITH US!



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SOVIET SUBMARINE—The U.S. Navy released this photo of a new type Soviet submarine believed to be armed with ballistic missiles. Such subs have been sighted in both the Atlantic and Pacific, the Navy said.



TWO SHOES FOR ONE—A novel feminine foot fashion has been introduced in Paris. Called the "Pirouette," the shoe comes in two separate parts. Different fronts can be interchanged with the backs. Design also features a unique heel.

Just Forty Miles Away From Justice

Waldo Cummings could just see the upper part of the young man's right hand resting on the back of the front seat of his Pontiac—a hand decorated with a small blue and red heart. Cummings had warned him: "Waldo, cut it out. One of these nights you'll pick up a murderer or robber."

But Chief Dawes knew that Cummings would never listen. The fifty-year-old storekeeper was known throughout the area as a kind man—one who never turned away anyone in need.

"This will do," Mr. Cummings heard the young man say. He calculated that they were about forty miles away from Amarillo. He tried to keep calm for the sake of his forty-eight-year-old wife, Natalie.

"I'll have your money," the youth said, "and yours," looking at Mrs. Cummings, who was trembling.

"Sixty-one measly dollars," the youth grunted, "this all you got?"

"You are very young," Mrs. Cummings said. "Why do you throw away your life like this? My husband and I will drive you where you want to go and even help you with some money to get started."

"You must think me a greenhorn, lady," the youth snapped. "First chance you got you'd turn me over to the cops. The two of you get out here. You only got forty miles to Amarillo."

"You don't expect us to walk forty miles, do you?" Mrs. Cummings said.

"Get out and stop arguing. The exercise will be good for you."

Waldo and Natalie Cummings climbed from the car, watched the youth slide in behind the wheel, and sped off into the night towards Amarillo. Cummings shrugged: "Unless we want to stay here all night we had better start walking, Natalie."

They rested and kept looking back in case a car came their way, but they had to trudge on until seven in the morning when a milk lorry picked them up and

drove them home. Chief Dawes later took a statement.

The Cummings' car was found abandoned in a side street without a sign. Mr. Cummings told his wife that evening that he was going out. He had in his twenty years, helped enough people to go back to town and ask a little assistance, and all he wanted now was to find someone who recognized the youth's description.

He spent six evenings visiting the people he had helped, before he found a man whom he called Jack Smith, who had been out of prison only a few months.

"I ain't no squealer, Mr. Cummings," Jack Smith said, "but you been very good to my wife and kids while I was in Oklahoma City jail. There was a kid in the jail doing a year for robbery. He fits your description, Mr. Cummings."

"I can't go any farther," Mr. Cummings said solemnly, "it's only another hour or so then you will get a lift."

They came to the top of an incline and below, in the hollow, Mrs. Cummings saw the Arab press and some friends of the trio who was Israeli agents had abducted them in a desperate effort to keep Nasser out of the middle east.

The Israeli Government said nothing. But the newspaper Haret offered an intriguing explanation. Krug had been abducted by the Egyptians, it said, because he was about to switch sides and supply Israel with rocket parts.

An anonymous letter to his wife claimed Krug had been murdered. His friends said that the arms merchant had mentioned before he disappeared it was possible that all three, after receiving threats, had simply gone underground.

They might well be 6 feet underground. If they are—internationally, what is it? —it may be a long time before anyone finds out.

They were a man with soul and dead. Who never turned his eyes and said, "Hummm, not bad."

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SIC TRANSIT ECHO—A technician uses a surveyor's transit to accurately position a layer of material before cutting during the building of a 100-foot-diameter balloon satellite of the G. T. Schiedt Echo. Similar Echo I, which was launched in August 1960, used the metal-coated plastic "satellite" will weigh 125 pounds when fully inflated. G. T. 1,000 miles in space, the balloon will act as an electronic mirror, reflecting radar and television signals and thereby increase their range.

Mystery Which May Never Be Solved

Three German rocket experts were missing from their accustomed orbits last month, and behind them they left a tale of international intrigue in the best tradition of E. Phillips Oppenheim. Significantly, all three were connected with the Egyptian missile program which Gamal Abdel Nasser hopes will turn the balance of the Arab-Israeli arms race in his favor. The missing men were:

Dr. Heinz Krug—His latter Trading Co. in Stuttgart supplied most of the parts used in Nasser's El Safer and El Kahle rockets. He was last seen in a sports car with a saucy English-speaking Arab who identified himself only as "Mr. Saleh." Several days later, Krug's car was found covered with dust, and he was complained to police. "My husband has been kidnapped,"

Dr. Wolfgang Pitz—He helped develop the French rocket Viceroy before going to Egypt to work on Nasser's missiles in a military plant at Helwan, a suburb of Cairo. He was last seen heading south on the Autobahn out of Munich in a new turquoise Volkswagen bus equipped for the desert.

Prof. Paul Gerke—He also worked at the Helwan plant, and was recruited along with Prof. Eugen Sanger, former head of the institute of Jet Propulsion Research, in Stuttgart and the real brain behind Nasser's rocket. Sanger resigned from his laboratory and severed his connections with Nasser following sharp public criticism in Germany, but the others stayed in Helwan. Gerke, too, was last seen in Munich.

The mysterious disappearance of the three rocketeers touched off a European search for the rocketeers, but the others stayed in Helwan. Gerke, too, was last seen in Munich.

The rest of the world has pushed far ahead of the United States in this 20th century challenge to the wheel.

I learned from Rear Admiral Ralph James, of the Navy's Bureau of Ships, that hydrofoils are used—even if not too common—in Europe, and by the Russians. Hydrofoils are supposed to be faster than the Don, the Diesel, and even sailing on the open Soviet seas.

Britain has a hydrofoil hauling passengers in the Irish Sea. Hydrofoils are sailing—or I guess one should say, "flying," on Lake Geneva. Also Italy has some of these new contraptions.

Hydrofoils and GEMS are supposed to be able to do between 40 to 100 knots. There are reports Governor Rockefeller is eyeing some of these vehicles for any duty they might have in the Westchester County and Bayville, in Nassau County.)

The Navy is quite sold on these new vehicles. It is building a 60-foot hydro-skimmer that can do 70 knots. The Navy's primary interest in these craft lies in the possibility they have for landings from transports, high-speed patrol work, anti-submarine warfare, and mine countermeasures, writes Neal Stanford in the Christian Science Monitor.

Two-Admiral William Raborn (the man largely responsible for the Polaris submarine program) has apparently now devoted himself to these new-type vehicles. He showed a series of slides at his gathering of what the Navy found in this field.

It has a submarine chaser, the High Point, weighing 110 tons, can do 40 knots, and will be used to patrol harbors, harbor approaches, and coastal water. Then there is the 15-ton Fresh-

Will The Wheel Be Outdated?

Anything hailed as possibly "the first major breakthrough in surface travel since the wheel" just can't be ignored. That is the reason I took the day off the other day to go out to the Shoreham Hotel, overlooking Rock Creek Park, and see what was up. After all, the wheel has been with us for millennia. A chance to see something that just might outdate the wheel doesn't come in everyone's lifetime.

What I found was a group of over 500 scientists, engineers, and Navy brass and scrambled eggs in convention assembled. There could be no doubt this was big stuff. These men were solid citizens, possibly dreamers, but dreamers with their feet on the ground.

It was immediately obvious they were chasing visions or dreams way beyond the tri-geometry I had had in college. An air cushion vehicle—which some call "ground effect," and abbreviate with the tri-geometry I had had in college.

They were catching up the primer course in what this was all about. (The slides and formulas were way beyond the tri-geometry I had had in college.)

As for air cushion vehicles, the Navy is working on some 20-ton 70-knot skimmers.

The Navy also has a 320-ton hydrofoil research ship that won't be completed until 1985, but will then do 60 knots, maybe 100.

As for air cushion vehicles, the Navy is working on some 20-ton 70-knot skimmers. The varieties are high in starch content says Dr. D. A. Young, of Canada's Department of Agriculture's research station at Fredericton where the potatoes are being developed.

Potato starch is used widely in the paper, textile and food industries, but so far most of Canada's supply is imported from Europe. Up to three years ago what little was made in Canada came from cull potatoes which were often poor in quality and short in supply.

In 1960, three manufacturers, in co-operation with the Navy, Brunswick and federal agriculture departments, mapped a plan to put the Canadian industry in a firm competitive position.

Last year 600 acres of the best commercial varieties available were planted by growers under contract to the starch manufacturers. The results were so encouraging that 800 acres are being grown under contract this year.

The Fredericton research station has undertaken to breed potato varieties expressly for industrial uses. Late apple varieties are most susceptible to the rot fungus, says Dr. L. E. Lopatoff, of the federal research station at Summerland, B.C. He also points out that early culling of infected herds owners. He pointed out too that the change in operation will not in any way affect the movement of cattle for export.

Bull's eye rot, a fungus disease that can cause heavy losses in apples harvested and stored after wet seasons, can be controlled best by a combination of spraying and cultural practices.

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The perennial canker fungus is the cause of bull's eye rot in the Okanagan Valley where the cankers usually survive in old trees and trees damaged by frost. The fungus is spread by the woolly aphid.

As an effective way to reduce losses from bull's eye rot, Dr. Lopatoff recommends painting the cankers, replacing or pruning

CROSSWORD PUZZLE

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PICKET YUGOSLAV SHIP—In Houston, Tex., pickets, including Cuban refugees, demonstrated against the loading of surplus U.S. flour aboard a Yugoslav freighter which had carried Russian grain to Cuba. Longshoremen honored the picket line and refused to load the flour.

THE FARM FRONT by John Russell

New varieties of potatoes are being developed by federal agricultural scientists to help the potato starch industry that is gaining ground in New Brunswick. The varieties are high in starch content says Dr. D. A. Young, of Canada's Department of Agriculture's research station at Fredericton where the potatoes are being developed.

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damaged trees and spraying for control of the woolly aphid.

Fungicidal sprays applied to the fruit before infection has occurred are also helpful. Apples on the trees may be infected any time during the season when spores are washed onto them from cankers. Spores enter cracks in the skin and develop into lentils and remain unaffected by fungicidal dips applied after harvest.

Encouraging results in controlling the disease have been obtained with controlled atmosphere storage. Although raising the percentage of carbon dioxide alone in the storage increased the amount of rot, control was obtained when the amount of oxygen was lowered simultaneously.

Suzi Scratches High Society

"Mrs. (X), the du Pont heiress, and her former husband will marry shortly," wrote society columnist Suzy, having her elegant claws. "Mrs. (X) says this time it will be forever. Honestly, what society needs most is some new dialogue."

With such irrelevant and catty scratching at society, Suzy, whose real name is Mrs. Allen Mohr, has carved out room for herself at the top of a highly specialized journalistic field. "Society by Suzy," which started in The New York Mirror less than four years ago, has attracted twelve newspaper outlets since the column went into King Features syndication last spring.

Mrs. Mohr, 40ish, attractive, busy, and blond, is twice-divorced and the mother of a 20-year-old son. She has been married three times. She claims that in 1951, between husbands, she became a society columnist. But why? If we assume an authority whereby we decide what portions of Scripture are believed and which we will deny, we have undermined our belief in the whole. We are putting ourselves above the Holy Spirit, by whose inspiration the writers wrote the Sacred Scriptures. If we reject what God has thus written, we are really rejecting God Himself, and making little gods of ourselves.

Hudson Taylor once said, concerning Christ, "If we do not crown Him Lord of all in our lives He will not be Lord of all." Trying to be partly Christian is just as disappointing as accepting part of the Scriptures. Life will only yield its best as we make Him Lord of all to Jesus Christ and yield Him Lord of all.

agrees she's shockproof, but because she feels her readers may not be, she tries to spare them the worst. "There are a thousand things I don't print, because they're too awful," she says. "Does she take the society beat seriously?" "No," she says, "but there are a few souls who do. Their mothers must have been frightened by a vach."

Updown: To Prevent Flocking Chicken Paprikas of 1910.

Social Register social commentator Cleveland Amory admires Suzy. "The perils of the gossip columnist," he says, "is that he or she begins to write from the outside in, gradually gets more 'in' and winds up writing about society from the inside out, as though they believe the stuff. Suzy remains unimpressed and 'out' and therein lies her charm. She's also shockproof."

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SUNDAY SCHOOL LESSON

By Rev. H. Barclay Warren, B.A., B.D.

What Must We Believe About Christ?

John 6: 35-40; Philippians 2: 5-11; Matthew 16: 13-17.

Memory Scripture: For even the Son of man came not to be ministered unto, but to minister, and to give his life a ransom for many. Mark 10: 45.

What must we believe about Christ? Everything that is clearly set forth in the Holy Scriptures. Of course, the Scripture portions for this lesson cite certain basic truths which may be thus summarized. Jesus Christ is the Messiah, the Son of the living God. He was God, equal with the Father, before his coming to earth in the likeness of men. It was a great condescension to become man and become obedient unto the death of the cross. But now He is greatly exalted above all. In the final day every knee shall bow to him and confess that He, Jesus Christ is Lord, to the glory of God the Father.

Because of what Jesus has accomplished through His life and death here, He is the Bread of Life. We may come to Him and find complete soul satisfaction. He will not turn us away. He will raise us up in the last day to be with Him forever.

These are great foundation truths. Of course there is much more about Jesus Christ in the Scriptures. Some teachers say it isn't necessary to believe that Jesus was born of a virgin. But the records by Matthew and Luke say that he was. Some have discounted the records of some of the miracles performed by our Saviour. But why? If we assume an authority whereby we decide what portions of Scripture are believed and which we will deny, we have undermined our belief in the whole. We are putting ourselves above the Holy Spirit, by whose inspiration the writers wrote the Sacred Scriptures. If we reject what God has thus written, we are really rejecting God Himself, and making little gods of ourselves.

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