

UGHAN DRAG SAW

210

D. B.
VOUVER



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Union Drag Saw Co. Limited
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WILL BE MMER RESORT

on Surf Beach of West
of Graham Island—A
Spot of Beauty.

The fourteen-mile road from Port Clements is finished next year it will be but a half an hour run from the steamer dock at Port Clements. On account of the surf at Tleil, itself, landing there will never be possible. At the present time to reach it one lands at Skidegate and travel the twenty five miles over a wagon road that parallels Hecate Straits.

Fishing of the very finest may be had in all the streams and although the waters of the straits are, rather cold, the excellent beaches, in which one may wade out for hundreds of feet, will make up for that and the coolness will be enjoyed. Then if one would do nothing else but bask in the cool clear air and enjoy the beauties of nature that abound in every direction, that would be perfect enjoyment in itself.

NEW CONVEYOR PLANNED HERE

James L. Lee, Manager of Alton Fisheries, Installs Clever Device.

A new chain belt conveyor, designed by James L. Lee and installed at the new plant of the Alton Fisheries, at the government wharf, has just been put into use and has proved such a success that the Booth Fisheries Canadian Co. and the Pacific Fisheries are going to adopt the same scheme when they move to the government wharf.

The conveyor, which is used to take the big boxes filled with fish, halibut and ice from the packing house to the loading platform at the railway track, consists of two flat tracks built up of wood and covered with sheet iron. Between the two tracks is a chain with special links which fit into the axle of the truck and take truck and box up to the loading platform, the wheels running along the tracks and dragging the feet of the truck after the truck lying in a horizontal position. From the loading platform, of course, the trucks are easily wheeled into the refrigerator cars.

The grade of the conveyor is one foot in five or about 25 per cent. A three horse power electric motor supplies the power and the conveyor runs at a rate of two miles an hour. It was built by Mitchell & Currie and cost about \$350.

COLOR BLINDNESS IS COMMON TO MEN BUT NOT TO WOMEN

"People suffering for color blindness often have better and clearer vision than people with normal sight," said Professor Henri Leon, in a lecture on "The Discovery of Color Blindness," given at Gaxton Hall, Victoria, London. He added that, while 1 per cent of our male population suffered in this way, only 1/2 per cent of the female population was affected, while this imperfection of the sight was very pronounced among Jews and Quakers. The origin of color blindness was as completely unknown to scientists as was the reason for its attacking only certain sections of people, but the lecturer suggested that women were free from it because their eyes had been trained to color for generations, while Quakers were peculiarly susceptible owing to the monotonous color of their garments.

Professor Leon noted as an interesting point that color blindness ran in a family for generations, and that, although it was always in the males, it descended through the females. The daughters of color blind men invariably had color blind sons. There were three forms of natural congenital color blindness, said the lecturer—total color blindness, where color could not be distinguished at all, but only lightness and darkness; partial color blindness, where red was mistaken for green or black for brown; and a third form, in which the sufferer could discern the primaries, and even many secondaries, but could not differentiate between shades. In this case the confusion of blue and violet was very common.

Finally, there were temporary forms of color blindness arising from old age, drug taking, alcoholism and smoking. Nearly all excessive smokers could see dark spots on a white ground when they raised their eyes. By stopping the cause this form of color blindness could always be cured.

Never forget to look through the classified list

HEART SO BAD

Was not safe to
Leave her alone

Miss Eva P. Valenm, Krupersdorf, Ont., writes: "I feel that I must write and tell you of the great benefit I have received from Milburn's Heart and Nerve Pills. About four years ago I was taken terribly ill with my heart, nerves and fainting spells, and was down in bed for about six months. I doctored with two different doctors and seemed to get better, although the fainting spells would not leave me. I would take such terrible falls, wherever I was, that it was not safe to leave me alone at any time. At last I decided to resort to proprietary medicines and took several different kinds, but seemed to receive but little benefit from them. One day noticing the advertisement of Milburn's Heart and Nerve Pills I decided to try them, and before I had taken more than two boxes I could see they were helping me. I have taken about ten boxes, and am almost relieved of those terrible spells. I sincerely feel that your medicine has proved a blessing to me, and I advise any one troubled with their heart to try them, as I am confident they will find relief."

Milburn's Heart and Nerve Pills are 50c. a box at all dealers or mailed direct on receipt of price by The T. Milburn Co., Limited, Toronto, Ont.

ISLAND OF YAP IS IMPORTANT

As Cable Base Objection Taken to Japanese Ownership

American opposition to Japanese mandates in the Far East is not confined to the island of Yap, but to all of the islands in the Pacific Ocean north of the equator which formerly belonged to Germany. These "islands of the orient," of which Yap is one, aggregate 127 and are comprised in four groups, namely the Carolines with 62, the Marshalls with 32, the Mariana (or Ladrone) with 25 and the Pelew with eight. They form a kind of strategic semi-circle around the Philippines.

While chief interest in the discussions of the Allied Communications Conference, which began in Washington on October 8, 1920, to determine the allocation of these islands, has centered in Yap by reason of its importance as a cable station, the importance of Yap is overshadowed by the control of all the 127 islands. The larger international aspect of the contention of the United States department of State has been that Yap should be "internationalized."

The Allied Communications Conference, attended by representatives of the five Allied powers, becoming deadlocked in February, 1921, the questions were referred to the Foreign Relations Committee of the United States Senate.

Cable Station

Opposition to Japan's mandate over Yap, expressed by Mr. Colby to the President and members of the Council of the League of Nations, included the declaration that Yap "constituted an indispensable part of any scheme or practical arrangement of cable communication in the Pacific and that its free and unhampered use should not be hampered or controlled by any one power." Under the mandatory, agreed to by France and England, "full power of administration and legislation" over Yap was vested in the Tokyo government and Yap was to be considered "an integral part of the Empire of Japan."

Granted by Conference

The fact that the former German operated cable from Shanghai, China, which passes through Yap was taken over by Japan and its oriental terminus removed to Tokyo was another occasion for the American protest. Control over Yap by Japan was granted by the Paris peace conference on May 7, 1919, when it was decided that the mandate for the Pacific islands north of the equator formerly belonging to Germany should be awarded to the Tokyo government and the mandate for those south of the equator to Australia and New Zealand.

It is not generally known that the Island of Yap was originally called Guap or Wap, a cognomen given by Spanish navigators, who discovered it in the 16th century. Until 1885 Yap, like all the other of the Carolines, was owned by Spain. Germany at this time cast covetous eyes upon Yap, realizing that it was well situated for communication with Japan, China, the Philippines,



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the Dutch East Indies and New Guinea and that it was a convenient station on the trans-Pacific route via Honolulu to San Francisco.

German Fian.

Suited action to desire the German gunboat this, in that year, raised the German flag on Yap and other islands. It created considerable excitement in Madrid and an appeal was made to the Vatican with the result that the Pope decided in favor of Spanish sovereignty. Fourteen years later, after the Spanish-American war, Spain sold the Carolines, including Yap and the Pelew and all of the Mariana (Ladrone) Islands except Guam, to Germany for \$12,000,000. The United States had acquired Guam from Spain in 1898. It is 360 miles from Yap.

The importance of Yap and Guam as cable bases is shown by the fact that today an all-American cable runs from San Francisco via Honolulu, Guam and Manila to Shanghai, while from Guam another cable, the southern part under American control, the northern under Japanese, goes direct to Yokohama. The former German cable runs from Guam to Yap whence one line goes on to Shanghai, and another from Yap to Menado, in the Dutch East Indies. The Yap cable, it is said, was of great service to Americans as it gave them an alternative to the Guam-Manila cable for communication with China.

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FOR THIS HAVE WE DAUGHTERS

