

But some of the animals had to be sacrificed for their pelts in order to buy tools and other necessities. In order to provide for his wife and three children, Mr. Edwards became a trapper, farmer, logger, millwright, mechanic, big game guide, aircraft mechanic and pilot—sometimes all in the same day.

With his good wife, he furthered his children's education through correspondence by steadily building a library of books on useful subjects. He is no stranger to principles of hydraulics, animal husbandry, genetics, aeronautical engineering, meteorology, and even astronomy.

Here is a man who built a water-wheel to power a circular saw for cutting the prodigious amounts of firewood necessary to keep the home fires burning all winter long. Later, he built a mill around his overshot water-wheel and the family spent many a long evening braiding cowhide into endless belt drives for his system of pulleys on shafts to produce enough power to turn the headsaw. He

made the main-shaft bearings of steel rod, hack-sawed to proper length, encased in sheet steel, and lubricated with bear fat—in effect, home-made roller bearings. He made the wheels of the mill carriage of hand-lathed rollers with heat-hardened local hardwood for bearings. As with the barn, his mill building is of pole and shake construction, all neatly trussed.

But the pole trussing of the hanger for his float-plane holds more interest, for it is a clear span of some 40 by 30 feet.

This phenomenal man prepared himself by studying aeronautical engineering. He obtained an 85 horsepower Continental aircraft motor which he singlehandedly dragged by "Ralph travois" up the trail and finally to his home in preparation to building an airplane.

Why build an airplane? Simple. If he needed something, he either built it ingeniously of local material or converted the local material into

