

and passengers. In such a company it may seem that it would be difficult to have quiet, but that, after all, depends mainly on individual choice. In the saloon music may be indulged in the live-long day by those so inclined, but on the upper deck and elsewhere there are corners and spaces (between life-boats, etc.) where those inclined to undisturbed reading or "calm contemplation and poetic ease," may recreate body and mind and spirit.

The scenery up Jervis Inlet, like so much in this great farthest west province of the British Empire, is so majestic and inspiring that the writer is not even to attempt to select adjectives to describe it. Probably the best and most any one can do is to repeat the invitation, short and simple, yet with a wealth of personal conviction behind it—"Come and see!"

In addition to all the attractions of nature and the tranquility that may be inseparably associated with such an outing there may be unexpected and all-the-more happy incidents awaiting one. For instance it was the writer's lot to get into conversation with an acquaintance, one of the "Old-timers" of western Canada, who related not a few of his earlier experiences in this spacious country—before Vancouver city existed! . . . In imagination one could follow him in his narrative and, aided by some practical personal experience on "the

trail," fairly understand the interests and delights of those earlier years.

Incidentally we may note that the gentleman in question is just one of those Vancouver citizens to whose story of pioneering days in the city or throughout the West, we hope to give a place of record in this Magazine.

But while we pondered on the pictures of the past as portrayed by the imagination from the narrative of that modest sharer in Empire-building, we could not but reflect that such occasional trips as those of these years up Jervis Inlet will, in all probability, soon also pass into the historic. For as knowledge of Canada and the Canadian West particularly becomes more widely diffused, it is practically certain that such outings will not only be more frequent, but that hotels or summer resorts—if not also more "Watering-places"—will spring up at this point and that, to provide more quiet resting-places for the toilers of the towns and other travellers tired of the ceaseless noises of the city.

* * * * *

We had almost forgotten to note that among the voluntary exclamations of pleasure and appreciation unavoidably overheard, was one from a lady—evidently a stranger from South of "the Line"—who said: "I cannot get over the beautiful cleanliness of everything about this ship." (D. A. C.)

RADIO

By Tykler Koyle

Radio Broadcasting has already proved of considerable benefit to numerous municipal and Governmental Departments.

Our own British Columbia Forestry Branch makes excellent use of this means of instructing the public, a course of lectures having been given, describing the variety of work connected with the vast timber lands of British Columbia under their control. Warnings are also being broadcasted urging the great need for caution when lighting fires in the bush, and describing the disastrous results and appalling losses incurred by carelessness.

* * * * *

Many who listened to these talks remarked how much more entertaining and impressive it was to hear these instructive lectures given by radio by experts of the department, than to have read them. But of course both methods are of service.

A number of Police Departments on this continent are finding Radio a useful and up-to-date addition to their equipment for quickly getting on the track of auto thieves and other slick moving criminals. The numbers of stolen cars, description of criminals, and other details can be quickly broadcasted over a large area.

* * * * *

In Philadelphia, Police autos are fitted with receiving apparatus, which enable the occupant to keep in constant touch and be furnished with directions for their movements, from headquarters. The Traffic departments in our cities could do a service to the public by an educational course of Radio talks on Traffic Regulation. A large proportion of our population especially in the cities are able to drive an auto, therefore should be interested; but comparatively few know much about the correct rules of the road.

We don't suggest that Radiophans are all in the class that don't know the rules, but there are pedestrians as well as auto users that should profit by some timely words from traffic experts.

"Listening in" has a fascination to most people, even burglars cannot escape its gripping clutches, and though the Radiophone is not yet sold as a burglar alarm, it has been known to act as an efficient man-trap, in a case where the thief was caught while in the act of listening in just before he timed to depart with the valuables he had collected from the home of the owner of the Radio set.

The following might not appeal to this burglar but should apply to most other listeners in:— When you hear an entertainment over the Radiophone, that you enjoy, don't neglect to let the performing artists know of your appreciation.

Remember they are mostly performing before a transmitter which is a perfectly solemn and silent instrument whose only redeeming feature as an audience is, its inability to throw rotten eggs!

If the entertainers deserve your applause don't leave them in doubt as to your appreciation by remaining silent.

* * * * *

AERIALS

Many beginners with Radio have difficulty in deciding the style of antennae to use.

Usually best results can be obtained by an outdoor aerial 100 to 150 feet long, including lead in. A single copper wire about No. 14, stretched tightly between insulators and kept about 35 feet high and clear of trees or buildings gives good results.

Don't run aerial parallel to electric wires.

If you cannot get required length in one straight run try an L shaped or use two or three parallel wires to make up the total length. In the latter case keep the wires 18 inches or two feet apart and stretched tightly.

Generally speaking a long high aerial gives louder signals, but is more susceptible to interference than the short low aerial which is more selective but has weaker signals.

* * * * *