

Hardships of Ocean Crossing in 30 Foot Boat Told by Skipper

Alain Gerbault, French Aviator and Tennis Star, Near Death Often on Daring Trip from Gibraltar to New York.

NEW YORK. — Alain Gerbault, French aviator and tennis star, landed at Fort Totten, L. I., Saturday morning, alone in his 30-foot boat. It had taken him exactly 100 days to cross the Atlantic in it from Gibraltar.

The daring navigator had many a narrow escape during his hazardous trip, but he is still undaunted, and has apparently not yet satisfied his lust for adventure.

"I shall spend the rest of my life in a little boat," he said, as he unwound the sail which consisted mostly of patches. "I am going to sell this one, if I can get a reasonable offer, and buy a smaller one, then I will start on a voyage around the world, touching all French possessions. After that I shall spend the remainder of my days in a small boat in the South Seas. I am going back to Paris to sell everything I have and put all my money in the bank. Then I shall have no worries of that kind."

For nearly a month of the voyage the only drink Gerbault had was one cup of water a day. This was due to the fact that his five oak-casks were not properly seasoned and the water in them fermented with the juices in the wood, making an undrinkable mixture. He suffered from fever and a swollen throat for over a week, but never lost consciousness, and was never unable to do his day's work. He was blown out of his course for weeks, so that his log showed a total sailing of 5,600 miles. The straight course from Gibraltar is less than four thousand miles.

His little vessel, the Fire Crest, was swamped at one time by a tremendous wave, which carried away the bowsprit and some of the sails. Water leaked through the deck and rose ankle deep in the hold, rusting the pig-iron ballast. Added to this, his pump broke, and he nearly despaired until he discovered that a match in the valve was causing the trouble. Gerbault had to dive into the water after the broken bowsprit and some of the sails. Water leaked through the deck and rose ankle deep in the hold, rusting the pig-iron ballast. Added to this, his pump broke, and he nearly despaired until he discovered that a match in the valve was causing the trouble.

Gerbault's cargo, besides his food, consisted of numerous tennis trophies, including a large bowl presented to him by the King of Spain, and a collection of fine volumes by seventeenth century French and Italian printers. When he was not attending to his sails he passed his time reading Poe's poems and a library of

sea stories, the latter being all written in English.

"My favorite of all sea stories is 'Captain Courageous,'" he said. "Among the old volumes owned by the solitary voyager to these shores, perhaps the finest is 'The History of the New and Old Testament,' with hundreds of engravings by Pierre Mortier. This contains maps giving the precise location of the terrestrial paradise and tracing with an unhesitating hand the winding courses of the four rivers that rolled through the Garden of Eden."

TRIP WAS DRY.

This work is in two huge volumes in a fine state of preservation. There are three other fine early printings and a sheet of detached engravings for which the solitary navigator is looking for a market in this country. Apart from the dampening influence of the ocean, Gerbault's trip was a "dry" one, he claims. He did not have a drop of liquor on board when he started out, and although he got some brandy from the Greek steamer Byron, he gave it away later to a fishing boat, the captain of which gave him fresh fish and meat.

Gerbault has three missions in this country. First, he wants to sell his old books and buy some new ones. His second desire is to take some airplane flights, and lastly, he is anxious to play tennis.

TO PUBLISH BOOK.

He writes English as well as he does French, and intends to publish a book on his voyage. Included in this will be a treatise on fishing for bonitas. Excellent results in this direction, he claims, can be obtained by trailing a white shirt in the water and stabbing the fish with harpoons. Flying fish are caught easily in the tropics. All he had to do each morning was to take them out of the sails.

"I don't know what record I have made exactly, but I don't think so long a trip has been made in so small a boat before. I think the record of 100 days for one man alone in a boat is also unique."

During the war, Gerbault was an aviator, and is credited with bringing down four German planes. After the armistice, he tried to get various French firms to build him a plane to fly across the Atlantic. Not being successful, he resorted to his boat, which has been his home for three years. It is a little too large, he said, to be comfortably manageable by one person, and sometimes kept him awake for four days at a stretch in the course of his long trip. He slept for eighteen hours on arrival, after being without sleep for eighty. He is an engineer by profession, but says he will never practice.

New here is an opportunity for a courageous maid, with a wistful longing for romance, for apparently marriage is not outside the adventurer's sphere.

"If by chance I should marry, my wife must be a sailor. For her I would get a boat, a tiny bit bigger than this one."

What more can he offer than that?

Effect of Disaster On Japanese Missions

TORONTO, Sept. 17.—The effect of the Japan disaster on Christian missions in that country, will vary as widely as methods of work vary, according to statements given out by officials of the Methodist Missionary Society. What is called newspaper evangelism, which is really a campaign of advertising and correspondence, need scarcely be affected at all, but the loss of churches, schools, orphanages and social settlements will be seriously felt.

By adopting the use of modern advertising and "follow-up" methods in Christian propaganda the Canadian missionaries appear to have prevented the destruction of their enterprise in Dai Nippon. The first generation of Canadian preachers and physicians in Japan relied upon the Japanese thirst for the English language and western culture to get a hearing for Christianity. Today their colleges have to turn away hundreds of students. Last year the Kwanset Gakuen or Methodist College at Kobe accepted 1,600 students and because of insufficient staff and buildings had to reject 1,200 applicants.

But in recent years many congregations had been established and by Canadian and Japanese gifts churches had been built in the larger cities in

the devastated area. More recently still the workers, notably Dr. Daniel Norman, now on furlough in Toronto, turned to newspaper evangelism.

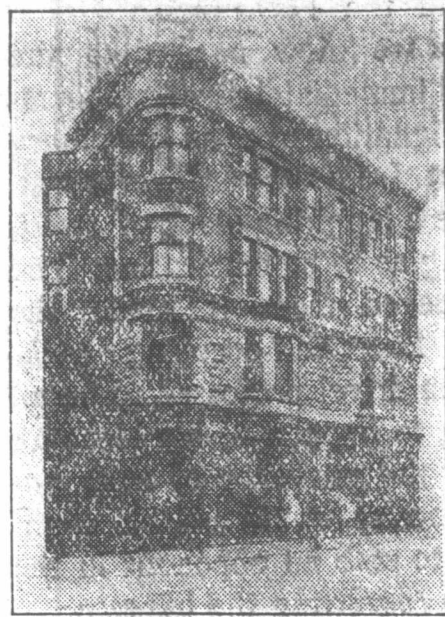
During 1922, his latest year of work along this line, Dr. Norman had then eight hundred letters of enquiry and thanks. When leaving for Canada he was able to turn over to his temporary successor a list of 560 persons who were under his instructions by mail, so effective had his advertisements, letters and pamphlets proved. He has sold over a hundred New Testaments to inquirers and has had 21 baptisms from those on his list.

Naturally Dr. Norman is an enthusiast in favour of this modern method of reaching the people in the rural sections. He points out that, like Canada, Japan is a newspaper reading country, covered by newspaper circulation as by nothing else. This is due to the fact that while illiteracy is practically unknown and nearly all have had a public school education, still the number who rely on anything but the daily or weekly newspaper is very small. The advertisements used are small in size but the campaign is continuous, and owing to the scarcity of funds, very carefully planned. The follow-up is individual and persistent and the good faith of applicants for further information is tested by charging them with the cost of the literature furnished.

The British Import Co.,

Wholesale Dry Goods.

Our Road Men Have The Goods.



See Us When In The City.

FOUR FLOORS OF NEW GOODS READY TO SERVE YOU

Main Floor all Yard Goods

FLANNELETTES. CALICOES. SHIRTINGS. APRON CHECKS. REGATTAS. FLANNELS. BED TICKS. TABLE DAMASK. FLEECE CALICO. WINCEYS. SHIRT UNIONS. GINGHAMS. PERCALES. MOTTLED FLANNELS. KHAKI. COTTON TWEEDS. WOOL TWEEDS. COTTON CASHMERES. DRESS TWEEDS.

DRESS SERGES. DRESS PLAIDS. CRETONNES. SCRIMS. CURTAIN NETS. DENIMS. SATEENS. TOWELS. TOWELINGS. SHELF OIL CLOTHS. TABLE OIL CLOTHS. STAIR OIL CLOTHS. CHILDREN'S UNDERWEAR. GIRLS' UNDERWEAR. BOYS' UNDERWEAR. WOMEN'S UNDERWEAR. MEN'S UNDERWEAR. ETC.

Second Floor--Smallwares, etc.

SWEATERS. JERSEYS. WOOL MUFFLERS. WOOL CAPS. WOOL SETS. GLOVES. HANDKERCHIEFS. CORSETS. FANCY LINENS. EMBROIDERIES. UNDERSKIRTS. BLOUSES. STATIONERY. ELASTICS. COMBS. BOOT LACES. BROOCHEES. PINS.

THIMBLES. TAPES. SAFETY PINS. COLLAR STUDS. COLLAR PINS. RIBBONS. SOFT COLLARS. TALCUM POWDER. CROCHET HOOKS. VEILS. HAIR NETS. DRESS FASTENERS. MEN'S TIES. WOOLS. RUBBER BALLS. PINAFORES. BIBS. FEEDERS. ETC., ETC.

Third Floor--Pound Goods, etc.

SHIRTINGS. CALICOES. FLANNELETTES. MOTTLED FLANNELS. TOWELS. TOWELINGS. BED TICKS. SATEENS. QUILT COTTONS. QUILT MUSLINS. BLANKETS. BLANKET ENDS. COTTON TWEEDS. WOOL TWEEDS. SERGES. ART TICKING. SHEETINGS. GINGHAMS. TABLE LINENS.

PERCALES. LININGS. KHAKI. DENIMS. CREPES. QUILTS. ART SATEENS. ETC., ETC. MEN'S SOCKS. WOMEN'S HOSE. CHILD'S HOSE. BOYS' HOSE. GIRLS' HOSE. MEN'S CAPS. BOYS' CAPS. MEN'S SHIRTS. BRACES. SUNSET DYES. ETC., ETC.

Fourth Floor

MEN'S FLEECE-LINED UNDERWEAR. COTTON BLANKETS.

SOFT COTTONS. Reserve of YARD & POUND GOODS.

The British Import Co., Ltd.

169-171 Water Street.

sept 27, 28, oct 2, 4, 6, 9

General Meeting of Board of Trade Favors Erection of Flour Mill

THE ADJOURNED meeting of the Board of Trade, held this morning, at which Mr. Palmer, the promoter of the flour mill, himself a Newfoundland-lander, was present, was attended by about sixty members.

On the meeting being called to order, Mr. Palmer, in acknowledging the invitation to be in attendance, said he was prepared to answer any proper question which might be put to him, but he would like to be understood in stating that he considered it no part of his duty to tell the community how they were going to run the business, which was a private concern.

Mr. Steer intimated that the meeting was anxious to know how the labor situation at present existing in St. John's, would be affected. Mr. Campbell, who appeared as the chief spokesman of the opposition to the project, wanted to know how many men would be permanently employed to make up for the loss of labor which would occur owing to short shipments of flour. Mr. Palmer said he had no objection to stating the requirements of the company in the respect referred to. Ninety men would be employed in the mill proper, one hundred and sixty or one hundred and seventy in other departments; 300 or 400 men would be employed getting lumber for a period equal to the time the same number of longshoremen might be getting permanent employment. Mr. Campbell said mills in Canada employed considerably less help, to which Mr. Palmer replied, that was merely a difference of opinion.

Captain Kean supplemented his speech of yesterday, and pointed out that the objection raised by the opponents of the project were more fancied than real. Whether the flour comes into the city by steamer or rail the truckmen would be required to haul it to the various premises. He also said there was a surplus of long shore labor available in St. John's, and if another avenue of employment was opened up at which they could get suitable employment, it would be so much the better for those who were left.

There were many outport longshoremen who would be glad to get a steady job at St. John's or anywhere else. Two steamers were being negotiated for in the event of the mills being started which would add to the instead of taking from the shipping coming to the country. Capt. Kean said for 38 years he

had been listening to the pessimists whenever a new industry was in contemplation. When the Ropewalk started it was throwing good money after bad—in fact the pessimists regarded it a calamity. Again, 30 years ago we had the Allan Line running here very irregularly, and every attempt to improve the service was opposed by certain factions; to-day we have four or five different services and all hands are happy.

Mr. Campbell repeated his question, if any subsidy was being asked?

Mr. Palmer gave a negative reply. Mr. J. T. Bennett, advocated delay. He thought we ought to wait until the Prime Minister, and the Ex-Prime Minister, and Sir Michael Cashin, got back.

Mr. Steer said there should be no political color given to the meeting, to which Mr. Bennett replied he was there as a citizen speaking in the interests of St. John's.

Mr. Geo. Williams wanted a guarantee by the company that its full capital would be put into the venture. He feared the country might get a black eye if the enterprise fell through. Asked if a site had been decided upon, Mr. Palmer said no. The site to be selected must contain a suitable foundation capable of carrying 20 tons to the square foot; Port Union was not being considered and he had never seen Sir Wm. Coaker.

Mr. Palmer gave the details of the costs of the various buildings in connection with the establishment of the mills, which totalled \$1,000,000. He was a Newfoundland-lander himself, and after 14 years' experience was here with a proposition which meant spending one million dollars in the country. As before stated, no subsidy was asked, and not a cent would be spent until the agreement had been ratified by the Legislature.

Hon. W. J. Ellis supported the idea and strongly urged St. John's as the site to be selected.

Capt. Kean's motion that the Board of Trade favored the project, and that St. John's be considered favorably as a suitable place to erect the mills upon being put to the meeting was carried, and the result of the meeting's decision will be communicated to the Government.

Therefore we may predict that the establishment of flour mills in Nfld. in the near future is quite probable. The sooner the better.

HERE, THERE, AND EVERYWHERE

Pugnacious Swordfish
A gigantic swordfish, weighing nearly half a ton, recently caused a panic in Montauk Bay, N.Y., when, maddened by a lance thrust, it turned on its attackers and demolished a fishing boat by cutting most of the bottom away, throwing the crew in to the water. Ignoring the struggling men, the monster charged other boats in the vicinity and sent them scampering to all parts of the bay. Finally a fisherman put out in a power trawler and succeeded in killing the fish after ten minutes of shooting.

Schappy Swordfish
Henry Kelly, one of the crew of the Gloucester swordfishing schooner Liberty, Capt. Claude Wagner, recently had a thrilling experience with a swordfish off the Nantucket Shoal Lightship, which he does not care to repeat again in a hurry.

Kelly had jumped into the dory after a large fish had been struck with the lily iron, and from that moment until the fish was captured it was a case of "Hang on Kelly or Sink."

The maddened swordfish went off with the line, turned suddenly and rushed back towards the dory in which Kelly was following, and came up under it, driving his sword clear through. In the struggle the fish tossed the dory about like a piece of driftwood and all Kelly could do was to hang on to both sides while the fish battled to clear himself. The crew of the Liberty came to Kelly's rescue in another dory and managed to subdue the big fish. The dory was then hoisted to the Liberty's deck with the swordfish still hanging and his sword still pierced through the side.

Whale Rams Vessel
A monster sperm whale, after being harpooned by the whaling vessel Brown, of the Pacific Consolidated Whaling Company, and damaged both

propeller and shaft forty miles off from Kypnot whaling station, on the west coast of Vancouver Island, recently.

The Brown, commanded by Captain Martinson, had been cruising all day and had taken two whales. Another whale was sighted and a hide and seek game between the vessel and its quarry developed. After some manoeuvring the harpoon was launched and found its target. The whale dived, came to the surface suddenly, and charged on the vessel. The boat was badly shaken by the impact. The propeller blades were snapped and the huge shaft bent nearly double. Despite the bad ramming, the whale was captured. The Brown is now in drydock undergoing repairs.

New 'Healthy Food' From Herring
So many herring have been caught off Icelandic coasts that new uses for the fish have been devised to care for the surplus after a sufficient quantity is salted. Several years ago, through Norwegian, Danish and Icelandic interests, factories were erected in Iceland for the preparation of herring flour. Consul General Letcher, Copenhagen, informs the Department of Commerce. This product is highly prized in Norway as a strength food, inasmuch as it contains 70 per cent of fat and protein. Much of this flour is also exported to Japan where it is used as a fertilizer in connection with flower growing. As herring can be caught in unlimited quantities off Iceland in summer time, it is planned in a greater measure than before, in connection with the salting for export, to use herring for strength food and for oil. Herring oil is extracted by pressing out the fats in the herring. By "hardening" it can be made both tasteless and odorless and is then well adapted for margarine production, being especially rich in body building properties.

"Is it proper for a gentleman to extend his hand to a lady when he meets a friend?" asked Edgar. "A man, when he is not acting as a host, should wait for the woman to offer her hand," replied his sister.