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Local Man Recalls Cruise To Labrador
By JOHN L. OSBORN
Charlottetown

July 5th. Left Amherst, crossed over to Grand Entry 24 miles; a poor harbour here. Next day Mr. McPhail kindly told me to use his mooring further up from the entrance. I did so but she touched bottom at low tide and I was obliged to remain on board all the time. I was here until the 24th with a steady siege of southerly winds and dense fog. I had a new iron tiller made here, the other being too short. This day was fine and clear with moderate variable winds.

I left Grand Entry at 1.15 p.m. for Fox Bay, Anticosti, 110 nautical miles. As I turned the north east point of the Island I passed a flock of fishing boats going in, whose occupants heartily waved their south-western or Cape Ann's, good honest brothers of the sea. I waved back and headed for N. E. point of Brun Island which I passed at 4.45 p.m. and shaped course for Heath Point light, Anticosti (the land of my birth). Course N by E 3/4 E, still calm and fine with a little swell from S. W.

7.15 I stopped to fill tank, grease motor and secure all for the night; started motor again and sat on the water keg. At 8.15 two passenger liners passed me, one outward and one inward bound. They were close to me, passengers lined the rails from end to end of the ship and never saw so many caps, hats and handkerchiefs in the air at once in my life before.

At 10.30 I saw a cluster of light bearing down on me from the N.W. I watched our angle and found that she would pass across or ahead of me; when she did it was too dark to see her and harder still for them to see the water bug to the east of them. I knew now that I was clear of this shipping lane and felt easier in case of fog, as I was not equipped for fog signals.

But just then along came a school of thrashers (a shark-like fish) about 8 to 10 feet long and very swift. I have seen these chaps often at sea jump clear of the water. These fish delight in chasing fishing boats and cutting all sorts of capers, rushing at the boat, clearing of the water astern, ahead and on either beam, splashing water on board a-plenty.

I was a little worried that they would strike my propeller or rudder and put it out of action. They chased me fifty miles. Thought to myself, "Don't you fellows ever get tired or take a nap?" They left me at daybreak.

At midnight calm; heavy bank ahead, arc shaped, running north and south. The N. end meeting the water directly ahead. The upper part of the bank was studded with stars that at times looked like lights in windows on the side of a hill. I never saw stars look more beautiful. I had a good opportunity to observe them as I was steering by the Pole Star. I had an electric bulb in the binnacle which was too strong and caused my head to ache, but while I sat there watching the stars and noticed their wonderful performances I noticed that when heading on my course N. by E. 3-4 E the Pole Star was just touching the foremast head, so I placed a bag over the compass and steered by Polaris as I watched that star-studded bank that hung over Anticosti. The readers may imagine the thoughts that passed through my head of the days gone by and half of our dear ones, including Mother and Father who had passed on to their eternal rest; also the thoughts of their parents who had landed on that barren Island with them in 1872 under tragic circumstances and what they endured during their first winter there.

All at once, as if to break my reverie, I observed an intermittent spark appear on the water apparently 50 yards ahead and in my line of course, just ticking lights of 1 and 5 minutes intervals; so I knew that it was Heath Point Light I saw coming to meet me on the wings of a mirage. That light was yet 45 nautical miles away whereas the new light in clear weather is visible at 17 miles only.

A little later as I was watching the stars and the bank ahead, two stars separated themselves from a cluster of others and came down close together and lit on the water directly ahead, and in the same spot where the light vanished. These two stars just twinkled there, apparently as a guide, and remained there until daylight broke, when they too disappeared with the multitudes of others above them.

The scene changed and the bank of mist settled on the face of the waters, so dense that I could not see the length of my boat around me.

At 5 a.m. I stopped to oil motor and refill tank, then proceeded until 7 a.m. and stopped again. Could hear no fog alarm. I learnt later that the alarm on Heath Point was sounded only when questioned by any approaching ship, at the main shipping lane had shifted to the north of the Island. I sounded and found 24 fathoms, then altered course a little more northerly to avoid the reefs around the Lighthouse point. Mist still dense. I ran on slowly. Presently I saw bottom, and running into 8 feet of water stopped her close to the shore. Could hear the wash on the shore close by now. I felt a weakness coming over me and remembered having sat at the wheel without food for 18 hours and no sleep for 26 hours. I ate a piece of biscuit and soon felt better.

Reaches Anticosti Island
Just then the sun came above



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In the World of Books
With Will R. Bird

THE HOME MECHANIC'S OUTDOOR HANDBOOK by R. R. Hawkins and C. H. Abbe. D. Van Nostrand Co., (Canada), Ltd; 490 pages; \$6.66.

This book can be more helpful than your best neighbor, for few neighbors could have such knowledge of nearly any sort of work the average man may undertake in his evenings or when retired. It deals with construction.

It tells how things are made, fences, fireplaces, terraces, garden pools, gates, tree wells, arbors, etc. It is a helper for the man who can call himself a home mechanic, those who like to make things for the fun of it and because they cannot afford to engage a professional workman. In this modern age the backyard has become the summer livingroom, and the more equipment it possesses the more enjoyment can be had. Almost any adult can take this book and by following the clear concise directions build anything from a rose trellis to a garage.

The first chapter deals with driveways, all types, and, as in every case, the authors have given full attention to the choice of materials. Indeed the reader will observe that choice of the right materials has a great deal to do with the endurance and service

the horizon and the vapour lifted slowly. Presently I saw the shore line only fifty yards off, also saw the lower part of a white cliff that I knew after 37 years away, known as the White Cape. Just west of the light I started up, ran S. for five minutes, then East three minutes when I shot out of the mist into beautiful fine and calm weather with a beautiful sunshine to greet me and the lighthouse nearby. I ran on around the light and into Wreck Bay 3-4 mile east of the light, and anchored near the shore.

The light keeper, Mr. J. N. Rioux, walked down from the shore asked me "where from and where bound?" I replied "From Halifax, N. S. to Harrington Harbour, North Shore." He asked me to edge my boat in to land. I told him that she drew too much water and I had no tender. He asked me if I was alone. I answered yes. I saw that he was dubious of me as war was expected to break any hour, so I asked him if he knew Hiram Osborne, radio beacon keeper at Cape Whittle, 26 miles west of Harrington. He said "Yes, very well, I speak to him often by wireless." "Well," I replied, "that is my nephew, and his father Fred (keeper at St. Mary's) is my brother." That was enough. He laid hold of an old leaky canoe, pulled her to the water and came on board, helped me moor my boat, took me ashore and we walked up the light, where he gave me a glass of good brandy.

That set me on my feet. They had dinner, and kept me talking until 10.30 p.m. By now my eyes were beginning to close as I had not slept for 40 hours. Then they showed me to a comfortable bed and I slept until 5.30 a.m. Then I arose, had breakfast, and wishing a hearty goodby and thanking them for their kindness, I left for Fox Bay, 18 miles north, where I was born in a far better world than it is today.

(By the way I neglected to say that Mr. Rioux told me later that the reason he was scared of me at first was because he thought that I had a crowd of men in hiding for a raid; he meant Germans.)

To be concluded

of whatever is manufactured. Other chapters list such as Stepping Stones, Curbs, Window Wells, Breezeways, Foot Bridges, Swimming Pools, Tennis Courts, Outdoor Lighting, Sprinkling Systems, Fences, Gates, Stiles, etc. Crystal-clear diagrams and explicit directions covering every step from initial planning to final finishing make such "home work" a real pleasure. A few tools and the time are all that is needed for Mr. Average Citizen to transform his back lot into a place of beauty and recreation. The book is invaluable for any man with ambitions to be a home mechanic, and his hints and suggestions will pay for it many times over.

HOW TO GUESS YOUR AGE? by Corey Ford; Illustrated by Guyas Williams; Doubleday; \$1.25. If you like anything funny you will enjoy this little book. It is a scream from start to finish. The first paragraphs deal with stairways becoming steeper, newspapers using smaller print and people mumbling under their breath. It ends with the writer's sympathy for poor old George. Then he sees his own reflection in the mirror and knows they are not using the same kind of glass. A good laugh is worth a dollar? Then this book is a fine investment.

FIVE-MAN FORCE
CRANBROOK, B.C. — (CP) — Continuation of police protection for Cranbrook by provincial police was assured recently when the city renewed its contract. The detachment of a corporal and four constables will cost the city \$10,498 this year.

I.O.D.E. Would Tighten Ban On Comics
MONTREAL, May 30 — (CP) — The Imperial Order Daughters of the Empire decided yesterday to send a letter to Prime Minister St. Laurent urging strengthening of the Crime Comics Act to include sex and love comics. More than 1,000 delegates from many parts of Canada are meeting here in the I.O.D.E.'s golden jubilee convention, a five-day affair which opened Saturday night. At today's opening business sessions, Saskatoon was chosen for the 1951 annual meeting of the

National Chapter of Canada. Delegates were told that the I.O.D.E.'s newest Chapter is in Canada's 10th Province, Newfoundland. The Chapter was organized in St. John's. Discussion of the comics question was led by Mrs. J. D. Detwiler of London, Ont., national educational secretary. Mrs. Detwiler also spoke on the threat of Communism and emphasized on the responsibility of educationists to further increase the knowledge of young people concerning Communism. Mrs. Detwiler said the I.O.D.E. expended \$132,605 on educational work during the year.

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