HOT WEATHER HUSBANDS

By W. E. Hill

The I-told-you-so husband becomes almost unbearable on a hot day. Heat seems to bring out the worst in him. Honey can't find the car keys. Naturally, she blames him for losing them. What does he do but go through her things and find them under her compact. Then he comes and says, "See, I told you!" which is too much.

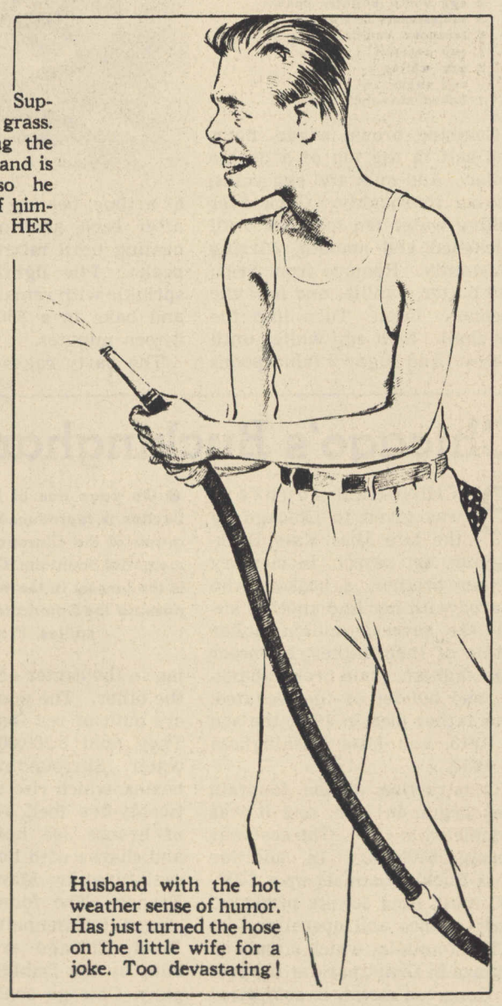
Here are two terrible examples of what a wife who wants her husband to make a nice impression on strangers has to face in hot weather. Top, the frigid husband who can't go near the water on even the hottest day without turning blue and teeth chattering, about to be introduced to his wife's old college chum on a bathing beach. Bottom, the husband who comes home with the too short hot weather haircut on the very day he is to meet some in-laws with money.

The delicate husband, subject to every known Summer heat complaint either singly or all together. Rose cold, poison ivy, mosquito bites, sand flea ditto, sunburn and fits of despondency, caused by the wife's habit of saying, "All righty!"

Brutal hot weather husband, who goes truthful on the wife. Says terrible things about her little sun suit.

Hot weather tease, or porch mauler. A hot day livens him up and he makes life a terrible burden for the wife's girl friends who call on her.

Heat-lazy husband. Supposed to be cutting grass. The wife is running the mower around him and is looking pathetic so he will feel ashamed of himself when he sees HER working.



Husband with the hot weather sense of humor. Has just turned the hose on the little wife for a joke. Too devastating!

NORTHWEST PASSAGE!

(Continued from page one.)

Then some time during the latter part of next month the Nascopie will push her way through the floating ice pans of Bellot strait and drop anchor at Fort Ross, the Hudson's Bay company post at the southern end of North Somerset Island.

There the Nascopie will meet the company's supply ship, the trade schooner Aklavik, which already, with luck, will have met the motor schooner Fort Ross, also a Hudson's Bay company vessel, near King William Island. The cargo of the Nascopie will be transferred to the Aklavik, and the two vessels will part company, the Nascopie sailing back toward warmer climes and the Aklavik returning on the route she came, to distribute goods and supplies in the northlands and, with the aid of the schooner Fort Ross, to the company trading posts and stations of the Royal Canadian mounted police in the western arctic. The schooner Fort Ross, in order to meet the Aklavik, will have sailed east from as far west as the Mackenzie river.

By the means of these three vessels, the Nascopie, the Aklavik, and the Fort Ross, the historic Northwest passage will be traversed again this summer. The Nascopie was scheduled to sail yesterday.

When the Nascopie and the Aklavik rendezvous at Fort Ross they will be at the half-way house of the Northwest passage, on the very edge of the perpetually frozen roof of the world. The Nascopie might, if her captain wished, continue on from Fort Ross and complete the trip through the passage. But then she would be on the wrong side of the continent and would have to wait another year to get back, for the arctic season is short and the Northwest passage is open to navigation only a few weeks of the year.

Aboard the Nascopie for this cruise are fur traders, Royal Canadian mounted police off to inspect posts or to relieve men coming out on furlough, missionaries, doctors, and teachers, a Canadian government party with a paternal interest in the welfare of the northern subjects, and tourists. These travelers will have a voyage de luxe so far as accommodations are concerned. A minimum temperature of 30 degrees is the usual offering of the arctic route in midsummer, yet the tourists will see plenty of ice. In one or two of the ports of call on the route the anchorage is free of ice for only two weeks of the year. On this unusual cruise the tourists will look upon wonders that few except explorers and seafaring men have beheld. They will see along the shores of the route vast mountains of ice that never melt, polar bears, seals, walruses, whales, and other wild life of the arctic regions, and, above all, they will see Eskimos in their native environment.

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The Nascopie's load depends largely upon the fox catch of the Northwest Territories and the islands of the Canadian archipelago. This year it will be lighter than usual, for the fox cycle has just entered one of its periodic (every four years) slumps. But fur trade posts, mounted police, government hospitals and schools, missions, traders, and Eskimos must be supplied, whether the animal cycle is high or low. So the Nascopie transports about 2,000 tons of coal and a great many gallons of gasoline in her business of supplying the north with the necessities of life.

Next to coal and gasoline the principal supplies carried are the four staples of the north—flour, tea, sugar, and tobacco. Fats do not bulk large, because the Eskimo can obtain all he requires from the seal and the walrus. The next prime necessities are guns, rifles, and ammunition. The most popular wear is white duffle, which the Hudson's Bay company has been trading to the Eskimo for two hundred years. This is a heavy blanket material, manufactured of wool from four different countries to insure its long wearing qualities.

Another large cargo item is twine and rope in varying sizes. It is used for fishing nets. When the fox catch is good there is a demand among the Eskimos for fancy shawls, cheap jewelry, mouth organs, accordions, watches, clocks, phonographs, records, candy, and the like. But when foxes are scarce the Eskimo tightens his belt and falls back on the reliable seal and walrus, which supported his forefathers long before white men arrived in the north.

Out of the arctic the Nascopie brings mainly fox pelts—white, black, silver, cross, red, and an occasional rare blue. It brings also porpoise hides for leather, porpoise and seal oil for making paints, sealskins for the European market, and an occasional polar bear for a zoo.

Prof. A. F. Sherzer of the University of Michigan, who is a passenger aboard the Nascopie and who has spent three summers in vessels on Hudson bay, is of the opinion that the use of the passage through Bellot strait will never be of great commercial importance. He makes it clear, however, that that is merely his private opinion, based upon what he knows of present conditions in the far north.

Edward B. Espenshade, curator of maps of the University of Chicago, also sees little of commercial importance in regular trafic through the Northwest passage.

"There are very few economic resources to be tapped along the route," he says.

To emphasize the problem of navigation in frozen waters he points to the case of Port Churchill, on Hudson bay, from which yearly four million bushels of wheat is shipped.

"The shippers," he says, "have much difficulty getting vessels out quickly enough to escape being tied up by ice, and Port Churchill is far south of the Northwest passage."

Mr. Espenshade also sees no military importance in navigation of the passage.

"It would be impossible to get through most of the times when it would be found necessary to move fleets or transports," he explains. "Moreover, either end of the passage could be blocked quickly and effectively by a hostile power."

Consulting his hydrographic charts, Mr. Espenshade has found the minimum depth throughout the passage to be in excess of 100 feet. The offices of the Hudson's Bay company, however, are authority for the statement that there is much shallow water in the western part of the passage.

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As a possible water route to the orient, as Mr. Espenshade says, the Northwest passage at one time was of importance. That importance existed from the time of the discovery of the western world down almost to modern days. It was John Cabot, a Venetian sailing for King Henry VII. of England, who first searched for a way to China around the north of North America. Jacques Cartier, the French explorer, when he discovered the St. Lawrence, thought that he had found the way. Others by the score continued in vain the search for the Northwest passage, among them Robert Thorne, Martin Frobisher, John Davis, Henry Hudson, William Baffin, Jens Munk, Sir John Barrow, W. E. Parry, and George Back.

The British government in 1743 offered a reward of $100,000 for the discovery of the Northwest passage, an offer that was renewed in 1818.

It was not until the middle of the nineteenth century, however, that the passage finally was discovered, and then the discoverer did not survive to sail through the sea trail that he had found. On May 19, 1845, there sailed out of the mouth of the Thames, under the command of Admiral Franklin, an excellently equipped expedition, the aim of which was to find the long-sought route through the arctic seas. Franklin's ships, with a combined crew of 129, were the Erebus and the Terror. Provided with auxiliary engines of twenty horsepower each, they were the first arctic vessels to put the discovery of steam to a practical use. In an earlier exploration vessel, the paddle-wheel steamboat Victory, under Capt. John Ross, the steam equipment was so faulty that it was of little or no value.

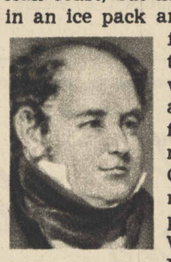
On July 26 the Erebus and Terror were sighted by the whaler Prince of Wales in Baffin's bay near the entrance to Lancaster sound. The two ships passed out of sight and into a silence that enveloped them forever and held secret the tragic story of their crews for thirteen years. It was not until 1859 that the details of the tragedy were revealed.

From a paper found in a cairn at Point Victory, on the northwest coast of King William Island, by members of a searching crew under Capt. F. L. McClintock, the story of the Franklin expedition up to April 25, 1848, was revealed.

From this document it was learned that Franklin had made the most remarkable voyage ever recorded up to then in the annals of arctic exploration.

After having been sighted by the whaler in Baffin's bay on July 26, 1845, the Erebus and Terror had sailed through Lancaster sound and Barrow strait and up Wellington channel as far as 77 degrees north. They then had returned to the mouth of the channel via the west coast of Cornwallis Island and had wintered off Beechey Island in 1845-'46.

As soon as his ships were released from the ice in the spring of 1846 Franklin had tried to make his way south to the American coast, but had been caught in an ice pack and never again freed. The winter of 1846-'47 was passed at a point about fifteen miles northwest of Cape Felix, the most northerly point of King William Island. In the spring of 1847, when all on board the vessels were reported well, two officers and six men started on an expedition, the direction and purpose unstated in the paper.



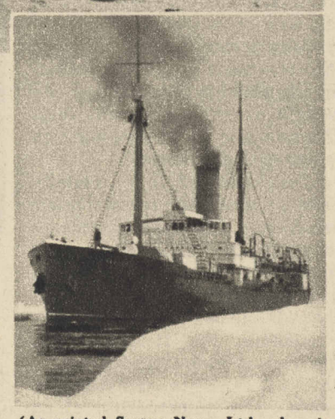
Sir John Franklin

A fortnight later Franklin died. The summer brought no prospects of escape, and during the following winter the two ships drifted slowly southward with the ice for a distance of about thirty miles.

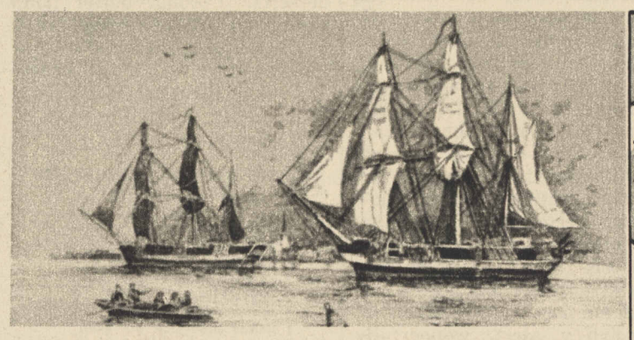
As early the following spring as conditions would permit—April 22—all survivors left the vessels in an effort to win their way back to civilization. But not one of them succeeded. Franklin's death had occurred on June 11, 1847, the total loss to date at that time being nine officers and fifteen men. All the rest who died, 105 in number, perished after abandoning the ships.

From the discovery of the passage by Franklin to its final conquest was a span of sixty years. On June 16, 1903, Capt. Roald Amundsen and six companions sailed from Christiania (Oslo), Norway, aboard the 47-ton Gjöa, a former herring boat. On Aug. 21, 1906, the craft rounded Cape Nome, Alaska. The Northwest passage had been traversed in its entirety. The Gjöa took three years to complete its cruise. The Nascopie and the schooners Akvalik and Fort Ross in relays will traverse the passage in a few weeks.

An officer from the Nascopie supervises an Eskimo women's wheelbarrow race on Baffin Island. (International photo.)



(Associated Screen News, Ltd., photo.)
THE NASCOPIE.



From an old print of Franklin's ships, the Erebus, left, and the Terror. At right is a map of Franklin's expedition, with key points explained below: 1—Terror and Erebus last seen July 26, 1845. 2—Northernmost point reached. 3—Spent winter of 1845-'46. 4—Ships ice-locked for winter of 1846-'47. Franklin died here June 11, 1847. 5—Survivors abandoned vessels and marched south on ice. 6—Record of expedition found in cairn at Point Victory, King William Island.