Lindbergh Furnishes Theme for Toy and Invention Exhibit

Show in French Capital Proves tne Most Animated of Airdromes for Children—Household Appliances and Labor-Saving Devices Are Displayed

Paris.—Charles A. Lindbergh has furnished the theme for the annual Toy and Invention Exhibit of the Concours Lepine, which has opened here at the Parc Des Expositions. Meant for the manufacturer chiefly, this exhibition has proved the most animated of airdromes for the children.

It is the twenty-fifth showing of the Concours Lepine, as the fair is known locally. It is the place where the "Petits Fabricants et Inventeurs Francais"—as the official program states—have a hearing. But not only is the "small manufacturer" interested. The manufacturer on a large scale also comes to see what ideas he can buy, and the public attends for the thrill of seeing the new inventions and also to buy articles offered for sale. Down the centre of the hall are the stalls, draped in red, on which are shown the new inventions of the past year. To left and right, and around the sides of the building, are the stalls covered with a red cloth on which are objects from previous exhibitions which can be bought by the public. The new inventions are reserved against orders and are kept for the award of prizes. They cannot be acquired during the exhibition.

Never before has the airplane figured so largely in the Concours Lepine. It appears in all sorts of forms, in toys, airplane accessories, and even in one airplane which can be flown. This airplane, built by an enterprising French constructor, is offered for sale at $600. In the information supplied attention was especially drawn to the fact that this airplane (called an "avionette" or little airplane) was made to serve only two purposes, namely, as an instructional machine for learning flying, and as a machine for aerial touring which could be operated at very small cost.

For this avionette a motorcycle engine of 3.5 horsepower is said to be sufficient, but one of the 13-horsepower is sold with it, and it is also built to carry an engine of 70 horsepower. With its 13-horsepower motor the maximum speed is about 60 miles an hour and minimum 35. Its length over all is 15 feet and plane width from tip to tip about 20 feet. It is a monoplane.

Besides the airplanes in the form of toys, there seemed to be almost every description of other mechanical toys and blocks and other children's games. Then there were the hundred and more inventions dealing with household appliances, labor-saving devices of one sort or another. There were, too, innumerable gadgets for automobiles and a variety of radio sets and apparatus. It seemed, in fact, as if everyone in France who had had any idea which could be expressed in metal, paper or wood, had developed it to the point where he could expose his object at this Concours Lepine.

British Device Aids Wireless Service at Sea

Invention Included at the Shipping and Engineering Exhibition at Olympia

London.—It is now no longer necessary for ships at sea to keep an operator on duty throughout the day and night to be certain of picking up any S. O. S. message that may be sent out. An invention which is shown at the twenty-first shipping and engineering exhibition, recently opened at Olympia, enables the wireless operator to go off watch with the knowledge that should any ship within wireless range send out an S. O. S. message, an alarm bell will ring in his cabin—as well as in the wireless room and on theh bridge—and will continue to ring until he switches it off in the wireless room.

This invention, which is proving of immense value to ships to which the cost of maintaining three wireless operators is prohibitive, is, however, only one of many on view, designed to simplify the problems of navigation and communication at sea. There are 300 stands at the exhibition, and many of these are devoted to welding and cutting plants and to the display of stainless and non-ferrous metals.

As the Duke of Northumberland pointed out in his speech when formally opening the show, the annual loss from corrosion in ships is estimated to amount to the immense sum of £500,000,000, and it is not surprising, therefore, that many manufacturers have turned their attention to the production of a non-corroding steel which resists atmospheric conditions and the action of water alike. One of the makes shown is capable of withstanding also a wide range of chemical agents, including nitric acid, and has been used in connection with the restoration of St. Paul's Cathedral.

Telephone Works From Neck..

The variety of the exhibits is particularly striking, ranging as they do from fast motorboats, large enough to afford living accommodation for two or three persons, to samples of wire one-fifth of the thickness of the human hair. Among other marvels calculated to attract the visitor's attention are a copper tube, 450 feet long, but thinner than a needle, through which oxygen is blown, and a demonstration of steel-cutting under water with oxyacetylene flame. By the method shown the driver cuts through a steel plate an inch thick in less than two minutes, and while at work can be in telephonic communication not only with the diver assisting him, but also with those above who are directing salvage operations.

It is in the developments of telephone facilities that a great deal of the inventive genius of the modern manufacturer is perhaps best shown. For example, it is now possible to obtain an instrument which completely cuts out the transmission of all noise, the microphone being entirely insensitive to the vibrations of air-borne sounds. This instrument, which is called a laryngaphone, is operated directly by the mechanical vibrations of the vocal cords, instead of by air waves, as in an ordinary instrument, and transmits the human voice distinctly and with ample volume. To speak with it, the lower part of the transmitter is pressed lightly to the side of the neck or mouth, and the vibrations of the vocal cords, traversing the walls of the throat, act on the "throat pad," which takes the place of the conventional mouthpiece.

Motor Boat Advance.

The motorboat enthusiast finds plenty to look at.. For £100 he can secure a very comfortable folding boat, holding three persons and driven by a motor weighing only 26 pounds. Made of three-ply wood, it is literally sewn together along its folding joints with a sewing machine, and it weighs so little that it can easily be carried by two people. For a larger outlay he can buy a cruiser 30 feet long which is claimed to be the most successful small seagoing craft yet built. So compact are its internal arrangements that it contains sleeping accommodation for six people, while its motor drives it at a speed of six knots.

Now that the roads leading out of London are so congested with automobile traffic at the week-ends, the makers of motorboats are seizing the opportunity to bring the attractions of this form of travel to the notice of the public, and the fine models now on view are well calculated to win many new adherents to this form of recreation.

Ship Steered Without Man.

Many ingenious fittings for the modern liner are also conspicuous in this hall. Perhaps the most remarkable of these is the gyro compass, whereby a ship can be steered on its coarse without human aid. The secret of this invention lies in a small wheel spinning at 14,000 revolutions a minute, which causes its axle to point to the North Pole. The control unit of the automatic helmsman, on which is a compass operated by the one in the gyro-room, is in the wheel house, and each time the ship moves out of its course, there is a faint click as the rudder is automatically corrected by a motor operated in the stern of the vessel. This compass, which is to be given sea-going trials by the Admiralty, does not oscillate and is not affected by the movements of the earth.

Quality Immigration

Peter Sandiford in Queen's Quarterly: Assisted immigration, whether governmental or private, unless very carefully planned, will lead to the selection of inferiors who have failed in their native countries. Canada needs population, desperately needs it, but I, for one, am more concerned over quality than quantity. Quantity will solve itself in course of time, but quality through inheritance will leave its permanent mark n our people. We shall be better advised to "grin and pay" taxes than to escape them at the expense of generations of Canadians still unborn.

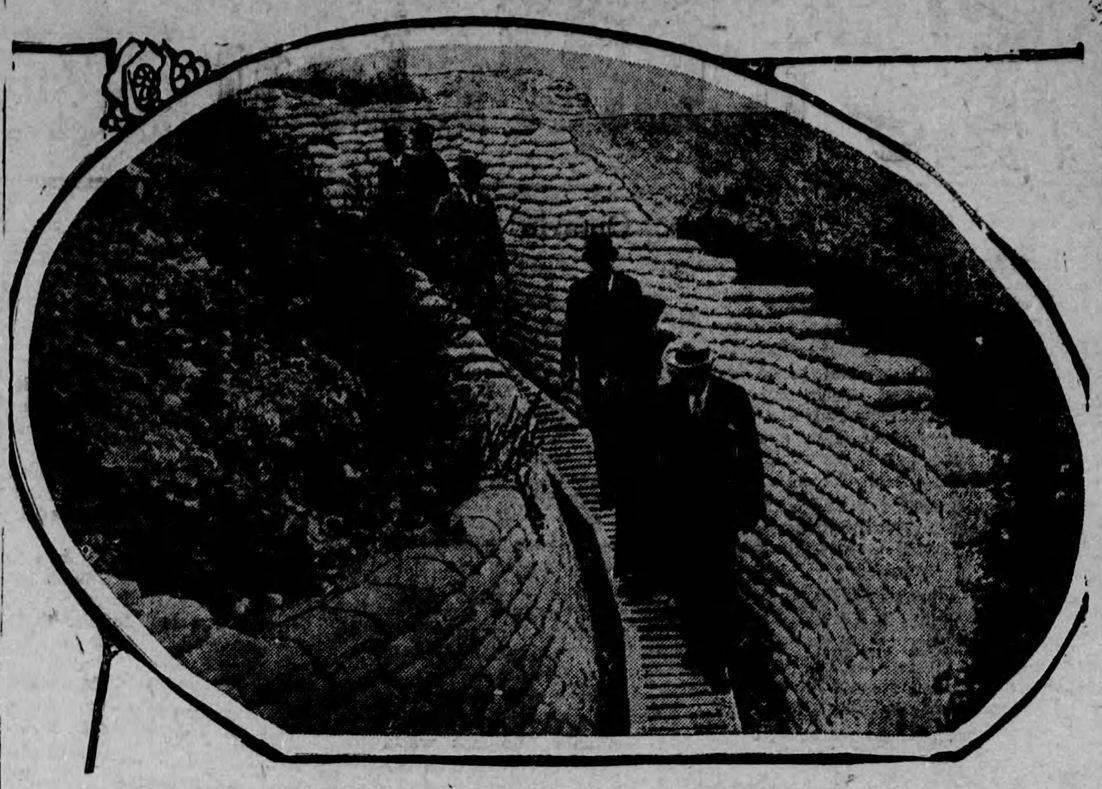
Relying on Britain

Round Table: The (ruling) Princes are concerning themselves deeply with the present trend of affairs in British India—and not without reason. They are beginning to examine their own position; to take stock of their strength and weakness. But they look to the British Government to establish and conserve their legitimate rights, guaranteed by the plighted faith of many kings, in any future change in the administrative system of British India. For their own part, they are endeavoring to remove, more or less rapidly, the defects which their Governments still exhibit.

Uplift Needed

H. F. Spender in the Fortnightly Review: But until the nations bestir themselves and compel their governments to life the whole controversy of disarmament on to a higher level, there had better be no more of these talks at Geneva. For if the problem is to be worked out in terms of war and not of peace these discussions cannot fail to mar the good work which the League of Nations is doing to promote the peace of the world.

Will Recall Days of Whizz Bang and "Gas"!



MEMORIAL TO CANADIANS AT VIMY RIDGE

The first line trenches at Vimy, where the Canadian forces suffered terrible losses during the late war, have been rebuilt as a permanent memorial to our fallen heroes.

A Famous Dog

Mr. E. Ryerson Young, an old friend and contriubtor to "The Youth's Companion," wrote an interesting article in the October number of that magazine on "Jack" the dog made famous by the late Jack London in the "Call of the Wild" under the name "Buck."

"I am glad to look into the face of "Buck: a Distinguished Actor,' which you presented to us in your issue of June 16, and hope that he will have all the success that he deserves. But he and all pure-bred St. Bernards fall far short of the hero that Jack London portrayed as Buck in 'The Call of the Wild.' Buck, as Mr. London himself acknowledged, was Jack of Egerton R. Young's own dog-train, depicted in Mr. Young's book, 'My Dogs in the Northland.' Jack was a pastmaster as a sleigh dog. Though he is called a St. Bernard in 'My Dogs,' Jack was really a cross between a Great Dane father and a St. Bernard mother. He was a pure-black, short-haired giant, and his great pulling and fighting powers, his wonderful speed and endurance came rather from his Danish ancestors, while he had the remarkable intelligence, noble disposition, and the almost human watchful consideration of his master or charge that are characteristic of the finest of the St. Bernards.

"When lecturing in Hamilton on his missionary work amongst the Indians in the Hudson Bay district, Mr. Young told his hearers how much good dogs were needed in the mission work for the long winter journeys; and the late Senator Sanford of Ontario gave Mr. Young a big black pup, which grew to be Jack, certainly one of the greatest sleigh dogs that ever toiled for the good of man on this earth.

"The account Mr. Young gave of Jack in 'My Dogs in the Northland' fascinated Jack London, and he elaborated the story to suit himself, calling his version 'The Call of the Wild.' London was like many other authors, 'what he thought he might requier he went and took.' And so 'the great black giant of a sleigh dog,' which triumphed even over that wonderful race of 'husky' dogs that have laid mankind under such heavy obligation by their marvelous services in the cold northland, will forever have a place in the memory and imagination of mankind.

"Those who are interested in the historic Jack rather than the fictitious Buck will be glad to know that he was brought home to Ontario when his master was recalled from the mission field. He was petted and honored, and his fame 'was in all the churches,' for he was exhibited upon many a missionary platform. He was a big and beautiful creature; he stood thirty-three inches at his fore shoulder and weighed over two hundred pounds, and his conduct even in 'the house of God' was that of the best of his human companions. But with Jack in the shafts of my dog sleigh I feared not a race with the fastest horses along the road; once in a two-mile run I beat a noted race horse.

"Jack died just fifty years ago, and his body lies buried at the foot of a noble maple tree on the old homestead farm, near Trenton, Ontario.

Fog

Out in the fog the lonely wings of gulls
With voices like New England witches dying
And moaning, are wheeling invisibly and crying
And wheeling; and out of the fog a boatman pulls
With his squirming lobster pots, bending and plying
Against the ebb; and the muffled buoys are sighing
Through the fog and the sky lowers and dulls.

Gulls and a gaunt black sat fight for a fish
On a rock slimy with weeds, the cat lashes
His tail and the gull who screams the loudest, flashes
Like gray lightning, cramming the coveted dish
Into his maw; while out in the fog the lone
Gulls, wheeling, like witches cry and moan.

Ruth Langland Holberg.

A Policy in China

London Morning Post (Cons.): The British surrender of Hankow was one of the several acts which laid our friends among the Chinese merchants at the mercy of these enemies of mankind. Weakness, surrender, and "defeatism" never pay in China or anywhere else. Can anything be saved from the wreckage? We have suggested before and we suggest again that a firm understanding with Japan on the basis of mutual help and protection would be a long step on the right road. Then we should set ourselves to protect the Chinese merchant and to neutralize the economic boycott. We can do so by developing all concessions and treaty ports into international settlements; in fact, miniature Shanghais. As everyone of these places is a port, a small garrison would be sufficient, since it would be backed by the British Navy.

"Gas" Substitute Chemists' Goal

Discovering a substitute for gasoline is the most vital problem for the application of chemistry to the future, J. B. Hill, Chief research chemist of the Atlantic Refining Company, Philadelphia, stated in a report to the American Chemical Society.

Although chemistry's contributions to the automobile are so enormous that they are not realized, either by the public or by chemists themselves, the greatest tasks of this science still lie ahead, said Mr. Hill, disclosing the results of investigations showing that the weight of gasoline going into the automobile industry is more than five times that of its nearest competitor, iron and steel.

While there is no immediate prospect of a serious gasoline shortage, it is nevertheless certain, Mr. Hill says, that the petroleum resources of the world are not inexhaustible and that the time will come when we must have another source of motor fuel to supplant or replace gasoline.

"This problem, so far, has not been of such vital interest to chemists in this country as it has abroad, and particularly Germany, where several processes for a synthetic motor fuel have already been devised," he continues. "The most important of these at present are the processes of Bergius and Fischer, both using coal as the raw material.

"While we in America do not need to worry at present about gasoline substitutes we should look with a great deal of interest to these developments in Germany, since they constitute the groundwork of the major problem of the motor fuel chemist of the future."

Scene of Bronte Novel May be Purchased

London.—An offer to buy Oakwell Hall, Birstall, Yorkshire, the scene of many incidents in Charlotte Bronte's famous novel "Shirley," was made by Sir Norman Rae and John E. Sharman, two residents of Harrogate, and is likely to be accepted, according to a statement in "The Times."

Oakwell Hall dates from the Elizabethan period and possesses a large oak-paneled hall with gallery and typical bow windows. The condition of the Rae-Sharman offer is the establishment of an endowment fund to maintain the building in perpetuity. It was previously proposed to pull down the hall and remove it across the Atlantic.

Capitol of the Garden of the Gulf

AIRVIEW OF CHARLOTTETOWN, P.E.I.

An interesting photographic study of this island metropolis and the surrounding farming district. One of the oldest cities in Canada, it is also one of the most beautiful..

WALVIS BAY HARBOR OPENED BY GOVERNOR

New Wharf Will Aid South West Africa

Walvis Bay.—To the population of the South West African Protectorate (formerly German South West Africa), the opening of the new harbor of Walvis Bay by the Governor-General of South Africa was the occasion for celebrating an expected reduction in the price of all imported goods. Soft and hard goods, foods and machinery will no longer be imported into the Protectorate from the Union in such quantities, as the merchants of Swakopmund and Windhoek have arranged to import direct from Europe, and with the new harbor facilities, the liners will now be able to discharge all types of cargo at the new wharf at Walvis Bay.

The new harbor works constitute a development of first-class importance not merely to the mandated territory of South West Africa, but, in some measure to the whole of South Africa and Rhodesia. Walvis Bay does not form part of the South Africa Protectorate. For South Africa it is, however, the only natural outlet and it is being developed now on an extensive scale.

At present the chief export trade from Walvis is frozen beef and it is expected that this industry will now develop very rapidly. But it is in imports, too, that the value of the new harbor will be felt, for the new arrangements will inevitably decrease the carriage of certain goods over the railway system from the Union, and will mean the landing at Walvis of cargo that would otherwise be consigned to Sape Town. Walvis will probably never be a second Cape Town, but there is no reason why, without adversely affecting the Union ports, it should not assist considerably in a more rapid development of South West Africa.

In declaring the new harbor open, the Governor-General, the Earl of Athlone, said that it was only a few years ago that Walvis Bay had one policeman and one store. To-day they have a fine wharf where ocean-going ships could come alongside with ease and safety.

During the day the Italian meatship, Sistiana, came alongside, and the Governor-General and Princess Alice and party inspected the apparatus for handling beef and mutton for export.

Utah Almost Built Silver Motor Highway

Utah came very near to building a silver highway to companion Colorado's motor thoroughfare of gold. On second thought, the guardians of the highway funds of Utah decided it would be unwise to emulate the traditional dunken sailor in spending money which was sorely needed to build more miles of less costly materials.. The road is now being built of dirt, leaving the silver for the miners.

In projecting a Federal aid highway in Summit County the route, as planned, lay across a dump of mine tailings known to contain considerable silver. Not being metallurgically inclined the highway builders did not figure the dump had any material value. When the highway plan became known the owners of the dump said the State could use the route if it would pay for the silver which would lie beneath the whizzing automobiles. The State asked for an estimate of the silver content and the figure was so high the State decided to shift the road back to a point where the earth was cheaper..

The Colorado gold highway was not an "almost" route like the one in Utah. The story is that north of Colorado Springs, on the Denver highway, is a five-mile stretch in which flour-fine particles of gold are mixed with the concrete to the ratio of $3,000 for every mile of road. Rock used in mixing the cement came from one of the ore dumps of the Cripple Creek gold field and is said to have assayed $1.50 to the ton..

Two thousand tons of the ground ore to each mile would make that distance of road contain $3,000 in gold. This hidden wealth in the Colorado road would be exceedingly difficult to obtain and highway officials are not fearful that their five mile golden stretch will be torn up and carried away during the night by prospecting parties.

A Bigger and Better Borgia

Chicago Tribune: Mr. Alf. Oftedal, Acting Prohibition Commissioner, says his department is going to proceed. against those chemists who analyze liquors to see if they are poisonous. If what the bootleggers sell and some millions of Americans buy is poisonous, the time to discover it is after and not before drinking, Mr. Oftedal feels. The new policy will be defended, of course, on the theory that the more dangerous drinking becomes the less of it will be done. The theory is false. The prohibition department has never relaxed its efforts to make drinking a perilous business as hospital, police and asylum statistics amply demonstrate, but there is no evidence that the amount of liquor consumed has decreased. All that is likely to be accomplished by the new program if it succeeds will be to add analytical chemistry to the growing list of bootleg occupations and a few hundred names to the list of those killed annually by poisoned booze.