# British Premier Amuses Savants At Gathering of Royal Society

## Stanley Baldwin Speaks "the Common English" in Accepting Fellowship From Distinguished Organization of Natural Scientists in London

London—Acknowledging his thanks for what he declared was "one of the highest monors that anyone could desire to have in this world," the Prime Minister, Stanley Baldwin, speaking as a new member, at the 265th anniversary dinner of the Royal Society paid tribute to the learning and industry of the British natural scientists who are gradually cataloguing the output of philosophical papers throughout the world at the rate of 200,000 a year.

The Prime Minister, in happy vein, was frequently interrupted by the laughter and applause of his distinguished auditors, especially when making amusing allusions to the difference between a modern savant and a politician.

"My association with the Royal Society," he said, "dates from a recent period of my life. I do not know why you want politicians in your midst—we live in different places—you deal with suns and stars and electrons and I deal with rates and taxes. With you, time and space are, I am told, small matters; with me they are grim realities. You are a priesthood and you worship truth; I belong to a sect.

**Census Follows Silence**

"You employ hypothesis as far as it will carry you and then you find a new one. If we discard our hypotheses we are not said to be pushing forward our minds into the unknown; ence, or most of you do, until you we are called 'rats.' You keep silknow the truth—that would impose a great strain on us—and when you have found truth you try to describe it in a few words. Only constituents grade us according to the number of columns of Hansard (parliamentary reports) that we produce and if we keep silence we render ourselves liable to a vote of censure."

Mr. Baldwin, frankly admitting himself to be a profoundly ignorant layman, said that all his life he had looked upon the Royal Society with "the awe and wonder common to those outside of your bounds." He said he was fond of books but that on one occasion, speaking to Sir Joseph Larmor in the latter's library, he confided to him: "There is no single book on these shelves of which I can understand one single word," to which Sir Joseph calmly and confidently replied: "Probably not!"

The Prime Minister recalled an incident of his boyhood when his father and the latter's brother-in-law, Sir Edward Poynter—neither of them without culture of a certain kind—went with a friend to hear a paper read at the Royal Society.

**Thanks in "Common English"**

"If my memory serves me right," he said, "it was read by the father of my friend Lord Rayleigh and the subject of the paper was 'The Principle of Oscillating Curves.' I remember that neither my father nor Sir Edward Poynter understood a word of it and not the least distinguished man, Professor Huxley, was in the same galley—and he drew on the blackboard a picture of a life guardsman in the attire then fashionable, in the act of kissing a tiny girl and under it he wrote 'a super-oscillatory curve.'"

The Prime Minister, in accepting the Fellowship, said he took comfort in reflecting that ministers and judges and others not engaged in scientific research were now also being elected to the Royal Society. He craved pardon for some of his amusing references before such a sedate and dignified assemblage.

"You may think, perhaps, that on an occasion like this I am treating the subject-matter of my speech with mere levity, and yet you will remember the story of the little juggler who had nothing to offer to his Madonna except his own skill in tumbling, and he turned somersaults before her, not out of any spirit of levity but because it was all he had to offer, and the Madonna smiled upon him. I am unable to talk to you in your language. I merely speak the common English, and in that tongue I thank you once more, from my heart, for this very great honor you have done to me."

# May Seize Mines For Tax Arrears

## Ontario Government Issues Warning to Affected Owners

Toronto.—In an effort to secure the payment of tax arrears amounting to more than $52,000, the Ontario Government may declare forfeited and revested in the Crown the mining rights in 60,000 acres of lands in northern and north-western Ontario. Notice of this policy has already been published in the Ontario Gazette, and the owners affected are advised to take advantage of the six months period allowed them to pay up the amounts owing.

It is seven years since the Province, through the Department of Mines, last resorted to a policy of general forfeiture to collect tax arrears. The tax for which a number of claim owners in northern Ontario are in default, is the one of five cents each acre imposed upon all lands which are held in an undeveloped state.

# Persia Protests

## Treaty of Britain Concerning Bahrein Island Objected To

Geneva.—Persia has protested to the League of Nations against the treaty between Great Britain and the King of the Hedjaz concerning Bahrein Islands which lie on the Arabian side of the League covenant. This is the article whereby members of the League undertake to respect and preserve as against external aggression the territorial integrity with the League and whereby also the council is authorized to examine means for the fulfilment of this obligation.

The Teheran government asserts that the treaty in question, which was signed at Jddah on May 20 last between Sultan Abdul Aziz Ibn Saoud and Great Britain, declares that the Hedjaz undertakes to maintain friendly peaceful relations with the territories of Bahrein and Koweit and with the sheiks of Qutar and the Oman coast, who, it is added, are in special treaty relations with Great Britain. Persia insists that the Bahrein Islands are incontestably Persian, explaining that when Persia protested as far back as 1869 against the special agreement between Great Britain and the great sheik of Bahrein, Lord Clarendon recognized the justice of that protest.

She used to be too proud to scrub the floor at £1 a week—that was arrogance. Now she does it for nothing—that's matrimony.

President Coolidge is quoted as saying that after his term expires he will return to Vermont and whittle for a year or two. Still following the Coolidge economy program by cutting down here and there!

# Gas Tax Steady During 1928

## No Reduction in Present Fees Will Take Place During Coming Year

No increase in the gasoline tax is contemplated for the coming year. Neither will there be any reduction in motor license fees. Announcements to this effect were made by Premier Ferguson at the close of a protracted meeting of the Ontario Cabinet Friday.

**Legislation Discussed**

The general legislative program for the coming session was discussed at the Cabinet Council meeting and matters relating to improvement and reorganization in various departments were under consideration.

**Survey Being Made**

"The expenditures on roads are not met by the revenues from the traffic," said the Premier. "The department has been making a survey of the whole situation because we want to provide for the capital necessary by the issue of debentures for a period covering the life of the roads so as to take care of the replacement. By the exercise of very rigid economy this coming year we will try to get along without increasing any tax."

# VESSEL OWES SAFETY TO YARMOUTH SHIPPER

## Coal Transferred to Distressed Ship After Hour's Manoeuvring

Yarmouth, N.S.—That the Canadian Government Merchant Marine steamer Canadian Carrier reached St. John, N.B., safely after having exhausted her fuel supply, instead of having been driven ashore and wrecked on the rocky coast of Southern Nova Scotia, was due, in large measure, to the courage and resourcefulness of a Yarmouth skipper and his crew of eight, who set out in a small motor vessel, taxed to its capacity with 30 tons of coal, and began transferring thef uel to the distressed streamer after an hour careful manoeuvring in the violent sea. The pitching of both vessels constantly threatened disaster to the relieving craft and its crew, but, after three hours' strenuous effort, the perilous task was accomplished, and the motor boat returned safely to port while the Carrier, no longer a plaything of the sea, proceeded to her destination, St. John.

**Laurels for Heroes.**

Coach—"Win this game in a business-like manner to-day, men—there's a scout from a big New York bond house in the stands."—Life.

An American left the bulk of his fortune to his lawyer. If everybody did this, a lot of time would be saved. —London Opinion.

A good lesson might be learned from the sky, for when it's blue it's always pleasant.

## A Fatal Toss

LIFE OR DEATH ON THE TOSS OF A COIN!

J.B. Taylor (right) and C. A. Burrows (left) tossed a coin to see which should take the first run in a new United States mail plane for Cheyenne from Denver. Taylor won the toss and a few minutes later the plane crashed and burned, burning him to death.

# UNIVERSITY IN AFRICA PLANNED FOR INDIANS

Durban, Natal—A scheme is on foot to build an Indian university at Durban. It is likely to involve an expenditure of £20,000, a large proportion of which sum has already been collected. At present an application is being considered by the Town Council for a grant of five or six acres in Centenary Road on which to build the university.

On his return to Durban, Srinivasa Sastri, who originated the scheme will meet the finance committee and discuss the matter. The object is to provide an establishment to give higher training for Indian teachers and to raise the standard of education among the Indian community generally.

"When hubby gets a horn bill it doesn't necessarily mean that he bought a saxaphone."

## Johnny Reece's Piece

Once there was a little boy, whose
name was Johnny Reece,
And every Friday afternoon he had to
say a piece;
So many poems thus he learned that
soon he had a store
Of recitations in his head, and still
kept learning more.
He was called upon one week,
And totally forgot the piece he was
about to speak.
His brain he cudgeled; not a word remained within his head!
And so he spoke at random, and this
is what he said:
"My beautiful, my beautiful, who
standeth proudly by;
It was the schooner Hesperus—the
breaking waves dashed high.
Why is the Forum crowded? What
means this stir in Rome?
Under a spreading chestnut tree there
is no place like home!
When freedom from her mountain
height cried, 'Twinkle, little star,'
Shoot, if you must, this old gray head,
King Henry of Navarre!
Roll on, thou deep and dark blue
castle crag of Drachenfels;
My name is Norval, on the Grampian
Hills ring out, wild bells!
I you're waking, call me early, to be
or not to be;
The curfew must not ring to-night; O,
woodman spare that tree.
Charge, Chester, charge; On, Stanley,
on! And let who will be clever!
The boy stood on the burning deck,
but I go on forever."

His schoolmates all applauded as he finished the last line.

"I see it doesn't matter," Johnny thought, "what words I say,
So long as I declaim with oratorical
display!"

—St. Louis Globe-Democrat.

Mexico would be all right if its government could execute the laws as effectively as it does the revolutionists. —Virginian-Pilot.

# Synchronized Signals for Ships Called Preventive of Disasters

## Universal Adoption of Safety Devices Would "Lock the Door Against Needless Sea Accidents," Naval Experts Declare

It the sound-making and listening apparatus for ships that now exists, slowly being adopted in the United States, were to be universally used it would "lock the door against needless sea disasters," not only with submarines but also among surface crafts, according to naval experts in Boston.

"Europe is far ahead of the United States in the use of these preventive devices," declared a former officer of the United States Navy who has kept pace with sea-safety progress. "Although they are of American invention it remained for the governments of England, Germany, Denmark and Finland, all of whom are far more 'ship-minded' than is the Government of the United States, to bing them into wide use."

**Safety Demonstration**

An explanation and demonstration of these devices, the submarine oscillator and the fathometer, were made by Harold J. H. Fay, vice-president of the Submarine Signal Co. of Boston, the sole makers of these devices that are now coming into use by almost every country in the world indulging in extensive maritime operations.

"Safe navigation boils down to a matter of proper distance finding," declared Mr. Fay. "It is now possible for a captain to know at any moment the amount of water between his keel and the ocean bottom. It is possible for him to know the exact distance of his ship from the shore, even in fog or at night. It is possible for him to know when a submarine is rising within five miles of him. And soon it will be possible for a captain to know the course, the him. And soon it wli bep ossble for speed, and the distance away of a ship coming toward him regardless of fog or storm."

**Oscillator in Use**

In a working demonstration of the oscillator, a use of which is involved in all of these operations, a model such as is now attached to submarines, was submerged in a large tub of water placed in one of the rooms of the Submarine Signal Company's plant.

The apparatus was approximately the size of a bushel basket, and was made of heavy steel, with a flat steel face almost an inch thick. Electrically caused vibrations of this face at a rate of 500 to the minute create a sound in the water that is audible to microphones for many miles.

The rising signal of a submarine—three long dashes—sounded upon the oscillator in the tub, sent out such a noise speech in the room was impossible. The sound was not unlike that of a deep but raucus motor horn, greatly intensified. It was clearly evident, even to an untrained observer, such a sound would be clearly audible without receiving instruments upon the deck of a vessel within two blocks or more of a rising submarine.

**Water Depth Shown**

A demonstration of the fathometer was also made. This instrument senrs out a sound from a small oscillator, which travels to the bottom and is echoed back. Knowing the speed sound travels in water a recording instrument translates the time into fathoms, giving the depth beneath the keel of a ship to within three feet. According to navigators this instrument is the greatest invention since the compass.

Explaining the most modern safety methods for finding the distance of a ship from the shore or from al ightship, Mr. Fay said: "A simple but ingenious instrument makes possible the synchronization of the oscillator and the radio. When signals from both of the latter are sent out simultaneously a button is pressed on board the ship, wishing to know its whereabouts at night or in fog or storm, immediately upon hearing the radio signal. As the oscillator signal, traveling but 4800 feet a second through the water, is much slower, the button is pressed again when that signal reaches the ship. The instrument controlled by the button translates the time into miles and yards and gives he exact distance to anyone glancing at the dial.

"The matter of extending this synchronized signalling system to ocean liners, so that the course, distance and speed of a ship coming in the opposite direction may be known in foggy weather or at night, thus precluding the possibility of collision, will probably be taken up at the next international safety at sea convention."—(Christian Science Monitor.)

# Sniper's Posts at Bank of England

London.—Part of the defences of the Bank of England have been revealed by the re-building work in progress.

Two long horizontal slits have appeared, almost at the top of the blank wall, at the Threadneedle street and Bartholomew lane corner. They are loopholes designed for rifle fire in the event of an attack on or siege of the Bank of England.

Four riflemen could stand at these slits and dominate many important thoroughfares leading into the vast square known as "the Bank." With two machine guns posted at these positions approach to the Bank's main entrance would be almost impossible.

Round the top of the wall surrounding the Bank, and just behind the slits, is a patrol gallery intended for a time of emergency. For a normal sized man patrolling the gallery the slits are conveniently waist high.

Hitherto the slits have been filled by cunningly devised stones, which could be withdrawn easily by hand. From outside they appeared to be tiny panels.

"A man's disposition is often influenced by his wait and sighs."

# Who Wants To?

## Live in Chicago With a Crime Report Like This

Chicago — Crime in Chicago is shown to be on the increase in the annual report of the Municipal Court.

Charges of murder in 1927 were 213 as against 175 in 1926; manslaughter cases increased to 311 in 1927 as against 198 in 1926. Other crimes shown in the report which runs from Dec. 1 to Nov. 30, are:

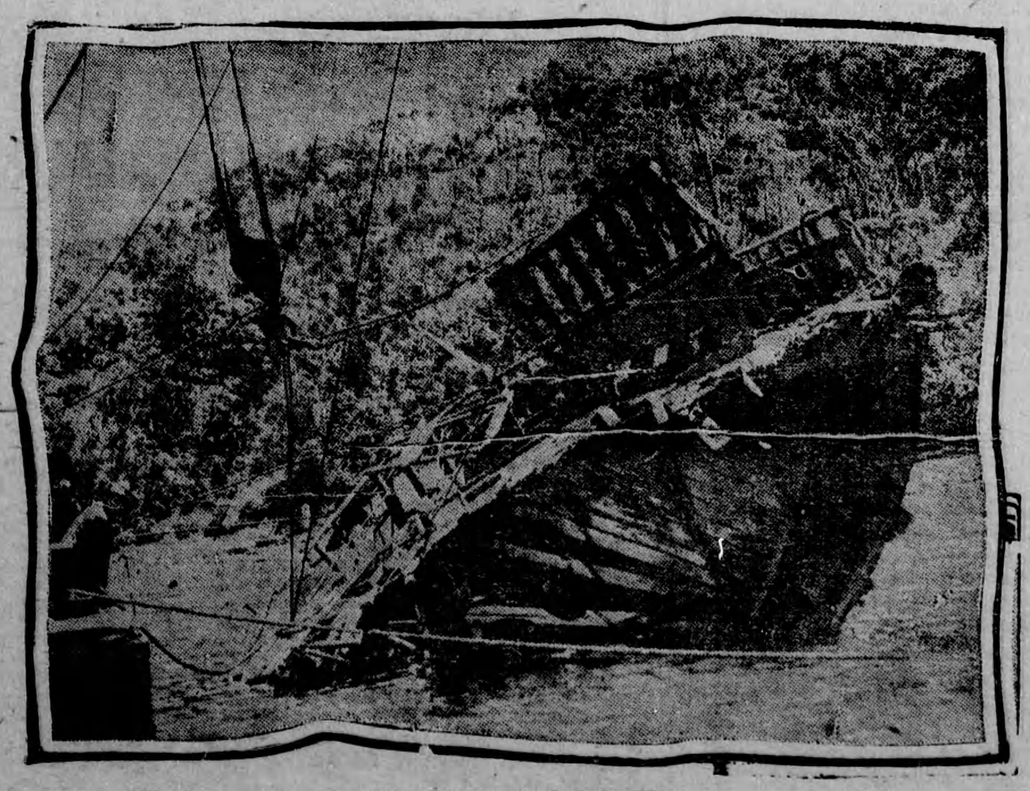
| Crime | 1926 | 1927 |
|---|---|---|
| Larceny | 8,629 | 10,143 |
| Robbery | 2,658 | 3,527 |
| Burglary | 1,505 | 2,185 |
| Vagrancy | 1,102 | 4,994 |

Wife abandonment and non-support cases showed a decrease of 1,200 to 3,729 in 1927, as did motor vehicle cases, with 130,023 in 1926 and 107,272 in 1927. That's the report. Bill Thompson must be Proud of it.

Names given to new shades that will prevail in spring apparel include "grasshopper." This should be suitable for jumpers.

Ottawa, Ontario—The 1926 output of sheet metal products was valued at $39,077,034, an increase of 14 per cent. over the output value of $34,442,488 reported in the previous year by the Dominion Bureau of Statistics. This is peak production since the Bureau began to collect records of manufactures in 1917, the previous high mark being $37,369,576, in 1920. Of the 135 plants reporting in this group, 95 were located in Ontario, 19 each in Quebec and British Columbia, 11 in Manitoba, 8 in Alberta, 4 in New Brunswick, 2 each in Saskatchewan and Nova Scotia, and one in Prince Edward Island.

## An Australian Accident



THE LAST OF FATAL FERRY

One-half of the ferry boat "Geryclife" which was cut in two by the S.S. Tahiti, in the harbor of Sydney, Australia. Eighty-six persons lost their lives in the disaster. The ferry boat is being raised to clear the harbor.