# Passenger Airship Coming To Travel Atlantic Air Lines

## The British R-100, Now Nearing Completion, Will Be Used To Test Out and Demonstrate the Feasibility of Regular Trans-Atlantic Air Travel

### SCHEME NO DREAM

British engineers are now completing the R-100, a dirigible passenger airship, which is expected to make a demonstration voyage across the Atlantic to New York next September. Commander Burney of the British Navy, one of the designers of the R-100, who is now in Washington, describes the airship in the following article and expresses the opinion that if her tests prove successful a new era in overseas transportation will be opened. His article appeared in the New York Times, partly as follows. The illustrations give a good idea of this air monster.

Few people realize the great advance which has been made in the design and construction of dirigibles during the last few years, but the fact that plans are now being made to inaugurate a regular transatlantic service is an indication that big developments are impending. As a first step toward the realization of these plans it is proposed to utilize the British dirigible R-100 as a demonstration vessel and to operate her on a New York Montreal-London route beginning next Fall.

Owing to the fact that dirigible development hitherto has been mainly in the hands of British Government departments, and also because the vessels themselves have been built for war purposes, it is difficult to make people believe either the extent of the passenger accommodation which can be provided or the lowness of the fares necessary to give a commercial return.

Take as an instance the R-100, as this vessel is now practically complete and will be in the air in a few months' time. The passenger accommodation consists of the equivalent to a three-story house mounted in the vessel (see photos).

On the lower floor are the crew's quarters, consisting of a mess deck and cabins. Leading from this to the upper floors is a double staircase, similar to that in a steamship, and on the lower passenger floor one will find two promenade decks, some fourteen feet wide, specially strengthened to permit dancing; a restaurant to seat fifty persons at one time ,and cabin accommodation for that number. These cabins are of two or four berths and may be compared with those provided in an Atlantic liner. They are fitted with bunks, electric light and stowage arrangements for the 100 pounds of passenger's baggage which will be carried free.

**Balconies for the Passengers.**

Above this floor is yet another, on which further cabins are provided for fifty more persons; a smoking lounge, and two balconies, enabling passengers to move their chairs from their cabins to the balcony and view the scenery below. Elaborate arrangements have also been made for the comfort of the passengers, and an extensive electric equipment has been installed so that electric cooking, heating and lighting can be provided, thus allowing normal meals to be served as in a hotel.

Lavatory and washing accommodations similar to those in use on fast limited trains have been adopted and equivalent facilities installed.

The dirigible has important advantages over both the airplane and the steamship in that there will be no noise of the engines, no vibration and no motion equivalent to that in a liner. Therefore, it is believed, there should be no sickness.

A minimum fare of $400 should be adequate to give a satisfactory financial return. The success of dirigible transportation, like many other developments, will depend largely on the ability to cater to large numbers of travelers. The lower the fare that can be successfully charged, the more stable will be the basis of this new industry; and, just as the cheap motor cars can only be produced if they are manufactured in large numbers, so it will be with dirigibles.

**A Two-Day Passage.**

There is little doubt, therefore, that we can visualize, within a comparatively short time, a fare between London and New York of only $250, the time of transit to be less than forty-eight hours. The establishment of such a service would entail a veritable revolution in transportation, for the Atlantic service would be followed by the establishment of lines radiating from New York and London throughout the world.

**What the Dirigible Has Done.**

So much attention has lately been paid to airplane transportation and so little to airship transportation that it may be well to recall some of the results which have been obtained in aerial transportation work by airships in the past.

Before the war, various airships built in Germany carried approximately 40,000 passengers without a single accident, fatal or otherwise, to any passenger, a record which cannot be beaten by any other form of air transport. Admittedly the flights on which those passengers were carried were short, not more than three or four hours in time; nevertheless, they compare favorably in duration with the cross-channel service between London and Paris by airplane.

**Guiding Experiences.**

There is, of curse, a vast difference between short flights of three or four hours' duration and the inauguration of a regular transatlantic service, but even in this respect there is some definite experience to show the feasibility of such a service. As far back as 1919 the British airship R-34 crossed the Atlantic from England to America, refueled in America and then made a successful return flight; and in 1925 the airship Los Angeles crossed the Atlantic from Friedrichshafen in Germany and arrived at Lakehurst in about eighty hours.

We have, therefore, two sets of experiences to guide us. In the first place, we have the fact that on short flights passenegers can be carried in these vessels both safetly and surely; and, in the second, that with the prewar design of airship—when extra fuel is carried instead of paying load—that vessels of this type can successfully cross the Atlantic from East to West.

No doubt many who to-day think such a development but the dream of some mad inventor will become enthusiastic in support of the development of dirigible travel. The proposed demonstration flights across the Atlantic should prove, at any rate, that this system of transport is quite feasible; and as soon as this has been demonstrated, all that will remain to inaugurate an efficient Atlantic service will be the provision of the necessary capital.

The Airship Guarantee Company, which has constructed the R-100, has already worked out the general design for the transatlantic ship for the regular service, and this vessel—called the Atlantic type—will be as great an advance over the R-100 as the R-100 is over previous vessels. The estimated cruising speed has been increased to ninety-five miles an hour and the endurance increased from 4,000 miles to 6,000 miles. At the same time more luxurious accommodation has been provided for passengers and the number to be accommodated increased from 100 to between 160 and 170.

Let us now examine some of the adverse factors to see why so long an interval has elapsed between 1919, when this development was shown to be possible, and the present time when they are actually being made.

The first big setback to airship development was undoubtedly the destruction of the British vessel R-38 when over the Humber in 1921. This disaster was closely followed by that of the Roma in America, and that was followed by the destruction of the Dixmude in the Mediterranean. The reason for these disasters had hardly been analyzed when that of the Shenandoah occurred. The inevitable result upon the public mind of this succession of disasters was to confirm the idea in most minds that these great vessels would always suffer from such inherent structural weakness that it would be impossible to build a really practical vessel. Unprejudiced technical examination of the position does not confirm this opinion—the causes of these disasters have been analyzed and obviated in the new designs.

As a result of the use of these vessels during the war, designers both in Germany and in England were competing in an endeavor to lighten the structure of the vessel to a maximum degree in order to enable the vessels to reach as great a height as possible, so that they might avoid anti-aircraft gunfire. It was, no doubt, perfectly legitimate to take the great risk which such a lightening of the structure involved during the war, but it is now known that all these vessels were structurally weak.

**Structure Problems.**

Before any part of the R-100 was constructed, about two years were spent in investigating the various problems connected with the provision of a structure sufficiently robust to withstand such aero-dynamic forces as were likely to be brought upon it during flight; and, as a result of these investigations, the R-100 is approximately five times as strong as any airship which has hitherto been built. Her cruising speed, furthermore, is approximately equal to the maximum speed of any vessel previously built; and it is thought that as a result of these two major improvements the R-100 should be able to encounter successfully even abnormal storms.

One thing, however, is quite certain, and that is that the public confidence will not be regained by the airship until a definite proof has been given to the world that the claims put forward by the designers of these craft can be substantiated in operation.

It is mainly for these reasons that the demonstration flights across the Atlantic by the R-100 are being planned. When a considerable number of such flights have been carried out successfully, and the experience gained on these flights embodied in the new Atlantic type of vessel, we shall be on the eve of a new era in transportation.

Unless some unforseen invention is made, the limits of performance of the airplane can to-day be assessed fairly accurately, and there is a general consensus of opinion on the part of airplane constructors that a transatlantic airplane service is not in sight; and even if developments enable a 400 per cent. increase in pay load for a given horse power to be obtained, still it would not be possible to inaugurate an airplane service.

There are many members of the public, however, who have the idea that such a service would be feasible if seaplanes were employed, as the seaplanes could alight on the water and refuel from some vessel in mid-Atlantic. Unprejudiced investigation into such a project will show its utter futility. Those who have crossed the Atlantic during this winter so far must have observed that there was not a single day on which a seaplane could alight on the water without being instantly destroyed. It may be, and probably will be possible for certain spectacular flights to be made by either airplane or seaplane by carefully selecting a day in which meteorological conditions are favorable; but there is a great difference between a spectacular flight carried out at great risk both to the pilot and machine at a selected moment and the continuous running of a service on regular schedule.

**Airships for Long Trips.**

One hopes that the proposed flights of the R-100 will turn public opinion to appreciate that the airship and airplane are complementary and will not operate in opposition to each other. The airship is pre-eminently the vessel for the long-distance transoceanic flights and the aiplane the type of craft for short-distance operation.

The British Government has appreciated this situation and is laying the foundations of a great imperial airship service stretching from London to Egypt, India, Australia, New Zealand, South Africa and Canada. Already airship bases are erected or in process of erection in Egypt, India, Canada and South Africa, while the Governments of Australia and New Zealand have signified their intention of erecting airship bases in their own countries as soon as the R-100 has proved successfully that it can operate with both safety and reliability.

It remains only to establish a daily service between London and New York to bring not only those material benefits in trade that must inevitably result to the world as a whole a greater stability, a more earnest wish for peace and a better understanding between the peoples of the world.

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One of our youngest airwomen is a Bristol schoolgirl, who belongs to the light aeroplane club of that city. She is only about fourteen years of age.

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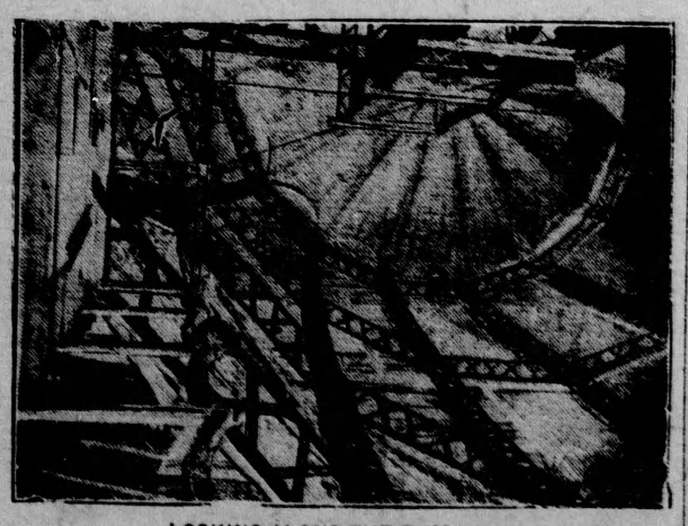
Educating 660,000 pupils in elementary schools, 30,000 in secondary schools, 60,000 in technical institutes, and 130,000 young men and women at evening classes cost London £12,531,200 in 1926.

## A Far Cry From the Old Balloon Days

LOOKS AS IF AIR TRAVEL WOULD SOON BE SAFE

Not the interior of a factory, but the future restaurant of the new gigantic air liner R1100, built for the British Air Ministry. This is just the central deck, with the crew's quarters one deck below and another deck above. The air liner is to be put on regular transatlantic mail service.

## An Inside View



LOOKING ALONG THE R-100

This view gives some idea of the general construction of Britain's Leviathan of the air.

# Island of Sark Must Pay Taxes In Wheat to Revive Agriculture

London—Reverting to a law and custom of the days of Queen Elizabeth, which long has been in abeyance, Mrs. Dudley Beaumont, the Dame of Sark, one of the Channel Islands, has issued an edict that the inhabitants must pay their tithes in wheat or other grain instead of in cash.

Sark ranks as "an entirely independent feudal state within the empire," being one of the numerous anomalous legacies of the Duchy of Normandy to the English Crown, and what its Dame says is likely to go, in spite of the protests of the islanders.

Her exercise of her feudal rights, however, is not purely arbitrary. Agriculture in Sark has reached a low ebb due to English residents occupying cultivatable land and letting it run to waste. The Dame's edict aims at making the island more self-supporting. With the object of reawakening interest in agriculture she has decided to install a milling plant on the island, which formerly fed itself.

## Shipowners and Australian Trade

Leeds Yorkshire Post (Cons.): At practically all the Australian ports the shipowner's expenses are fully three times as great as at Montreal, and it takes a vessel three times as long to load or discharge her cargo. . . Very heavy losses have been sustained by shipping companies engaged in the (grain) trade, and firms which used to have upwards of a dozen ships operating on the Australian service have now only two or three. The great developments in the shipment of grain from Vancouver and the Argentine, and the determined efforts in Canada and South America to improve the facilities make it all the more imperative that Australia should take steps to put herself on a more competitiev basis.

"Is Tom as thick with Mae as he was?"

"Sure. She's been trying to shake him ever since Christmas and he's too thick to see it."

## Canada Leads

Bloemfontein Friend: Years ago Canada went much further in the negotiations of independent treaties than South Africa has ever done. She has trade commissioners in many foreign countries. Indeed in commercial matters Canada anticipated the new status laid down at the Imperial Conference last year.

# Turkish Language For Turkey

## Students Want Foreign Tongues Banned in Commerce and Public Life

### NO RULE 17 THERE

Constantinople. — The students of the University of Stamboul, the local institution of higher learning, have hel da mass meeting and petitioned the authorities to enforce the use of Turkish alone in the commerce and public life of this cosmopolitan city.

For centuries the streets of Constantinople have resounded to the tongues of Europe and Asia. Before the war the street hawkers cried their wares in Greek, while Armenian was also the language of the shoppers. But, after the establishment of the republic and the exodus of large numbers of Greek and Armenian middlemen, nothing but Turkish has been cried by the Constantinople hawkers, many of whom were Turks using Greek and Armenian.

In addition to this reform the Government demanded that all shop signs must be in Turkish as well as the language of the owner, which, whatever his nationality, was French, the lingua franca of the business world. To-day these signs, so far as Turkish goes, are practically unintelligible, for the sign painters exploit all the decorative possibilities of the arabic script with its diacritical marks in producing a beautiful but illegible legend.

The action of the university students may be ascribed to two reasons, one patriotic and the other economic. The hundred per cent. mood of young Turkey is commendable enough, especially since there is talk of founding an academy like that of France to purify the Turkish language of its Arabic and Persian words, and to encourage a purely Turkish literature.

## The U.S.A. and Latin America

London Times (Ind.): Fears lest the steady and irresistible march of American business will lead to increasing political intervention and control are widely entertained, especially by people who have only encountered representatives of the less worthy side of American commerce. These same fears look so unreasonable when brought to the attention of Americans who are conscious of their complete freedom from contemplated aggression that they are attributed to envy or malice. But they are real, and in consequence the use of the lofty language of idealism has served the United States badly. Everybody knows that behind a facade of democracy and representative institutions there frequently exists a parody so grotesque that the parodists have no real claim to be respected, and that the case for the American interests is generally a strong case when it is stated simply on its merits.

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Last year saw a greater number of books issued than in any other year on record. There were 13,810; this is 608 more than in 1925, previously the record year.

# Lions Eat in Jungle Fearless of Auto

## Hatton, the British Hunter, Brings From Africa Rare Films of the Beast Taken at Close Range

Denys Finch Hatton, the big game hunter and photographer, declares in an article in The London Times that the lions of the Serenget Plains, British East Africa, have no fear of an automobile, but rather cultivate its presence. Mr. Hatton has just returned to London from an expedition bringing with him some remarkable film pictures of the king of beasts.

"In the fourteen days we were there," he says, "we saw no fewer than seventy lions, counting males, females and cubs, in varying groups, from singletons up to one magnificent troop of twenty, which was seen by my two companions upon a day when it was my ill-fate to be engaged in repairing one of our lorries. The largest number which I saw together was a troop of eleven lionesses without a single male with them."

One of the most striking episodes of stalking a group with a movie camera from the automobile is related by Mr. Halton as follows:

"About 2 o'clock my gun bearer remarked that the lions were behaving very well, and that as they looked very hungry we ought to shoot a congoni for them as bakesheesh when we had finished taking their pictures. This seemed to us an excellent suggestion, and gave me the idea of trying to get a picture of the lions coming on the kill.

"So we went off in the car and shot a congoni on the edge of the plain not more than 600 yards from the lions. Tying the antelope to the rear spring by a slip knot we dragged him down to where the lions were lying, and loosed him as we passed in full sight at about thirty-five yards.

"We then drove the car up under a tree about forty yards from the kill, and got ready to take the picture. We had not waited for more than a minute before a lioness left the group and cautiously crept up to the congoni, finally taking possession with a little rush from six yards off. The others came up one by one, and the feast began.

"Every now and again a blood-red face was lifted to take a look at the car as we crept up by stages to get closer pictures. Intent upon the business in hand, they showed no apprehension even when we reached seventy feet, the closest photographing range, which included the whole group in one six-inch lens.

"After about half an hour they seemed to be temporarily sated, and evidently felt the sun too hot for full bellies. One by one the two lionesses and the youngest lion walked slowly away and lay down under a big umbrella thorn near by, leaving the largest lion to bring the remains of the congoni to them in the shade.

"After a few minutes he picked up the half-eaten carcass of the large antelope in his mouth and carried it to the tree as easily as a retriever carries a hare, but with a slightly straddling swagger, due to the congoni's trailing legs.

"We had been photographing busily al this while, but unluckily the camera now jammed, so that we did not gett this very interesting closing incident It was now nearly 4 o'clock, and after taking several still pictures of them under the tree we pulled out for camp, leaving the lions as unconcerned with our movements as they had been upon our first appearance in the morning."

## The First Transatlantic Flight

Ottawa Journal (Cons.): The episode in the Ottawa Collegiate Institute, when 39 out of 40 students answered that Lindbergh was the first airman to cross the Atlantic, illustrated something of the effect in Canada of the self-advertising of our American friends. . . . Several British airmen crossed the Atlantic before Lindbergh did. But evidently the rest of us did not bally-hoo enough about them. . . . All American geese are swans, but perhaps that is not as bad, nationally, as to let all our British geese be taken for ducks.

NOT A SOFT DRINK

"Why don't you think pop is a soft drink?"

"Ever since I was hit with a bottle full of it I haven't thought so."

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"Singing," declares a doctor, "will kill influenza germs." The difficulty, of course, is to get the little devils to sing.

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There is an amusing story of how Sir Morel Mackenzie, the eminent doctor, took a rise out of Whistler. One day Whistler called him in to attend to a sick French poodle. Mackenzie was none too pleased, but took his fee and went away. A little while after this he sent for Whistler urgently. Whistler arrived. "Just wanted to see you," said Mackenzie, "about having my front door painted."