British R-101 Found "Very Satisfactory"

Difference of Oppinion Still Marks the Views Held of Britain's Big Dirigible

ENGINES O.K.

Cardington, Eng.—Taking advantage of perfect flying weather, the British dirigible R-101 made a 300-mile trial flight over southeastern England. Major G. H. Scott, British aeronautic expert who commanded the R-101, said the flight had been "very satisfactory."

"The whole handling of this big airship proved much easier than we hoped," he said. "The noise of the engines was very slight in the passenger cars, it was very comfortable indeed. We passed over Buckingham Palace, Westminster, then over the city and straight back home. The ship handled very well and answered her controls with the greatest ease. We went easy at first and worked up to something over 50 miles an hour. We will have the speed trials later."

One novel feature of the cruise was a parachute drill, corresponding roughly to lifeboat drill aboard an ocean liner. This was held at an altitude of 2000 feet.

After the R-101 had completed her trial flight, it was announced that the other giant dirigible R-100 was now finished and ready for trials.

Though high speeds were not attempted the vessel attained 58 miles per hour—more than the top speed of the R-33—although the new ship is twice as large as the old one and at present develops 1500 horsepower against the R-33's 1250. The difference is said to be due in part to increasing aerodynamic efficiency of the fatter shapes of the new design, coupled with the reduced air resistance owing to the passengers' quarters being inside the hull.

It is now estimated that the R-101 will develop a maximum speed of 80 to 85 m.p.h. when full engine power is available. Another satisfactory feature is that the rudder control is easily moved by hand thereby allowing the removal of the euxiliary electric motor fited as a precaution to help the helmsman. This will mean a saving of half a ton. It is probable that certain duplicate parts of other portions of the airship's machinery will also be dispensed with.

Nevertheless it is clear that the vessel has not yet shown signs of fulfilling the hopes of those who had expected her to make regular non-stop trips to Egypt or across the Atlantic. The weight of the fuel carried on Aug. 14 was 12 tons, although seven tons more could have been taken—making 19 in all—if it had not been decided to have an extra amount of water ballast, of which the ship had on board 15 tons, instead of the normal eight. But it is estimated that the amount of fuel to be carried for a flight to Egypt, after making proper allowance for adverse weather conditions, is 25½ tons.

Canada, Neighbor And Customer

In addition to the fast-spreading commercial ties which are bringing Canada and the United States into economic partnership, the Dominion is developing an overseas trade, which is giving her a position of growing importance in world trade channels. Moreover, to a considerable extent the products of Canadian farms and factories, as well as the incoming goods from distant ports, are handled in Canadian ships, for Canada has a merchant marine of her own which, if not large, is modern and growing.

Across the Pacific silk is brought in the white fleet of the Canadian Pacific, en route, frequently, to United States points via Vancouver, while westward, both Canadian and Japanese vessels are handling an increasing volume of wheat which is becoming a staple food in Japan. Likewise, from Vancouver, and to a small extent from its rival to the north, Prince Rupert, vessels move southward bound for the Panama Canal en route to European destinations.

The Atlantic trade is better known, but its rapid growth and its expansion into new fields is less generally recognized. A fleet of new vessels equipppd for the West Indies trade has just been completed by the Canadian National Railways. From a score of ports throughout the islands of the Caribbean and Atlantic ,tropical products and fruit move northward to St. John or Halifax for distribution by rail inland. From South American countries northward ladings include rubber from Brazil, maize from the Argentine, and bauxite (for use in making aluminum) from British Guiana, while en route southward, manufactured goods compose the bulk of the traffic.

This development is obviously but a fore-runner of an even greater measure of prosperity in the future, a prosperity in which the United States will share, for Canada is not only a good neighbor but the United States' best customer.—Christian Science Monitor.

A pedestrian is a person who has a wife, three daughters, and a motor-car.

Women Reopen Bermuda Fight To Gain Ballot

Control of Island Parliament by Eight Families Held Bar to Enfranchisement With Only 1,300 in 35,000 Voters

Hamilton, Bermuda. — With the opening of the winter session of the Colonial Parliament the most important item in the agenda will be another attempt of the women of Bermuda to obtain a grant giving them the right to vote. The Woman's Suffrage Society has made several attempts to gain its point in the legislature but of no avail. Even though the women of England have won the ballot it will probably be many years before Bermuda women are given this right.

The Colonial Parliament is the most independent organization in the British dominions. Bermuda is not a Crown colony, and outside of the appointment from England of a Governor, a Chief Justice, a Receiver General and a Chief of Police all the local officers are appointed by the local Parliament. In the Parliament are thirty-six members, elected every five years. Eight families on the island have representatives in the Parliament. These eight families practically control Bermuda, its finances, improvements, schools and public utilities. They have managed Bermuda for 300 years.

These are some of the reasons why women suffrage has been rejected time and again. There are no parties nor any opposition in Parliament. The members are nearly all old men and they distrust innovations.

There are about 35,000 inhabitants in Bermuda. Fully one half are Negros. With only 1,300 persons entitled to vote it is readily seen how the control of public affairs is successfully maintained year after year. A person to vote here must own $300 worth of realty. There are many women on the island who own valuable real estate but are not entitled to vote or have any voice in the affairs of the colony.

Time has changed manners and customs in Bermuda, but not its laws.

Marvels of Research

A newspaper reporter was so impressed by the marvels of research in the realms of communication that, following his recent visit to the Bell Telephone Laboratories, he recorded what he had seen and heard, thus:

"Heard" a photograph.

Heard a speechless man "speak."

Saw a deaf man "hear."

Heard the power of 500,000 times 50 strong-lunged men's voices shout the words of one man.

Heard his muscles move, with a sound like thunder.

Telephoned his photograph.

Learned it is possible to gaze at a scene miles distant.

Heard a heart "missing."

Heard speech "scrambled" as a cook scrambles eggs.

Heard the top third, bottom third and centre third of a strain of music.

Danced to "upside down" music and heard speech "upside down" and "right side up" at the same time.

Saw a bar of steel float in the air.

Was looked over by an electric eye.

Saw and heard speech "take a rest" on the route from lip to ear.

Talked into a telephone, walked to the other end and heard his own words four seconds later.

Heard the music continue after a phonograph record had stopped playing.

British Capital for Canada

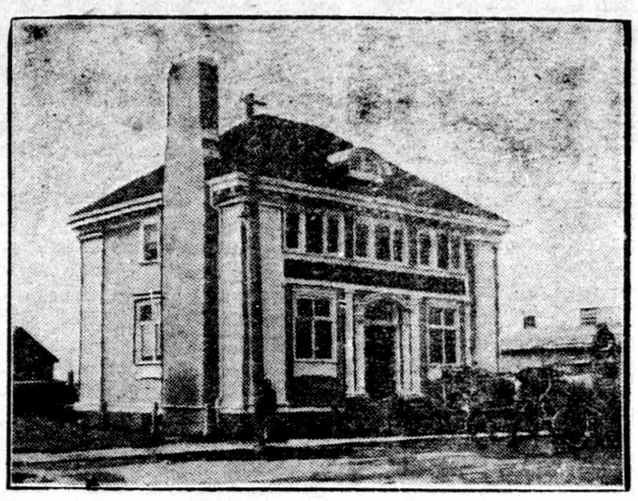
London Financial Times: Lord Queenborough has recently visited Canada in order to survey the opportunities offered for the investment of British capital, and is obviously deeply impressed by the possibilities of the Dominion. It used to be said that "trade follows the flag," but a more modern axiom is that "trade follows investment." Due regard must, of course, be had to the lending capacity of this country, but with this proviso—and Lord Queenborough is of opinion that there is now available more British capital than before—there is much to be said in favor of a bigger flow of funds from Great Britain to Canada. This would help to establish closer commercial and economic relationship between the two countries.

The Egyptian Treaty

London Times: It is significant that while some coptic leaders support the Treaty, the majority of the Wafdist members of that astute and influential minority are known to have criticized it severely on the ground that it does not give enough—and perhaps because in the matter of minorities it gives too much. But, whatever the cause, the attitude of the Wafd does not encourage the belief that the Treaty will be steered safely and speedily into port. If, to pursue the metaphor, it must anchor in the swell outside Alexandria til such time as the Wafdists decide what new concessions they should claim, the prospect is no more satisfactory.

People do not mind being fooled, says a writer. It is being found out that makes them wild.

Sky Scrapers Will Soon Follow If Land Values Climb



PROOF OF PROSPERITY IN NORTHWESTERN TOWN

This branch bank attests to fact there is plenty of prosperity at The Pas, western terminal of Hudson Bay railway and mining headquarters for northern Manitoba.

Afghanistan Again Changes Kings

Firmer Waterboy Driven from Kabul When Citadel Captured — Amanullah the Reformer is Residing in Rome After a Vain Attempt to Regain His Throne

London.—The charge d'Affaires of Afghanistan in London recently received official notice that Nadih Khan had been "unanimously elected" King of the mountainous Asiatic country.

This notice came hard on the heels of official advices telling of the overthrow of Backs Sakao, who sat himself up as king after driving out Amanullah Khan and the latter's brother, Inayatullah. The advices indicated that the usurper had escaped, although many of his followers were captured when the citadel at Kabul was taken by troops under Shah Wali Khan, brother of Nadir.

The new ruler was formerly foreign minister under King Amanullah. He had, however, quit Afghanistan and taken up his residence in the south of France where he was living when Amanullah was deposed.

Amanullah gave up his throne to Inayatullah, but the latter held it less than a fortnight, giving way to Bacha Sakao. Meanwhile Amanullah had retired to Kandahar and when he learned there that his brother had been deposed, re renounced his abdication and again took the field. He was finally defeated and driven out of the country, being at present a resident of Rome.

Nadir Khan returned to Afghanistan soon after Amanullah had established headquarters at Kandahar. He was not, however, involved in the debacle of Amanullah's personal fortunes.

"Do you go around in her car with her?"

"Go round in it? Why, my dear, it's so small you can't move in your seat."

The average woman would rather that men looked round at her than up to her.

Formidable North-West Passage Finally Forced

Three Fur-Trade Ships Win Through—Dangerous Behring Strait Voyage May Be Avoided

London.—Three ships engaged in the fur trade and owned by the Hudson's Bay Company have between them forced the dreaded Northwest passage according to news reaching the Hudson's Bay Company's offices here. The ships are the Bay of Chimo, Fort James and Fort Macpherson. The Bay of Chimo left Vancouver last July and sailing through the dangerous Behring Strait reached Point Barrow on July 24 and Cambridge Bay on South Victoria Island on August 29.

Last year the schooner Fort James under the command of Capt. Bush sailed from Montreal and having wintered in the ice began with the coming of spring a long fight to reach King William land. The vessel was joined there by the Fort Macpherson which cruises within the Arctic circle as a supply ship for trading posts and exploration purposes. The Fort Macpherson had sailed from Cambridge Bay, the forthest point reached by the Bay of Chimo.

In this way, three vessels contrive to do what would have been impossible for one alone to accomplish. During their winter, locked in the ice, those aboard the Fort James endured great hardships and for of the time were actually prisoners in the frozen waters.

It is thought that the successful attempt to force this passage may mean that skins will be brought to Britain more quickly than in the past. An official of the Hudson's Bay Company declared that it remains to be seen whether such a journey is a commercial proposition. If this proves to be the case, the dangerous voyage from Vancouver through Behring Strait will be avoided.

Rules and Exceptions

London Morning Post: The sacred doctrine of self-determination, which is to be scrupulously respected in India, in Egypt and in Iraq, is to be repudiated as far as Palestine is concerned, and the Arabs of Palestine, whose claims are based on that doctrine, are to be overborne by British troops—horse, foot and artillery. It is impossible to escape from the irony of that situation—a Socialist Government pledged above all to pacifism and self-determination, employing the armed forces of the Crown to subdue a native population to acquiescence in an alien ascendancy.

Life Drama of Prime Minister Now Published

Hair Whitened With Strain of War Years, But Spirit Did Not Break

Forty-five years ago a penniless lad came to London to take up work that turned out to be a mare's nest, walked the streets on the verge of starvation, and was grateful to earn a few shillings addressing envolopes.

Now as Prime Minister he has had an historic meeting with President Hoover. When he returns he will be made a Freeman of the City of London.

Mr. H. Hessell Tiltman, in his book, just published, "James Ramsay MacDonald, Labor's Man of Destiny" (Jarrolds), does not stand those astonishing contrasts, but they are implicit in every page of the study of "perhaps the most remarkable career of our generation."

Mr. Hessell Tiltman, dealing with Mr. MacDonald's war-time attitude, says:—"Only Mr. MacDonald could reveal the true story of what it cost him to speak the truth, as he saw it, during the years of cataclysm. It is improbable that he will ever do so.

"One who was close to him throughout the war period has told me that from the first to last he never heard Mr. MacDonald pass one single comment upon the campaign of hatred which had turned him into an Ishmael and even led to threats against those who dared to give him shelter. Since the war he has often gone a hundred miles out of his way to visit friends who stood by him during the years in the shadow.

"The years in exile aged him. His hair whitened with the strain, but his spirit did not break. Without expressing any view on the opinions which he held, I believe that when the historian of the future sits down to assess his career and to tell his story, in it will be found a tribute to the dauntless courage revealed during those dark years of adversity, without which he could not have reached the daylight on the other side."

Gabby Gertie

"A modern flapper has to keep her wits about her—she has nothing else to protect her from the cold."

THE PAST

No matter if you have been abused, denounced, and criticized by your relatives and friends—forget the past. Don't hold on to the bad things, the unfortunate things, the disagreeable things, that have pained you, any more. They tether your ambition and strangle your efforts. Take with you into your future only such things as will help you in your race for your goal. Don't drag along over the threshold of the old year a lot of excess baggage that will fatally embarrass you.

New 16-Ton Tank Great Man Killer

New Land Ironclads Are Last Word in Engineering
DANGER TO CREW
Supply of Gasoline Has Proved Menace in Past

London.—The finest model of a heavy fighting machine is the new 16-ton Tank. In its general design, its armament, mobility and climbing power it is incomparably the best armored weapon of its kind in existence. It might be described as the direct offspring of the Tank which astonished the Dominion Premiers and officers who were privileged to see the demonstration at Camberei, three years ago, when there was shown the evolution of the Tank and other machines and the progress made in the application of science to war.

That secret Tank weighed 20 tons. In design it had the appearance of a Destroyer and it was held to be the last word in engineering skill. The military authorities at that time were disinclined to disclose to the world its peculiar characteristics, but one can now say that it carried four revolving turrets for machine-guns and one central revolving turret for the 3-pounder gun and the commanded. It was regarded, however, as too heavy, while the expense involved in manufacturing a number was held to be prohibitive.

The new 16-ton machine is a handier weapon, and in its interior construction improvements have been made designed to remove dangers from which the crew are not free where the Vickers (Medium) Tank is concerned. The essential difference between the newly-designed Tank and those now in use is that the compartment for the patrol supply (the Medium Tanks carry 80 gallons of spirit) is "bulkheaded" from the fighting compartment and is separated from the engine.

Igniting Petrol

The danger of having the petrol supply in the same compartment as the personnel was disastrously exemplified in the later stages of the war. Ten Tanks were taking part in an advance in the early part of August, 1918. Instead of a crew of eight, each Tank on that occasion contained 18 of our own men and four Canadians. The German shells released the petrol in these armored chests and the imprisoned men were burned to death. It was only a matter of a few minutes. Many of the French Tanks and personnel suffered similar disasters.

Oats and hay were the food supplies carried for the motive power in the old Army. To-day it is a highly inflammable product. If an emergency should arise which called for the employment of Tanks, these death-traps would have to be used.

The Vickers Tank has taught us all we know about mobile warfare. It is in most respects a good machine. But it does not possess all the qualities necessary in a good fighting machine. Its cross-country performance is good, but not quite good enough. Its engine performance in negotiating slopes must be improved. But, above all, it is imperative that the ever-present danger (in war) to the personnel should be removed. Members of the crew ought not to be resting against a large supply of highly explosive spirit.

In the Light Tank, too, the petrol container is virtually a back rest for the driver, while he is of necessity sitting immediately in front of his engine. In the recent exercises a leakage of petrol became ignited. In this small machin the men are not cased in armor, so that their escape from danger is effected more easily.

The new 16-ton vessel is the product of practical experience. It removes the petrol danger from the crews. This alone would justify the authorities in substituting it for the present machine. With its slightly increased coating of armor, a more powerful armament, greater engine power, and an improved gradient climbing peformance, the Tank Corps would be equipped with a machine embracing all the qualities essential to a land "ironclad."

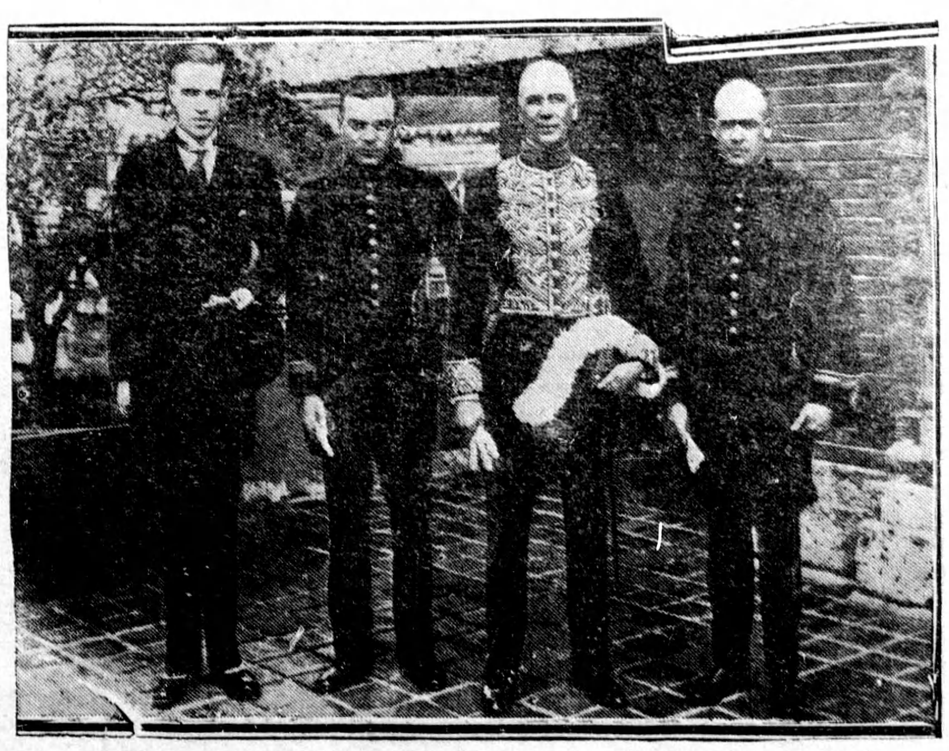
Limited Geography

St. John Evening News: Some of the Boy Scouts who have just returned from the jamboree tell a good story illustrating the lack of knowledge of Newfoundland which too generally prevail in the old land. During their visit to London Sunday intervened, and, like good Scouts, they went to church. The clergyman who presided, in expressing his pleasure at the presence of members of the Newfoundland troop at the service, and, bidding them welcome, regretted that he knew very little of the country. He had, however, a dear friend living there whose name he would not give, but whose address was South Street, Halifax. Needless to say, the Scouts couldn't resist a smile at his expense. Truly his geography is limited.

HONESTY

After all the most natural beauty in the world is honesty and moral truth. For all beauty is truth. True features make the beauty of a face; and true proportions the beauty of architecture; as true measures that of harmony and music. In poetry, which is all fable, truth still is the perfection. —Shaftesbury.

Where Sartorial Frills Go Hand and Hand With Big Job



CANADA'S MINISTER TO JAPAN HAS INITIAL AUDIENCE WITH EMPEROR

Hon. Herbert Marler, Canada's first minister to Japan, had his initial official audience with His Imperial Majesty Emperor Hiro Hito, recently, in the Imperial Palace, just outside Tokio. Mr. Marler is third from left in officials shown here. He recently bid farewell to Hon. Mr. Tokugawa on the latter's departure for Canada.