Why the Interest In England's R.101?

If it Suceeds it May Be the Real Beginning of the Air-ship Era—If it fails, the End, at Any Rate, for a Generation

BRITISH PRESS VIEWS

"We are opening not only a new chapter btu the first chapter of a new book; an exciting chapter, since it may be the first of many but may also, perhaps, be the last."
—Manchester Guardian.

There have been many airships and the Graf Zeppelin is holder of a fine record. But experts in the world of the air realize that R-101, our new airship, is a deciding factor in the future of that class of aircraft, and that is why its flying exploits are being carefully studied.

"The first and greatest virtue of the R-101," says the Times, "is that, owing to the employment of furnace oil instead of petrol as the source of her motive power (at one-fifth of the cost) she will be decidedly safer than all previous airships. The risk of fire is reduced to a minimum, and smoking, which had to be banned in the case of the Graf Zeppelin, will be allowed in a special compartment.

"Another great and novel advantage is that the elimination of petrol will enable her, unlike airships dependent on this form of fuel, to face the temperature of the tropics and the effect of its extremes on the lift of the ship." So far as risks of mishaps from outside are concerned she is designed to withstand a sudden vertical gust of 35 miles an hour, or three times the wind velocity provided again [illegible] case of the Graf Zeppelin.

"In [illegible], and in [illegible] extent of her accommodation, as well as in safety, she has a marked superiority over predecessors."

Much Abused "Safety-First"

"It is not only probable, but practically certain, that further developments will be necessary before the [illegible] which an Empire [illegible] can be regarded as a [illegible] commercial enterprise. [illegible] R-101 has [illegible] good beginning. [illegible]

"[illegible] we may take pride in [illegible] British brains and British energy are solving the immensely complex problems of airship building, so that we may hold [illegible] in other spheres of human activity."

What We Must Ask of an Airship

"We [illegible] of a train," observes the Manchester Guardian, "or a ship [illegible] safety, and [illegible] we shall, after a [illegible] trial of an airship. Even [illegible] trains and ships we allow a certain [illegible] of frailty, but on the whole we demand [illegible] they shall not only start and arrive in safety but that they shall do it at stated times.

"Regularity is the word. R.L.M.S. engines would not come out of their sheds, except in certain weather we should rightly demand the head of Sir Josiah Stamp. A word of equal importance is cheapness. Trains and ships must carry us at rates which come within our usual standards of life. At present the airship has neither of these qualifications.

"The Graf Zeppelin can fly round the world, but the passengers waiting to go on the German flight which they had booked have just had to return home because the weather prevented the Graf from making a start.

"Mooring masts can be multiplied —scarcely any of them exist at present—but it will continually be necessary to house an airship in a shed, and that means that there will be continual difficulty with the weather. As to costs, it is too soon to say whether there will ever be such a thing as a 'commercial' airship. Up to the present the airship has had a curiosity value, and the passengers have been those who had not to count the cost. Twelve months' experience will supply a fund of information which is at present lacking."

The Designer's View

Mr. A. H. L. Chorlton the designer and inventor of the engines of R-101, in an interview expressed himself as highly delighted with the success of the airship's flight.

"The trial," he said, "has demonstrated for the first time two things —the possibility of using a high-speed heavy oil engine, and, secondly, the use of heavy oil as fuel in aerial navigation. By this means absolute safety against the ever present peril of fire in lighter-than-air craft is ensured and there is a greater economy, represented by a figure of no less than 30 per cent. in fuel when compared with petrol engines. Further, we are saving in fuel weight another 25 per cent.

"The weight of oil-burning engines, of course, is greater than that of petrol engines, but I guarantee that we can reduce by half the present weight per brake horse power of the oil-burning engine. During the trip only four of the engines were used, and it was only when we came to manoeuvre for the mast at Cardington that the port aft engine was used.

"What remains to be done is to reduce engine weight. That can be cut down by half. The ship, when the new propellers are fitted, will be in a position to be run fully out and to attain her maximum speed. Even at present there is no doubt that the airship could make a non-stop run to Egypt."

"The present problem is whether or not airships, from a civilian standpoint, are a 'commercial proposition.' The affirmative has still to be proved after making due allowance for the anti-airship school of thought," says the Daily Herald.

"It is true that the Graf Zeppelin has flown round the world, and that should answer the 'It can't be done' critics. But there remains the fact that her crew, mindful of the limitations of their craft, have displayed decided antipathy to her projected Polar flight. That is not to say that she, or her British compeers, could not surmount the difficulties ahead.

"But it does suggest that—and here, one many be sure, the staunchest supporters of airships would agree —the problem is not yet solved."

An Expert's Opinion

"Size in itself is no detriment to a vehicle of transport for a sea passage," writes Commander Sir Charles Denniston Burney, a leading authority, in the Observer.

"We do not choose a small liner for crossing the Atlantic because we are frightened of the size of a large one. The real objection to size in an airship is, at present, that the larger the airship, the more difficult the question of landing and housing her at the completion of her voyage.

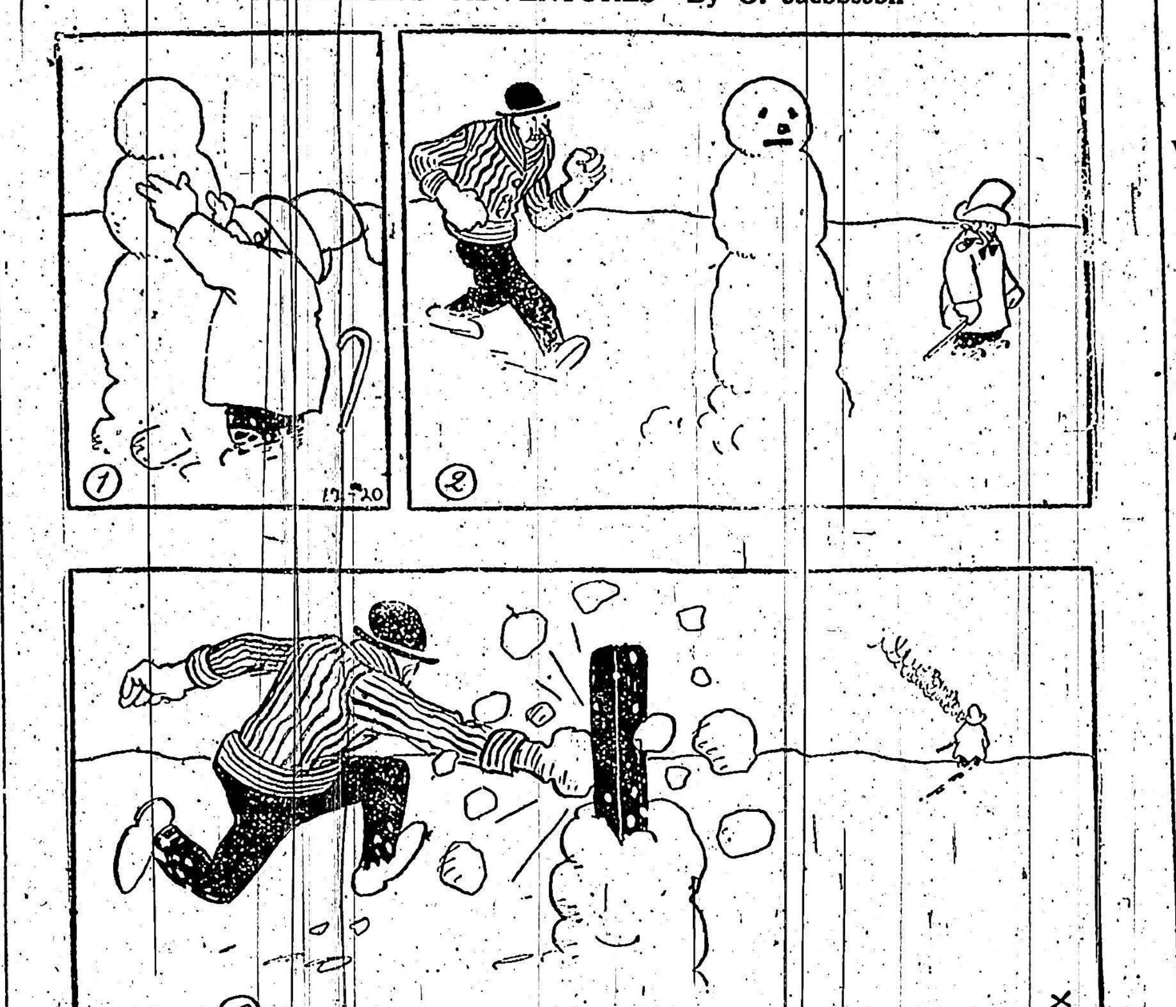
"Hitherto airships have been handled by man-power, but although the size and power of the airship have increased, the size of the man remains the same. Obviously, therefore, if airships exceed a certain size they become too unwieldy to be manhandled.

"The development of the mooring mast provides a solution, under most climatic conditions, for airships operating between two fixed and previously determined points, but it does not solve the difficulty of taking the airship into her shed from the mast, and taking her to the mooring mast from the shed; nor does it provide a solution for the docking of an airship at any place except that which has been previously prepared for her at a cost of many thousands of pounds.

"The other great defect of all airships yet built is that they do not obey one of the fundamental laws of transport. Alone among vessels in use to-day, they cannot make a landing on their own and without external aid. The aeroplane and the flying-boat can, as a rule, make a forced landing without damage. A marine vessel can always anchor or heave to, a train or motor-car or any kind of land vehicle can stop at any time. Airships, however, can only make a landing at a prepared base, and it is to the overcoming of this difficulty that we should, in my opinion, concentrate all our energies.

"I am a firm believer in the necessity for redoubling our activities in the development of the long-distance aeroplane, flying boat and airship."

ADAMSON'S ADVENTURES—By O. Jacobsson



Traffic Accidents

La Patrie: "Automobile accidents in the course of the last season were more numerous than ever before. This may be explained by the fact that there were more automobiles on the roads, but it is not the whole explanation. What is the cause of these accidents? One cause is lack of competence on the part of the drivers, but the most common cause is carelessness. A French expert, M. Mortimer Maigret, declares that observations he has made over a period of 30 years lead him to the conclusion that the great majority of automobile accidents, not to say all of them, are due to the individual—his unskilfulness, carelessness, excitability, inability to think fast enough, and that terrible and imbecile vanity on the part of many drivers, which consists in 'a desire to show that they can drive faster than others.' In effect, it is a lack of moral aptitude; the forgetfulness of duty, the asence of all sense of responsibility which results in such havoc being wrought by automobiles on our public highways. It is as Colonel Hanson said recently, 'the day when automobile drivers understand the sense of the word courtesy, there will be fewer accidents to be imputed to 'automobilism'."

Reds Abolish 15 Synagogues

Moscow.—During the last month fifteen synagogues in Soviet Russia were converted into workmen's clubs. Included were the synagogues of Chaslavitch, Velikoluki and Artiomovsk.

Germany Without Steresemann

BY WICKHAM STEED.

Since the spring of 1924 the German ship of State has been steered by a gyroscopic compass. Its name was Gustav Stresemann. No matter how wind and wave might buffet, or tide and current deflect the prow, the vessel was always brought back to its course by the self-contained energy of a revolving human disc. As swiftly as it spun, the gyroscope has now stopped.

The world outside Germany knew Stresemann as the ablest German statesman since Bismarck. He had gained the power, rare among his fellow-countrymen, of seeing Germany from without as well as from within. He divined her place in post-war Europe. He conceived her opportunities —which he rightly thought great—in terms of peace, not in terms of preparation for war. Hence his power to understand foreign colleagues like M. Briand, to grasp the merits and allow for the limitations of Sir Austen Chamberlain, and to make both of them feel that they could count on him. Despite his typically bullet-headed, thick-necked appearance and semi-military voice, there seemed nothing aggressively or offensively German in his bearing. Precisely because of his mind's international range, it is doubtful whether the foreign statesmen who worked with him, or the foreign peoples who admired him, realized how precarious was his footing at home, or knew that, in Germany, he never ceased to "live dangerously."

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A GALLANT END.

At Geneva a month ago death was plainly hovering over him. None of us who heard and watched him then expected to see him at Geneva again. He, too, knew, that his time was all but up. I can remember nothing more gallant than his two speeches at the Press luncheon on September 5, and to the Assembly on September 9. Even more gallant was his obscurer heroism at Berlin. No sense of world-wide sympathy and appreciation sustained him there. He fought his last fight to prevent his party from bringing on an acute internal crisis by voting against the Unemployment Insurance Amendment Bill. Withstanding the venom and personal malice in which German politics abound, he saved the situation by persuading his fellow "Populists" to abstain in the impending division. Exhausted by the effort, he succumbed at 5.25 a.m. on the following morning. That day the Bill passed its third reading in the Reichstag.

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AN ENDURING WORK.

By their tributes to his work for Germany and for peace, foreign statesmen, foreign journals and heads of States have helped to bring home to the German people a sense of Stresemann's worth. Unwittingly they have thus strengthened the chances that in its main his work will endure. While not without honor in his own country, Stresemann was looked upon by Germans less as a national asset than as a party politician. The German people are very sensitive to foreign opinion. Their sense of their loss will be keener as they learn that, outside Germany, it is felt to be a loss to the world. As Stresemann's stature grows in retrospect, German pride in him will increase. No successor will readily take the responsibility of changing deliberately the course he set. There is no Hohenzollern to proclaim a "new course," as William II, in his vanity, proclaimed it after "dropping the pilot."

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A PROVISIONAL SUCCESSOR.

Yet neither is there another Stresemann, another gyroscopic compass at hand. Dr. Curtius has been chosen to "carry on," less by reason of his inherent virtues (which may be rare) than because he belongs to Stresemann's party, and will not at once inflame political jealousies. His appointment is "provisional." A witty French man once said: "Il n'y a que le provisoire qui dure." Certainly Dr. Curtius, who worked with Stresemann at The Hague and knows the "Young Plan" through and through, is preferable as Foreign Secretary either to Mgr. Kaas, the "foreign politician" of the Centre Party, or to the former Chancellor, Dr. Wirth, who, though likewise a Catholic, could not be sure of carrying the Centre with him.

Nevertheless, Stresemann's death may open an era of internal strife in Germany. Had he died six months ago, his disappearance might have portended disaster for Germany and for Europe. The recent Nationalist outbreak would have been fiercer and more formidable. The Weimar Constitution, the Parliamentary basis of the State, and even the Republic itself might have been imperilled. Today the outlook is less troubled. The "Young Plan" is adopted, the evacuation of the Rhineland has begun, naval disarmament is within sight, with disarmament on land to follow. By co-ordinating American and British views upon the organization of the world of peace, President Hoover and Mr. MacDonald may be helping, at this very hour, to ensure the ascendancy in Germany of the ideas for which Stresemann stood.

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STRESEMANN'S SECRET.

The day when a country could set its own course solely according to the balance of passions and prejudices, interests and aspirations, within its own borders is gone for ever. Streemann's greatness lay, in part, in his practical understanding of this truth, in his pertinacious determination to find for Germany a large place in a co-operative international community, not a small place to be defended with clenched fists and gnashing teeth. The fuller the measure of unexclusive Anglo-American co-operation for peace, the more comprehensive and patient the wisdom of Anglo-American counsels, the more certainly will Germany perceive in what direction her permanent welfare lies, and the stronger will be her disinclination to depart from Stresemann's course.

More than ever, nations are to-day each other's keepers. In this sense no nation wields greater influence or bears heavier responsibilities than Great Britain. What befalls, in a Germany bereft of Stresemann, may depend as much upon words said and deeds done in a London at one with Washington as upon the acts and aims of politicians in Berlin.—"Montreal Standard."

Sir Esme Sees Tobago Patrner After 33 Years

British Envoy Drew Substantial Income From Venture With His Old Associate

Islanders Witness Reunion

Scarborough, Tobago.—When Sir Esme Howard, British Ambassador to the United States, stepped from the small mail steamer from Port-of-Spain, Trinidad, he was greeted by nearly every one of the several thousand inhabitants. It was a long journey for Sir Esme and his son, Lewis, who left New York for Bermuda, where he remained a week, and thence on the Canadian National steamship Lady Hawkins to Trinidad, another ten days of ocean sailing.

Foremost among those who met the ambassador at the Scarborough pier was a tall, gray-haired man, Thurleigh Orde, whom Sir Esme had not seen in thirty-three years. They had been close friends in early days and partners in a large Tobago plantation for the same period of time. There were tears in the eyes of both men when they clasped hands on the little landing at Scarborough.

Partners in Plantation

Thirty-three years ago they bought a plantation together. Sir Esme was called back to England to enter the diplomatic service and to win a distinguished career, while Thurleigh Orde was to remain almost a recluse on the tiny West Windward island, to look after the plantation and live a secluded life.

And now, after all the years, Sir Esme Howard returns to see his partner and view the plantation that has brought him a substantial income for a third of a century. Tobago is only twenty-six miles in length and seven miles in breadth at its broadest point. But there is much to see in Tobago, and Sir Esme had a busy week driving about the conical hills and charming little valleys. Orde has built a spacious house where the ambassador and his son were guests during their stay on the island.

Natives Return to Sugar

Tobago has a fertile soil, and produces on its 73,000 acres every kind of fruit and vegetable peculiar to the tropics. When sugar ceased to be profitable the natives went into the cultivation of cacao and rubber and into cattle raising. Lately they have gone back to sugar, but cocoanuts remain the one staple article for export.

With a total population of 23,000, only about 200 are whites. The town of Scaraborough has three churches, a club and a bank. Taxes are low and living is remarkable cheap.

The British Ambassador and his son expect to return to Washington late in November.

Maybe the reason why Russia and China do not get down to real war is because they fear it may have a Japanned finish.

A luxury is something that usually costs more to sell than it does to make.

"Flying Baron" Circled Globe Just for Lark

Warthausen's Flight, Planned From Berlin to Moscow, Becomes Tour of World

380 HOURS IN AIR

A leisurely airplane flight that may lead one almost anywhere—around the world, perhaps—any became a commonplace some time, now that Baron Friedrich-Karl Freiherr Koenig von und zu Warthausen has shown us how to do it by flying 18,500 miles in an open-cockpit two-seate plane with a pocket compass and a map of the world as his navigational guides.

The youthful flyer—he is twenty-three years old—arrived in New York recently. He kept no record of his expenses for the long flight. He explained, regretfully, that he did not realize how long a flight it was going to be when he started.

380 Hours in Air

He does know, however, that he added some 380 hours in his flying time, in addition to the scant seventeen he had accumulated when he left Berlin. He knows also that his Klemm-Daimler plane, the German original of the American Aeramarine-Klemm, uses about one and a half gallons of gasoline an hour. At this rate he would have used about 550 gallons of fuel, which would have cost him, at the rate charged for aviation gasoline here, about $165.

Add a fraction of that amount for oil and a fairly heavy repair bill for the replacing of a wing after a minor accident at El Paso, Tex., and you have the flying expenses of his trip. The plane, which cost about $2,000 when new, is to be purchased for its original price by a museum in Munich, but this, of course, is a stroke of good luck that future aerial globe trotters can scarcely hope for.

200-Miles From Filling Station

Refueling was not always a matter of stopping at an airport and taxiing up to a tank for Baron Warthausen during his world flight. Upon one occasion he had to land in the Persian desert about 200 miles from the nearest city, Bushire.

The tribe encamped at the oasis welcomed him warmly, but could give him no fuel. The chief sent a man on a camel 200 miles to the nearest service station to get five gallons of gasoline, and in the mean time Baron Warthausen remained at the oasis as the guest of the tribe. When the messenger returned Baron Warthausen said that he would have to be on his way.

First he offered to pay for his board and lodging, which was refused. The chief was not averse to accepting a gift, however, so Baron Warthausen gave him a cigar lighter and drew enough gasoline from the fuel tank to supply the lighter for some time. Tribesmen begged that he make a general distribution, as they prized gasoline for its supposed medicinal attributes.

Castor Oil for Lighter

The baron drained the castor oil from the crankcase and gave it to the natives. He will avoid that oasis in future flights, he said.

Baron Warthusen's long flight was made not to add to the world's store of scientific knowledge, nor to achieve prominence as a spectacular flyer, but simply because he was enjoying himself. Leaving Berlin in August, 1928, he set out to make a non-stop flight to Moscow, hoping to win the Von Hindenburg prize for the outstanding flight during the year by a German flyer in a light sport plane. After succeeding in this attempt he met Germany's Minister to Persia, who happened to be in Moscow, and the minister invited him to fly to Persia. Baron Warthausen did so, thinking that it would be a good lark and at the same time would strengthen his claim to the medal.

Won Medal

After seeing Persia he determined to add one more leg to his flight, just to be sure of the medal. He proceeded to Karachi, India. From Karachi he flew to Calcutta, where the German Minister met him with a telegram informing him that he had won the prize and advising him to turn back to Germany.

Instead he went on to Siam, then to China, Japan, and then to the United States. He attempted no difficult ocean crossings, but put his plane aboard a steamship to travel between seaports.

This does not mean that he shrank from making difficult flights. Passing through India, he flew over jungles, where he saw herds of wild elephants, and he stopped in Burma to hunt wild flamingoes. In the Caucasus he was attacked by giant buzzards, but they misjudged the speed of the plane [illegible] Baron Warthausen [illegible] was [illegible] his [illegible]

When he returns [illegible] expects to devote [illegible] not as a professional [illegible] an aviation [illegible] moter. He [illegible] to persuade [illegible] learn to operate [illegible]

Unknown Verses of Home, Sweet Home

The "Yorkshire Evening News" contains the following [illegible] contribution sent by a Special Correspondent.—

"It will come as a surprise to most to learn that here are [illegible] verses of 'Home, Sweet Home' which were never sung. They are omitted [illegible] until a few days ago [illegible] never been published. That, however, has been remedied, for [illegible] included in a manuscript copy of the song which has just been [illegible] to the Library of Congress at Washington by Mr. Leander McCormick-Goodhart, Commercial Secretary [illegible] British Embassy.

"The verses read:—

"To us, in despite of [illegible]
of years
How sweet the [illegible]
still appears!
From allurements abroad which [illegible]
flatter the eye
The unsatisfied [illegible]
with a sigh

"Home, home, sweet, sweet home,
There's no place like home,
There's no place like home.

"Your exile is [illegible]
Fate can bestow
But mine has been [illegible]
many a woe!
Yet though different [illegible]
thoughts are the [illegible]
And both, as we [illegible]
exclaim;

"Home, home, sweet [illegible]
There's no place like [illegible]
There's no place like [illegible]

"John Howard Payne [illegible] author of this now world-famous song, wrote the extra verses [illegible] a personal tribute to the [illegible] of the verses—Lucretia [illegible] Bates, wife of [illegible] a London banker.

"Both Mr. and Mrs. [illegible] were natives of Massachusetts [illegible] for many years they lived in [illegible] in luxury and blessed with [illegible]. Payne who also spent [illegible] out of America, was [illegible] as not [illegible] nostalgia which [illegible] to write the song.

"When [illegible] asked him to inscribe [illegible] autograph book [illegible] to do so, and [illegible] added the two verses. [illegible]

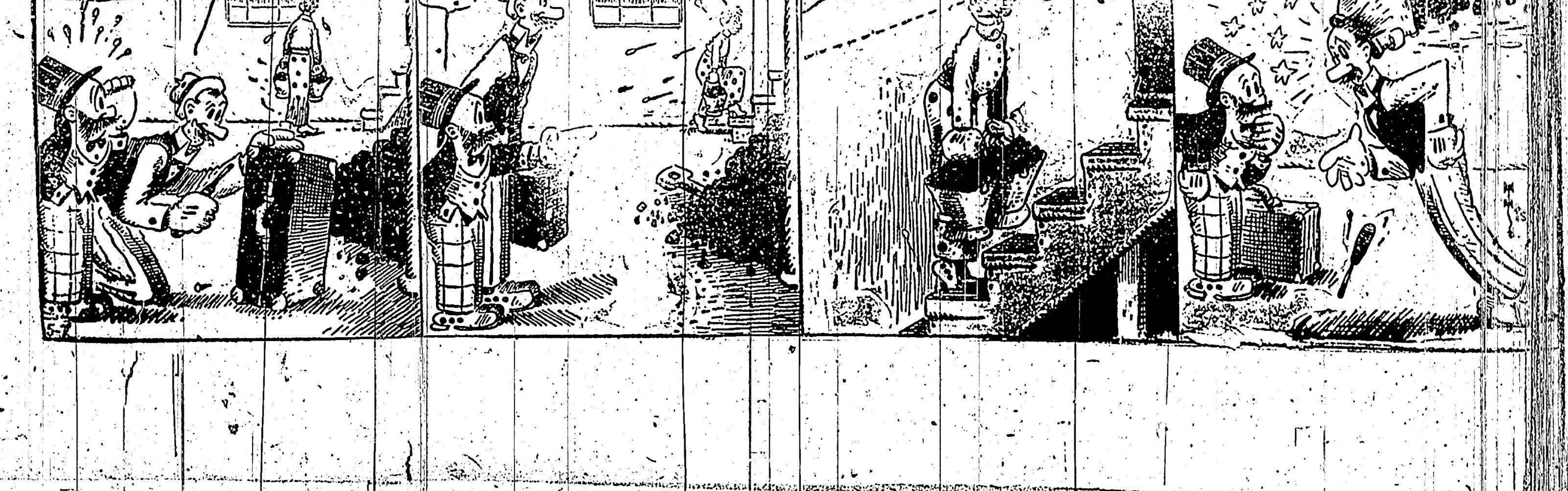
"Payne [illegible]

Bankers Won't Lend Monte Carlo 5 Million

Monte Carlo.—Disaster again threatens the tiny principality of Monaco, which has just recovered from a political crisis only to be faced with serious financial difficulties. In order to carry out its proposed program the Societe des Baines de Mer, the holding company operating the gambling interests, is in urgent need of $5,000,000, and for the first time in the sixty years of the Casino's existence European bankers have refused a loan.

The Casino authorities say they need the money to complete public improvements started two years ago and institute an international advertising program. The bankers refuse to be interested, declaring that the Casino already is mortgaged too heavily at present, that $3,000,000 has been wasted in [illegible] and that the prospect of good [illegible] does not justify the [illegible]

He—"They say [illegible] a fool born every minute."
She—"It's a pity [illegible] don't die as rapidly."

MUTT AND JEFF— By BUD FISHER

Here's A Boy Scout Who Does A Good Deed Each [illegible]