

Persia Halts British Air Plan

"All Red" Plane Service to India Barred by Refusal to Grant Landing Place

Great Britain's plans for its "all-red" air route to India, and eventually to the Antipodes, which was heralded as one of the greatest of projected world airways, have been brought to a standstill by the action of Persia in refusing to grant a landing place on Persian territory.

To say that the officials who have labored for more than a year to put this airway into operation are peeved over the snarl which has been struck would be a rather mild way of saying they are in high dudgeon. According to views expressed in London the red hand of Moscow is responsible for the failure to complete the "all-red" route.

Riza Khan, Persia's new self-appointed Shah, at one time a humble member of the Persian proletariat and also said to have been a flunky at the British Ministry in Teheran some years ago, seemed personally to be well disposed toward Great Britain when he converted himself into a royal figure almost overnight. An agreement was signed last year between the Persian and British governments granting landing rights in Persia to the British. But the Persian Parliament subsequently refused to ratify the agreement. It has been suggested that the Persian link in the air chain was withheld until such time as the British Government made some handsome monetary offer for such a privilege.

Germans Get Concessions.
Shah Riza is something of a dictator, but so far he has done nothing to bring his Parliament to the point of ratification. In fact, the Shah is probably bringing no pressure to bear on the refractory Parliament. As Persia is not a member of the Convention for the Regulation of Aerial Navigation she has the right to prohibit foreign machines from landing on her soil. Important concessions have been made, however, to a Russo-German company.

While Parliament was debating the agreement made with the British government the Persian Government came forward with a proposal to open up a air service between Qazvin, on

the Persian border, and Bagdad. But Britain did not like the looks of the suggestion, which, though ostensibly Persian, was believed to be a Russian project, operated by Germans and linking up with the Moscow air lines. Here was another "all-red" route, and, according to Brig. Gen. Percy Groves, secretary of the Air League of the British Empire, one with political aspirations behind it.

The British airway to India was in operation at least once some eight months ago when Sir Samuel Hoare, the Air Minister, accompanied by his wife, flew to Delhi and back. The route was surveyed and prepared at heavy cost by way of Basra—the terminal at the present time—Bushire, Bandar Abbas and Chahbar.

Substitute Route Considered.
Unless the Persians relent it will be necessary to map out a substitute link on the Arabian side of the Persian Gulf, a matter now under consideration in London. Many difficulties would have to be overcome before such a landing place could be established there.

Soviet Russia has also met some rebuffs in Teheran, and one of her diplomats was recalled from the Persian capital because he was not successful enough in his dealings with the Persian Government. Nevertheless, Moscow's official minions in that country are exceedingly busy, and Russians were supposed to be behind an attempt by wealthy Persians to obtain oil concessions in a district adjacent to certain areas where the Anglo-Persian company holds the drilling concession.

The latest difficulty of the Persian Government is over the terms of a contract with Dr. Millsbaugh, the American financial adviser.

Vital Statistics

Births Again Decline in England and Wales; Rate for 1926 Approaches 1918 Low Record

London.—The spectre of "race suicide" has crept across the English Channel to haunt British social statisticians. The English and Welsh birth rate for 1926 again has shown a decline, following the descending curve which has obtained since 1920, according to figures published by the Registrar-General. The rate for the calendar year was 17.8 per 100,000 of population.

Against this the official report shows that the death rate of infants less than a year old was the lowest on record. Scotland experienced a higher birth rate as well as a higher infant death rate than England and Wales. The 1926 birth rate tied that of 1917 and was barely higher than the 1918 rate of 17.7, the lowest on record for England and Wales. In France, where the low birth rate for years has presented what is regarded as a grave national problem, the proportion for 1926 was 18.8 for each 100,000.

Cancer, heart disease and tuberculosis of the respiratory system led the list as causes of death in England and Wales. Women, the Registrar-General's report indicates, were far more agile in dodging motor vehicles and in avoiding fatal accidents generally than were men. Also, the number of women who committed suicide was less than half the number of men who met death by their own hands. The suicide figures were: Males, 5,909; females, 1,359. Accidental deaths: Males, 9,531; females, 4,274.

British Grants Aid Migration

Imperial Assistance Stimulates Afforestation in South Australia

Adelaide, S. Aust.—An imperial grant of \$258,250 to South Australia as a nucleus for starting afforestation on a larger scale was recently announced by the State Premier, Richard L. Butler. Representatives of the British Government have had an eye on the southeast for a long time. It is here that they expect an opportunity to be able to place migrants from England. In addition, the Scottish societies of this area are now drawing up a scheme for the importation of families from Scotland. Several estates have been offered to the Government for purchase and subdivision into farms, and a substantial income is assured from these lands, where onions, potatoes and cereals grow to perfection.

In accordance with the terms of the above grant, a minimum of 50,000 acres is to be planted over a period of 10 years, and paper pulp works will also be started. It will be necessary for the state to secure a further 100,000 acres of land to carry on the project, and already 44,000 acres have been purchased at a cost of \$69,000. It is estimated that the expenditure on an acre for 20 years' work will be \$57. Every acre harvested will, on present-day costs, enable the state to replant,

Canada's Leading Golfer



DON. CARRICK DOMINION CHAMPION
Carrick shoots great golf but failed to class in American Amateur Title Tourney.

BRITISH TANKS ENGAGE IN HUGE SHAM BATTLE

Machines of All Sizes Surmount Obstacles on the Historic Salisbury Plain

London.—A gigantic sham battle in which more than 200 British Army tanks participated was held recently on the historic Salisbury Plain. The tanks were of all classes and ranged from the tiny two-seater "Crabs" to the huge wagon variety which fire eighteen-pounder guns as they speed along.

The battle started at dawn with these metal monsters stretching over seven miles of terrain where every conceivable difficulty had been placed in their way. Squadrons of airplanes descended upon them unexpectedly, sections of the plain theoretically was soaked with gas and steep gradients requiring all the skill the drivers could muster had to be negotiated. A few tanks were unable to mount the greasy slopes of Beacon Hill and slid backward down hill. One "iron horse" got in a quagmire and had to be abandoned.

A crowd of several thousand witnessed the manoeuvres and showed great interest, particularly in the later "Crabs," which are the latest experiment in the tank line. These have a caterpillar track and also two wheels in the rear which are equipped with balloon tires. At one point it was demonstrated how easily the "Crabs" could be camouflaged with foliage. Among those watching the demonstration was a retired British cavalry officer. As he looked on he appeared more and more disgusted. "Christ-

as trees!" he muttered finally as he turned away.

The Geneva Fiasco

London Truth (Ind. Lib.): I should call the recent proceedings at Geneva one of the most lamentable exhibitions of political folly that have been seen in the last fifty years. . . . The Conference was by its constitution the worst possible medium for arriving at agreement. How can you expect the professional fighting men of different countries, naval and military, to agree between themselves about the limits to be put on their own services, except under definite instructions from their political superiors? Fighting is their business; in fact their raison d'être. An admiral or a general charged to negotiate with the admirals and generals of rival armed nations, can no more give away points to the other side in negotiations than he can in war. If his Government has left open for discussion any fundamental difference of opinion, his business is to look at it as a fighting man, not as a pacifist. Governments have no business to put their admirals and generals into such a position.

The White Pine in Canada

The botanical range of the white pine in Canada extends from the Atlantic ocean to the province of Manitoba. It is confined to the region lying south of a line running approximately from the southeast corner of Lake Winnipeg, through Lake Nipigon, along the height of land north of Lake Timiskaming, through Lake St. John to Point de Mot on the St. Lawrence and Cape Breton Island.

Good political timber is often developed on the stump.

The Hope of the Empire



The 1927 British Polo Team, who will ride against the American "Big Four" in the international matches at Meadowbrook on September 5th.

Saved for Nation

Stonehenge Circle on Salisbury Plain, Great War Camp, to Be Preserved

London.—Prime Minister Baldwin, Ramsay MacDonald, Viscount Grey and other prominent persons recently signed an appeal for \$175,000 to purchase land on Salisbury Plain for the purpose of preserving the remains of the prehistoric structure at Stonehenge.

It is proposed to protect the immediate surroundings of the Stonehenge Circle from the erection of unsightly buildings.

Nine years ago, after the original owner was prevented by the Act for the Protection of Ancient Monuments from selling Stonehenge stones for transportation to the United States, it was presented to the nation. It is now proposed to pull down a huge air-drome erected near by during the war so that posterity will see it against the sky in the lonely majesty before which our ancestors stood in awe throughout all our recorded history.

Stonehenge, the most imposing megalithic monument in Britain, has long proved an enigma to scientists and a never-ending source of romance for novelists. Its name, a modification of a Saxon term, means "hanging stones." The Normans called the collection of stones "Choir Gaur," or the Giant's Temple. What the stones were originally used for has proved as great a puzzle as where they came from, for in the geological formations for miles around there is nothing resembling them.

Excavations and measurements have proved that originally they formed two concentric circles enclosing the tallest being 22½ feet and 3 feet posed of the largest upright stones—the tallest being 22½ feet and 3 feet 4 inches thick—only seventeen remain. The inner circle, composed of smaller stones, is exactly 9 feet within the circumference of the outer.

Although their origin has been variously ascribed to the Phoenicians, Belgae and the native Druids, no convincing evidence has ever been presented which would rationally solve the mystery.

Scientist Goes to Live on Iceberg

Takes Dog Along, Rubber Boat and a Phonograph

Edinburgh, Scotland.—John B. Simpson, a British scientist, has left here with the intention of making his home on an iceberg for three months. He was accompanied by a Samoyede dog, "My purpose," said Simpson, "is to gather material for a book on the ice fields. I expect to be very comfortable in my abode on some drifting iceberg. I shall erect a fur-lined tent, and I will warm it with an oil stove. I have plenty of reading matter and a phonograph.

"I have no idea where I shall drift to, but I have a collapsible boat in case of accidents."

Moscow Prepares

Moscow Pravda.—One thing is quite clear: we shall have war, and that very soon. . . . Not so very long ago we said that war would not be, that we did not want war. We still do not want it, but the latest events have forced us most seriously to prepare. . . . We by no means want to frighten anybody with the horrors of chemical warfare. In some places we already notice the appearance of panic and dread, where the people have been told unnecessary stories about the destructive forces of gas. These stories have certainly erred on the side of exaggeration. Science must be militarized. . . . We are confronted by a terrible danger. We must not lose a single minute. Carefully watching our enemy, we must accelerate our preparations. . . . and victory will be ours.

Big Storm Lashes South of England

Two Mail Steamers Collide and Shipping Driven to Shelter

London.—All this year's records of summer rainfall were eclipsed on Saturday, August 29th, by a great southerly gale accompanied by torrential rainstorms which raged throughout the south of England and generally around the coast.

Seaside holiday makers and ships had to rush for shelter, regattas and bathing were suspended and from all points came reports of damage to crops and other destruction through severe storms.

The 900 passengers on the two mail steamers St. David and St. Patrick had a trying experience in a collision off Fishguard, Wales, the force of which carried away the superstructure under the bridge.

It was 2 o'clock in the morning when the collision took place. In the darkness and raining torrents it was impossible to ascertain the extent of the damage, consequently the 600 persons aboard the St. David and the 300 on the St. Patrick, most of whom were half-dressed, became frantic and the utmost efforts of the ship's officers hardly served to prevent a panic among the screaming and fainting women and children, several of whom were injured in the confusion of scrambling to the deck.

Both mail boats, although considerably damaged, managed to return to Fishguard under their own steam, when the St. David's passengers were transferred to another steamer which sailed for Ireland after considerable delay.

All cross-channel steamers had terrible crossings, among the sufferers being Prince Henry, who after a holiday at Le Touquet, crossed from Boulogne to Folkestone. A London express train was derailed near Maidstone but nobody was injured.

Air liners also had rough crossings and needless to say the inclemency of the weather seriously interfered with seasonal channel swimming and the projected trans-Atlantic flights.

Urges Removal All Auto Horns To Ensure Safety

Driver Should Depend on Brakes and Steering Gear to Guide Car

CONFIDENCE IN HORN

New York.—Automobile horns, originally devised as a safety measure for highway traffic, have been so universally misused, says C. T. Strong, President of the Buick Motor Company, that he no longer believes if they were removed entirely from automobiles the result would be a marked decrease in automobile accidents.

"Without horns," he points out, "it would not take long for every one to realize that safety depends on keeping the eyes and ears open, which is, after all, the only sure and complete remedy for accidents. A long step in the direction of greater safety will have been taken when drivers realize that they cannot drive with the horn."

While admitting that horns do occasionally prevent accidents, he states that they have inoculated the average driver with a false sense of security which often breeds carelessness and results in disaster.

"If automobile owners would try to drive their cars," adds Mr. Strong, "without the aid of the electric siren which is now standard equipment on every car, I am sure they would find themselves driving with more care than they had exercised since their first experience as drivers. Drive two blocks through traffic without the use of the horn and you will find that you are using more care than you have ever used before to avoid accidents. You will drive as you should always drive, with due regard for others who are sharing the public streets and highways.

"This is true because you will not be placing exaggerated confidence in a noisy bit of mechanism which cannot and never could of itself prevent accidents, even though many drivers show by their actions on the road that they credit it with such powers.

"Then round out the test by noticing as you drive, and as you cross the streets on foot, what effect the horns of other cars have on you. You will discover that the sound of an electric horn no longer causes you to jump out of the way, or pull your car over to the side of the road. Usually it is only after repeated warnings that you notice the cause of the noise. Sometimes this happens too late, and there is an accident which might have been prevented if the driver had depended more on his steering wheel and brakes than on his horn."

Water Power Development

The present recorded water-power resources of the Dominion will permit of a turbine installation of 41,700,000 horse power. The total hydraulic installation up to the end of 1926 throughout the Dominion was 4,556,226 horse-power or less than 11 per cent. of the recorded water-power resources.

Sea Cook Guilty In 2nd Degree; Gets Ten Years

Jury Deliberates 3 Hours in U.S. Court; Judge Fixes Battice's Penalty at Minimum Prison Term.

Earl Leo Battice, mulatto cook of the schooner Kingsway, which came into port recently with a strange story of murder and near-mutiny on a voyage from the West Indies to the African Gold Coast, was found guilty of second degree murder by a jury in United States Court and was given the minimum sentence of ten years' imprisonment in Atlanta Prison. Battice was charged with the murder of his wife on the high seas last February 5. The maximum sentence possible under the verdict was life imprisonment.

Defendant Watches Judge
During the summations by the attorneys and while Judge Anderson was speaking, the defendant displayed a keen interest in the proceedings, tilting his head to one side and keeping his eyes fixed on the speaker.

Caruthers Ewing, who, with Prather S. McDonald, was appointed defense counsel by the court, pleaded the unwritten law.

He reminded the jurors that the defendant's affair with Emily Zambot, the Porto Rican girl, San Juan, had no bearing on the murder two months later. He hurried on to the relations between Mrs. Battice, the Negro's wife, and Waldemar Karl Badke, the engineer, while the schooner Kingsway was in mid-Atlantic on its way to the Gold Coast of Africa. He declared that when Battice saw his wife in the embrace of the engineer he became crazed and did not realize what he did from then until he had slashed his wife nineteen times with a razor.

"Knives were in his mind," said Mr. Ewing, "and ought to have been there, nothing else could have been."

He pictured the defendant as "physically weak, cowed and crushed" in the face of Badke, "the bully, coward and yellow hound."

Tuttle Charges Premeditation

Mr. Tuttle told the jurors that the defendant had willfully intended to kill his wife from the time he fell in love with Emily Zambot. The defense was untenable, he said, because the only evidence to support it was the testimony of Badke, who he admitted, agreeing with Mr. Ewing, was "an immeasurable liar."

Every wound on Mrs. Battice "cried out for justice," he declared, and no evidence showed that Battice had ever asked the captain for protection from Badke.

"I agree," he said, "that Badke is a yellow dog and a cur. There is only one thing worse and that is to take a man by the hand and say, 'Come aft, my wife is crying for you.'"

Judge Anderson pointed out that the case would probably be a unique experience for every juror and told them to weigh carefully the testimony of Emily Zambot. If, he said, they should discover that the murder was committed in the heat of passion they could render a verdict of manslaughter, and if they believed that the defendant had lost his capacity to distinguish between right and wrong at the time of the fatal slashing they could render a verdict of "not guilty."

AMAZONS KEEP MEN OF TRIBE IN LUXURY

They Do the Work and Fighting and Are the Rulers of Their District

Baku, Azerbaijan.—A tribe of Amazons in which the women fish and hunt while the men are locked indoors and kept in luxury is described as inhabiting the Zakatal district by the Society for the Study of Azerbaijan, says Tass, the Russian news agency. The tribe is called the Yasal and is of Dagestan origin.

The Yasal women, like the legendary Amazons, are described as absolute rulers in the private and public affairs of their tribe. They settle quarrels with neighboring tribes with weapons, do farm work and control the sale of their products. They keep their husbands and sons luxuriously idle or engaged in petty household affairs, the more laborious household chores falling upon the girl members of the tribe. It is regarded as stultifying to the family dignity to permit the men to labor and the woman who falls to provide well is considered an outcast.

The women are described as tall in stature and beautiful, of a dark vivacious Caucasian type with masses of glossy black hair. Adjacent market towns esteem them highly for their honesty and intelligence. The tribe consists of approximately 150 families and is believed to be the remnants of the Aya people who inhabited the Caucasus centuries ago.

Wright Motor Maker Assails Pacific Race

Bay Shore, L.I.—Charles L. Lawrence, inventor of the Wright Whirlwind motor used on the transatlantic and California-Hawaii transatlantic flights recently, condemned as "ill-otic" the offering of prize money for the airplane race to Hawaii. The time is not yet ripe, he said, for races where various planes start at a certain time regardless of their condition for such extended flights.