

British Dirigible R-100 Completed Press Inspection Takes Place in Hangar at Howden, England

HAS THREE DECKS

Differences in Construction From R-101 Told by Sir C. D. Burney

Howden, Eng.—Great Britain's privately built dirigible, the R-100, has been completed and underwent press inspection in her hangar here recently.

The dirigible cost about \$2,250,000 while the estimate on her Government built sister, the R-101, was about \$2,370,000 with an additional \$265,000 for engines.

One of the chief differences between the two ships is that the R-101 is petrol-driven and the R-100 is electrically driven.

Commander Sir Charles Dennistoun Burney, who supervised the building of the R-100, explained there was little difference between the two ships outwardly. They were, however, many novel features about the R-100.

It has three decks compared to two in the R-101. The two upper decks are reserved for passengers and the lower one is allocated to the crew.

On the lower passenger deck is the dining saloon, which has seating accommodation for 56 persons. Then there is the lounge deck with an area of 540 square feet in the form of a gallery around the dining room.

For the first time a method has been introduced by which the engines may be changed while the ship is at the mooring tower. There are no fewer than 15 gasbags, the largest of which has a capacity of 550,000 cubic feet.

The ship will be brought out of its shed as soon as the weather is favorable, but as there is only one mooring tower in the country, the R-101 will have to be tucked in bed before the R-100, under the command of Major Scott, can make the trip to Cardington.

The new ship is expected to be faster than her sister ship. Her cruising speed is put at about 80 miles per hour. The crew have a black cat as mascot.

ATLANTIC FLIGHT PLANNED

The R-100 will attempt a Transatlantic flight next spring, and it will carry no passengers.

Simultaneously it is learned here that the British Air Ministry proposes to build two new airships fifty per cent larger than any existing and capable of carrying 200 passengers at a speed of 90 miles an hour.

The proposed dirigibles would be 1,600 feet long and carry 7,500,000 cubic feet of lifting gas.

The Air Ministry's plans caused little surprise, in view of charges that the R-100 and its recently completed sister ship, the R-101, would not fulfill expectations.

Canada Shows Big Gain In Auto Construction

Montreal.—Canada is exporting twice as many motor cars as she is importing. Further, the production of automobiles in the Dominion is year on a larger scale than in any previous year.

It is true that both exports and production were lower in October than in some of the previous months while production itself was lower than in October of last year.

This phase of the situation, however, is temporary and the cumulative results for the ten months are well ahead of last year.

In the ten months of the present year Canadian automobile manufacturers exported 21,419 cars, as compared with 24,317 in the same period of 1928. Moreover, the number of cars imported in the ten months this year was only 42,618, as against 45,065 in the same period last year.

The total production of motor cars in Canada for the first ten months of the present year was 248,376, while for the corresponding part of last year it was 221,158. The production of cars in October of the present year was a little more than 20 per cent lower than in the same month of 1928. On the other hand, the output in the early part of the year was very much higher than it was in the corresponding part of last year.

Extension of the "Dole"

London Daily News (L.N.): The Unemployment Insurance Bill is a depressing commentary on the failure of Mr. Thomas to grapple with unemployment. It is a grim continuation of the fruitless policy of tacking the problems at the wrong end. The unemployment insurance fund is already nearly \$26,000,000 in debt. Hundreds of millions of pounds have been spent in keeping the unemployed idle. The latest development is to mark a boy down for the "dole" the moment he leaves school. What a prospect for the coming generation! How long is this policy of despair to be perpetuated?

A LONG LIFE

A long life is something to be thankful for, and the more so to those who find little to regret along the path of their long pilgrimage; and youth with all its life before it, while thinking little of the future, has yet one ambition that covers all the rest—the extension of its possibilities to the apex of a bright, free, and perfect day.

U-Boat Chief Meets Captain He Captured

War Incident on Beautiful Spring Morning off Coast of Great Britain

SUB AND Q SHIP DUEL

London.—Captain Hashagen, a German U-boat commander, has arrived in London to meet a British officer whom he captured at sea in 1917 and has not met since.

His victim, now his friend, is Commander Norman Lewis, commander of a "mystery ship" which was sunk by Captain Hashagen. He came to England to speak on the same platform as Commander Lewis at a League of Nations' Union meeting at Reading.

Captain Hashagen is every inch a sailor, even to his lusty, hearty voice, and it would be difficult not to mistake him for a British naval officer.

"Good morning, my friend," he saluted the "Standard" correspondent in jolly fashion at a hotel. It is an unusual incident that brings me to England, I must admit.

Q BOAT INCIDENT.

"I can imagine that not so very long ago we sailors who commanded German submarines were not the most popular people in this country.

"But times, thank Heaven, have changed. In 1917 I sank one of your Q boats (mystery ships) and captured Norman Lewis, and now twelve years later I have come to London at his invitation to speak with him at a meeting in support of the League of Nations at Reading."

He laughed and nodded his head reflectively.

"At our first meeting 200 miles off the Irish coast neither of us could have predicted where our second meeting would have been. We certainly never would have guessed that it was to speak in support for a world movement for peace!

THE WOLF

"I will tell you how we met. I had just been round the Orkneys and I was coming into the English Channel when, on a beautiful spring morning, I saw a ship in the distance. She was flying the merchant flag of England. The Red Ensign, I think. Well, from the first I thought she was a wolf in sheep's clothing.

"First of all, ships at that time were not flying merchant flags. So I followed this suspicious-looking merchantman. But the day was so bright that I could only bob my periscope above the water at intervals.

"I crept nearer to her very carefully, and then saw that my suspicions were justified. She was a Q ship with those dreaded depth charges aboard. So I decided to sink her.

"He quickly put his design to starboard and so, instead of hitting his ship amidships, I only struck astern. I then cruised around the ship and let my periscope come up for a second to see what I had done.

"As I did so, the ship opened fire on my periscope, but, fortunately, did not hit it. Then, through my porthole, I could see the men being ordered to their lifeboats as the ship was sinking."

"As soon as they were out, up I came at once, fired on his ship, sank it, approached the boats and called for the captain.

"Immediately Captain Lewis stood up and called to me 'I am the captain.'"

"So I asked him to be good enough to come aboard. He came and we looked into each other's eyes for a second. You know, at sea, men can tell at a glance if another man is a real man or not. I saw that Captain Lewis was a real man and a gentleman.

"I invited him to have a drink! He laughed and accepted. We gave his crew the course they would have to sail to get back to land, which was about two days away. His crew were actually picked up halfway to land.

"For three weeks I had Captain Lewis on board, and during that time we had a number of encounters with other ships."

THE FAREWELL

"Captain Lewis turned to me and said: 'Do you know that my wife is in a munition factory making depth charges? It would be funny if I were blown into eternity by one of the depth charges made by her hands! And we laughed.

"Well, three weeks later we landed at Hamburg and I said goodbye to Captain Lewis. Since then I have not seen him.

"But some time ago, a book was written about the commanders of submarines during the war, and in it Captain Lewis saw my photograph, so he wrote to me last June and asked me if I would speak at this meeting.

"My English was bad, but as he had invited me, and I felt that it might be good in healing the wounds of war and bringing all Englishmen and



PHOTOGRAPHS OF THE RUSSIAN-CHINESE STRIFE

Photograph here shows marauding train of the Chinese Eastern Railway near Manchouli, Manchuria.

Germany to respect each other as we, Captain Lewis and I, respect each other.

"I have come and I shall see my old prisoner, again."

He laughed.

"You know it was just a matter of split seconds who was the prisoner. If Captain Lewis had fired first I should have been the prisoner."

Unemployment in Britain

Spectator (London): It is easier for a camel to pass through the eye of a needle than for a Government with a great majority to get away from the Party spirit. But now there is room for accommodation and adaptation in matters which ought either to be removed from the Party arena or to be protected from the full blast of the Party storms of passion. One of these matters is unemployment.

The extent of unemployment since the war has been an entirely new phenomenon. It does not yield in any appreciable degree to the familiar fluctuations of cycles of trade.

There is only one permanent remedy, and that is Rationalization. . . . If there is any common political ground in Great Britain today here it assuredly is. All parties could co-operate on this ground. Why should not the Government frankly ask for help? That, somebody may say, would be for the Government to eat their own words and acknowledging that Mr. Thomas had failed. If there is no more valid objection than that every man, in our judgments, should be ashamed to mention it. We are in the presence of a continuing national tragedy.

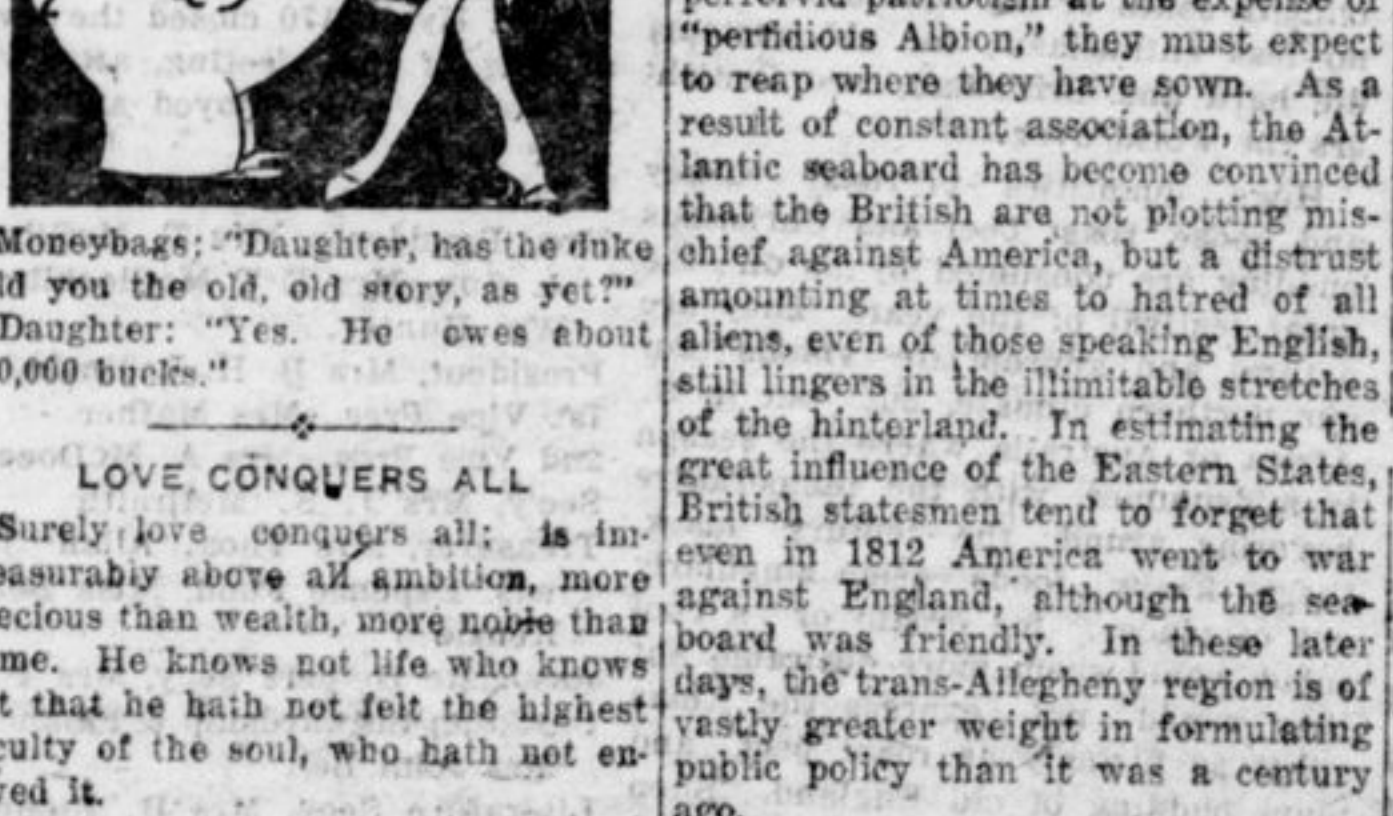
The Middle West and Great Britain

Prof. W. T. Morgan in the Contemporary Review (London): Americans forget that, having taught a perfidious patriotism at the expense of "perfidious Albion," they must expect to reap where they have sown. As a result of constant association, the Atlantic seaboard has become convinced that the British are not plotting mischief against America, but a distrust amounting at times to hatred of all aliens, even of those speaking English, still lingers in the limitless stretches of the hinterland. In estimating the great influence of the Eastern States, British statesmen tend to forget that even in 1812 America went to war against England, although this seaboard was friendly. In these later days, the trans-Atlantic region is of vastly greater weight in formulating public policy than it was a century ago.

Love conquers all

Surely love conquers all; is infinitely more precious than wealth, more noble than fame. He knows not life who knows not that he hath not felt the highest faculty of the soul, who hath not enjoyed it.

Britain Builds Great Plane as Well as Huge Dirigibles



AIR COLOSSUS ALREADY TO TAKE TO ITS DUAL ELEMENTS AIR AND WATER

His III, giant all-metal Royal Air Force Seaplane, just before it was harnessed and put through test at Brough, Eng., recently. It can carry 28 persons.

Confucius' Heir Protests Move To Seize Lands

Duke Kung Teh-cheng, 77th Descendant, Says Nanking Plans Unlawful Action

Estate Intact 2,000 Years

Shanghai.—Duke Kung Teh-cheng, seventy-seventh lineal descendant of Confucius, has issued a telegram addressed to the world at large protesting against the proposed confiscation by the Nanking government of lands and property which have been passed on from one Confucian generation to another for the last 2,000 years.

Certain members of the Kuomintang have proposed taking over the land and properties and converting the one-time feudal holding into public lands administered by the government. The proposal is based on the theory that the land was originally granted by the throne to Confucius as a feudal estate and since the day of feudalism and monarchy in China has passed, the property should revert to the present government.

Protest Addressed to World

The telegram of protest was sent to Chen Huan-cheng, president of the Confucian Association in Peking, but its text is addressed to the world.

In part it follows:

"Although the title of duke, sacred heir of Confucius, has long been cancelled of my own accord, the forest land attached to the sacred temple and the land provided for the expenses of worship of Confucius, the library and other properties have been hereditary property of the descendants of Confucius, through successive generations for the last 2,000 years.

It is therefore astonishing that Tsai Yuan-pei, delegate of the National government, contemplates confiscating my properties and illegally disposing of them. The right of heritage has been a right enjoyed naturally and is recognized by law. All people under the Republic of China enjoy this right and I cannot find any reason why the family of the sage should not enjoy the same right of inheritance of property.

Aske Cancellation of Order

"Therefore, I, Teh-cheng, lodge this complaint with the government and earnestly request the government to cancel the order referring to the illegal disposal of my properties, with a view of preserving human rights and safeguarding justice. Your favorable reply is respectfully awaited.

Signed by Kung Teh-cheng, seventy-seventh descendant of Confucius, and others of that sacred family, October 29, 1929."

The Confucian estate is estimated at more than 16,000 acres.

The Social Services

New Statesman (London): The progress of democratic sentiment and the advance of education have inevitably strengthened the belief in, and the demand for, a greater measure of economic and social equality, a higher standard of life for the poor. The difficulties in the way of getting this may be great, but it is vain to pretend that they are insurmountable. Nor is the British worker and all his consequences by being reminded how much superior his lot is to that of a Chinese coolie or an Estonian laborer. Equally unconvincing is the hallowed truism that you cannot get a quart out of a pint pot. For though the pint pot will only hold a pint, it need not be emptied on the basis of one man taking three gills from it and the other one.

Dead Sea Yielding Valuable Minerals

Concessionaires to Produce Salt by 1930; Petroleum and Potash Deposits Found

Jerusalem.—The Dead Sea is proving a treasure trove of valuable mineral deposits for the Anglo-Palestine syndicate that obtained the concession for the salt deposits.

Preliminary experiments have not most been completed and an expedition now is being planned. Production for the Eastern market is to begin in 1930. The experiments now being made in the laboratories at the Dead Sea aim at accelerating the process of evaporation. The heat of the sun alone is responsible for 75 per cent of the actual production at present.

The Palestine mining syndicate, the research department of the concessionaires, also has extended its operations to the minerals that lie in the land about the sea. Petroleum deposits have been discovered, but their value and extent have not been determined. It is not known whether the petroleum is deposited in permeable layers or in basins. Borax operations are very costly, each trial bore costing £20,000 to £25,000.

The potash deposits along the shore also are being investigated to determine their value. It is the intention of the mining syndicate to set up separate companies for the exploitation of each of the various minerals.

The climatic difficulties that may interfere with the work in the summer months will be met by transferring the living quarters of the workers during the hottest months to a cooler place and driving the men in cars to the site of work.

Winter Freeze Stops Work On Canada's Newest Port

Winnipeg, Man.—Where hundreds of men have toiled during the summer months, planning and building Canada's newest port, Churchill, 1,000 miles north of Winnipeg, all is now silent.

The J. King of Churchill, George Kydd, resident engineer of the department of railways, his retinue and builders have departed and only a few pioneers remain to face what is hoped will be the last winter of "isolation" for the Port of Churchill.

Last week the "Muskeg Special," the famous north country passenger train of the Hudson Bay Railway, which has Churchill for its terminus, left the port for The Pas, its last journey of the season.

From now on, except for the arrival of an occasional mail by dog team from Mile 327, Churchill is shut off from civilization until the builders return in the spring. Wind-blown snows surround Churchill to-day, while the bay is frozen over and an ice coating has spread across the Churchill River.

The Vest Problem of Empire

As for the vest problem of the Empire, there are two aspects to be constantly remembered if we are to adjust ourselves thoroughly to new needs and bring the whole force of our statesmanship to bear on them.

Purely political ideas of closer union are out of date.

There is the more need to organize and encourage in every way closer economic intercourse and mutual service, both scientific and commercial. The wide tropical dependencies of the Crown offer an invaluable field for systematic enterprise.

The other question, and it is of profound importance, concerns the British birth rate and the future of immigration. Already the birthrate in Great Britain has fallen below the French—a thing that before the war no one conceived. But in France there is a strong and useful fight against the falling tendency. Some greater movement of that kind will have to arise here; and the Dominion responding will have to relax their tariffs to ensure their growth in the decades coming.

Large Scale Organization

Behind it all there are the intellectual and spiritual questions. It is by the answers to them that Britain will stand or fall. The intellectual issue is whether the English people will be called in the age of individualism to arise generally and speedily to that modern necessity for large-scale organization and co-ordination fully grasped and applied by both America and Germany; and whether the whole of our future education is to be moulded largely of a scientific character.

Craze for Pleasure

Above all, there is the spiritual question. Throughout society from top to bottom we must restore a better balance between the cause for pleasure, including all kinds of sport, and devotion to work. The lesson of that balance is the best lesson which the Germans can teach us today, for with all their instructed diligence and striving zeal for thoroughness, they are not a less happy people. By devotion to work they have retrieved all.

In another way the famous French energy is as keen as it ever was, perhaps keener. This is deeply a spiritual question, though not usually called by that name. Finally, we must learn again to love our land as our forebears did—to think of it always—to serve it always with our whole hearts and with our whole minds.

British Industrial Progress

Wickham Steed in the Review of Reviews (London): We are convinced that, given a spirit of co-operation between wage-earners and industrialists, there are no limits to the improvement that can be made in our national position within a few years; and that the force of the example thus set will be felt throughout the world. Partly because of the unquestionable difficulties with which this country has been faced since the war, and partly because of our national habit of discussing these difficulties downheartedly, the impression has come to prevail that England is but the shadow of her former self and is doomed to steady decline. This impression we believe to be wholly misleading. England is not on the "down grade." The worst is over, but the best is still to come.

Nursery Schools

Saturday Review (London): Nursery schools for working-class children are seriously needed. The working-man's home may be the working-man's castle, but the street, a few bedrooms, and a living room provide poor schooling for working-men's children. Indeed, unless unusual care is taken, small homes, ignorant parents, and unwholesome streets provide just the kind of schooling to teach unwholesome and intelligent children to muddle along with habits which recognize no delight in order or in discipline; in clarity of expression or in knowledge. The money spent upon providing for extra education at adolescence when these children arrived at school with the characters permanently deformed by home surroundings is almost certain to be chiefly wasted.

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Garvin Trumpets A Clarion Call To the Empire

Britain to Stand or Fall on How She is Able to Confront Present Economic Situation

Pleasure Craze Must Go

London.—E. J. Garvin, famous editor of the London Observer, publishes the following important article in Empire reconstruction and development: We have to contend with an unexampled number and variety of confusions without and within. The distractions of Empire and the long delay in settling Anglo-American relations have respectively and seriously diverted our attention from some tasks. Worse, just when we required the strongest reciprocating action of Government in the old way, our historic two-party system broke up. A three-party system is the most weakening of all. Where there are more groups, combinations are compelled and, as in France and Germany, a more continuous national policy is pursued. We owed everything in the war to the degree of our Union. Since then we have been more split and cross split than in any pre-war period by party complications and class contentions.

The Surrender to Oil

Whatever else we fought about, a National Program for reconstruction and development, for employment and Empire, ought to have been framed long ago, and carried forward by successive Governments irrespective of party. Here is where we agree wholeheartedly with the spirit and advice of the vision of Mr. Lloyd George. To his everlasting credit, his thought has been faithful to the duty of constructive patriotism bequeathed to us by the war. One thing he sees—that the greatest economic mistake we ever made as a nation, except our decline in agriculture, was our tame surrender to oil, instead of involving and encouraging our scientists and technicians to the utmost, no matter what the cost, to conquer oil by the higher utilization of coal whether in the pulverized form or otherwise.

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