

Mammoth Airships to Circle the Empire

Britons Building Vessels That Will Annihilate Distances. Cross the Atlantic in Less Than a Day. To Be Constructed of Steel.

AIR MINISTRY GUARDING SECRETS

"Highways of the Sky" is a phrase that peoples of the Empire will soon be familiar with. They are constantly being cited. Low-powered aeroplanes make discoveries without end, and refuse to be astonished at any of them.

In 1926, we are assured, airships will be making regular voyages between Britain, Canada and the United States. By the spring of 1927, a limited schedule to India will be in operation. Two years later all parts of the Empire will be linked by mammoth aircraft, running regular services like steamers and trains do now.

As a preliminary to these prospective developments the R.33, a famous dirigible, has again been in the limelight. This vessel which made the round trip to the United States and back without a stop either way a few years ago, had a trying experience in its most recent flights. The story of its battles for two days with a badly dented nose and against terrific winds, is fresh in the public mind. That battle was an unintentional one, but it proved that air liners are as safe as a transatlantic passenger steamer encountering bad weather.

The R.33 was brought out of retirement because the British Government has definitely decided to support a big ship policy for the air. It is not alone in the venture. Private companies are undertaking the building of several large craft also, the most prominent being a design by Commander Burney, a member of Parliament. His proposition was first laid before the Government in the hope of adoption. Its rejection on the ground that it might assist in the creation of a monopoly so far as British dirigible liners is to its becoming a purely private venture.

Burney aims at a craft that will carry one hundred and forty passengers beside the crew, and be capable of a sustained speed of 70 to 80 miles an hour for ten or twelve days. In fact from Britain to New Zealand in eight or nine days is the ambitious mark set for the first Burney craft, which is to be ready in March next.

While all Britain and a great part of the world was interested in the

struggle of R.33 to get back to its moorings, the confidence of the British Air Ministry that it would do so, was tinged by the desire to know how the vessel behaved in a technical sense. The verdict is favorable, and combined with the previous trans-Atlantic voyages it has played the part in regarding development of the airship in Britain. Perhaps these were based upon the failure of the Zeppelin. But the Zeppelin was only a step in the progress of the air liner of the present and the future.

Building Monster Craft

The craft in which the British Government is most directly interested in at this time is the R.101. It will be all-British, 703 feet in length with a maximum speed of 75 miles an hour and accommodation for 100 passengers, and is being built by the Air Ministry. Its trial trips are booked for July of next year and if they are as successful as is hoped, will be followed by a journey to one of the outlying portions of the Empire with passengers and mail.

There are secrets in the building of the R.101 which are jealously guarded. They are the culmination of experiments covering a number of years and some of which have already stood severe tests. It is said that this vessel will be the first of its kind to be constructed of steel so far as the hull is concerned. It will be stainless steel at that, easily painted to suitable colors in the event of war-time, for the aim is to make it a convertible cruiser such as is now done with some of the British Atlantic liners. A sister ship, the R.100, is being built for the Air Ministry by a private firm, and will be subjected to similar tests and trials as its twin.

While these vessels for the Government and private parties are under construction the R.33, the R.36 and the R.80, old air vessels, as age goes in aeronautics and all having much in common in the way of construction, will continue to undergo a variety of severe tests. For the R.36 these will include a non-stop flight to Egypt and perhaps beyond. The intention is to

get additional information as to the effect of tropical and semi-tropical climates on various points of construction, engines, gas containers, and propellers. As to the latter it has already been decided that they should be of steel. It has been found that varying climates have a variety of effects upon this important part of airships and airplanes. Sir Sefton Brancker, a few weeks ago completed an airplane journey from London to India and return for the express purpose of selecting an aerial route to that country. The difficulties encountered on the way were insignificant compared with those of earlier flights, so perfect is the airplane becoming as a passenger carrier. Nothing has been made public as to the result of that flight, beyond the merest routine detail, but it is stated that the skyway to be followed on the first airship flight to India is already fully mapped, and will be adhered to. It lies high because it has been found that better speed can there be made.

One English writer who has been investigating the work on a super airship and the possibilities of the airship, puts it in this way:— "This, therefore is our prospect. It is to send up great ships of metal till they enter 'windways' moving at heights and speeds almost incredible to lowly earth-folk. Manoeuvring from one to another of the immense 'tides' in which their own speed will be augmented by that of the body of air in which they are moving, these 'magic' carpets will annihilate distances that ultra-modern adventurers, vanishing skyward beyond human view, may girdle the globe, not in 80 days, as did impetuous Mr. Fogg, but in a hundred hours.

"A trans-ocean 'air express' manoeuvred into a vast, swiftly rushing 'tide' of the upper air, is expected to devour distance at five miles a minute."

Greater Still to Come

While immediate effort is being concentrated on the R.101 and ships of that class, or of approximately the same size, plans are already under consideration for still larger vessels, so confident are the engineers of the Air Ministry and of private concerns alike of success. One of these plans calls for a dirigible 1,000 feet in length, a crew of twenty, 1,200 passengers and all the oil fuel necessary for a cruise of 5,000 miles.

Moving and still pictures have familiarised many people with interior sections of some of these monster airships. Each one is better than the other in this respect, and the accommodation on a vessel like the R.101 will not be less comfortable for the individual than it

would be on many well fitted passenger steamships. There will be comfortable two-berth cabins on a separate deck from the recreation, dining and smoking quarters. Cardington, a little village in Bedfordshire, England, will be the departure and arrival port for the British Empire air services so far as the Old Country itself is concerned. An air station has been maintained there for some years, and enlargement of it is actively under way. It will have all facilities for housing airships in the event of repair work or overhauling

control and observation compartments are inside the nose. This plan, it is claimed, not only gives less resistance to the air but a more graceful line such as is always the dream of the designer of sailing vessels or steamships. The gallant Commander, in fact, is building his vessel as a direct challenge to the Government, and will make every effort to select routes which will accentuate the advantages he believes his ship designs and his general scheme of an Empire linked by air routes would offer.

air routes will probably permit of the arrangement of regular stops at various important points should these be desirable. In the main, however, the present plans have countries of the Empire first in view.

Soon to Girdle the Globe It is almost impossible for the lay mind to grasp the extent of the development in connection with these airships. Already, in addition to the routes of Empire flights, preliminary mapping of a route across the globe and calling for a total flight of nearly 14,000 miles has

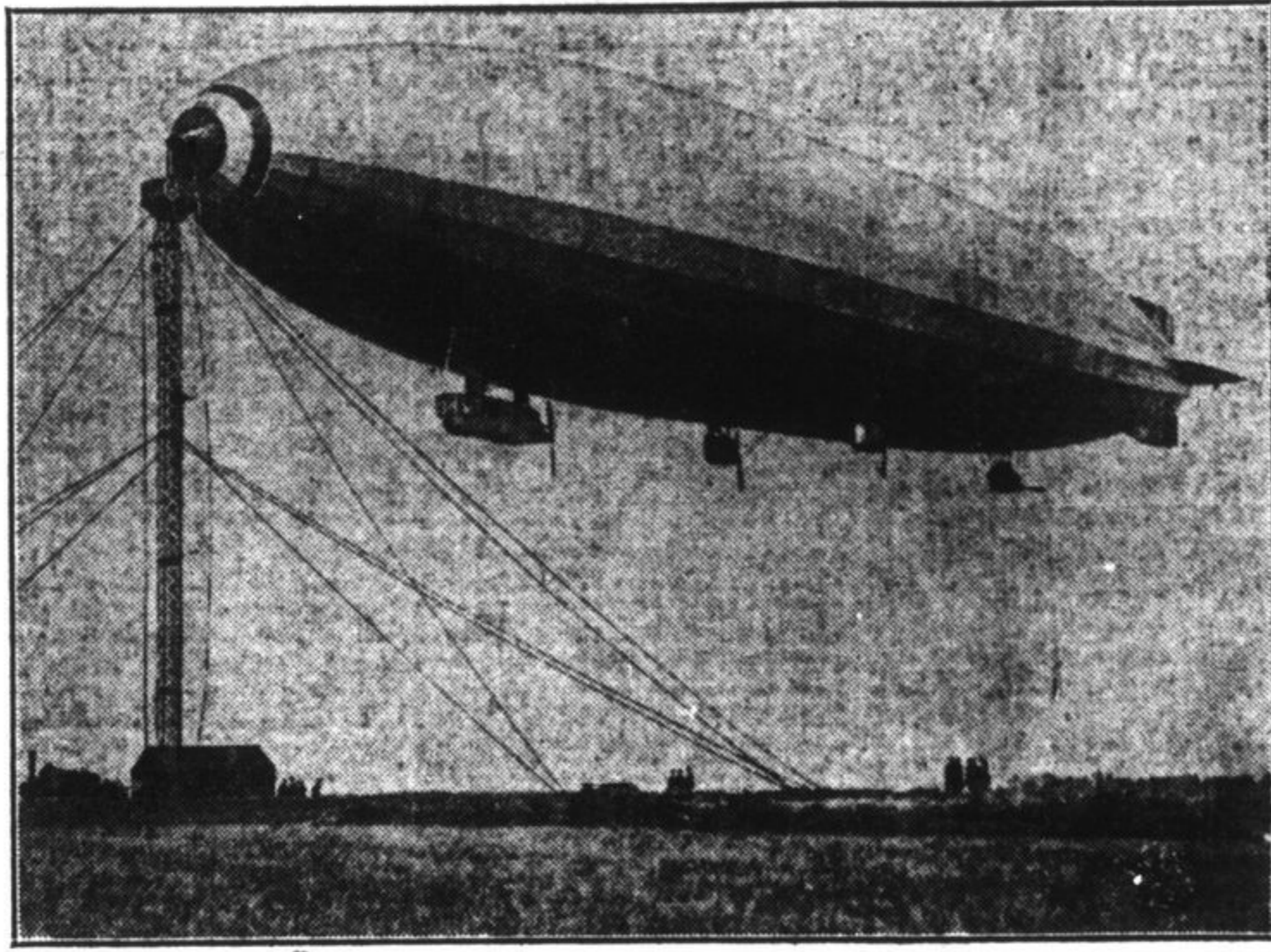
part. He has seen the development of the airplane from a clumsy thing in which there was a lot of wood, into a machine built of steel but actually lighter than wood. The longer working life of such a machine, its greater strength and durability, epitomise the progress that British aeronautics have made.

Revelation of the work that the Air Ministry and private concerns are undertaking in connection with airships, has come as a pleasant and most acceptable surprise to the majority of the British people. There was a revulsion of feeling after the war against the big airship, due, as has been stated, to the almost absolute failure of the Zeppelin. Great attention was paid to the airplane, which has reached a stage of efficiency in Britain placing it ahead of any foreign made machine.

Mail and passengers have been travelling in airplanes from points in Britain to various points on the continent for years. A journey by air route is now more often a matter of convenience and a desire to save time than an adventure. The percentage of fatal accidents is very low, and bears comparison with any other means of travel. A similar state of affairs in respect to speedy carriage of passengers and mails is noted in the United States, while in Canada we are becoming accustomed to the airplane as a business carrier, as well as a forest patrol and fire protective agent.

With the reaction which brought about the great revival of interest in the airship, the British people found that while there had not been any new construction of giant ships a great deal of investigation and research work had created a most advantageous position for entering upon that once it had been decided upon. At the same time they found that European countries as well as Argentina and Australia, were giving aid in the way of subsidies or direct grants to private companies which were building air fleets for commercial purposes.

France led the way in public grants until this year, with amounts totalling about three million dollars in our money at the time of its largest subsidies. Russia is linked with a German company which also has a monopoly on many of the routes in its own country and draws subsidies from both governments. Britain is now a partner in a private corporation which was established by the amalgamation of three companies. This corporation is assured of a ten-year monopoly of various routes, with subsidies on a sliding scale and which will reach zero at the end of the period named. The direct contribution of the British Treasury this year will be in the millions of dollars.



A British airship at a mooring mast

being required. But for ordinary anchorage a mooring mast will be used. Passengers will be taken by elevator to the deck level of the aerial liner, and at the mast head will step along a covered gangway to one of the ship's decks. It is stated that passengers can be discharged from such a vessel in ten minutes after being moored.

In the ship designed by Commander Burney there are some radical departures from those under construction by the Government. The passenger accommodation is inside the body of the vessel and the

Sites for mooring masts have already been selected in Egypt, India by Government officials, and there will be no difficulties about them in the other Dominions and colonies as soon as the plans are ready. Indeed the striking feature of the new development is the fact that the Empire comes first. That does not mean that the other nations will not be considered at all. The very schedules of the Empire Air services, call for flights which of necessity must be over several European countries. The international regulations respecting

been completed. Incredible as it may seem this proposes a total actual flying time of less than one hundred and forty hours. This would apply to the aerial express, and not to ships running on limited schedules. The express would receive fresh fuel supplies in mid-air from tankers which would fly to meet them from intermediate points along the routes.

It all sounds like a fantastic dream to the uninitiated, but to the aeronaut it is but crystallizing into actuality the things that he knows can be done and have been done in

MRS. HEWGILL WAS AWARDED \$1,666.66

(Continued from Page 1.) the accident, though less able to fix the distance to which the Treadgold car travelled before stopping. To Mr. Nickle she said she heard Rollie say when Miss Irwin sounded the horn, "It is running away." Miss Irwin yelled to Rollie to look out before he came round the car. The lights on the Treadgold car were bright and easily seen. The Treadgold car, after coming back to their car, went round behind to give them a push.

The Defence. Albert Treadgold, the only witness for the defence, said that he had split a bottle of beer with Deschamps that day at his home, but had had no more after that and was sober that night.

He first saw the Lavoie car when between 150 and 200 feet away. It seemed pretty well towards the middle of the road. He commenced to turn out then and passed it about three feet away. There was no tail light on the Lavoie car. He first saw Hewgill when he had got up opposite the Lavoie car. He seemed to jump right in front of his car, waving an arm and one leg in the air. The impact threw Hewgill about fifteen feet towards the right side of the road. He at once started to stop, which he did in about fifty feet on the left side of the road. He and Mr. Lemmon got out, and Mr. House, the other occupant of the car, brought the car over to the right side of the road for other cars to pass. It was a Ford coupe. The deceased young man seemed to suddenly appear out of the darkness. Witness was going about 30 to 35 miles an hour. He had driven a car all of eight years.

To Mr. Cunningham witness said the road there was 28 feet from ditch to ditch, with 19 feet of macadam. Mr. Cunningham asked if it were wise to dash past the other car at 20 to 25 miles an hour with his Ford coupe crowded with three big occu-

pants (witness weighing 155 pounds and the other two not being much lighter). Witness claimed such a speed would have thrown him into the ditch because his left wheels were on the gravelled part of the highway. This led Mr. Cunningham to cross-examine him very thoroughly as to the position of the Lavoie car. He showed the witness that in previous evidence he had stated that the Lavoie car was on the right side of the road. Witness continued to claim that it was towards the centre of the road. Witness' car finally stopped about 75 feet ahead of the scene of the accident.

The Argument. Mr. Nickle, in his argument, pointed out that Mr. Hewgill had been warned of his danger by Miss Irwin's calls and honking of the horn, yet deliberately walked into danger. His Lordship pointed out that a car driver owed a duty to everybody on the road. The statutes did not allow a speed of 20 to 25 miles an hour at all times. One mile an hour might be dangerous.

Mr. Cunningham also spoke briefly, claiming that Mr. Hewgill's negligence was not comparable to that of the plaintiff. The latter had room to give the Lavoie car a ten-foot berth. His Lordship replied that the deceased had stepped from a place of safety into a zone where he knew there might be motor traffic.

The Judge's Summary. In giving his decision, Justice Rose deliberated some time before applying the new above mentioned act to the case. This was because the plea of the defence had not admitted contributory negligence but claimed that the deceased was the sole author of his death.

He found negligence of a gross sort on the part of the defendant. According to the plaintiff's own story he saw the car stalled there on the side of the road, and the absence of the tail-light should have told him there was trouble and that people might be working about the car. The plaintiff's suggestion that he slowed down did not exactly agree with the fact that he ran 30 to 50 feet past before stopping, though travelling on

gravel which would not supply good going. His Lordship considered that he went closer to the other car than necessary and at an excessive rate of speed. This negligence on his part was one of the causes of the fatality. (The plea of the defence suggested that the deceased ran into the defendant's car).

Another cause was contributory negligence. The deceased had been working in the front of his car and apparently stepped out into the road into the line of approaching traffic, without looking. There was reprehensible negligence on his part but there was much momentary thoughtlessness about his action. His Lordship considered that the defendant should be held responsible for two-thirds of the damages.

The amount of the damages was somewhat speculative. Here were not the same circumstances as if the deceased had been a child, involving a certain amount of care and expenditure on the part of its parents. It was a young man with ability and sufficient perseverance to nearly put himself through a university course and he would have been able to assist his mother, which aid he believed she would sometime need. He thought a total judgment for \$2,500 to be fair. This would mean for the defendant \$1,666.66, with costs. Only the parents would have benefited had their son lived. At Mr. Cunningham's request, the damages were assigned to Mrs. Hewgill.

A Motion Paper.

Suggesting a family consultation as a means of reaching a satisfactory arrangement for the widow, Justice Rose withheld judgment in the motion paper relative to the estate of the late Thomas Wallace, of Lansdowne, in which an increased allowance from the estate was asked for the widow, J. A. Jackson, Gananoque, who appeared for the executors, explained that the widow, who was 73 years of age, was an invalid requiring attention, and could not live on the present allowance from the \$8,500 estate. Justice Rose thought that the maker of the will evidently intended his widow to be properly provided for, though the will had not been skillfully made. It was not drawn up by a lawyer. T. J. Rigney, K.C., represented the widow; A. B. Cunningham, K.C., appeared for eight beneficiaries.

W. R. Hoffman, aged thirty-five, known as "the most careful man" in the railroad yards at Marion, Ohio, was killed when he fell under a freight car.

The Royal Highlanders detachment from Montreal was given a magnificent reception in New York where it took part in the memorial day parade.

Fallings asleep in their sedan, two Michigan men allowed their car to run into an eleven-foot ditch near Centerville. They escaped with a shaking up.

S. K. Watt, city treasurer of St. Catharines, was recommended by the Board of Control for similar post at Hamilton.

Mrs. W. Allen and six relatives were burned to death in a fire at Sullivan, Mo.

Importation of methynol from Germany threatens the American wood alcohol industry.

General Leonard Wood is seeking \$1,000,000 to fight leprosy in the Philippines.

Two visiting missionaries from China were seriously hurt in a motor smash in Ohio.

New pulp mill is to be built at Kagawong, Little Current district, Ontario.

French leaders fear it will require 100,000 soldiers to end campaign in Morocco.

Dr. George Brandes, Danish literary critic, 82, is seriously ill at Salzburg.

Analysis by American experts shows girl babies are healthier than boys.

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