POOR DOCUMENT



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the outrit of tools the threves left behind them shows how science is being pressed more and more into the service of burg-lary. Of the possible capture of the gang, or any of them, there is not at the moment the slightest suggestion. H. Barber, the inventor of the first all-British aeroplane to carry passengers, has decided to retire from aviation soon. This news will be received with intense regret by all who have followed the purely Eng-lish side of aircraft. It means the re-moval from the field of progress of one of the most persistent and essentially in-dividualistic of the English school of fly-ing men. The reason for this decision was given by Mr. Barber as follows: "I have been flying for three years now." he said, "and have always flown machines of my own design asd construction. These have been essentially all-British, and the Valkyrie machine was not only the first all-British machine to carry a passenger, but held the record for over twelve months.

months. "I find it increasingly expensive to keep to the fore with an English machine. To do this it would be necessary to build a fresh machine every month or two. 'Luis, of course, is impossible for an individual like myself, who has made the work a purely sporting venture. My latest work has been the construction of a biplane of an entirely new type. The Viking, which will be seen flying at Henden, has the en-gine in front, and two propellers so ar ranged that the aviator is free from draught and gets a clear view ahead, With the weight well forward, too, the machine has an increased efficiency."

From statistics to hand, it is estimated that a sum of \$35,000,000 is in the hands of government waiting to be claimed, by rightful owners or their heirs. A recently issuel parliamentary paper shows that the dividence on component stocks "does not





