

LIMITS TO AERIAL TRANSPORT, DECLARES BRITISH OBSERVER

'Plane is Not to be Figured for Everyday Freight or Passenger Traffic in This Expert's View.

The possibilities and limitations of commercial aviation are examined in 'The Manchester Guardian' by an expert...

'So much has been written and spoken during the last few months on commercial aviation that it is difficult for the business man unversed in aviation matters to view the subject in its true perspective.'

'The considered view of a business man who, during the war, has gained at first hand an intimate knowledge of the possibilities and limitations of air-craft, and is fully acquainted with all the available facts and figures on which accurate calculations can be based, may therefore be of interest to other business men who have not enjoyed similar opportunities.'

'The serious objections raised against commercial aviation are (1) its danger; (2) its high cost; (3) its uncertainty.'

'Danger Minimized. Of these objections, the first can be dismissed with brief consideration. Aeroplanes have been developed on the lines of inherent stability, and with an experienced, cool-headed pilot the risk to life, in ordinary straight forward flying, is very small and not out of proportion to the risks incurred with other forms of high-speed transport.'

'The heavy losses in the field during the war and the large number of accidents to cadets who were trained necessarily under very high pressure, have tended to create a false impression of the dangers of flying.'

'With regard to the second objection, the most fantastic and widely divergent figures have been published on the subject of the rates at which passengers and goods can be carried. Omitting detailed calculations, a few facts and figures may be of interest, all of those being quoted from actual knowledge and experience obtained from the direction and control of tens of thousands of airplanes, their engines, spares and accessories.'

'The only type of airplane which can be considered seriously for commercial aviation is that which was known under war conditions as the "heavy bomber." Complete with engine, the price of this machine is \$50,000, while its larger brother, produced just after the war, is \$75,000.'

'The average monthly loss of airplanes in France was 50 per cent, while in addition an allowance of 10 per cent, per month was made to cover losses incurred in transporting the machines by air from aerodrome to aerodrome in this country and to their stations in France, and this latter rate, at a minimum, 100 per cent, represents a fair estimate of the loss to be provided for in commercial aviation.'

'An airplane requires a complete overhaul after 120 hours flying, and its airplane engine must be dismantled and overhauled after sixty to eighty hours' running, while the value of the spares absorbed in keeping an airplane and engine in running order for six months is equal to the original cost of the machine.'

'On an average throughout the year more than one day out of three is fit for flying, and five hours per flying day is a good day's work for an airplane, giving a total of 610 hours' flying per machine per year. Atowing an average speed of ninety miles per hour—a high figure for this type of machine—the total mileage per machine per year is 54,900, while the maintenance cost for this type may be taken to be 1.12 tons.'

'Prohibitive Cost. On the basis of the various figures given, and adding the cost of pilots, chauffeurs, ground staff, fuel, oil, insurance, office, staff and administrative expenses, and on the further basis that adequate aerodrome accommodation will be provided by the government at a reasonable charge for each machine landing there, the cost per ton-mile is \$7.'

'Figures prove conclusively that bulk and light parcels are the only goods traffic for which aviation will be able to compete. To pay \$2.50 for the conveyance of a one-pound parcel for 1000 miles is a business proposition, but to pay \$125 for the conveyance of goods weighing less than half a ton over the same distance is inconceivable.'

'Some small passenger traffic may also be looked for. The cost of aerial transport, therefore, may be considered to limit its scope to the conveyance of units and parcels, and of passengers whose journeys are undertaken under circumstances of very exceptional urgency.'

'Possibilities Limited. The greatest objection to aerial transport, however, is the third, its uncertainty, due to varying atmospheric conditions. This objection applies particularly to this country, where experience in the movement of tens of thousands of aeroplanes has proved that not more than one day out of three is fit for flying. I have known whole months during the last four years in which it has been impossible to fly on more than four or five days, while there have been continuous periods of ten days during which no flying at all has been possible. A little may be done to make flying possible on days hitherto considered unsuitable, but very little, and in this country, where fogs, low clouds, and rainstorms are constantly present, a regular daily aerial service will never be possible.'

'The practical possibilities of commercial aviation in this country, therefore, are limited to an extent which renders its consideration of little importance to business men, to whom regularity and certainty of delivery far outweigh the importance of a possible saving of a few hours or even days. Aerial transport requires to be remembered as a possible means of delivering mails and parcels which would arrive too late if sent by ordinary routes, and of enabling a representative to reach a required destination with exceptional speed in case of emergency, and provided atmospheric conditions are favorable; but it can be dismissed from serious consideration as an everyday form of transport or for use for ordinary commercial freight.'

GIVING MEN JOBS IS CALLED INSURANCE AGAINST BOLSHEVISM

Manufacturer, Going About for Months as Common Laborer, Writes of the Things He Has Learned.

Washington, June 14.—The big test single piece of insurance against Bolshevism that this country can think of just now is a nation-wide organization for bringing 100 per cent. of the jobs available into connection with men who need them for daily bread and butter.

The writer's name is withheld because he is still, as he has been for some months, living and working as a common laborer, in order to view industrial and economic questions from the standpoint of the unskilled workers. He says the job is the one big thing in the life of the workman, and continues:

'To be strong of mind and body, willing to work and work hard, to walk and talk and ask and entreat and find no work "nowhere" to hear the stories of those who are less hopeful than you because they've walked longer, and to see your purse making a thinner and thinner wall between you and hollow chested bun-bund—that is enough to try the most reasonable man's faith in his country and its institutions—all of them.'

Used by the Radicals. The fact is well known to the radical agitators. In their meetings I have heard them urge redoubled efforts to enroll new members before these men now out of work get jobs and so close their minds to radical gospel.

As you, of course, know, thousands of employees are devising methods for improving working conditions in their plants, many of them instituting shop committees, profit-sharing, etc. These are all good things. But they are the frosting of the cake. The whole thing starts with the job. That is what holds the whole thing together.

'The biggest single piece of insurance against Bolshevism that this country can think of just now is a nation-wide organization for bringing 100 per cent. of the jobs available into connection with the men who need them for their daily bread and butter.'

'This connection is not made efficiently, or even fairly, when workers have to go to the so-called "free agency." No one should have to buy a chance to work. Besides, too many times the superintendents or foremen who hire men through these agencies get a part of the fee themselves, and therefore find means to fire one worker in order to have a share in his successor's fee.'

'It is unfair to the worker and it is highly dangerous for the whole country to put the matter back on the old basis, where fifty men wait outside a factory gate for every five jobs. Last winter, with sixty or seventy negroes and foreigners, I did my share of shivering while we all kept our eyes on the spot where a laborer was to appear in order to pick not more than three or four of us. As we watched the gate nobody said a word; it was too serious a matter. Besides each of us was competing with the other. But after the three or four had been picked you could have heard the cures.'

'This is a hell of a note. I have walked this whole city and stopped at every place, and there ain't no work a-tail. What is a fellow going to do? Then would follow long discussions as to who was to blame, the Democrats or the Republicans, and I have heard good long arguments placing it "on both."

'I have also been in the national employment offices, where skilled and semi-skilled jobs were offered me in large numbers, and where men by scores were being sent out to "labor jobs"—leaving still other scores to wait their turn. I remember one fellow who after standing in line for hours, stepped out for five minutes and then came back to find that he had just missed being taken on. I shall never forget the anguish of his course.'

'Just what changes or what new organization is required to make it permanently possible for a man to know how to find what jobs there are is not for me to say. But I am perfectly sure that the country will make a tragic mistake to abandon the present machinery before it is able to set up something better in its place.'

'There are a few things which would please the Bolshevist organizers more at this particular moment. In the next meeting following the abandonment of the job-finding service, I can hear the chairman mention the action and add: "Now, comrades, let me have at once those blanks we sent you for the names of every worker in this city now out of a job so that we can put our literature into his hands at once before he finds a place."

SOLDIERS HOME SATURDAY. The men who arrived at Halifax from the Aquitania reached St. John Saturday morning and were met at the depot by members of the citizens committee and K. of C. Army Huts.

Among those who returned were Major (Rev.) F. S. Porter, who crossed with the 10th Battalion and was afterwards transferred to the First Divisional Ammunition Column. Major Porter left Saturday night for Fredericton.

Dr. E. J. Ryan, who returned Saturday, had the unique distinction of serving in eight countries during the course of the war.

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MILITARY STRENGTH IS BEING REDUCED

Only About 250 Men at St. John and Fredericton there are only about 250 men on the military strength, it has been stated, and this number is expected to be greatly reduced before long.

The Sunday school picnic season opened on Saturday, no less than three Sunday schools having the day, the showers of the afternoon failed to dampen the spirits of the children, old and young, who attended and all report having had a most enjoyable time.

The Main Street Baptist picnic was held at Crystal Beach and was largely attended. The crowd went up by the steamers Majestic and Hampton and were brought home by the steamer D. J. Parry. The usual picnic games and sports were held for the benefit of the kiddies. One of the pleasantest parts of the day was the sailing home in the evening, lanterns being lit and reached about ten o'clock.

The Trinity church picnic was held at Grand Bay and the children turned out in force. After the arrival of the afternoon train a series of sports and games was run off and the prove most successful. The feature of the day, however, was the big war married vs. single men. Two heats were pulled and each ended in a tie. The Boy Scouts also had a tug-of-war, each troop entering a team. This was won by the Antelope team.

The St. Andrew's church Sunday school held their picnic at Seaside Park and in spite of the rain and cool weather the outing was greatly enjoyed. Many exciting contests were held for which prizes were given. In the lower pavilion a sumptuous supper was prepared by the ladies of the Sunday school and their helpers, and thoroughly enjoyed by all present. The outing was voted by all present a most enjoyable one.

The funeral of John McAvity took place Saturday afternoon from Chamberlain's undertaking rooms. Service was conducted by Rev. Neil McLaughlin and interment was made in Cedar Hill.

The funeral of Mrs. Richard Rowe took place Saturday afternoon from the residence of her daughter, Mrs. N. Louis Brennan, 157 Canterbury street. Service was conducted at 2.30 by Rev. R. A. Armstrong. Interment was made in Farnhill.

The funeral of W. Robert Chesley took place Saturday afternoon at 2.30 from 139 Britain street. Service was conducted by Rev. S. S. Poole and interment was made in Cedar Hill.

Reasoning From Kittens. Little Edward's twin sisters were being christened. All went well until Edward saw the water in the font. Then he anxiously turned to his mother and exclaimed: "Ma, which one are you going to keep?"

THREE CHURCH PICNICS SATURDAY

Main Street Baptist at Crystal Beach; Trinity at Grand Bay; and St. Andrews Was Held at Seaside Park.

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JUNE COMMUNION SERVICE OBSERVED

Pre-Communion Service Held in St. Andrew's Church Friday Evening—Seventeen New Members Were Received.

With the closing of the public and high schools this week many families will leave the city next Saturday to spend the summer in the country. It is the custom in St. Andrew's church to observe the sacrament of the Lord's supper on the Sunday preceding this annual exodus, for the convenience of the members, and at yesterday morning's service the June communion was observed. The pre-communion service on Friday evening was peculiarly interesting and impressive. Seventeen new members were received. Eight were boys of sixteen and seventeen years of age, all but one of whom have been in attendance at St. Andrew's church and Sunday school for years, were members of the Y. M. C. A. all winter, and have now become members being admitted to membership. In his pre-communion address on Friday evening the minister dwelt on the approach to the Lord's table. It should be made thoughtfully, intelligently, in penitence for sin, in a spirit of consecration. On Sunday morning the June observance of the Lord's supper was sponsored to the largest June attendance in years.

Beginning next Sunday St. Andrew's and German street Baptist churches will hold united services until the end of August. Till the end of July the morning services will be held in St. Andrew's church, and Rev. S. S. Poole will be the preacher. During August, when Rev. F. S. Dowling will be in charge, the morning services will be in German street Baptist and the evening in St. Andrew's. The people

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of both congregations seem to greatly favor the arrangement and are looking forward with anticipation to the united services. Each congregation will continue its own Sunday school and mid-week meetings.

Funeral of Mrs. Elizabeth B. Cowan. The death of Mrs. Elizabeth B. Cowan, widow of Moses Cowan, which occurred at her residence, 110 Victoria street, on Saturday morning at an early hour, removed one of the best known and most highly respected residents of that portion of the city. Mrs. Cowan who was seventy-nine years of age, had been enjoying good health up to about a week ago, when she complained of feeling unwell, but no serious result was expected. On Friday she seemed better but took a bad turn about midnight passing away shortly after that time.

Mrs. Cowan was a daughter of the late George and Elizabeth Thompson, and she was born at Eastport. When a young woman her parents moved to this city, of which she has been a resident for over sixty years. She

was a valued member of the Main street Baptist church, and a leader in the ladies' work until a short time ago. She is survived by one daughter, Mrs. Edith Golding, with whom she made her home; four grandchildren, Walter Slipp, son of Albert and the late Robert Slipp, living in the west; A. Stanley Godlar, of Boston, son of Mrs. Edith Golding; A. Cowan Vanwart, overseas, and Harold Vanwart of New York, sons of Theodore and Lee Vanwart; two great-grandsons, Albert and George Slipp, sons of Walter Slipp; one brother, Tyler Thompson, of Melbourne, Australia, and one half-brother, George P. Thompson, of this city.

The funeral will be held this Monday afternoon at 3.30 from 110 Victoria street.

VITAL STATISTICS. Eleven deaths were reported to the Board of Health last week, as follows: Heart disease, two; premature birth, two; cancer, paralysis, emphysema, peritonitis, septicaemia, chronic nephritis and cerebral hemorrhage, each one. Eleven marriages and twenty-four births—eight boys and sixteen girls—were recorded in St. John during the week.

GOODYEAR

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Men speak of the Goodyear Cord Tire as jewellers speak of a solid gold watch-case.

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distinction between and young men's a distinction more than in years.

young men prefer styles, and some of the ultra young get you what you get here. In every you get fine tailoring designing and it.

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\$25 to \$60. Coats, \$15 to \$48.

er's, 68 King St. evenings—Close Sat. June, July and August

WEATHER

The pressure over the Great Lakes and Valley, while both east and west are increasing, has been fair.

Northwest winds, fair showers in eastern

DIED.

Identified at her residence, on a street, on the 21st Mrs. Elizabeth B. Cowan, widow of Moses Cowan, leaving one daughter, Mrs. Edith Golding; four grandchildren and two great-grandchildren.

MARKETS

Monday afternoon at 4.15. Instruction—Buy War Sav.

MARKETS

Groceries. \$10.00 @ \$10.10. 2.45 2.60. 2.75 2.90. 3.00 3.15.

5.00 5.10. 5.40 5.60. 5.80 5.98. 6.00 6.15. 6.25 6.40. 6.50 6.65. 6.80 6.95.

0.16 0.16 1/2. 0.16 1/4. 2.20 2.25. 4.75 4.85.

Meats, Etc. 0.18 0.22. 0.15 0.17. 0.18 0.20. 0.18 0.22. 0.18 0.22.

0.40 0.45. 0.40 0.50. 0.50 0.60. 0.00 3.00. 0.45 0.47.

Fruits, Etc. 0.60 0.60. 7.00 7.50. 8.00 7.80. 0.16 0.22. 0.00 0.00.

Fish. 1.10 0.00. 0.00 0.12. 0.00 0.00. 0.00 0.20. 0.00 0.35.

Meats, Etc. 2.35 2.40. 1.90 1.95. 2.50 2.55. 2.45 2.60.

4.00 4.30. 1.90 2.25. 3.10 3.15. 2.35 2.40. 4.40 4.45. 7.55 7.40.

2.25 2.25. 4.30 4.25. 2.00 2.10. 4.40 4.45.

Standard 0.00 12.60. 0.00 32.50. 0.00 0.00. 0.00 0.00.

ENTENTION. Members of St. John and des to clear up the conditions prevailing time, and to alleviate those conditions. This objection applies particularly to this country, where experience in the movement of tens of thousands of aeroplanes has proved that not more than one day out of three is fit for flying. I have known whole months during the last four years in which it has been impossible to fly on more than four or five days, while there have been continuous periods of ten days during which no flying at all has been possible. A little may be done to make flying possible on days hitherto considered unsuitable, but very little, and in this country, where fogs, low clouds, and rainstorms are constantly present, a regular daily aerial service will never be possible.