

### England Approves Establishment of Empire Air Routes

London, July 12.—The latest plan for commercial aviation in England is the establishment of a British Imperial Airship Service which will connect England with all the British possessions by regular air routes. The first part of the scheme, which was originated by Commander C. D. Burney, R.A.F., provides for the establishment of a service of super-Zeppelins to Australia. This has been placed before the Air Ministry, and there is every prospect of its adoption. The Burney scheme would immediately make England the foremost country in commercial aviation, and add considerably to the strength of the air forces.

The fact that England has not already a gigantic fleet of commercial plants is not due to lack of enthusiasm on the part of the commercial aviation companies. The English companies now operating air lines to Paris and Holland, with the aid of subsidies from the government, are making a success of their projects.

The government has previously been reticent in accepting these plans because of the huge sums involved and the small chance of such lines ever paying, but it is now expected that the Air Ministry will push the establishment of new air routes.

Briefly the scheme provides for the establishment at once of a super-Zeppelin service between London, India and Australia. The Zeppelins will carry 200 passengers, goods and mail, and make the trip to India in three and a half days and to Australia in a week. Such airships will have a speed of 80 miles an hour and will be capable of a non-stop flight of 12,000 miles, about half way around the earth. This would cut the travelling time between these places to less than one-fourth the present time.

### Weird War Machine Predicted.

Melbourne, Australia, July 12.—In the next war there will be craft that fly like hawks, swim like ducks, waddle like armoured tanks, and dive like seals in approved Jules Verne style, according to a British military official who is in Australia on a secret mission. Behind closed doors of laboratories and in secluded workshops, says this authority, who desires that his name for the present remain undisclosed, there has begun, with government funds, the strangest and weirdest battle of wits that has ever been embarked upon.

"Tanks that swim, great metal sea destroyers that fly, uncanny air machines which dive silently beneath the water to hide themselves," he says, "and crews who must learn to live and fight in three different elements (land, sea or air) are all necessities of the future." He states that Great Britain is building a giant airplane which cleaves the surface of the water prior to taking wing and develops 3,000 horse power, and is also constructing the largest flying boat in the world. This winged vessel is intended to go out, with the fleet for long periods.

"The hull of this new flying monster," says the British army man, "when resting on the water will ride out rough seas. It will taxi along the water like a surface ship, or speed through the air. It is to have anchors, foehorns, riding lights, and all the equipment of the ordinary vessel of the sea, while its crew within the hull will eat and sleep on board just like the crew of an ordinary naval craft.

The new machine will fight like a tank on earth, will be a super-destroyer on water, and climb to give combat in the air, and when concealment is required it will fold its wings, seal its hull and drive like a submarine beneath the surface of the sea. Science is striving to make these craft both silent and invincible."

### Stories of Herbert Jenkins.

#### HIS SECRET OF HAPPINESS.

It has been said that the late Herbert Jenkins, publisher, and the author of "Bindle," "killed himself by overwork." It is a pity to spread this legend, for the cause of his death was that same scourge which carries off seventeen people per day—cancer; and had he been the laziest man on earth, that wouldn't have saved him. It is true that H. J. worked like one possessed, but he threw on it. Indeed, his constitution was so little impaired by his excessive toil that he lived several months longer than the doctors had expected.

"Congenial work is the secret of happiness. I am quite convinced," he wrote me not long since. "I can see it in the staff I have about me. I think they are all happy in their work, and if anyone can be happy working with me in command they they could be happy in Hades."

#### HIS JOY.

His only real interest and joy in his was his business, into that he poured

his immense vitality, literally living for it and for nothing else. Yet, strangely enough, from the moment he took to his bed he seemed to put it out of his mind, and never a single question did he ask about it during the long months of his illness.

I used to urge him to buy a car or a boat, to travel, get more fun out of life—used to talk to him of Monte and Luxor and Stelly. "Presently," he would say. "Later. Some day I really mean to go to some warm place. I could get some writing done then. What am I doing all this for?—with his enigmatical smile—well, who does

a stone roll down the hill?"—John O'London Weekly

**PET MILK**  
MAY 12, 1923

Mold a salad of shredded cabbage, pimento, a little onion and seasoning in lemon gelatine, and serve on lettuce leaves with mayonnaise.  
MINARD'S LINIMENT RELIEVES NEURALGIA.

### Nibbles From Bernard Lintot.

It is as easy and as dangerous to drug yourself with hashish or alcohol as with philosophy or religion.

Life is greatest when it is not too soft.

Death, of course, is a nuisance—and so is life, in certain circumstances. But we do not desire to limit life for that reason. We should

therefore be careful how we tamper with death.

If Whitman makes a virtue of the inevitable, Shaw turns the inevitable into a vice.

The desire for business as an end in itself is a characteristic of all over-ripe civilizations.

The man who believes in big things is lost.

I know all about the faults of England, and so apparently do other

people, but they have not as yet destroyed the character of land or people.

There is no more wonderful or more admirable spectacle in the world than the eternal procession of Scots, Irish, Welsh, Jews, and Germans, striving valiantly to look like Englishmen, sometimes, often in fact, succeeding; and it is the more wonderful and the more admirable in that it is voluntary.

The English language has absorbed more foreign words than any other

language, and remained English.

The hereditary "gentleman" is only polite when he is not offensive, and always most offensive when he is most polite.

The American people are only repeating the melting-pot process which England has practiced successfully down the ages.

Men's Tan Low Shoes, with rubber heels for \$5.00 and \$5.50 at SMALLWOOD'S.—June 29, 1923.



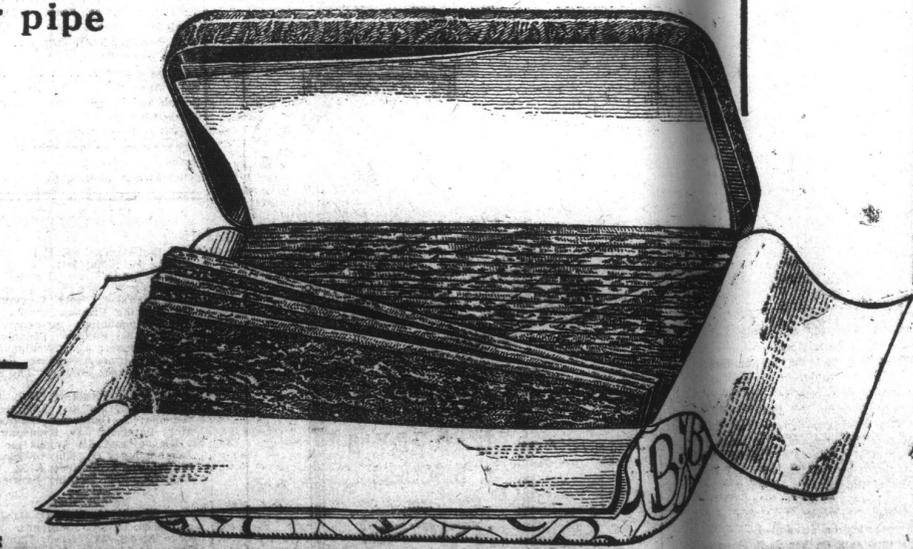
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### Two London Girl Pioneers in New Profession

Yet another profession which hitherto been regarded as exclusively men has received women into its membership.

Miss Gladys Gregory and Miss Maudie Davis, both London girls, the first women to become qualified actuaries and members of the Institute of Actuaries of Staple Inn.

The result of the examination is one of the "stiffest" tests in the actuarial world, created great surprise in the insurance world.

Miss Gregory is employed by Prudential Assurance Company, Miss Davis by the Guardian Assurance Company.

The examination has only been taken by women for three and a half years. "When I matriculated from Broomwood Road Council School," said Miss Gregory to the Daily Mirror recently, "I became a teacher, and a short while afterwards I resigned my post and entered the Prudential."

"Miss Davis and I 'coached' together, and we did some very 'swotting.' I was delighted when I knew the result, and I was delighted that Miss Davis had passed too."

"There was only one other woman sitting for the examination."

Miss Gregory, a pretty, brown-haired girl of twenty-four, surprised examiners. Her papers were faultless and if any degree of excellence had been registered, it is certain she would have come out first.

City of London Schoolgirl. Miss Davis, who is twenty-eight, attended the City of London School for Girls. She went later to New College, Cambridge.

She obtained her mathematics tripos, became senior optima, passed examinations which entitle her to the degree of M.A. under recent concession made at Cambridge to women students.

"I began studying for the actuarial examination as soon as it was decided to allow women to enter for it," told The Daily Mirror.

Both girls are the heroines of their respective offices. Their work has been considerably increased, both stand a very good chance of attaining high-salaried posts as actuaries to their companies.

### More Fish for North Sea

RESTOCKING THE DOGGER BANK

The question of the shortage of fish in the North Sea, of which fishermen are complaining, is under consideration by the Ministry of Agriculture and Fisheries, Great Britain.

Mr. H. G. Maurice, secretary of Fisheries Department, said recently: "It is true that the returns show a gradual diminution in the number of fish being caught, and particularly in the case of plaice, which is one of the most valuable forms of fish in the home markets."

Taking the Dogger Bank, the North Sea fishing ground, the increase in steam trawler catches in 1918 is shown by the following figures of cwt. caught per 100 hours' fishing: 1920, 148; 1921, 145; 1922, 140.

The shortage of plaice is due to the fish being of sedentary habit and therefore suffering more from intensive fishing than more active fish.

The International Council for the Exploration of the Sea at their meeting at Copenhagen proposed that a zone of the coastal waters of Denmark, Holland, and Belgium should be closed to all steam trawlers and motor trawlers of more than 500 tons for the entire year and a further zone for nine months of the year. The zone is about 300 miles long and extends to about 25 miles from the coast. It is a fruitful breeding ground for plaice.

From this "preserve" it is proposed to transplant fish when sufficient grown to the Dogger Bank, starting with 1,000,000 the first year and increasing this number at the rate of 1,000,000 a year if successful.

British fishermen complain that while they are debarred by the scheme from fishing on the preserve the fishermen of the country whose coasts it runs will be able to fish it in sailing craft as much as they like.

The Fisheries Department repeat that it is impossible so to debar the zone as to prevent the continued fisherman from using it; also that the nets used by the Danes are of more selective character than those of powerful trawlers. Small fish are able to slip through their meshes and even if brought to the surface are done so undamaged and fit for return to the sea.

The question of who shall pay for the transplantation is now under consideration. Since the bulk of the fish taken off the Dogger Bank is caught by British fishermen, it is urged that Great Britain should bear the brunt of the cost.

When you need that Tardis Phone 2016.

### A Drama

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