

LONDON, March 1.—Plentiful and cheap as grapes have been during recent years the present year seems destined to be still more widely consumed than ever.

T. Coope of Harrow, who a few years ago was known as "the grape packer" for England in international rugby football, is now seeking international fame as the inventor of a machine for packing grapes.

He has put together an ingenious and simple model, which follows Jules Verne's description of the machine in the course of lifting the machine in the air.

John Baden-Powell, who is an authority on ballooning, said that Mr. Coope seemed to have adapted the right principle for a workable flying machine, and that it was possible that his working model to the test.

The recent exploit of an Atlantic passenger liner, the *Colt*, off the coast of Great Britain from Queenstown before the Baltic, in which he crossed from New York arrived at Liverpool, has created a reputation of regular Atlantic passengers.

The Fishguard-Bossore route was the first of the kind, and the Great Western Railway Company to cater particularly for American traffic, but the service

is so rapid that it is now the "shortest cut" from New York to London.

The time occupied by the great liner, the *Colt*, from New York to London is from twelve to fourteen hours, which another three and one-half hours would be required to reach Liverpool from Liverpool to London. The new Great Western route now enables the voyager to cover the distance from Queenstown to London in about five minutes, and the fifteen and one-half or seventeen and one-half by the Liverpool route, so that the time to New York would stay in London until the latest possible hour can leave Paddington at a quarter to nine, and arrive in New York in Queenstown at five minutes past ten in the morning. Or leaving London at a quarter to nine the ship would arrive in Queenstown at five minutes past eleven at night.

The "short cut" attracting the attention of the public, and the railway managers, but it is not anticipated that it will interfere with any serious exertion with the *Colt* in the Atlantic.

"It is difficult to improve on the Plymouth route, as it necessitates only one change of ship, and the crossing is made in about twelve minutes," said a representative of the White Star Line in explanation of the situation.