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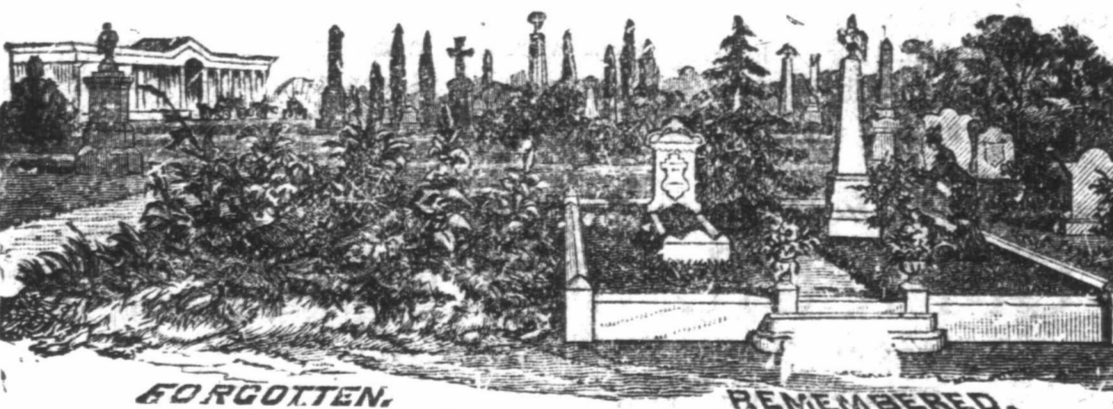
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Plan Soundings of the
Great Niagara Whirlpool

Heavy Weight Will Be Suspended From
Aerocar Which Will Travel By Cable Over
the Seething Waters—Spanish Capital Behind Promoting Company.

TORONTO, Aug. 4.—Of intense interest to scientific men is the series of soundings which official of the Niagara Spanish Aerocar Company, Ltd., proposed to take in the famous Whirlpool Rapids of the Niagara River, from the passenger-carrying car suspended 200 feet above the water. The aerocar enterprise has been completed at a cost of \$70,000 and a new thrill will be at the command of Niagara tourists. The formal opening is planned for this week.

Wild stories are told of the depth of the Whirlpool. Many contend that there is no bottom. Others estimate the depth as anywhere between 250 and 1,000 feet. There is also a theory that the Whirlpool is connected with the waters of Georgian Bay through an underground passage.

Of Great Importance.

Because no boat can live in the rapids it has been impossible to contradict or verify the rumors. Now, from the vantage point of the car, engineers are planning to make a series of soundings with a weight of 500 pounds, or heavier if necessary. If they are successful in handling a sufficiently heavy weight to stem the swift current there is no reason why a perspective of the bottom of the river at the whirlpool cannot be made. The work promises to be of great importance to science.

The aerial railway, 1,800 feet in length, has been completed after more than a year of labor. It is the second cableway of its kind in the world and the only one on the continent. As an engineering feat it is unique. Over six one-inch cables of crucible steel, each with a breaking strength of between 40 and 50 tons, runs the car with a carrying capacity of 45 passengers and an operator.

To take the trip from Thompson's Point to Colt's Point is to experience a new sensation. As the car moves slowly from its landing on either side of the river one develops a great love, pathetic in its intensity, for the cables overhead. Suddenly the passenger acquires a deep interest in wire rope, such an interest as he rarely before found in a bit of flexible steel. He scans them carefully, but as nothing happens he turns his attention to the Whirlpool below.

The Whirlpool Below.

There is displayed a seething mass of foam-flecked water, debris-laden, such as he could not imagine from the shore. Small whirlpools, scores of them, form and disappear before him. Areas of water are sucked down out of sight, only to reappear later at a distant point, welling to the surface cold green in color with merciless precision. A huge log travels round at round the edge of the central eddy with horrible monotony. It has been there for days; perhaps for weeks. It will be there for many days more.

There is no sense of dizziness but one involuntarily shudders and clutches more firmly the guard rail. In spite of the assurances of the attendant that a fatal accident is impossible, the thought comes, "What if something should happen? What if I should be added to that restless, tossing mass?" In the midst of these dark reveries comes a slight jerk. The passenger arouses himself to find that the landing place has been reached. The four-and-a-half-minute journey across the whirlpool has been successfully accomplished.

The design of the cableway is based upon Spanish patents, and the enterprise was financed entirely by capitalists in Spain. The company has issued \$100,000 in capital stock. The system is the invention of Torrey Quevedo, an engineer, who has gained considerable European fame in aeronautics. His son, Gonzola Torrey Polanco, C. E., is chief engineer and vice-president of the Canadian company. Antonio Balzola is president and secretary-treasurer.

The design of the anchorages was governed largely by the stipulations that the cableway was not to cross the tracks of the Niagara Belt Line Railway, that the appearance of the cliffs on neither side of the Whirlpool must be altered and that no structures of any kind could rise above the level of the railway tracks which run on top of the cliffs. The last two rulings were made by the Victoria (Niagara Falls) Park Commission which collects an annual rental increasing with the number of passengers carried, besides a minimum rental of \$3,500 a year.

Little Danger of Accident.

Six supporting cables are used. Any two are sufficient to support the weight of the car and its passengers. Should one or two of the wires

How Britain Guards
Egyptian Frontier

Well-fed and Happy Tommies in
Hot Desert—Land is Prosperous—High Prices for Produce
Paid by Government—Large
Acreege of Cotton but Winter
Tourists no Longer Add to
Wealth

EASTERN EGYPT, July 27.—You may ridicule the idea that a people living in a war zone can be happy, but in Egypt it is strictly true. The scourge of war has never touched a country so lightly, and here in Egypt you have the paradox of an enemy actually inside the frontier—in a barren, desolate district it may be, but still within the geographical boundary, and yet the people are not only untaxed for war, but are reaping the profits accruing from the presence of a large army defending them.

The profits arise from a growth of the agricultural industry due to the demands of the British army, and the development is on such sound lines that it must be of lasting good to the community.

Army Fed by Country

The British army is practically living on the country. From the point of economy alone that is an extremely satisfactory state of things, for not only does it mean an immense saving in tonnage, but the army lives cheaper than would be possible if it had to be fed from overseas by the British taxpayer. It is a big advantage to the local producer, who receives a sum for his goods according to a tariff fixed by the Government, which in almost every case is above the normal rates ruling in times of peace.

Germany is
Panic Stricken

ROTTERDAM, July 31.—To say there is a panic in Germany would be an exaggeration, but it is well within the truth to describe the present feeling as one of deepest gloom.

I am assured that a few days ago there was hardly a man in Berlin who believed that a serious military effort was to be made by Britain. The present attitude of the German people is as if a new enemy had entered the field against them. Their most trusted commentators talked for months about Britain's paper army.

Events have now shown the German public that the paper army has materialized into a great host of trained soldiers, who are driving their own best troops from positions they believed impregnable. The result is that there is manifestation of public dismay that is giving the Government the greatest concern.

In Berlin they are talking for the first time of the possibility of their iron wall in the West being broken. The vast majority of the German people long ago gave up any hope of conquest and any desire for anything further than a speedy peace.

They believe in the termination of the war, on the ground that the Allies would exert their maximum strength in an attempt to break their lines, that the attempt would fail and that they then would be prepared to negotiate a compromise peace. The possibility of the Allies efforts succeeding had never been contemplated until last week when the British captured the second line positions.

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Marquis Inoye
in Toronto

TORONTO, Ont., Aug. 3.—Marquis Inoye, Japanese Ambassador to the court of St. James arrived in Toronto last night on his way from London to Japan and is staying at the Queens Hotel. Sir John and Lady Hendry returned yesterday from Niagara-On-The-Lake, to receive his excellency who is accompanied by the Marchioness and site. They will be entertained to luncheon at Government House to-day. It is expected the Ambassador will be able to attend the commemorative service to-morrow on the second anniversary of the declaration of war.

"Will you give Kian Chow back to Germany, after the war?" the Marquis was asked.

"We will give it back to China, to whom it belongs."

"Japan is playing a large part in the war," said the Marquis. "All our government arsenals and our private industries are mobilized against Germany. We are doing everything possible to help Russia. We are sending munitions to the eastern front via Vladivostok. I might safely say that Japan has supplied the major part of the munitions being used by the Russians in their offensive and in that way we have contributed a great deal toward the Russian success."

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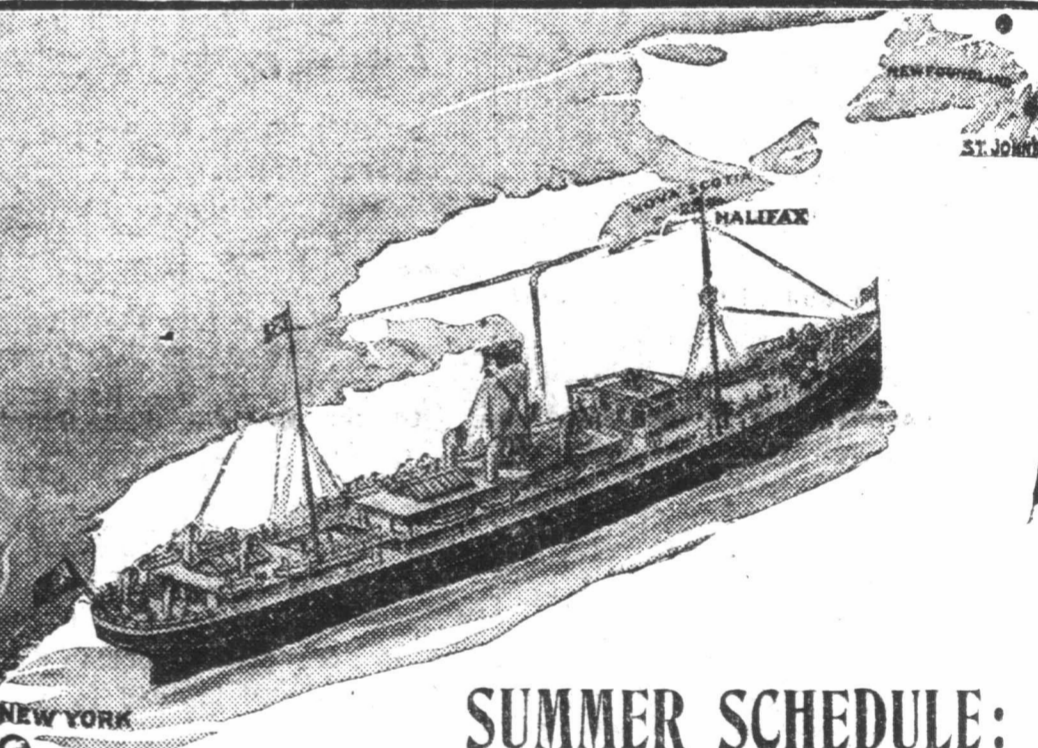
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