

Canadian Pacific Gazette

Monday, 2 July, 1934

s.s. MONTROSE

Mediterranean Cruise

PLOT TO OVERTHROW GERMAN GOVERNMENT

Second Revolution Forestalled

BERLIN.— General Goering, Minister of Propaganda, issued a statement to the foreign press that there had been a plot among the leaders of the Brownshirt detachment. A plan to overthrow the Government was discovered a fortnight ago.

The clique was led by Captain Roehm. They were about to proclaim a second revolution, when they were forestalled. Roehm has been degraded and imprisoned, where he awaits punishment.

General Von Schleicher offered resistance. He is now dead. Storm Troop leaders have been arrested, and they will be tried. Some offered resistance. They are since dead. Others were struck by remorse when they realised what they had done, and have taken their own lives.

The Brown Army had been sent on leave, when armed police seized their headquarters.

It is stated that the rank and file knew nothing of this plot. Von Papen, Vice Chancellor, has been placed under surveillance, but subsequently released.

NEW FAST BOWLERS Selected For Test Match

LONDON.— The English team selected for Friday's Test match, at Manchester, include Allen (Middlesex) and Clark, (Northamptonshire) fast bowlers.

Farnes, Bowes and Geary are standing down.

Premier Visiting Canada

LONDON.— Premier MacDonald left London for Liossiomouth, where he is spending ten days before visiting Canada.

His "eyes" are stated to be "still a matter of concern, and it is hoped with rest and freedom from work he shall return fit and well for the next Parliamentary session."

Henry Ford Pledges Compliance With Automobile Code

WASHINGTON.— Henry Ford has pledged compliance with the Automobile Code in a letter to General Johnson, who said that the notification was sufficient to restore his name to the list for Government contracts. Reuter.

DUBLIN.— The local Government elections leave Government Opposition blocs more or less equal, Labour sharing the balance of power with Independents, as in the Dail.

NEWS IN BRIEF

LONDON.— *Obituary.* Duke of Marlborough, aged 62, after a brief illness.

G.E.1 (34)

EFFORT BEING MADE TO Transport British Racehorses To United States

NEW YORK.— A determined effort is being made to transport several of Britain's racehorses, including Colombo, Hyperion and Windsor Lad, to the United States, in the hope of arranging races with American thoroughbreds, with a special race at Los Angeles for \$100,000.

Proposed Clearing House Delay

LONDON.— The Anglo-German negotiations on the Dawes and Young Loans has been resumed, and the Government has received a delay in setting up the proposed Clearing House, fixed for 1st July.

Progress towards an agreement was recorded after four hours sitting on Saturday, says the *Daily Telegraph*, but the German Delegates are unable to communicate to their Government owing to the political disturbances.

LONDON.— The first three months of the financial year closed with a satisfactory revenue, the position amounting to £128,158,824, excluding the self-balancing items of £1,399,870 below the corresponding period of 1933.

Estate duties rose £5,660,000, and Stock Exchange activity was reflected by the rise of £800,000 in stamps.

YACHTING

FALMOUTH.— *Velsheda* defeated *Endeavour* by 2 mins. 52 secs. over a 43 miles course. Reuter.

FINANCIAL Improvement To More Than 4,000,000 People

LONDON.— Today will bring a financial improvement to more than 4,000,000 people in Great Britain, for in accordance with the decision announced by the Chancellor of the Exchequer in his Budget speech, 1st of July will mark the end of nearly three years of economy in pay cuts.

Unemployment benefit will be fully restored to the 1931 level concession, costing the Exchequer over £4,000,000 per year.

At the same time, all servants of the State will receive back half the pay cuts borne since the 1931 crisis. This will cost the State another £4,000,000 in a full year.

Those affected by this last measure include Ministers of the Crown, Members of Parliament, judges, civil servants, teachers, police, insurance, doctors and chemists, as well as members of the navy, army and air force.

When the Chancellor announced the concession, he said "We can venture to remove a substantial portion of the load we have been carrying without fearing that presently we shall have to put it back." And he expressed the belief that this relief to such a large portion of the community would itself hasten the process of recovery.

Another cheerful piece of news is that the official returns of unemployment during June (although not yet available in detail) are expected to show that approximately another 25,000 people have found work during the month.

NEW MINISTER OF LABOUR APPOINTED

Oliver Stanley, who has been appointed to succeed Sir Henry Bettenson as Minister of Labour, brought his career as Minister of Transport to an appropriate end on Saturday night when the Road Transport Bill, which he has skillfully piloted through all its Parliamentary stages, passed its third reading without division.

This result was a practical tribute to him from those who have subjected to severe criticism many features of the bill on the subject which is inherently provocative of controversy, namely: the method of regulating traffic so as to reduce high casualties that accompany modern developments in road transport.

WELLS LIKE COAL MINES

Elaborate Excavations to Counteract Drought

LONDON.— The trepidation caused by the deficiency of rain which began last summer with the resulting failure of reservoirs and springs fed by surface water, directed attention to underground resources, and the sinking of as many as 200 wells capable of supplying from 10,000 to 100,000 gallons an hour has been undertaken.

Several are on a coal mine principle. From the bottom of a deep shaft horizontal galleries are driven like tunnels in a coal mine, vastly extending the area of supply.

One well of this type, sunk for a local authority in Kent, has a radiating tunnel four feet wide and six feet high running for a mile underground—the longest well tunnel in the country.

WHAT TELEPHONES COST

LONDON.— The telephone costs a private subscriber, under the new reduced rate, £1 6s. a quarter in the London area, with 1d. a call within the local area.

This compares with about 18s. 14d. (\$4.35 at par) a month in New York, which includes 66 calls with a sliding scale thereafter between 5 and 3 1/2 cents.

In Paris the rate equals £5 os. 2d. (625 francs at par) per annum plus 50 centimes a call.

In Rome private subscribers pay the equivalent of £10 per year at par, some 920 lire.

Stockholm requires an entrance fee equal to 10s. 6d., and 21s. for the first 300 calls in any quarter, with startling reductions as the numbers increase.

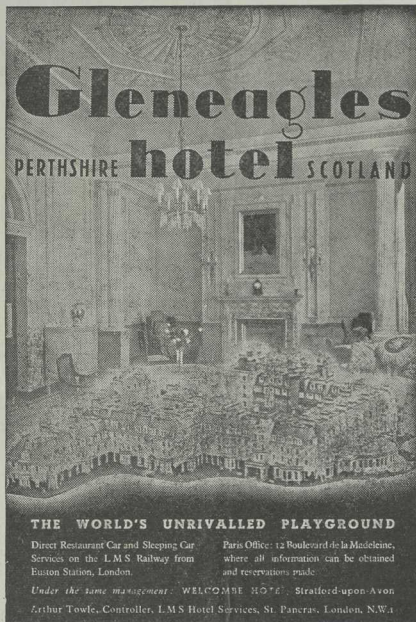
ART IN INDUSTRY

LONDON.— Preparations are afoot for the Royal Academy Exhibition next January of Contemporary British Art in Industry, which owes its inception to the Prince of Wales.

Dress materials, furnishing fabrics, carpets, rugs, ceramics, glassware, gold, silver, jewelry, leatherware, printing, domestic equipment, furniture and plastic mouldings, are the principal classes of articles from which the various judging committees will make their selection.

The exhibition will consist principally of manufactured articles, which have been made within the United Kingdom, though a limited number of designs for such articles will be considered.

BERLIN.— Practicable gliders are being placed in public squares all over Germany, and are constantly surrounded with a crowd of interested grown-ups and enthusiastic small boys.—*Reuter.*



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Where Cricket Differs from Other Sports

LIGHTHOUSES TO TENNIS RACKETS—ODDS AND ENDS FROM A LONDONER'S NOTEBOOK

LONDON.—Boxers, runners, oarsmen, tennis players, footballers—all must live like Spartans. They must eat only certain foods, they must avoid alcohol, they must retire to bed like children.

Cricket is the strange, the delightful exception. While other games are being monopolised more and more by the youthful specialist, more and more men in the forties and fifties are making hundreds and getting wickets.

And it is possible to achieve this cricketing longevity, and reach the highest class, while enjoying life like an ordinary mortal.

Few great cricketers have been drunkards, fewer still gluttons. But experience shows that you may eat and drink anything in reason and enjoy the normal pleasures of life, lessening your chances of playing for England.

Did not S. M. J. Woods, when C. I. Thornton took an eleven to Cambridge in 1890, order hot lobsters and audit ale for breakfast for the whole Cambridge side? Only Gregor MacGregor would share this rash meal, so Woods, with his aid, ate all the lobsters and washed them down with copious draughts of ale.

He should have been incapacitated. In actual fact he went out and took all ten wickets.

WHAT LIGHTHOUSES COST

The average annual cost of an English shore lighthouse—the least expensive model with two keepers—is nearly £500. Shore lighthouses with three keepers and siren fog signal work out at about £300 a year more. A rock lighthouse with four keepers and an explosive fog signal is more expensive still, costing about £1,300 annually to maintain.

The General Lighthouse Fund last year had an income of £831,500 and spent £758,240 on the upkeep of the lighthouses round the coasts of the British Isles.

The fund is the general budget for the three great lighthouse authorities, Trinity House (which controls the English coasts), the Commissioners of Northern Lights (Scotland and the Isle of Man), and the Commissioners of Irish Lights (who control the Irish coasts).

REMOTE BUT NOT BURIED

"Gordon Daviot," whose play "Queen of Scots" has followed Richard of Bordeaux," which was the amazing success of the English theatre last year, is a woman, as everybody knows.

It is also recorded that she lives in a cottage in a remote part of Scotland, and the world has manufactured a sort of legend with the desolate figure of Charlotte Brontë at the back of its mind.

Although she now lives for a good part of the year at her house near Inverness, Miss Daviot spends a great deal of time in London. Before she achieved fame and fortune out of "Richard of Bordeaux" she lived for eight years in England teaching physical culture in girls' colleges.

She is an eager, charming, witty woman who is extremely well informed about art and literature. She confesses, however, that she loves solitude and that she plays golf—or "plays at golf"—because

"all the people on the course go the same way and you are not likely to run into anybody."

OPERA DE LUXE

Can grand opera ever be cheap? Mr. Christie, who has built a small opera house at Glyndebourne, near Lewes in Sussex, holding some 300 people, estimated to lose some £7,500 on the fortnight's season of Mozart he put on at the end of May, and Mozart is nothing like so costly to produce as Wagner.

Of course, Mr. Christie's productions aim at perfection, but then the seats are all stalls at £2 and 30s. apiece.

Incidentally, a visitor from London is hardly likely to pay this tribute to music, and the attempt to produce something in England as perfect in its way as Bayreuth, under £4. The rail fare from London is 10s., dinner is another 10s., and from Lewes station to Glyndebourne the 'bus is 2s. 6d.

STARS AND THEIR RACKETS

F. J. Perry is said to use twenty rackets in a season. This is by no means a large allowance for a lawn tennis star.

René Lacoste never travelled with fewer than ten. For each match he selected a different racket, according to the temperature and atmospheric conditions.

Borotra uses some thirty rackets. His strength lies in his volleying, and for that the highest possible degree of tautness is required.

LONDON AS AIR CENTRE

DAY TRIPS TO EUROPE

LONDON.—Le Touquet—with its casino licensed for roulette and trentet-et-quarante—is only an hour from London if you fly, and Ostend only a little over an hour. Passengers leaving the London air-port at tea-time are in Berlin in time for dinner; while Switzerland is reached in 5½ hours and Copenhagen in 7½ hours.

From London regular air connections are available with 60,000 miles of European air-lines, and flights can be made to more than 150 towns and cities throughout the Continent, approximately half of these now being within a day of London by airway.

NINE HOURS IN PARIS

Flying over to Paris in the morning, one can spend nine hours in the French capital, and return to Croydon by 9.30 that same night, dining in the air during one's return trip; while another facility for air travellers this summer is the ability to make week-end trips to Paris without passports.

In the case of passengers who wish to combine air and surface travel, making one part of a journey by air-liner and another by boat or train, special inclusive rates are available for itineraries by air, rail and sea. It is also possible to obtain, at special rates, return air tickets which are available for as long as 60 days.

SUBMARINE MADE SAFER LONDON-CAPETOWN HIGHWAY

Italian Invention for Saving Life

MILAN.—An invention for saving the lives of the crews of submarines when for any reasons these war vessels are prevented from coming to the surface has been tried out by the Italian Navy. The Submarine Anfritre was immersed in deep water, and resting on the sea bed sent 78 men, one after the other, to the surface.

The apparatus, which has been called a "submarine lift," has a hatchway fitted with water-tight doors within which is a strong steel cylinder, just large enough to contain a man.

When a man has entered the cylinder, and it has been sealed, the water-tight doors are closed to the submarine, and the hatch is opened. The cylinder is very buoyant and rises readily to the surface.

But a steel cable is attached to the cylinder, and its movement is controlled by a winch, so that the ascent is not too rapid and the cylinder is recoverable.

PROCESS REPEATED

On receipt of the signal that the man is safe the cylinder is drawn back again to the submarine and the same process repeated with another passenger. There is a window in the cylinder, and the occupant can raise himself as soon as he sees he has reached the surface.

The inventor is Signor Rossini.

CARNATION OUSTS ROSE

LONDON.—One of the largest firms of cut flower growers in the world has just abandoned its rose-growing altogether in favour of carnations, which hostesses now demand all the year round.

At the call of fashion, moreover, flowers are changing their season. Forced tulips must be ready for the market the first week of the New Year because women like to have some signal of coming spring in their rooms immediately Christmas, with its traditional decorations of holly and mistletoe, is over.

There are signs that in a couple of years tulips may be in season even before Christmas.

The first chrysanthemums, potted out in millions at an Uxbridge nursery, now appear in the florists' shops of Mayfair and Belgrave in the yellow that is still the favourite colour before August Bank Holiday, while October and December chrysanthemums have to be safeguarded from the autumn frosts by candles burning on the ground in the early morning.

VARIABLE PITCH PROPELLER

LONDON.—The variable-pitched propeller fitted to the "Comet" aeroplanes prepared by the De Havilland Company for the London-Melbourne Air Race are the design of the Hamilton Standard Propeller Co. of U.S.A., for whose patent the English company has acquired a licence.

The power for adjusting the blades is derived from the oil pressure system of the engine, and it is estimated that by facilitating take-off with a heavy load the device adds 400 miles to the plane's range.

International Roads Planned Across Africa and Asia

LONDON.—The proposed international road which approaches completion on most of its course from London to Istanbul will be continued into Asia and Africa, if the plans of the International Touring Alliance are successful.

The London to Capetown highway will then run through Vienna to Istanbul, thence by way of Damascus, Luxor, Khartoum, Juba, Nairobi, Livingstone and Johannesburg to Capetown.

Various motoring organisations in the areas concerned have already taken steps towards the eventual linking up of the 3,870 miles from Istanbul to Capetown which, with the section from London to Istanbul, will total 10,800 miles.

The Norwegian Automobile Club is, moreover, planning the construction of a trunk road across northern Norway and its linking up with the international road.

The German Automobile Club suggests that the daily tax on vehicles temporarily imported should be abolished everywhere, that Customs passes should be endorsed with the names of countries requiring unduly high duties from motorists, and that clubs in certain countries should endeavour to secure the extended validity of Customs passes.

WASHINGTON.—The St. Lawrence Waterway Scheme, which seemed to have been shelved for a generation by the refusal of the Senate to ratify the treaty concluded last year, is not finished with.

The inland waterway plans, which are part of the large "water use" programme contemplated by the administration, imply in some of the projects that the St. Lawrence waterway will eventuate, and conversations with Ottawa are being resumed.

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