

through the preparatory commission. It calls for a total of 42,000,000,000 francs, with a margin of 500,000,000 francs of estimated income above expenses. The Radicals are expected to try to boost the appropriations, with an eye to pleasing their constituents before the elections.

The Radicals may scheme—but Poincaré stands ready to risk his political life to keep France from spending more than she makes.

Shortening the Transatlantic Voyage

WHILE daring aviators have been attempting spectacular flights across the Atlantic in airplanes, practical men have been making plans on a commercial basis for shortening transatlantic voyages.

These plans are of two types. One type of plans depends upon improving the established means of transportation by the operation of faster boats on shorter routes. Use of airplanes may be supplementary in facilitating the embarkation or landing of mails and, in special cases, passengers. About such plans there is very little that is sensational.

The other type of plans depends upon the use, not of airplanes, but of Zeppelins. According to Air Vice-Marshal Sir Sefton Brancker, Director of Civil Aviation in the British Air Ministry, as reported in a special despatch to the New York "Herald Tribune," the two giant dirigibles which it has been known for some time were under construction in Great Britain will be ready for service to Canada next summer.

There have been various reports about these British Zeppelins; but they all agree as to the immense size of them. They will have a speed of sixty to seventy miles an hour. They will each carry one hundred passengers besides freight. The accommodations—even to dancing floors—will be comparable to those of a steamship. With a normal commercial load and a cruising speed of about sixty-three miles an hour, each should be able, without refueling, to traverse a distance of 4,000 miles.

According to Sir Sefton, an experimental service between Great Britain and India has not only been planned but is being organized. The first stop from England would be at Ismailia. There a mooring mast has already been erected. At another stop, Karachi, there is another mooring mast. A second

route for dirigible service is planned to Australia. It would be profitable to ship gold from South Africa. But these plans seem to be further in the future. Evidently the Canadian service is regarded as a possibility for next summer.

CAPTAIN GRAY'S LOG

Scott Field at 2:33, at 52 degrees temperature.
2:35 p.m., 10,500 feet, 24 degrees.
KMOX on air.
KAHMIAX 27-37, "Sympathy," two bags of sand.
AC. 300 to 500.
KSD; symptoms of rickets; 91 over OKAW. E. Mascatah.
Bar No. 11 turns at 12,000 feet. Drop extra hand rope at 2:40 p.m.
KMOX. Marked 248. Bar No. 14 stopped at 15,000. Left glass foggy.
2:50 p.m., near schoolhouse and east gauge part clear; 16,500.
3:05—19,500 feet. Temperature zero.
KMOX—With compressed oxygen; 23,000.
3:10—Snow, gloves, 8 degrees below zero.
KMOX—"Thinking of you."
WHO, Des Moines—"Sunset," by Ole Olson's Orchestra.
3:13—24,000 feet. Snow.
3:17—44 telling about dying; 29,000 feet, minus 29 degrees; WLS, Chicago, Chonchide.
3:31—Pied Piper; 30,000 feet. Ice, sun clock frozen. Minus 35 degrees; 32,000 feet; WFIW at Hopkinsville, March; 33 degrees below.
34,000 feet; cyl. off antenna. No more music.
10:03 p.m.—Minus 40 degrees; too much air.
36,000—32 degrees below; getting warmer; vacuum in mouth.
39,000 feet—Minus 28 degrees; sky ordinarily blue; sun is bright.
40,000—Last sand bags.

This is the record of what an Army aeronaut in a free balloon heard on the radio, saw, felt, and did on his way up seven and a half miles into the air—his last voyage

The trip between Canada and Great Britain would be about four days.

According to Howard Mingos, who has collaborated with Captain Ernst A. Lehmann, a Zeppelin commander in the World War, in writing a recently published book on "The Zeppelins," Germany is engaged in a friendly competition with Great Britain to be the first to get commercial dirigibles into the air, and the German and British ships will probably race around the world.

Disasters which have led some people to say that craft lighter than air have proved impractical and dangerous have not halted the construction of Zeppelins. On the contrary, they have led builders to make their ships bigger than ever.

Undaunted men are ready to risk their lives that future multitudes

may dance their way across the Atlantic five thousand feet in the air.

A Martyr to Altitude

SOMEWHERE aloft where the air is so thin that it cannot sustain life there died the other day another of those men whose records tell the story of man's material progress.

From time immemorial men of each generation have attempted to outdo their forebears. Some have sailed the seas into the unknown. Others have searched wildernesses or sought the ultimate South or North. Captain Hawthorne C. Gray sought to rise above the surface of the earth higher than any other man that ever lived. In his log, reproduced herewith, he entered the record of forty thousand feet, but it is unofficially reported that his instruments indicate an altitude of forty-three thousand. He died because in the rarefied atmosphere of that altitude where an artificial supply of oxygen is necessary to sustain life Captain Gray, it is believed, accidentally cut the tube that connected his breathing mask with the oxygen tank.

As fish, eons ago, climbed from the water to become amphibians, will man some day rise above his earth's envelope of air?

The Fall-Sinclair Mistrial

A TALKATIVE juror and the search of a hotel apartment brought to a sudden close the trial of ex-Secretary Fall and Harry F. Sinclair, oil operator, on the charge of defrauding the Government in the lease of Teapot Dome. The result was a mistrial. That was startling enough; but at the same time facts were ascertained which may disclose an offense much graver than that for which these two men were tried. The talkative juror in the case, according to the affidavit of a newspaper man, remarked that he thought Sinclair was all right, and that he himself would be disappointed if he were not soon riding about in a big automobile. A search of the hotel apartment resulted in the discovery of reports of operatives of the Burns Detective Agency showing that they had been keeping certain jurors under surveillance on behalf of a client which has proved to be Sinclair's aide. These reports showed that the Agency was going into such matters as the financial affairs of the jurors, the mortgages on their property, the debts they owed. It remained to be proved whether such sur-

veillance amounted to tampering with the jury.

W. J. Burns, called before the grand jury to explain the activities of his Agency, retaliated by declaring that the Government itself had attempted to tamper with the jury, for a Government officer had approached one of the jurors, which his men had no right to do.

It is impossible for us to imagine, however, what purpose there could be in getting such facts about the jurors as the Detective Agency's operatives reported than to bring pressure upon them by the use of money. To do that is daring impudence, in defiance of society. It is that of which the Government suspects one of the men it has been trying for fraud.

Until the case is tried, of course, fair-minded people will suspend their judgment; but they will not have to wait for the case to be tried to be convinced that the use of wealth for the perversion of justice is a graver offense than getting wealth by fraud. The one is an offense against property rights; the other is an offense against that institution of justice on which the protection of property rights and other human rights depends.

It is bad enough to pilfer the ship's stores; but it is worse to scuttle the ship itself.

Marcelline Gives Up

THE younger generation now growing up and beginning to have babies of their own will regret to learn of the death by suicide of the once-famous clown, Marcelline. Twenty-five years ago at the London Hippodrome and later at the New York Hippodrome he was "the children's idol." Of Spanish birth, he gave to his profession of acrobatic clown a new touch of European artistry that made him the talk of the town. But tastes changed and money failed, and the once jovial clown has taken the saddest way out of existence.

Marcelline's meteoric career recalls the pathos of the old French legend of "My Lady's Tumbler."

Chemistry and Civilization

CHEMISTRY is a "key" industry; it underlies any number of other industries in the full sense that without its continued success their success cannot possibly continue.

Now American chemistry is being threatened by Europe's newly an-



Albert B. Fall

nounced industrial alliance, made largely to win back, if possible, under efficient German leadership the advantage which the infant American chemical industry began to assume when the World War forced it to swim alone or drown. The industrialists of Germany, France, England, and Italy have just forced a Pan-European Alliance for the express purpose of dominating, not merely the chemical industry of the world, but, if possible, all industry.

This alliance is really a great super-trust, and is, of course, juxtaposed to the non-combined but highly organized American industrial groups. If Europe can do well what America has been doing within recent years, if she can forget bickering with labor and co-operate with it, if she can replace hampering tradition with the unsparing discard of old machinery and the application of



Harry F. Sinclair

modern mass-production machinery, and especially if she can catch the idea of using power in place of muscle, she may once more outdistance America—in which case, all she accomplishes will be deserved. Little need be said concerning Germany's capabilities as a leader in chemical science and chemical industry, at any rate.

We suspect that there are people who do not yet realize what modern chemistry is up to. To obtain a sense of the extent of it and to take in its full meaning one must either become a chemical engineer or read some general semi-popular book which takes in its whole sweep, such as H. E. Howe's "Chemistry in Industry" or Floyd Darrow's "Story of Chemistry." Darrow is sufficiently lucid without being insufficiently abstruse to satisfy a professional chemist. The story is, of course, long even to touch on, being interwoven with practically every one of the industries of our age.

If, as is said, this is to be a chemical age, America will have to look to her industrial laurels.

France Seeks Safety

A NETWORK OF ALLIANCES creating a European block of states friendly to France now includes Yugoslavia, along with Belgium to the west and Poland, Czechoslovakia, and Rumania to the east. Paris has just notified the Foreign Offices of other Powers of a new treaty of friendship and mutual defense signed with Belgrade, completing the system begun by French Nationalists some seven years ago.

France does not like to have her new arrangements called alliances. But to all intents and purposes they are. She calls them regional security compacts, as approved by the League of Nations. Flanking Germany, Austria, and Hungary on the east and west and offsetting Italian agreements with Hungary and Albania, they provide a decisive balance of power in Europe at the moment.

Friends of the League have tended to criticize these arrangements by France as disloyal. They argue that she should work through the international association at Geneva. The fact is that France does work through the League, and shows an increasing tendency to do so. But, with Gallic realism, she is not inclined to rely entirely upon it until it has proved fully its ability to safeguard the peace of Europe. Her policy seems