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PRINCE RUPERT - BRITISH COLUMBIA

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DAILY EDITION

Tuesday, May 13, 1930.

NEW NEWSPAPER

A new newspaper came to the editorial desk this week, the Peace River Block News. It is the first number issued from Rolla, B.C. Its advent indicates that the British Columbia section of the Peace is developing rapidly or it could not support such a pretentious paper as the News, even though it be issued only weekly.

ANOTHER INCREASE

Another increase in the publishing cost was announced at the week-end when members of the Canadian Press, including the Daily News, were told that the assessment for increased cable news necessitated an increase in the membership charges. While the extra charge is not large it is one of numerous increases in the cost of making a newspaper.

THE DUNNING BUDGET

(Financial News)

Few budgets in Canadian history have been so far-reaching and drastic in their amendments and yet so generally acceptable as the Dunning budget introduced to the House on May 1.

It is at once a free trade and a protectionist budget, if such an instrument can be accepted as possible of existence. For while it reduces tariffs in many directions, notably on British goods, it gives tariff protection on many others and provides for further tariff increases under a "countervailing" clause which assures reciprocity of trade or tariff with foreign countries.

Tariff increases which might have prejudiced the prairie provinces against the government in other circumstances are accompanied by a four-cent duty against New Zealand butter, acquiescing to an agrarian demand and fairly well assuring the government the support of the Progressive group.

In the duty on butter imports lies a potential trouble-maker, for, as a representative New Zealand parliamentarian said in Winnipeg when the budget terms became known, New Zealand will not willingly accept the duty, but will almost certainly negotiate with Canada for an entirely new preferential trade agreement.

In the countervailing clause there exists, intentionally or otherwise, a most effectual reply to the United States practice of discussing tariff amendments wholly without consideration of the impact of those changes on Canada, the world's greatest buyer of United States products.

The gesture of friendliness toward British exporters is perhaps the most remarkable feature of the budget, which tends to consolidate Canada in the position she should logically occupy—the closest friend of Great Britain among the nations of the world. It will be regarded by some as a step toward Empire free trade. By others merely as a move toward Empire economic solidarity.

Reduction in sales tax by half, the downward revision of the stock tax in Canada lifted to surprising heights last year, are both economies which will be widely appreciated.

The Dunning budget is well regarded in Canada, it is welcomed in England, the United States will find no ground for objection consistent with its own fiscal policies. New Zealand will not applaud it.

DIRIGIBLE IS COMING

Great Interest Manifested in Trip to Canada of R.100

Some morning this month, if present plans are not upset, the long-awaited British airship R.100 will be securely anchored to the mooring mast at St. Hubert Airport, Montreal—its haven after the first trans-Atlantic lighter-than-air crossing, attempted by a British craft, since the memorable flight of the R.34, writes Wm. R. Campbell in Canadian Aviation.

If ever the creation of genius was tempered by cold, calculating care, it has been in the designing and construction of this man-made mechanical mammal of the air. Four years have passed since the gigantic task of building the R.100 was started. Three years elapsed before it was considered advisable to have the monster lighter-than-air craft leave the long, low sheds at Howden, Yorkshire, where it was so carefully built. The old British

bulldog "slow but sure" method dominated its construction, but sure the builders had to be before it was released from the shell of its birth.

Even so, it must have been with some trepidation that those responsible for the design and building of the R.100 watched it as it emerged, under the expert handling of well-trained crews, foot by foot from the long sheds until it was at last free to make the trip to the mooring mast nearby. With what relief and joy will they have watched this air leviathan, a shimmering, silvered envelope in the sunlight, float gently on an eve neck to its anchorage. Later, came its successful trial flights in England and the realization that here was a craft which answered the dreams of its creators.

That it compares in size with the largest liners now making ocean voyages may be gauged from the following dimensions: Length, 709 feet; diameter, 133 feet; actual displacement, 156 tons; engine power, 4,200 h.p.; maximum speed, 80 m.p.h.; cruising speed, 71.5 m.p.h.; carrying capacity, 100 passengers and mails; range, 3,500 miles at 71.5 m.p.h. with full load engines,

six Rolls-Royce gasoline engines. The airship, which is of rigid design, has a displacement of 5,000,000 cubic feet.

As for the arrangement of the ship itself, commencing at the bow, there are the attachment fittings for the mooring mast and an observation station with windows for the use of the crew. Passing down the ship by an enclosed corridor designed for the use of passengers and lighted electrically, there is the passenger coach, about 180 feet from the bow. This structure is slung inside the hull of the ship and consists of three floors, the bottom of which is allocated to the crew and the two upper ones to the passengers. This coach is surrounded entirely by a double wall, through which air is circulated to obviate the danger of any inflammable gas or vapor penetrating to the living quarters. Cooking is carried out here in an electric kitchen. The passengers are quartered in two and four-berth cabins very similar to those found on board an ocean liner. Windows in the sides of the ship provide the light and the view, and these are faced by promenades sufficiently spacious

to accommodate a pleasant little dance.

Below the crew's quarters of the passenger coach is slung the control car, an excrescence on the hull. Aft of the passenger coach the corridor narrows and becomes more spartan, being designed for the use of the crew only. One hundred and thirty feet aft of the coach come two engine cars suspended outside the hull. Each car contains two Rolls-Royce engines of 700 horsepower and one A.C. motor car engine, whose function is to drive a dynamo to provide electric current necessary for lighting, heating, cooking and wireless.

Ninety feet aft of these engines, a third car, similar to the other two, is situated. Aft again, come the fins and rudders of the ship that serve the same purpose as the feathers on an arrow in assuring stability to its flight. There the corridor ends, and 90 feet aft again the ship comes to an end in a fine run tail.

Such, briefly, is what a quick trip the length of the R.100 reveals. The trial trans-Atlantic trip to be made this month, all being well, will, it is hoped, demonstrate that more rapid

long-distance travel is here to stay. Not that the R.100 is by any means the ultimate in design for long distance travel by air. Here is what the designers themselves have to say on this point:

"Ships of the R.100 type, while capable of making the Atlantic crossing for demonstration purposes, are too small and too slow for the complete operation of a commercial service in all weathers. . . . With the experience gained upon the construction of this ship, an airship could now be laid down which would carry 160 passengers with a small amount of freight for 6,000 miles at a cruising speed of 95 m.p.h. The payload capacity of the R.100 could be doubled if the new A.G.G. developments could be put in hand, and in this condition the demonstration flights could probably be made to pay.

"This new type of ship, called the Atlantic Type, could make the Atlantic crossing against the prevailing wind from London to New York in 48 hours, and the return journey in 36 hours. While primarily designed for the Atlantic service, it could make the journey from London to Bombay in little over two days, fly-

ing the distance without a stop. Australia could be reached in five days, flying in two stages.

"The cost of such a ship would be about \$2,500,000; the cost of a shed to house it, about half that sum. If the normal 'luxury' steamship fares were charged, the operating profits would be large; in practice it might well be possible to attract traffic to the airship route by cutting fares below the steamship level."

R.100 is the first ship of her type—the first airship that has even been designed for world operation, with especial reference to the need for rapid communication throughout the Empire. The first function of the R.100 is to prove that these services are a technical possibility by demonstration flights.

It is probably because this first Atlantic crossing of the R.100 is of a technical test nature that the British Air Ministry is prohibiting the carrying of passengers on the westward trip. There is a possibility of passengers being taken on the return journey, and, if so, the demand for passages is going to be difficult to satisfy.

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Twenty Years Ago

In Prince Rupert

May 13, 1930

Alexander cannery on the Skeena River has been bought by the B. C. Packers from R. Kelly and C. Marpole of Vancouver for \$15,000. This gives the B. C. Packers four canneries on the Skeena, the others being the Balmoral, Cunningham's and Dominion.

There was a great rally for William Manson, mayoralty candidate, in the McIntyre Hall last night, the Mattakatie Band and Prof. Kauffmann's orchestra being in attendance. J. F. Macdonald was elected chairman and D. W. Morrissey, Secretary. Speakers included Mr. Morrissey, G. W. Arnot, T. Y. McKay, Prof. Kauffmann and Mr. Manson.

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