

## Canadian Interference Squad Adds Much to Listeners' Joy

### Fleet of 11 Cars Runs Down and Eliminates Man-Made Static—Listening Tax Pays Upkeep

Eleven automobiles patrolling Canada from Vancouver to Halifax bear on their doors this legend—Interference Car, Radio Branch, Department of Marine and Fisheries. Each car is specially built and furnished with the most sensitive radio receivers and two radio electricians. These men with their cars constitute the ever-watchful Radio Interference Section of the Radio Branch, Department of Marine and Fisheries—the only organization of its kind in the world.

Two years ago, after a number of preliminary tests had proven successful, a staff of one engineer and three electricians was appointed to deal with radio interference from power lines and electrical apparatus. An automobile was equipped with special instruments and sent on tour in Ontario and Quebec. In three months the two radio electricians with this car carried out investigations of interference in 100 towns and villages. Two hundred and three cases of interference were handled, of which 124 were immediately eliminated and the majority of the others ceased to annoy radio listeners as a result of follow up correspondence between the listeners, the owners of the electrical apparatus causing the interference and the radio branch.

Such has been the success of this section of the radio branch from the very first that the following year five cars were in continuous service throughout eastern Canada. With headquarters at Halifax, Montreal, Ottawa and Toronto, these cars covered their districts thoroughly. Three more cars have been added this year, one for Vancouver, another for Winnipeg and a third for London, Ontario.

Typical of the cases submitted to this interference squad is that of the little town of Orillia, at the head of Lake Simcoe, in Ontario. A complaint was recently sent in to the Toronto radio inspector that terrific radio interference was making radio reception almost impossible. The radio interference car was quickly prepared and Inspector S. J. Ellis with his assistant left for Orillia, about 80 miles north of Toronto.

On coming within view of the town, Mr. Ellis was greatly impressed with the vast number of trees in and about the community. In fact he fervently believes that there isn't another town with such a distinguished entry. The trees proved to be more than that.

Usually inspection for this sort of interference is done on foot; where a long road has to be investigated the car is used. A receiver, loop aerial and phones are carried by the hunter, the receiver being slung over the shoulder by means of a strap and the loop carried in the hand. Then as a noise is heard on the phones it is tuned in and hunted till it is loudest. This vicinity is then thoroughly searched and the source of trouble quickly found in this manner.

Wires Touched Trees.

Following this system, Mr. Ellis began hunting for inductive interference on reaching Orillia. He did not have to go far. Coming under some

of the trees a faint sizzling was heard in the earphones. Without the aid of radio this was also to be heard, although very faintly. On investigating it was discovered that in a number of places throughout the town high voltage lines carrying 2200 volts for the electrical consumption of Orillia were touching the trees in various places. As soon as the wires were separated from these branches the trouble ceased. As a result, wherever this condition was found branches were sawn off. To-day Orillia is still a town of trees, but radio reception is excellent.

Each automobile is equipped with a superheterodyne receiver with direction finding loop and volume control. Six and seven tube superheterodynes are used, mounted in a special portable cabinet, which is connected by means of a multiwire cable plug to a second cabinet containing batteries and accessories. This receiver is sufficiently sensitive to record a noise due to a fault on a distributing system many miles away. In fact it was used recently to locate faults on power lines situated in one case 15 miles away and in the other four miles distant.

The notable feature in these receivers lies in the fact that they may be used while the automobile is traveling at a moderate rate of speed. The interference from the ignition system of the car produces usually a sound in the receiver which is characteristically different from that produced by the power line, so that this type of interference if not too great is not objectionable.

In addition a portable superheterodyne receiver is carried and used in special tests where the two receivers are required. A portable three-tube regenerative receiver, complete with batteries and especially designed to be carried by one man, is also part of the equipment of the car. The last named set is used with a loop or various types of exploring coils for special investigations in power houses and places inaccessible to a car.

The tubes used in all these sets are the tiny "peanut" tubes manufactured only in Canada. They stand but two inches high and notwithstanding that are most excellent tubes.

That this service is provided in the Dominion may seem strange but the listener in Canada is due some help in his reception of radiocast music, when interference would otherwise spoil it for him. An annual license is required by every owner of a radio receiver, the charge being \$1. With these dollars amounting to over \$125,000 during the fiscal year from April 1, 1925, to March 31, 1926, the radio interference cars with their trained staffs of two radio electricians are paid, and a number of other means of improving radio reception for the listeners are made possible.

The work of the interference section is considered to have amply justified both its establishment and its continuance on a more extensive scale in the future. — Christian Science Monitor.

## Painleve Forbids Saint-Cyr Hazing

### Serious Accident at French Military School Ends Picturesque Tradition

Saint-Cyr.—Paul Painleve, Minister of War, will not tolerate hazing even in the mild form in which it is practiced at French military schools. A serious accident to a pupil at Saint-Cyr, which is France's Royal Military College, has brought down the Ministerial thunder and ended forever a picturesque tradition.

It has been the custom as long as anybody can remember for the seniors to invade the dormitory of the newest arrivals in the dead of night and make them rise and pass in mock review. One of the new men in getting out of bed failed to see a trap door which had been left open so that the seniors could make a hasty getaway in case an officer appeared. The victim fell through the open door and fractured his skull. His condition is serious.

M. Painleve has circularized all the schools forbidding, under the penalty of dismissal, the continuance of such practices. In addition General Collin, Commandant of Saint-Cyr, sent seventeen students involved in the hazing to serve as common privates in various regiments.



Walking Case  
"Where is my case? Wherever I stand it, when I look for it, it's gone."  
"Well, it's a walking case, isn't it?"

## LOUD-SPEAKER BAN

The Town Clerk of West Ham, England, has announced a by-law passed by the West Ham Council and directed against raucous loud-speakers placed along the streets.

The by-law reads: "No person shall in any street or public place or in any shop, business premises or place which adjoins any street or public place and to which the public are admitted, operate or cause or suffer to be operated any wireless loud-speakers or gramophone in such manner as to cause annoyance or disturbance of occupants or inmates of such premises or passersby."

## Poet Laurette is 83

### Dr. Bridges Observes Anniversary Quietly at His Oxford Home

London—Dr. Robert Bridges, for the last fourteen years Poet Laureate of England, who is older than any of his predecessors, save Colley Cibber and Tannoyon, celebrated his eighty-third birthday on October 24th at his home at Boar's Hill, Oxford. He spent the day quietly, receiving many callers and opening scores of congratulatory telegrams, and letters.

When he was 80 Dr. Bridges visited America, having previously declined an offer of the Chair of Poetry at Michigan University. The poet is noted for his disregard of public recognition. He would never write poetry "to order." It is reported that when, after the war, his attention was called to the fact that the House of Commons had discussed the non-production of a peace ode, he replied that he didn't "give a damn."

First Convict: "Why are you here?"  
Second Convict: "Because I lost in a race."  
First Convict: "Nonsense, nobody comes to prison because of that."  
Second Convict: "But the winner was a policeman." —Meggsdorf Blätter, Munich.

## England's Guest



Ancient enmity and mutual suspicion will be buried when Amanullah Khan, Amir of Afghanistan, will be the guest of King George for three days during early December. Afghanistan is now a friendly buffer-state between the Indian empire and Soviet Russia.

## Sea Raider Turns Pacifist

### Skipper of "Seeadler" is in States to Lecture on Peace

Count Felix Von Luckner, better known as the "Sea Devil," who became a modern buccaneer as a Lieutenant Commander in the German Navy during the war and with his disguised windjammer ravaged allied shipping, has turned peace crusader. He has come to the United States to lecture, particularly at schools and colleges, until December. Peace is his theme, though he rams it home with burly gestures and exclamations delivered with all the force of his huge physique.

The transformation from buccaneer to advocate of international accord might have seemed unexplainable but for his unusual career. On the face of it, his war record appears almost bloodthirsty. With a small crew and a mere three-masted windjammer, the Seeadler, in a day of fast, power-driven ocean greyhounds, he sailed through the British ships blockading Germany, undergoing careful inspection, and roved the sea at will, capturing ship after ship of the allied merchant marine and sending 63,000 tons of it to the bottom. He traveled 64,000 miles, though ships of the allied navies were searching for him everywhere, and he sank 53,000 tons of precious salt-petre the Allies wanted for ammunition.

Never Killed a Man.

Yet this strange buccaneer makes the proud boast that he never killed a man. He took every member of every crew he captured, he says, and held all captives as guests aboard his ship. As many as five crews were on board at one time.

"The Seeadler, in fact," said Count von Luckner, telling his story, "was not armed. She was a bluff. She had wicked-looking holes under her rails threatening her enemies with deadly broadsides. The only cannon she had aboard was an antique muzzle-loader made in 1817, which was made to look extra dangerous by being covered with a painted barrel.

We attacked only merchant ships. We sailed under a Norwegian flag, and, posing as a lumber ship, we would run up close to the prey, bearing signals telling the other Captain that we had a message to deliver. When our quarry came to a stop, the Seeadler would draw up alongside and launch a small boat.

"The small boat would have only five men in her, but they were husky. One had been a successful German prizefighter, another an accomplished wrestler, and the other three were worthy companions. As they arrived on deck, supposedly to deliver their message, the whole five would suddenly throw off their coats, showing themselves stripped to the waist, ready for rough action.

"Two watchers on the Seeadler were aloft, meanwhile, waiting to add the final touch. As the boarding party threw off their coats, these two lookouts would suddenly boom out through megaphones, as if giving orders to our crew: 'Clear for torpedoes!'

"The effect would be instantaneous. The men of the merchant crews, illiterate for the most part would be taken by surprise by the proceeding. When the last cry came, they would rush to the rail, waving their hands in surrender. Then we would take them aboard the Seeadler, commandeer any supplies we needed, and send another few thousand tons of the precious merchant marine of the Allies to the bottom."

## His Early Adventures

The man who conceived and carried out this bold marauding had been prepared by his earlier experience. As a youngster of 13, he relates, he was backward in school and had run off to sea. School had been to him little better than a prison, because he was not interested in his studies, and much preferred to read the tales of America's Wild West, particularly the exploits of Buffalo Bill.

Getting a start even as cabin boy was not easy. The laws prohibited a ship's captain from signing on a youngster without proof of his parents' permission. Assuming the name "Phylax Luedecke," he finally persuaded the master of a Russian sailing craft to take him on as cabin boy—being warned in advance that there would be no pay, and that, as the regular crew of twenty-four, he would have to eat the scraps left by the sailors. He agreed to those conditions and sailed with the Russian to Australia.

In Australia he went to work in the kitchen of a hotel. His immediate ambition, he says, was to get to America, since it was the land of self-made men. Also he wanted to see his hero, Buffalo Bill. After wandering through Australia, from place to place, he arrived at Brisbane, where the master of the Golden Shore, an American four-master, signed him on for a trip to San Francisco.

That was a long step toward Buffalo Bill's home, in Denver. From San Francisco he walked and begged rides in engine cabs, determined to reach Denver. When on arrival there he found, to his great chagrin, that his idol was with a circus touring his own Germany, he wandered on to New York to do the next best thing—become a self-made man.

To fulfill that ambition, he decided to become a Lieutenant in the German navy, and arrive at the goal through his own efforts. In 1900, he says, he went back to Germany and enlisted as a sailor, resuming his own name. At length, in 1905, he received his commission to a Lieutenant. Not until then did he return to his home; he walked into his old home in full uniform.

Count Luckner entered the World War full of enthusiasm, intent on doing his duty; but the many contacts he had with men of other countries on his voyages, he says, made him averse to killing them.

"I used to think how each side was praying to God for help in fighting the others," he said, "and how it was always the same God they were praying to. As soon as the war was over, I made up my mind that I would go out by myself, without consideration of policy or diplomacy (things I never learned anything about in my sailing days) and to try to make people realize the common humanity of all.

"These old ideas of fighting and international rivalries are all wrong; but I can't write or make fine speeches, but I can tell my story and talk straight to the heart. By talking especially to young people, I think I can make some headway in developing international friendships."

"Last night I landed Madrid," said the angler who had bought a wireless set, "but you should have heard the stations that got away." —Building and Loan Thriftor.

A door-knocker is missing from Windsor Castle. One theory is that an American took it as a souvenir because the authorities refused to sell him the building.—London Humorist.

"Cricket is a dry game," says an American visitor. He evidently hasn't seen it played in England this summer. London Opinion.

## Winning Poem on Lindbergh's Flight

### Schoolgirl Gets \$500 Prize for "Wings of Lead" in Kennerly Contest

#### 4,000 MSS. SUBMITTED

Nathalia Crane, the 14-year-old Brooklyn school girl whose poem, "The Janitor's Boy," aroused a controversy a year ago, was announced recently as the winner of the \$500 prize offered by Mitchell Kennerly for the best poem on Lindbergh's flight to Paris. Nathalia's sixty lines of swinging verse, entitled "Wings of Lead," was adjudged the best from among 4,000 manuscripts submitted by 3,000 contestants from every State in the Union, from Canada, England, France, Germany, Italy and even Monaco.

Nathalia, now in her second year at the Brooklyn Heights Seminary, had no thought of winning a prize when she started her poem on Lindbergh's flight last May on the day that he landed in Paris, and it was not until her composition was well along toward completion, she said, that she learned of the competition.

Says Filer Saw a Vision.

On the night that Lindbergh was flying through the darkness somewhere east of Newfoundland, as the girl lay awake thinking of the flier and his audacity, she called out to her mother:

"He saw a vision. He accepted a challenge from the gods."

Mrs. Crane did not know what the child was talking about, and Nathalia, a bit surprised, told her. The next morning she told her parents that she thought she would write a poem about the flight, and set about developing an outline. On June 12 Mr. Kennerly announced the competition and Mr. Farrar suggested to Nathalia that she enter it. "The Wings of Lead" was then nearing completion, and Nathalia, who had been busy on her second novel, set to work and finished it. She explained what she meant by "Wings of Lead."

"Why, 'wings of lead' signify the impossible," she said. "You see, Lindbergh just came in unknown and said he would do it, and every one said 'ridiculous, impossible.' Then he did it; he did the impossible."

Poem in Kipling's Style.

Nathalia's poem is in the Kipling manner, a narrative of the flight, a picture first of the gods looking down on a dull world and deciding to stimulate it to extraordinary achievement. To their challenge Lindbergh made answer:

And then one night there landed on a  
Minoela swale  
A plane that looked like pewter, with  
a carrier of mail.

Its wings were tinged like tea-box  
skins, each truss of shadow-  
gray.  
Its cabin had an alcove slung beneath  
a metal ray.

The Spirit of St. Louis was inscribed  
upon the lee;  
It came from out a province that had  
never seen the sea.

The pilot entered for the course, the  
quarter quadrant glide—  
To fly the full Atlantic and the tag  
ends of the tide.

He listed in as "Lindbergh" just one  
pace behind the ranks;  
He had a moon-stained paddle and  
some star gas in his tanks.

A chemist from Olympus with a ladle  
nicked the rays;  
He said the ore was purer than it was  
in Caesar's days.

Invisible, he passed the word, the  
barograph was sealed—  
A plane with leaden wings went down  
the Minoela field.

It rose and fell and rose again and  
then attained to breath—  
The raiment of the bubble when the  
bubble goes to death.

And somewhere near to noontime as  
the fishers turned to scan,  
They saw a pearl-gray monoplane  
slide east of Grand Manan.

A single-motored miracle, a lead mine  
on each flank;  
Below a shadow swept and awed the  
hundred-fathom bank.

Upon a billow rocked and cheered a  
lanterned spindle buoy,  
The off-shore bells were chanting for  
the Spirit of St. Louis;

For o'er the darkened deep there flew  
a carrier of mail,  
His engine drunk with star gas and  
berserk in the flail.

He made the course the gods had set,  
the quarter quadrant glide,  
He flew the dull Atlantic and the tag  
ends of the tide.

Foolish.  
A Dutchman who has deposited a  
dollar in a savings bank says at the  
end of 500 years it will amount to  
\$2,500,000. But by that time he'll be  
too old to get any fun out of it.

Red tape should never be, but un-  
fortunately sometimes is, of the ad-  
hesive variety.

Every cloud has a silver lining,  
and even an old suit of clothes has  
its shiny side.

## King George Shoots

### Windsor Version for Feast

Windsor, England—King George himself shot the royal buck which was served this year at the annual Windsor banquet tendered by the Windsor City Corporation.

The custom of the King providing the deer for the feast is of ancient origin, but it is rare that the King personally has done the killing.

The Prince of Wales, high steward of the royal Borough of Windsor, accepted the Mayor's invitation to the dinner, which was held October 27.

## Britain's Naval Policy Defined By H. W. Stead

### "We Shall Not Enter Into Competition With You," Editor Tells America

New York.—The growing need for international friendship and understanding and the declaration that Great Britain would not tolerate a policy of naval rivalry with the United States, was stressed by H. Wickham Stead, publisher of the Review of Reviews of London and formerly editor of The Times of London, at a dinner given in his honor in New York.

A tenet of international friendship which, comparable to the Monroe Doctrine, would establish the United States as determined to be a "peace loving" nation, was urged upon this country by Mr. Stead. He declared that the collapse of the Geneva arms limitation conference in no way reflected the real British attitude toward America.

The British Cabinet failed to consider the broader questions involved in the Geneva conference, Mr. Stead said. He placed the blame for the failure at the door to the British Ministry, which permitted its deliberations to be conducted by an admiralty rather than a diplomatic group.

Promotion of World Peace.

"The possibility of armed conflict with the United States lies entirely outside of the outlook of the British people on the naval question," Mr. Stead said.

"As far as we are concerned the seas are free for you to put on them, if you wish, the biggest navy the world has ever seen. The only question for us is that of determining the minimum requirements of the safety of our trade routes—which we never expect you to threaten—and how that minimum can still further be reduced by a sound and constructive policy of world peace.

"You may take it that, however you solve your own naval question, whatever the number and tonnage of the cruisers and eventually of the battleships you may decide to build, however large the sums which you may appropriate of the purpose, we shall not enter into competition with you."

## His Majesty's Plum Pudding

### Ingredients Come From The Empire. Combined Symbolize Colonies and Dominion's Goodwill

London—King George will take Christmas dinner with his whole Empire this year. His plum pudding is to be made entirely of ingredients produced in the Empire and is to be of heroic size and flavor. It will contain the following:

Five pounds each of Australian currants and raisins, 5 pounds of stoned South African raisins, 1½ pounds of minced Canadian apples, 5 pounds of English bread crumbs, 5 pounds of New Zealand beef suet, 3 pounds of South African cut candied peel, 2½ pounds of English flour, 2½ pounds of West Indian sugar, 20 Irish Free State eggs, 2 ounces of ground Ceylon cinnamon, 1½ ounces of Zanzibar ground cloves, 1½ ounces of Straits Settlements ground nutmegs, one teaspoon of pudding spice from India, 1 gill of Cyprus brandy, 2 gills of Jamaica rum and 2 quarts of old English beer.

## NEW RADIO BEACON

The first Canadian radio beacon on the Great Lakes has been established at the Southeast Shoal, Lake Ontario, by the Canadian Government. It transmits on a wave length of 1,000 meters during thick or foggy weather every 150 seconds groups of 1 dot and 3 dashes for 60 seconds and silent 90 seconds.

A new radio beacon is soon to be established at La Point Light Station, on the south side of Lake Superior, by the U.S. Government and will transmit every 150 seconds groups of 4 dashes for 60 seconds, silent 120 seconds.