

ENGLAND YIELDING SERVICES IN AIR TO FRENCH AND DUTCH

Handley Page Company Follows Airoc in Suspending Trips to Paris.

DUO TO RIVAL SUBSIDIES

France Aids Private Companies and Holland Firm to Start Amsterdam Line.

Special Cable to THE NEW YORK HERALD. Copyright, 1921, by THE NEW YORK HERALD. New York Herald Bureau, London, March 5.

England has dropped out of the air as far as commercial flying is concerned and definitely has relinquished her claims to leadership in aviation. The clouds causing the limitation of this activity, as predicted in despatches to THE NEW YORK HERALD several weeks ago, have been gathering for a long time owing to the necessity of high prices due largely, the companies say, because the Government neglected to take action to safeguard legitimate business flying.

Business flying volplaned sharply this week when the Handley Page Company, the largest company in operation, suspended its service between Paris and London, shelved its ambitions to connect up the larger cities of western Europe and is now wondering how it can dispose of its spacious flying fields. It is the last of the famous British companies to come down after setting such a promising precedent immediately after the armistice.

The Airoc, the first company temporarily to run a London to Paris line, was forced to quit three months ago, explaining that its war machines could not compete with the larger passenger carriers and that it could not afford to buy new ones because it was not getting any encouragement from the Government.

British Service Ended.

England now has no planes commencing the Continent, and the discouragement has caused an apathy even worse than that in America after the armistice. While the English ships have been riding the bumper air since last fall they really have been forced down by French competition. The French Government has substantially subsidized its struggling companies which has enabled the Paris companies to cut the London-Paris price in two. It is now possible to commute by air as cheaply as by water, and even cheaper, figuring the meal on the boat and customs tips. As soon as the Handley Page Company heard this announcement from Paris it ordered the doors of its hangars closed, and the price of the plane has been ten guineas. Now the French charge 200 francs, or between 5 and 6 guineas, owing to the rate of exchange.

French Get Results.

In all the sum of 33,000,000 francs has been devoted to this work and the French are getting results from this money. By way of comparison England is spending \$1,000,000 on aviation of which \$940,000 goes to meteorological research and the administrative charges. The remainder is governed by what the airplane companies assert to be quite impracticable terms, being allotted on a percentage of the gross receipts for passengers and freight. In addition to the other aids the French are conducting a publicity campaign to popularize flying while everything here tends to discourage it.

Belgium is doing even more than either country to popularize flying. The fare from here to Brussels now is 175 francs, from Brussels to Paris 150 francs. This makes the air rate to Brussels from here cheaper than the trip by boat and in addition the air route has many other advantages, chief of which, of course, is the saving of time. The Belgians are trying to build up their air service and to extend it both east and west and they have succeeded to such an extent that England can't compete.

Handley Page himself says that the outlook for British commercial aviation is distinctly bad and that before long there will be practically none. It is known, however, that the Air Ministry is alarmed and is carefully considering the possibility that has developed out of the French challenge, and hopes still are entertained that there will be an announcement soon from the Government that help will be given civil companies to aid them in meeting the highly subsidized foreigners.

Dutch Replace English.

"When the British people see the Fokker flying across England regularly from London to Liverpool en route to Amsterdam they will perhaps wake up," says Mr. Holt-Thomas, one of the leading authorities on aviation in England. "Such an invasion is now inevitable. A big service is being started by the Dutch from Amsterdam to London this summer, and they will have a station at Liverpool or Southampton in order to accommodate passengers on American liners."

The service between London and Copenhagen, which it was proposed to open in the spring, has now been abandoned. This inability of the British to operate will also prevent the reopening of the Copenhagen-Berlin service because the Allies prohibit Germans from taking part in foreign air traffic, and it is impossible to maintain the connection solely with Dutch machines.

The British air service is still underwritten by the Government, and the criticism of the press, which can't see why the war weapon should follow the war, is

MENACE TO FRANCE SEEN IN GERMANY'S NEW PLANES

Berlin Aims at Fleet of 10,000, Suitable for Trade or War—Paris Constructing Mostly Commercial Machines.

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French aviation construction is all being directed toward commercial aims, but Germany's goal is the production of an enormous quantity of flying machines that will be available for either military or commercial purposes, wherein lies the danger to the future safety of Europe, declared Gen. Duval, one time director of French aeronautical affairs. As a matter of fact, he says, France already is relegated to fourth or fifth position in the list of military aviation progress, and it now seems only a question of time until the United States outdistances her in both military and civilian flying, despite the fact that the French Aviation Reserve was larger last year than that of any other power in the war and commercial lines were already inaugurated which covered all Europe.

"Germany appreciated the benefits of collective production and her experimental work in aero-dynamic laboratories is exceeding that of all other nations," Gen. Duval said. "Next

retary to the Colonial Office even when it was had enough to keep the aviation as part of the War Office.

Before departing for his Eastern trip Mr. Churchill appeared in the House of Commons, where he rather depreciated the importance of civil aviation, although he complained of shortage of money. He is severely criticized by Gen. Seely, former Air Minister, but the London Times remarks: "To Churchill aviation was the branch of the war and politics, while to Gen. Seely it is a branch of commerce and industry."

Mr. Churchill argued that aviation represented the same problem as a branch of the war, if they prepared here they would prepare abroad, and then the people will have to pour out money like water.

The single adventurous point recognized with Mr. Churchill as Colonial and Air Minister is the fact that the British have air service ambitions in the Near East. Mr. Churchill promised that reductions in military expenditure would follow from the right use of air power, which is taken to indicate a broader application of the air service in Egypt and Mesopotamia.

BEWARE PERSONS WHO LAUGH HYSTERICALLY

You Might Get Sleeping Sickness, Paris Warns.

Special Cable to THE NEW YORK HERALD. Copyright, 1921, by THE NEW YORK HERALD. New York Herald Bureau, Paris, March 5.

If your neighbor suddenly begins to laugh hysterically, get at a safe distance from him. That is the advice of Professors Netter and Beard, addressing the Paris Medical Society. After studying scores of cases of sleeping sickness they have discovered that the lethargy is followed by uncontrollable spells of laughter, this suggesting that the bacilli are still active.

Some cases of this illness have been succeeded by fits of sobbing, hiccoughs and sighs, but the most typical symptom of the last stages of the malady is incessant hilarity.

"Inasmuch as the malady is contagious, it certainly is safer not to approach anyone who is laughing 'too heartily,'" the speakers advised. "Preparations, highly mentholized, are being sold in some Paris drug stores where gauze is intended to be saturated and strapped over the nose and mouth during the night as the most reliable method of warding off the sleep germ."

ATHLETIC CLUB BUYS LORELEI

Rock on the Rhine Purchased to Save It From Misuse.

London, March 5.—Lorelei, rock on the Rhine, near St. Goar, has been purchased by an athletic club in order to safeguard it against disfigurement or usage not in keeping with the historic surroundings.

The rock is a familiar landmark to all travelers on the Rhine and students of mythology. It gives a remarkable echo, which may account for the legend attaching to it. In its commonest form the tale is that of a Rhine maiden who threw herself into the river in despair over a faithless lover and became a siren whose voice lured fishermen to destruction.

"CAN GERMANY PAY?"

—The important series of articles for which the whole country is waiting—starts publication to-morrow.

RUSSIAN NOBILITY NOW WORKS HARD IN POLISH CAPITAL

Refugees, Impoverished by Reds, Help Each Other in Warsaw.

MME. LUBINOFF A LEADER

Conducts Relief and Commands Admirals, Generals and Governors.

WARSAW, March 5.—Driven from palace to hovel, some of the members of the aristocracy of old Russia now are peeling potatoes or chopping wood here for a living.

"Five thousand men and women and children, some of whose resounding titles once brought them homage of courtiers, are clustered here after having fled to Poland before the Bolsheviki. Helping them to help themselves is Mme. Ludmila Lubinoff, herself a refugee, though born a princess of one of the oldest Russian houses and the wife of the former Civil Governor of Warsaw.

This remarkable woman is conducting soup kitchens, sewing rooms and workshops for members of her unhappy class, and taking orders from her men who once commanded the armed forces of the Russian Emperor. On her staff are admirals, generals, governors, mayors and members of the old Petrograd court, while her husband has laid aside his gubernatorial duties to become her secretary.

A Woman of Action.

A beautiful woman, she hides the tragedy of her life under an optimism that is an example to the unhappy folk to whom she ministers. A woman of action, too, for she escaped from Petrograd with her two sons after freeing her husband from the fortress of Peter and Paul and arming him with a fictitious passport that enabled him to flee to Warsaw. Here the family was reunited.

Selling virtually all she possessed to aid her fellow countrymen, Mme. Lubinoff organized the Warsaw branch of the Russian Red Cross, which is being aided by the American organization.

Sparing not herself, Mme. Lubinoff has not spared the colony of refugees which included many of the former Russian nobility. In the soup kitchen and wood yard, which she has established in a

Imitation Jewels May Cost Same as Real Ones

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IF the prices of diamonds and other precious stones continue to decline, as is the case here, owing to the falling off in the demand, imitations may soon cost as much as the real article. Young clerks here now are able to buy engagement rings for one-half what they cost last year. The small demand for jewels is forcing jewelers to sell them for less than the cost price, with the result that persons with money to spend for diamonds are reaping the benefit.

Russian orthodox church at 5 Podval—a squallid property placed at her disposal—were working men and women of title at tasks which once servants performed for them.

In the dingy little courtyard Gen. Obolensky, formerly architect at the Russian court, shops wood for a living with several officers of the crack Imperial guard, one of whom has lost his reason and must be watched. In a small and dirty building Prince Mescherky, who was master of ceremonies at the Imperial court, peels potatoes for his daily bread.

Nobility as Servants.

In the crowded rooms the meals are served by women of the Russian nobility—Princess Rukoff, widow of Admiral Rukoff, who was executed by the Bolsheviki; Princess Ouchtomsky, whose husband was reputed one of the richest men in Petrograd and is now cashier in the next room at 4,000 Polish marks a month, the equivalent of \$4 to-day, and Mme. Koudravsky, widow of the Vice-Mayor of Petrograd, who was put to death by the Red revolutionists.

Colonel Kesseloff of the Imperial Russian Guards runs errands for Mme. Lubinoff, and refugees who collapse from exhaustion while waiting for their food are attended by Mlle. Caragossoff, a former wealthy resident of Petrograd, now a nurse.

Working in an American Red Cross warehouse are twenty officers of the Imperial Guards regiment headed by M. Klekshensky, a lawyer of Kieff, who arrived in the Polish capital without underclothing or footwear. He said his sister had been killed this winter by the Bolsheviki and that the capital of the Ukraine had become a city of the dead.

Mme. Lubinoff boasts a storehouse about the size of an American housewife's pantry, which is in charge of Michael Shramchenko, the son of the Governor of Tchernigoff, who was killed by the Bolsheviki. The assistant storekeeper is Victor Borsenko, who was Governor of Novgorod.

CHILE TO GROW SUGAR CANE.

VALPARAISO, March 5.—Sugar cane growing is to be attempted in northern Chile. Experiments are now in progress under the direction of a Spanish expert, and work soon is to be started on canals to irrigate the lands recently purchased by a sugar company of Tacna.

TO PRIVATE BUYERS OF ORIENTAL RUGS AND CARPETS

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THE AMERICAN ART ASSOCIATION, Managers

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SCOTCH HILLS THICK WITH DISTILLERIES

Many Famous Brands Turned Out in Narrow Strip on Banks of the Spey.

Special Correspondence of THE NEW YORK HERALD.

ELGIN, Scotland, Feb. 23.—Now that the United States has gone dry there may be many who will read with an interest akin to longing about the home of the far famed Scotch whiskey. Even in the palmy days there were few who would have been able to explain just where their favorite Scotch whiskey originally came from.

Now the fact is that there are towns on the northern slopes of the Grampians which are totally dependent upon the distilleries for their maintenance. If prohibition were suddenly to descend upon Scotland there would be at least three prosperous burghs which would be turned upside down by it, for there would be hardly a man living in them who would not be deprived of a means of earning his living. In the first place, nearly every one works in the distilleries, and the few other trades that are carried on depend entirely upon the distilleries to keep them going.

The great bulk of the Highland whiskey is produced in the counties of Banff, Moray and Nairn. But to narrow things down still further it is possible to say that the real home of the distilleries in the fifteen miles—almost due north and south—of a hill and river, burn and glen that stretch between the upland town of Dufftown and lowland Elgin.

Neither Dufftown, Abernethy, Keiths has any industry except the production of whiskey and all of them are thriving little towns with a mayor and all the regular trimmings. Not far from the Dufftown-Elgin line just mentioned are made such well known brands as The Glenlivet (a costly won court ruling gives them the right to the definite article), Glenfiddich, White Horse, Macalman, Glenfarchard, Bunnahabhain, Glenelgin, Coleburn, Longmorn, Glenlossie, Linkwood, Glenmoray and Miltonduff.

As a matter of fact one cannot very well travel along the banks of the Middle Spey without ever so often coming across a substantial distillery whose well known products bring good prices in the liquor shops of the British Empire and elsewhere.

The depression that has hit most lines of business lately has not come near the Speyside distilleries. In fact, Whiskey Valley has never been so prosperous. The distilleries are working night and day and there isn't a man out of employment in the entire district.

Workers in the distilleries live a peaceful contented life in attractive, well built houses, usually owned by the companies. For recreation they fish and work in their gardens. In fact, prizes for the best cultivated plots offering a strong incentive for systematic gardening.

MAY TAKE 20 YEARS TO REPAIR ST. PAUL'S

Stone Pillars Cracking Under Weight of Great Dome of London Cathedral.

Special Correspondence of THE NEW YORK HERALD.

LONDON, Feb. 23.—The work of repairing and strengthening the eight pillars which support the dome of St. Paul's Cathedral may take another 20 years, Canon Alexander, the treasurer of the cathedral, stated that the original estimate of £250,000 for the completion of the work would have to be supplemented by at least \$500,000, owing to the increased cost of labor and materials.

"The repairs were started just before the war," he said, "and so far we have

been able only to tackle the two pillars of the south transept. In fact, one of these is not quite finished. The proceeding is of necessity a slow one, as the greatest care has to be taken in removing and replacing stone, for fear the pillars should collapse.

"The trouble is that the dome is too heavy for the pillars which support it. Sir Christopher Wren originally intended to build a taller dome, but he was so worried by members of the committee which had the matter of the rebuilding of the cathedral that he had to alter his plans. The result is that the eight pillars (two in each of the north, south, east and west transepts) were cracking beneath the dome's weight.

"We have used three thousand tons of stone to reinforce one pillar, and the other is in such a bad state as to need the support of steel girders while the work is being finished. At the present rate of procedure the work will take at least another 20 years to accomplish."

An example of how the cathedral is known and loved among the people of Great Britain is illustrated by Canon Alexander's story of a little girl in South Wales, whose last request when dying was that a dollar should be sent to the Cathedral Preservation Fund.

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