

WEEK ENDING FEBRUARY 7, 1959

They planned during wartime to lead in peace

IT was in 325 BC, they say, that Pytheas, a Greek navigator, turned his ship northwards after passing the Straits of Gibraltar, and eventually found the pack ice north of Iceland.

Being a Greek, he had a word for everything. He called the world's top Arctic.

The journey is considerably less arduous today.

In the jet age it is possible to view the Arctic from the cushioned comfort of a Scandinavian Airline System plane, while you eat your way through a dinner of champagne, Russian caviar, turtle soup, lobster en Bellevue, roast beef perigourdine, cheese coffee and liqueurs.

World-wide

SAS is the outcome of a conference that ended in the Grand Hotel, Oslo, at dawn on August 1 1946.

Airline representatives of Denmark, Norway and Sweden had talked without a break for 18 hours until they reached agreement on a combined airline.

That airline now operates a world-wide network from Europe to the United States via the Atlantic and Polar regions; to South America, Africa and to the Far East by a round-the-world service via the North Pole and Middle East.

The first step was collaboration in operating a transatlantic service. This program had been made as early as 1939. With the invasion of Denmark and Norway the plans were dropped. But not forgotten.

Swedish Airlines set out to prepare a joint line for the future to include their Danish and Norwegian colleagues.

By 1943 the company had reformed itself and put in an order for 10 DC-4 aircraft with the Douglas Aircraft Company. A bold step when you consider that the order was placed by an airline that was not in active operation.

Although Denmark and Norway were under German occupation undercover negotiations were under way.

The exiled Norwegian Government, then in Britain, conducted air traffic negotiations with the American Government in Washington.

And the Danes, despite the occupation, succeeded in transferring 750,000 dollars to the United States as their share in the purchase of new equipment.

The start

By 1945 Sweden was operating a commercial flight across the Atlantic — using one of the Flying Fortress B-17s which had force landed

in Sweden during the war and had been turned over to the Swedish Government by the Americans.

The 10 Douglas DC-4s arrived early the following year. And a month after the Oslo Hotel conference later in 1946 the first airplane to bear the triple shield emblem of SAS

by
**RAYMOND
MacKEE**

took off on a scheduled service to New York.

Two months later a service to South Africa had been inaugurated.

From a route mileage of 92,600 miles in 1948, the route mileage today has been increased to 35,000,000.

Now, with delivery of the first of sixteen 515 miles-an-hour Caravelle Rolls-Royce engined aircraft, SAS enters the jet age. The company will be serving more cities by jet aircraft than any other airline in the world — 24 cities in 17 countries in three continents.

This 70-seater aircraft, with

its twin-jet engines mounted behind the passenger cabin, will not only slash the flying times between the cities on SAS's shorthaul routes by more than one third; it will offer the steadiest seat to be found anywhere in the air.

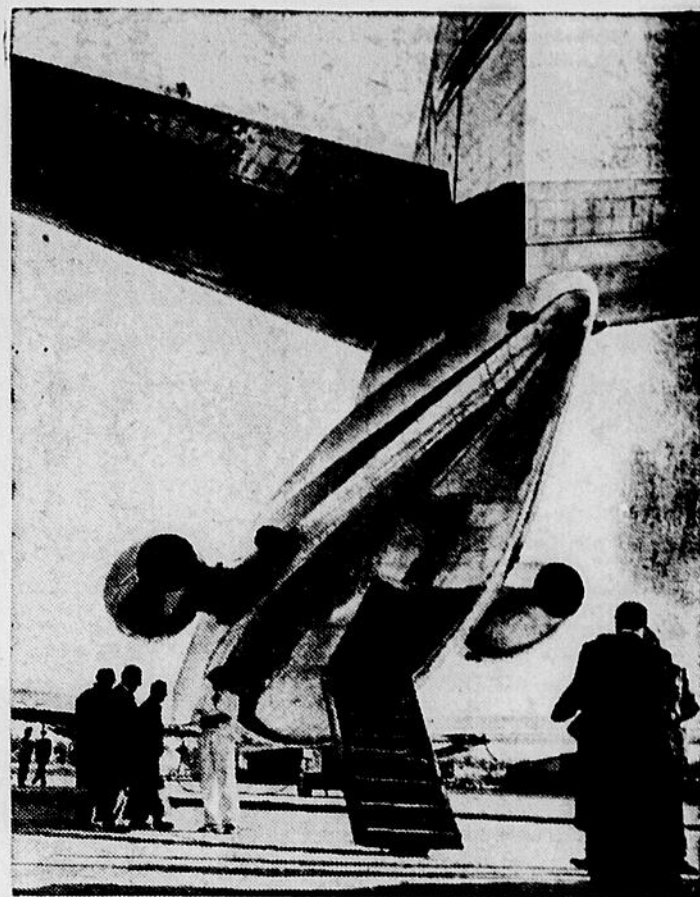
The aircraft has proved on tests to be as quiet or quieter than piston-engined-powered airplanes. It was the first jetliner to be cleared for operation at the noise-conscious New York International Airport.

Soon the new Convair 880 aircraft will be put on the medium-range routes of SAS. This 85-passenger jetliner is powered with four jet engines which give it a cruising speed of 600 miles an hour and a range of 4000 miles.

Time cut

A third phase will be the introduction of the Douglas DC-8 jetliner on long-range routes. The first delivery to SAS of an initial order of seven will be made by the end of this year. The DC-8 carries 120 passengers.

This flagship of the SAS fleet will be operated across



The Caravelle has its jets set well back on the fuselage. This makes it the world's quietest aircraft.

the North Atlantic direct to New York in under seven hours. It will fly between Copenhagen and Los Angeles in 13 hours, and will cut the

flying time between Copenhagen and Tokyo via the North Pole to less than 17 hours.

London Express — MONNEWS

A SILENT GIANT WITH A STING IN ITS TAIL

THIS summer Britain and France celebrate the golden jubilee of the first cross-Channel flight by Frenchman Louis Bleriot. It was a feat that shook Edwardian Britain.

And in this jubilee year — only a few months from now — a new airplane from across the Channel, first of the jet age airliners on the European routes is going to give Britain another shake-up.

Its name? The Caravelle. With this airplane from the Sud-Aviation works, France's nationalised aircraft industry is about to jump into the lead on the vast air network in Europe, and overflow the Continental boundaries into Asia and North Africa.

Hard fight

This lead will be held until British European Airways gets Comet 4B's on the longer Continental routes next year. Even then, only six Comets will be matched in the speed race against two large fleets of Caravelles.

For sheer speed BEA faces a hard fight until it receives

the new 600 m.p.h. D.H. 121 jets in a few years' time.

But if the Caravelle takes any traffic from British airlines, until we can fly our own European-service jets, the British aircraft industry at least has done well out of the French airliner.

The Sud-Aviation concern is France's biggest manufacturer. But 14 British firms have helped to make the Caravelle.

New-style

Chief among its British equipment are the two Rolls-Royce Avon jet engines, the same as in the Comet — except that the British airliner has four.

The nose of the airliner is more or less identical with the Comet's.

But there the similarity ends. The Caravelle is the first of the new-style jet airliners with engines mounted at the rear of the fuselage.

In the early days of flying we used to see airplanes with "pusher" type airscrews mounted behind the wings.

Now that the modern airliner gets its drive by the hammer-force thrust of the jet, designers are agreed that the logical place for this "push" is as far towards the back of the aircraft as possible.

The advantages are clear.

From the passengers point of view, jet noise is reduced to the absolute minimum, and the Caravelle is probably the quietest airliner of all to ride in.

It is so quiet that on many demonstration flights music has been played in the cabin, and enjoyed by the passengers.

Technically, the engines-at-the-back design gives a faster airplane. The Caravelle's engineless wings are knife-edged and able to cut through the air more easily.

Thus the 70-passenger airliner (it could take more) cruises at 515 m.p.h. with only two jet engines. The bigger and heavier European Comet needs four Avons to drive it at 532 m.p.h.

The DH 121, and the big inter-continental Vickers VC.10 for BOAC's future operations, will use this style.

Faster

Two of Europe's major airlines, Scandinavian Airlines System and Air France, are to use Caravelles soon. SAS is to use them first on the routes linking the Scandinavian capitals with the Middle East.

Next year SAS will get new American DC-8 long-range airliners to speed up its California - Europe - Japan route over the North Pole. The airline, operated jointly

by Denmark, Sweden and Norway, is combining the Caravelle and DC-8 with new U.S. Convair 880's into an all-jet fleet for short, medium and long-range flights.

With 16 Caravelles expected before the end of this year, flights from London Airport to Copenhagen, Stockholm and Oslo will soon be greatly speeded-up.

London - Copenhagen by Caravelle will take just over an hour.

TV in the air

Air France's service from London to Nice, probably starting in July, will take only one hour 55 minutes.

Sud-Aviation has been making a big sales drive with the Caravelle. Others have been ordered for Algeria and Morocco, Brazil and Finland.

TV is the newest thing being considered for airline passengers. The jet age, with almost silent passenger cabins, can usher-in entertainment for travellers as they fly seven or eight miles above the earth.

Music in the air has been tried out successfully, and soon passengers are expected to be able to keep in touch with their business affairs on the ground by making telephone calls from their 500 m.p.h. jet airliner.

London Express — MONNEWS

FUNLAND

by A.W. NUGENT

IF YOU CAN FIND AT LEAST 20 THINGS HERE THAT START WITH "C" YOU WILL HAVE DONE SOMETHING TO CROW ABOUT!



CABBAGE, CANE, CAN, CAR, CAT, CHOW, CIRCLE, CLAM, CLAM CLUB, COB, COCK, COLLAR, COMB, COCKS, CORK, COW, CRAB, CROSS, CUBE, CUCUMBER, CUP.

30 31 32 33 34 35 36 37
M T A N B O I D

WHAT IS OUR FAVORITE GAME?
MAKE A GUESS AND THEN TO GET THE ANSWER CAREFULLY ADD EACH OF THE NINE VERTICAL ROWS OF NUMBERS AND WRITE IN THE TOTALS. NEXT, IN THE BOXES UNDER THE TOTALS, PRINT IN THE MATCHING KEY LETTERS, AS SHOWN AT THE EXTREME TOP AND READ ACROSS.

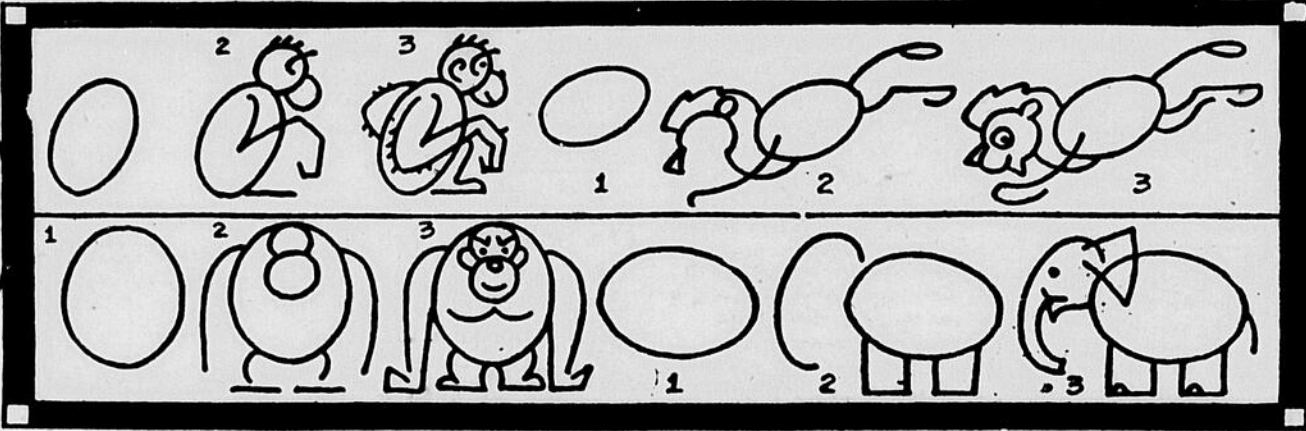
9	7	6	1	8	9	8	5	6
5	1	5	7	5	4	4	5	7
1	5	9	5	4	9	4	6	8
7	8	8	2	7	5	9	7	6
8	4	5	7	6	4	4	9	3
4	7	4	8	6	2	2	3	3

TOTALS
GAME

TRANSLATE THE TOTALS 34, 32, 37, 30, 36, 33, 31, 35 AND 33.

LITTLE CARTOONISTS:
YOU WILL BE SURPRISED TO SEE HOW EASY IT WILL BE TO MAKE ENLARGED DRAWINGS OF THESE FUNNY ANIMALS.
SIMPLY BUILD UP EACH FIGURE IN THE MANNER SHOWN.

2-15-59



WHAT 8 PARTS OF AN AUTOMOBILE ARE SUGGESTED BELOW?
1, SUFFOCATE 2, GRASP 3, A LOW SHOE 4, A PITCHER AND A CATCHER 5, A BASEBALL ENTHUSIAST 6, A HEAVY IMPLEMENT OF WAR 7, FATIGUE 8, TO SEND A MESSAGE BY SUBMARINE TELEGRAPH.

1, CHOKER 2, CLUTCH 3, PUMP & BATTERY 4, FAN 5, TANK 7, TIRE OR EXHAUST 8, CABLE

7 IS AN ODD NUMBER. HOW CAN WE MAKE IT EVEN?

ANSWER TO MAKE IT EVEN: DROP 5 TO MAKE IT EVEN.

WHAT CAN WE ADD TO 8 TO MAKE IT HEAVIER?

ANSWER TO MAKE IT HEAVIER: ADD 8 TO MAKE IT HEAVIER.

NUMBER RIDDLES 1 CAN BE MADE TO DISAPPEAR. HOW WOULD YOU DO IT?

ANSWER: ADD 0 TO ONE AND IT WILL BE GONE.

CONNECT THE DOTS
COUNTING BY TWO'S

VIRGIL

by Len Kleis



Why Britain must aim for the moon

KRUSHCHEV is jubilant. The wondering millions of Asia and Africa, and of industrially undeveloped countries everywhere, see Planet Three as a great new sign.

A sign that Communism has not prevented Russia from becoming efficient but has put her ahead in the race for tomorrow's technical pre-eminence.

by
**WOODROW
WYATT**

They see as the only other competitor the American giant — with her confidence sapped by the spluttering failure of her space rockets.

Britain, they think, is nowhere — a declining force dwelling on cultural and democratic values, which cannot even put a pea in orbit round the earth.

'It is vital'

That this view of Britain should be gaining ground is doing us incalculable harm.

As Dr. Leslie Shepherd, a foremost nuclear scientist at Harwell and chairman of the British Interplanetary Society, put it to me: "We are a scientific and engineering community and we depend on our status as such. It is vital that we should always be on the frontiers of scientific development and not scratching about in the background."

The British Government has so far taken a conscious decision to keep us out of the Space Age.

The Cabinet believes there is no sense in Britain trying to go to the moon. The theory is that we have neither the resources nor the inclination to spend money on probing the planets.

In its feebleness the Government is supported by those who think the Russians and the Americans are already so far ahead of us that it is too late to start. In an atmosphere of defeatism we are abdicating our old scientific leadership. But is there any need for such abdication?

Just a myth

First, dismiss the myth that the Russians are on the verge of putting men on the moon. Great though the achievement of Planet Three is, it is a far cry from sending men to the moon and bringing them back again.

Mr. Val Cleaver is chief rocket engineer of Rolls-Royce. He is responsible for designing the propulsion unit for Blue Streak, Britain's latest rocket, which will be in advance of anything the Americans have at present.

He tells me: "I still think it will be 25 years before a manned expedition gets to the moon and back. Even allowing for everything always happening faster than you expect, it could hardly be less than 10 years."

Still time

So there is plenty of time for Britain to make a decisive and original contribution to man's reaching for the stars. Indeed, on a minor key, we

are already showing that, in theory, we are up with the leaders.

Sir George Gardner, Director of the Royal Aircraft Establishment, Farnborough, said to me the other day: —

"Mr. Cornford, one of our senior people here, went to a meeting of international experts in Moscow a few months ago. He presented a paper based on measurements we had made of the orbits of the Sputniks. It contained information which was quite new, even to the Russians."

In fact, British scientists were able to discover more from the behavior of the Sputniks about the shape of the earth and the structure of the upper atmosphere than the Russians themselves — as the Russians freely conceded.

And the British Skylark rocket project is continually revealing new details about the structure of the air up to 100 miles above the earth and more.

But, it may be asked, would the effort involved in going to the moon be worth while?

Rutherford, the great British scientist, never thought that any useful purpose other than the increase of pure knowledge would be served by his splitting the atom.

Going out into space may, like other great scientific advances, seem pointless at the moment. But no one can tell what vast benefits to mankind may stem from it.

Britain must not be out of the race: —

1. BECAUSE our scientists and engineers are as good as any in the world, and in some respects better. They must be given their chance. If not, many — as some already have — will pack up and go to America or elsewhere.

They are rearing to prove that Britain knows as much about space ex-



Off-set with a parrot in the Mexican sunshine, Rita Hayworth relaxes in a manner more reminiscent of Greta Garbo. Gone is the gilded, groomed look that made Hayworth the "Love Goddess" of Hollywood. Instead, the carelessly-combed hair, a casual head-scarf, and the frank exposure of a once-fabled face showing the lines and shadows of living. But in "They Came to Cordura" Rita, now 40, also shows a more mature approach to acting.

ploration as any other nation.

It is clear from scientists I have spoken to up and down the country that they are frustrated and dis-

couraged by the Government's lack of interest.

2. BECAUSE if we stay out of these new developments which are exciting men's minds throughout the

He watched Hitler's tanks in a sweep across France

A young British brigadier watched the German panzer divisions sweeping into France in 1940 and learned lessons which helped to defeat Rommel in North Africa many months later.

Expecting to be killed or captured, Brigadier Vyvyan Pope sent a "personal and secret" letter by hand to a senior officer at the War Office.

In it he said "We must have thicker armour on our fighting tanks, and every tank must carry a cannon.

All our tanks must be mechanically simple and reliable. Seventy-five per cent of our casualties have been due to mechanical failures and slow repairs.

All our tanks must be capable of moving long distances at reasonably high speeds by road.

There must be an armour commander in the field. . . . We must model ourselves on

the German lines in this connection.

I fear our cruiser tanks will prove to be too thin-skinned."

Of the men in the tanks — the few that ever went to France—Brigadier Pope said: "Man for man, we can beat the Boche any day and twice a day."

KILLED IN CRASH

The young brigadier escaped from France, but was killed months later in an air crash while on his way to take command of a powerful armoured corps in the desert.

His story is told in *The Tanks*, the history of the Royal Tank Regiment, by Captain B. H. Liddell Hart.

Pope was one of a number of tank officers who fought a spirited battle for their "weapon" in the 1930s.

They did not mince words. Lieut.-colonel J. C. Tilly wrote in 1936: "I saw the new medium tank at Farnborough the other day. It's a dud."

He added: "The Great British Public don't yet know how disarmed we are, or what a vacillating policy of re-armament there is. If ever

they do there will be no ordinary volcano."

CHURCHILL'S SUPPORT

One man knew where he was going. It was only five months later that Colonel Tilly wrote: "Winston Churchill made a good speech and said he was backing the tanks."

We had much to learn in the ebb and flow of the North Africa battles.

Rommel's comment to a captured British officer after a battle in which we had superior forces was: "What difference does it make if you have two tanks to my one, when you spread them out and let me smash them in detail? You presented me with three brigades in succession."

In a foreword, Field-marshal Viscount Montgomery says: "We learned our lessons the hard way — as is so often the case in the history of British arms."

"At Alamein in October 1942, we gained the advantage over the enemy — after which we never looked back."

London Express — MONEY

world we shall begin to decline into a second-class country. The psychological effect on the younger generation will be cataclysmic. They will conclude that Britain no longer counts, and our morale will suffer abysmally.

If we cannot get to the moon we will end up by not getting as far as Surliton.

3. — BECAUSE we are a great exploring nation. Think of the growing restlessness there will be among the compatriots of Scott and Shackleton if Britain is left out of the most extraordinary exploration of all time.

4. BECAUSE in the years to come our export industries will be badly hit if we don't join in the conquest of space. As Mr. Val Cleaver said to me: —

"We're cutting ourselves off from a whole future field of technology. It all starts as a scientific exercise with overtones of political prestige, but it's going to lead to developments that will blossom out into new branches of industry.

"We shall be like countries who did nothing about aviation in the 1910's and 20's. They have to import aircraft today. They don't have the benefits in the shape of ancillary industries which came to us as a result of being in on aviation at the beginning."

5. BECAUSE in the world battle of ideas we shall be unable to challenge effectively the glamor which Communism holds for millions of untutored people. The British way of life will merely be thought of as a gentle echo of the past.

A fraction

Not only that. If, as may well happen, problems arise about the international status of the moon and the use which nations make of space, Britain will have no say if she has taken no major part in space research.

But isn't it all too costly? Not at all, \$150,000,000, a fraction of the defence budget, would give our scientists enough backing to do something big.

In conjunction with a committee of the Royal Society, which continually studies the matter, the experts of the Royal Aircraft Establishment, of de Havilland, of Rolls-Royce, and similar establishments could easily work out a practical program.

That program could be arranged to supplement, not duplicate, the work already in progress in Russia and America.

Nor do we have to depend on American help to do something important. Rockets of the calibre of the Blue Streak are quite good enough to form the basis for valuable experiments with British designed and equipped space vehicles.

Waiting . . .

In the future the initial \$150,000,000 could reap untold dividends. The scientists I have talked to agree that it is a reasonable sum for a start. Although more would be needed later.

The Royal Aircraft Establishment at Farnborough is fully capable of handling a space project. Our scientists are waiting to go. Why aren't we?

London Express — MONEY

PANORAMA OF THE OLD, NEW

For hundreds of years the river Thames was the chief highway of London. Today it brings shipping from all parts of the seven seas to the greatest port in the world, but in the past it was not only the route of foreign ambassador and trader, but also the main artery of the city's local traffic.

by
**PENELOPE
TURING**

Kings and queens were rowed along it in their royal barges, state prisoners found it a way of sorrows to the dark arch of Traitors' Gate and the grim Tower of London, courtiers and nobles travelled along it from one great private palace to another, and thousands of humble citizens were ferried across and up or down the river on their everyday business.

It is the very heart of London's history, unchanging but alive, lapping the piers of 20th century bridge and embankment as it flowed past the Roman builders of Londinium nineteen hundred years ago.

During the summer months passenger launches will take you on short trips up and down the river for a few shillings, and there is no better way of seeing the panorama of London, past and present. They start from Westminster Pier, just below the northern end of Westminster Bridge and only a few yards from the Abbey, the Houses of Parliament, and that tall, fatherly clock tower whose chimes are known by radio the world over: Big Ben.

DOWNSTREAM

Downstream is Greenwich, once a royal palace, later a home for naval pensioners, now the Royal Naval College and home of the National Maritime Museum. The launch swings round and opposite on the south bank is the great dignified modern building of County Hall, administrative centre of London County Council. Then, just below, the glass-walled river front of the Royal Festival Hall, legacy of the 1951 Festival of Britain and hub of London's musical life.

To the north lies the high Victoria Embankment built, it is said, with granite from the little island of Lundy off the Devon coast. Above it stand out the great blocks of Shell-Mex House and the Savoy Hotel, and then, unexpected yet fitting perfectly into its surroundings, the tall stone column known as Cleopatra's Needle, sent from Egypt in the 19th century. Ahead lies the graceful Waterloo Bridge, completed during the last World War.

All this is modern London, built on the foundations of the past, but below the bridge is the Temple on the

left-hand, north bank. This has been the home of the legal profession since the 14th century, but before that it was a foundation of the Knights Templar; hence its name.

LONDON BRIDGE

Old London Bridge was covered with houses and shops, and its narrow arches held up the current so that in severe winters the river froze and fairs were held on the ice, but the present bridge dates from the 19th century. Below it on the north side is Billingsgate, London's great fish market, and the Old Customs House which has heard so many hair-raising sea stories from the captains of the past. This is the beginning of the Pool of London, centre of the port, to which special, shorter river trips run.

Most striking of all Thames-side buildings is the Tower of London, great castle dating from William the Conqueror which still stands four-square, defying time, on the north bank, and looks all the more grim in contrast to the children who play on the beach below.

And so to Tower Bridge and the heart of dockland: Wapping, with the picturesque old inn Prospect of Whitby looking out across the river, then the site of Execution Dock where pirates were hanged in chains, Limehouse, the Isle of Dogs, and then the historic dignity of Greenwich itself.

A thousand years of history lie along the route of this 50-minute voyage. The Thames in all its moods is a treasure-house of old and new, for those who have eyes to see.



TOWER BRIDGE — In the heart of London's dockland — is one of the many interesting sights that can be seen on a trip down the

Thames by motor launch. Here, it opens its spans to let another ocean-going vessel slip downstream to the open sea.

Northern Ireland's capital is pride of the Ulsterman

There is justifiable pride in the voice of an Ulsterman when he speaks of Belfast, the capital of Northern Ireland, for it is a city which has many impressive features, not least of which is its splendid situation on the banks of the River Lagan at the head of Belfast Lough. It is overlooked by hills which have that soft and green quality which characterizes so much of Northern Ireland's scenery.

SEAPORT

This busy, modern seaport dates mainly from the industrial prosperity of the last century and its growth since then has been more rapid than any other city in the British Isles. At the beginning of the nineteenth century its population was barely 25,000 in 1901 it was 350,000, and today it is approaching 450,000

people in an area of twenty-three square miles. Here are to be seen many examples of the commercial enterprises of the citizens of Belfast in the numerous factories connected with the linen trade, aircraft industry, tobacco and whisky, rope-making, iron foundries and shipbuilding. Belfast's shipbuilding yards are world-famous, for in them are built ships of all shapes and sizes — from oil tankers to the most luxurious liners. The superiority of Belfast linen was established in the seventeenth century through the introduction of new and improved methods by the many French Huguenots who found refuge in Northern Ireland. Yet, in spite of all this industrial activity, the city still retains the beauty of its natural setting, almost surrounded by its wooded and heatherclad hills, clearly visible from the city centre.

The status of capital is a comparatively new one, dating from the division of Ireland in 1921. It was then that the six counties of Antrim, Down, Derry, Tyrone, Fermanagh and Armagh accepted a constitution of their own while remaining an integral part of the United Kingdom. The seat of Government is on the outskirts of the city at Stormont in a graceful and dignified building in the Greek classical style which was opened by the Prince of Wales in 1932. With the power to develop its own resources, Northern Ireland has kept abreast of the times, and Belfast continues to reflect the impressive achievements of its citizens.

UNIVERSITY

The intellectual and cultural life of Belfast steadily expanded from the end of the eighteenth century. In 1845 Queen's University was founded as one of the constituent colleges of the old Queen's University in Ireland. Later it had a similar relationship to the Royal University of Ireland, and it was not until 1908 that Queen's College was raised to University status. Today it is one of the leading centres of higher education in the British Isles. An indication of the growth of the University

is seen in the student population, which numbered 1,000 in 1923, while today it has reached the figure of approximately 3,000. Although modern in construction, The Queen's University of Belfast has an appearance of considerable antiquity, probably due to its crenellated towers, buttresses and Gothic window designs. It is built of Belfast brick, and its style is mainly Tudor.

Another of Belfast's chief architectural features is the city hall, a high classical building facing Donegall Square in the centre of the city. It was designed by Sir A. Bramwell Thomas and built in 1906 on the site of the old Linenhall. The lofty central dome rises to a height of 173 feet and dominates the whole city. Among the outstanding features of the building are the entrance hall and the grand staircase which contain magnificent examples of marble brought from Italy, Greece and the island of Emboea in the Aegean.

At the southern end of Belfast is the Museum and Art Gallery, which no visitor should miss. The Museum deals in a lively and attractive way with its subjects, and the Art Gallery, though small, is stimulating, beautifully lit and contains a varied selection of pictures.

Can thatched roofs make comeback?

Thatched cottages probably form part of every Canadian visitor's picture of the typical English landscape. They are pretty, they fit neatly into the rural scene — and they look delightfully old-fashioned.

But is a thatched roof really as old-fashioned as many people imagine? Thatching is certainly an ancient craft, but contrary to general belief it is more alive in Britain today than it has been for many years. The 750 Master Thatchers are, in fact, overlaid with orders for new thatched roofs.

A few years ago, however, the situation was not so bright. The art of thatching is a highly-skilled business and one which young countrymen were beginning to neglect. Fortunately, a training establishment was organized by the government and the young men are responding well. This is a gain, not only because thatch is usually prettier to look at than slate or tiles, but because if other building materials should be short, advantage can be taken of one that is abundant.

The average thatcher in England may earn from \$24 to \$50 a week. How much does thatch cost? Prices vary considerably from area to area, but the approximate cost of a "square" — 100 square feet — of Norfolk reeds would be \$39 to \$48. If long straw is used, the cost is about \$18 to \$24. Labor is the most expensive item.

A straw thatch, though so much cheaper than one of reeds, is really more expensive when considered on a 30 to 40 year basis. The main trouble with a straw

POCKET CARTOON
by OSBERT LANCASTER



"Whatever your political views, you've got to admit that when it comes to making fearless revelations of wide-open secrets, Lord Attlee is still way ahead of the field."

roof is that it is laid almost flat, with a foot or more always exposed to the weather. The result is that it rapidly deteriorates. Long ago the average life of a straw roof was about 25 years, but with modern methods of threshing the straw is so weakened that if a straw roof lasts 15 years it will have done well. On the other hand, if reeds are used for thatching, no man will expect the reeroof the same place in a lifetime. Properly laid, the reeds should last for sixty to a hundred years, and need only an occasional brush down with a leggett to remove the weathered ends.

5 FOOT REEDS

The reeds are usually about five feet long and come from the Ranworth district of Norfolk. They are fixed with hazel sticks and a hooked spike is driven into the rafters to secure the thatch. This spike is a comparatively modern innovation. In earlier days

tarred string was used — threaded through by a long needle, passed to a boy under the roof and then passed back for tying. Earlier still, brambles were used for securing the reeds.

After being put in position, each bundle of thatch is pressed tight with a wooden mallet and supported with pieces of split wood. The thatching is begun at the eaves, and the next step is to put on the "brow" (the top ridge). This is followed by two-foot long "courses" or sections, overlapping each other until the top is reached. The thatcher thus works in the opposite direction from the tiler. The completed thatched roof is 15 inches thick, and it takes 180 bundles of reeds to cover 100 square feet of roof. One of the thatcher's most important tools is the leggett, a tool with iron spikes for dressing the reeds.

Thatched houses and cottages are most numerous in the southern counties of Bri-



London Express Service

tain — particularly in East Anglia (Norfolk, Suffolk and Essex), the West Midlands and the South West (Devon-

shire, Somerset, Wiltshire, Dorset and Hampshire).

Straw, although regarded as an inferior material for roofing houses or cottages, is widely used for thatching haystacks — another branch of the thatching art which is in a flourishing condition today. In some parts of the country you may see the tops of haystacks fantastically decorated with straw men and animals — so ingeniously contrived that the farmer must often have regrets when the time comes for the haystack to be demolished to provide winter fodder.

Finally, what are the advantages of a thatched roof — apart from looking picturesque and "old-fashioned" in the eyes of the passer-by? There are many, but most cottagers will content themselves by summing up the matter very simply: "Cool in summer, warm in winter — that's thatch!"

Attlee hits out at MPs

EARL ATTLEE, the Socialist ex-Prime Minister, has touched off a new storm of controversy.

by Douglas Clark

In a blunt and startling account of Parliament as he has known it over 36 years, he accuses M.P.s of—

Being careerists.
Being puffed up with self-importance.

Chasing titles.
And putting private interests first.

Lord Attlee's revelations in an article in the Political Quarterly will anger politicians of all parties.

Only ten days ago he gave a TV interview that caused bitter resentment in Pakistan because of the attack on Mr. Jinnah.

Lord Attlee paints the faults and virtues of M.P.s in the best acid style. He believes that the "great majority" of them are "imbued with the incentive of service — some wholly so, and they are pure gold."

EGOIST

But then: "In others there is an alloy of baser metal. In some the gold may be only a narrow streak, almost non-existent, but it is there."

Confessing that it is easy to be mistaken about people, Lord Attlee recalls one Socialist M.P. (he "had always seemed to me to be an egoist") who refused a post in the 1945 Government because he thought he was not good enough.

"On the other hand, there was a young man who was, I thought, a complete idealist, but he turned out to be the most blatant careerist. I have ever known."

QUESTION: To whom is he referring? He appears to be hinting that this unnamed Socialist was a Minister. Does he still sit on the Socialist Front Bench?

(Later Lord Attlee said: "I am not identifying anyone mentioned in the article.")

DRUDGE

Another anonymous politician Attlee mentions was a

Tony "in a great hereditary position":—

"He could, if he had wished, have spent his time idly or in country pursuits which he loved, yet night after night there he was doing the drudgery of a Government Whip."

Lord Attlee deals with the baser motives which attract some M.P.s into public life:—

DESIRE to "shine above one's fellows."

SELF-IMPORTANCE. "Fellow M.P.s sometimes marvel when they see the deference paid locally to a colleague who is regarded as a strong candidate for being the biggest fool in the House."

PRIVATE INTEREST. Lord Attlee says some M.P.s he

has known were quite frankly there to further private enterprises in which they were concerned.

SERVANTS

He recalls one who had "quite a group of directors of his concerns in the House," and others who were considered the servants of big business.

Similarly he adds, trade union M.P.s are concerned in the financial position of members of their unions.

And then there are the out-and-out careerists without any settled convictions "who creep and intrude and climb into the fold."

And as for rising to the House of Lords — which Lord Attlee did in 1955 — he says: "Such prestige as attaches to being a noble lord can be attained without bothering to attend."

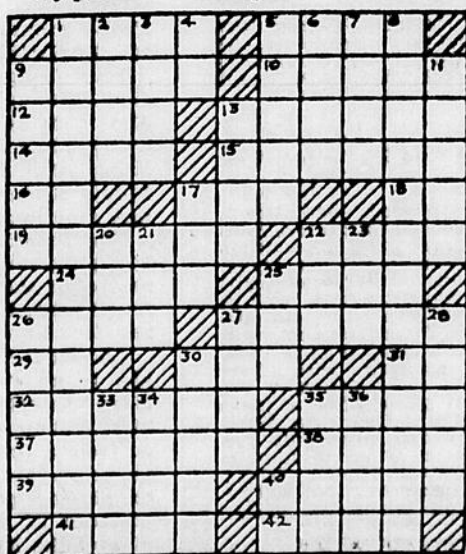
London Express — MONNEWS

Weekly X-word Puzzle

- ACROSS**
1. Indonesian island
 5. Stylish (colloq.)
 9. Measuring stick
 10. Strips of wood
 12. Wheel spindle
 13. Stick together
 14. Stair
 15. Of the first man
 16. Father
 17. Affirmative votes
 18. South Carolina (abbr.)
 19. Steeples
 22. Western alliance
 24. Metallic rocks
 25. Injury
 26. Questions
 27. Hereditary
 29. Girl's nickname
 30. Young goat
 31. Thus
 32. Made amends for
 35. Perches
 37. Enticing, dangerous women
 38. Concern
 39. Now
 40. Book leaves
 41. Girl's name
 42. Hautboy

- DOWN**
1. A placing side by side
 2. German river
 3. Vice president (colloq.)
 4. Land measure
 8. Lumps of earth
 6. Sunk fence
 7. Article
 8. Site of presents
 9. Grates
 11. Painting on dry plaster
 13. Low islands
 17. Roman money
 20. Vex
 21. Property (L.)
 22. Girl's nick.
 23. Part of "to be"
 25. Concealed
 26. Stop! (naut.)
 27. Covers
 28. Squanders
 30. Nairobi is its capital
 33. Order (L.)
 34. Close to
 36. Crust on a wound
 38. Character in "Othello"
 40. River (It.)

This week's answer will be found on page 6



Rank calls off giant musical

GENE KELLY's million dollar musical for the Rank Organization, "Gentlemen's Gentleman," is OFF. The simple reason is that the Rank people have got cold feet about the cash needed for the film — even though it will cost them a lot of money to cancel it.

That was not the reason given in a bleak little statement from the Rank Organization.

It indicated, diplomatically, that agreement had been reached with Gene Kelly to cancel the film because of changes in this year's Pinewood programme.

But the fact is that Pinewood Studios are not prepared to risk big money on the gamble of making a musical show. And the statement was issued only after we had faced the studio chiefs with these facts.

Producer Benny Fisch did not know that the film was off, until we told him.

Said he, sadly: "If they want to back out now it will involve them in a lot of money — I would like to make the film for another company." "Gentlemen's Gentleman"

was planned as Britain's most lavish attempt at making a popular musical. And with Kelly it had a dancing star with a string of big-money hits.

Then why cancel it? Because producers need a guarantee, not a gamble with a musical these days. Established musical stars like Kelly or Garland or Lanza are not enough.

"Gigi," the musical which will open a new cinema in London's West End next month, is a case in point. It has Leslie Caron, Maurice Chevalier, and Louis Jourdan as its stars.

It is the first musical written by Lerner and Loewe since "My Fair Lady," a similarly styled score, and costumes and decor designed by Cecil Beaton.



Charm Talk

BY MOLLY SACKS

Did you ever have the experience of going to a party and noticing a beautiful and charming person make her entrance and after the usual round of introductions, she takes her first drink. As the party continues so does her drinking—with each refill her laughter and voice becomes louder. She finally reaches the stage of staggering. Her drinks begin to spill, chairs begin to topple over and the charming lady you saw entering the room a couple of hours ago—now looks like a hag. Then you will agree that nothing looks more dissipating and disgusting than seeing a woman in this condition.

There is no excuse for drunkenness. The most foolish thing one can do is to come to a party and drown their sorrows in drink. It's a cinch that this type of person is not going to be beautiful and charming when she's drunk. Liquor affects different people in different ways. Some become unpleasant and insulting, others happy and over-friendly and there are those who get tearful and morose.

The purpose of drinking is to achieve a feeling of pleasantness and gaiety, not to drink yourself to unconsciousness or to the extent you become violently ill and you have to spend the rest of the evening in the washroom.

The women who want to keep her wits about her and still remain charming, know when she has had enough and when to stop. She has come to enjoy herself and knows that after the evening is over—she will leave a good impression and will still look as lovely when she leaves as when she first entered the room.

Too many drinking parties rob women of their looks and make them look old and haggard. Usually after a few drinks, the skin takes on a pasty look and baggy circles appear under the eyes.

Play safe and stick to the safe side of drinking. KNOW YOUR LIMIT. Let your glass be filled and "nurse" it and when you have had enough QUIT. Don't wait until you get that bleary eyed feeling and giddiness.

If you have taken more than you can hold—head for home—quickly.

This week I would like to devote my column to a letter I received from a young man. He writes as follows:

Dear Mrs. Sacks:—
Speaking of charm—what is your opinion on women sleeping with hair curlers and other beauty aids? Since our honeymoon, I have had to contend with this condition. Everytime my wife cuddles up to me, she leaves me scratched and bruised. When I complain she just ignores me. The past few weeks she has added a new beauty aid—face cream. What man feels like making love to a grease podge full of artillery?

Bruised Husband

Dear Bruised:
I agree, there is nothing so distasteful as seeing anyone in the condition you describe. There are many men who share your feelings on this matter. I remember one man in particular telling me that in order to get his wife to quit wearing curlers to bed—

he simply felt he had to get even with her and teach her a lesson—so he let his beard grow every week-end and refused to budge from the house until she quit. After a few week-ends of his rough beard treatment and having to see what he looked like with an unshaven face made her realize how ridiculous and repulsive she too must appear to him. So she quit wearing beauty aid to bed.

The smart woman knows that in order to keep her husband's love—she must always look her best when he is around. Beauty aids should be done sometime during the day when hubby is at the office.

One of the best known time savers for combining these two beauty treatments is to roll up the hair (dry) then cover head with shower cap. Cream face and neck and then step into a warm bath or shower. After toweling dry, dressing and applying make-up, remove the curlers. The result—soft beautiful curls and waves and the skin clean and lovely—and will indeed prove that you can achieve better results without having to torture yourself and your mate with ridiculous and uncomfortable beauty aids.

Molly Sacks.

The smooth and shiny look

By EILEEN ASCROFT
The new styles from Florence, as usual, make superb use of color.

Fabrics are smooth and shiny... pure silk jerseys, polished and hand-printed cotton and coarse-textured linens.

I have starred the following as sure winners:

1.—Black pure silk jersey swimsuits all in one piece under brilliant silk jersey jackets that tie with a sash.

2.—Naughtiest and briefest unprinted cotton bikinis under terry towelling coats with matching beach bags and enormous sunbathing towels.

3.—Loose hessian tunics embroidered with gold over shorts of all lengths for legs superb, fair or non-starters.

4.—Short linen kimonos with obi sashes over matching playsuits.

Buyers from seven English stores are here searching for ideas. In addition 26 British manufacturers are represented.

To add to the summer scene model girls wore wreaths of real flowers in their hair, golden bracelets just below the knee and gay cotton tights under full skirted cotton frocks.

My own true special favorites were skin-tight trousers in plain pure silk topped with silk man-tailored shirts in the brightest patterns and cotton shirt-waister playsuits with baby pleated skirts.

—London Express Monews

Now the men get a look-in

If your special male could be persuaded to follow Italian fashion, you would have a gay man about the house this summer. In Florence we saw some of the new masculine styles.

Two of the models were slim young men with dreamy black eyes.

Number three was anybody's husband, balding, shuffling, getting fat—a nice cosy type.

I loved the evening shirts with black chevron stripes and others with horizontal stripes of white and china blue.

STARTLING

Rather startling were the evening blazers of striped silk. But quite stunning were the sport shirts and matching ties of polished cotton or linen in colors like maroon glaze and inky blue.

Suede is effective for masculine clothes. We saw it in short top coats for motoring and slacks for country wear.

We saw last night the collections of Simonetta and Fabiani. In public life two of the biggest names in Italian fashion; in private, husband and wife.

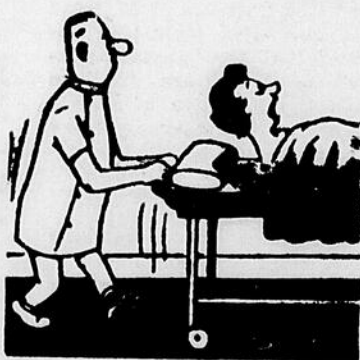
Both houses bring back the belted waist and are dominated with curves... sloping shoulders, cape collars, cape sleeves, bell skirts. An import-

ant feature running right through Fabiani's collection is fringe trimming.

He also introduced a new long jacket, hip length with a high-waisted effect.

GOLDEN GIRL

The mannequins are a disappointing crop this season. One glamour girl stands out



"... Slow down—watch that car—mind that corner..."

like a star—China, half Siamese, half Portuguese, born in Shanghai, with a delicious, disdainful nose and a walk like a panther.

Beside her golden skin the others look a trifle pale and tired—caused no doubt by the new make-up that calls for pallid cheeks contrasting with brilliant red mouths and heavy mascara and eye pencil.

The new hair styles, too, are somewhat severe, drawn back smooth from the face with a suggested centre parting into a knot or short fluffy back. Loveliest hair color for summer sunshine is pale copper blonde.

—London Express Monews

LET'S EAT

By IDA BAILEY ALLEN

TOMORROW'S DINNER

- Melon-Grape Appetizer
- Asparagus Ham Rolls
- Hollandaise
- Hot Rolls Bran Muffins
- Sweet Potato Orange Souffle
- Broccoli Spears
- Blueberry Crisp
- Whipped Cream
- Coffee

All measurements are level; recipes for 4 to 6

Asparagus Ham Rolls Hollandaise, Hotel Nordland: For each, place 4 cooked frozen slices of tenderized ham. On each, place 4 cooked frozen asparagus spears; roll up; broil lightly, fold-side down. Arrange on a heated platter. Spoon Hollandaise sauce over all, home-made or made from the new instant Hollandaise mix.

Sweet Potato Orange Souffle: Into 3 cups hot, smooth, well-seasoned, mashed sweet potato, beat 2 tablespoons butter, ¼ cup orange juice, 1 teaspoon fine-grated orange rind, ½ cup chopped toasted nutsmeats and 3 beaten egg yolks. Fold in the 3 whites, beaten stiff.

Transfer to a buttered 3-pint baking dish. Bake 30-35 minutes in moderate oven, 350-375 deg. Fahr., or until puffy and brown.

Blueberry Crisp Hotel Nordland, featuring Michigan berries. Drain contents 2 (15 oz.) cans blueberries packed in syrup. To berries add ¼ cup of the syrup and 2 teaspoons lemon juice.

Arrange in buttered shallow 1½-quart baking dish.

STANDARD BRIDGE

The delayed game raise

by M. Harrison-Cree
WHEN the responder has seven losers and four or more trumps in support of the opener's major suit, a direct raise to game is not necessarily the best move. Here are two hands that East might hold after a Spade opening by West:

A. K J 10 7 3
J 4
8
K 10 9 6 3

Hand A undoubtedly calls for a jump to Four Spades. The contract may conceivably fall through a dearth of top cards, but in that event it may well transpire that North-South could have gone game if given more rope. The direct game raise is thus designed to silence the whole table and deny the slightest interest in a slam.

Hand B calls for a different treatment. The opponents are now welcome to intervene, and a bounce to Four Spades would be a grave error which virtually rules out a slam try by West. If East had, say, a fifth Club and only one Heart he would be full value for a forcing take-out; as it is, he should plan a delayed game raise sequence. The first response is Two Clubs; should West's rebid be Two Hearts or Two Diamonds, East's conversion to Four Spades conveys this message: "I have at least four Spades and only seven losers, but too much in the way of top cards for a direct game raise." An example from actual play:

W. J. K 9 8 6 5 4 2
A Q
Q J 5

Having opened One Heart, West is silenced by a direct raise to Four Hearts; and his controls do not warrant a slam try if East, seeing an apparent eight losers, is content with a raise to Three. For several reasons this hand calls for adjustment, and East plans a delayed game raise sequence starting with Two Clubs. He must naturally bid more than game after a jump rebid of Three Hearts by West, which may well mean only five losers, and it is up to him to insist on a slam. The play in Six Hearts is interesting and will be described in tomorrow's bridge feature.

London Express Service.

Spread a crisp topping over mixture. (See following). Bake 35-40 min. in moderate oven, 375 deg. Fahr. Garnish with whipped cream.

Crisp Topping: Blend ¼ cup room-soft butter with ¼ cup sifted brown sugar, ¼ cup pre-sifted enriched flour and ¼ cup quick-cooking rolled oats.

TRICK OF THE CHEF

Garnish broccoli spears with diced pimento heated in butter.

IN The Mail Bag

By MARY ABBOTT

DEAR MARY: I have a tooth that my dentist x-rayed two months ago, and told me that it would have to be extracted. The dentist has called me several times to ask when I am going to have it done. Now my husband says it is not the tooth he is interested in, but me. I have been going to this dentist for years, and I don't think he means social business when he calls about my teeth. What shall I do? The situation is getting steadily worse.

Miserable.

DEAR MISERABLE: So is your tooth. Try another dentist.

DEAR MARY: My landlady who lives upstairs won't give us heat. We bang on the pipes and have made threatening telephone calls. We even went to a lawyer. But she still won't give us heat. She says the radiators were not properly put in, and it is a cold house. Now, how can we keep on living in such a place.

Disgusted.

DEAR DISGUSTED: Don't. Move out.

If you have any problems you want answered by Mary Abbott, send your letters to her c/o MONEWS, 2185 Hampton Avenue, N.D.G. Mary Abbott regrets she cannot answer letters individually but will attempt to deal with them in her column as the opportunity arises.

Operation welcome

A YOUNG "typical American mother" is the planner behind the United States' ambitious project—"Operation Welcome-Mat." The purpose of this new program is to open the doors of American homes to visitors from every corner of the earth.

Mrs. Carla Williams, mother of two children, is executive secretary of the People to People program.

'A MAGNIFICENT BOOST'
First suggested by President Eisenhower, the project's aim is to bring people from every race into the family living room and around the family dinner table of average American homes.

The President has said of the program: "When implemented it should be a magnificent boost to American relations abroad."

Chosen for the job because she is an "average middle-class American housewife," Mrs. Williams has just returned from a tour of Scandinavian countries that are working on similar projects: Sweden (Swedes at Home), Norway (Know the Norwegians), and Denmark (Meet the Danes).

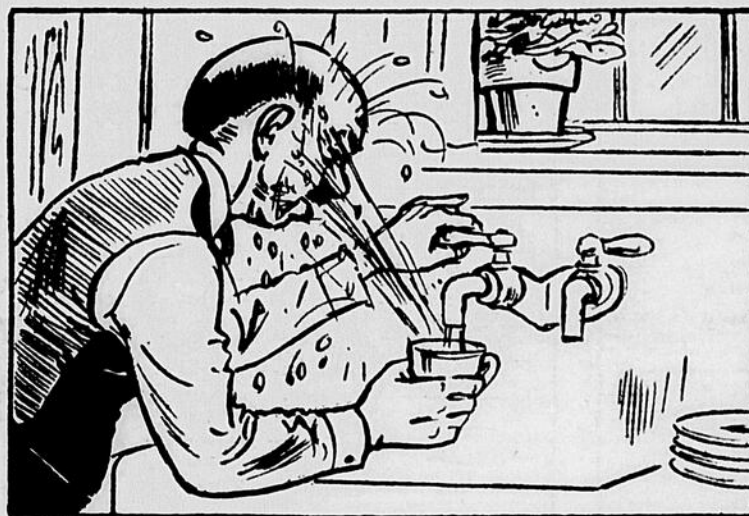
London Express — MONEWS

This week's crossword puzzle answer



Dixie Dugan

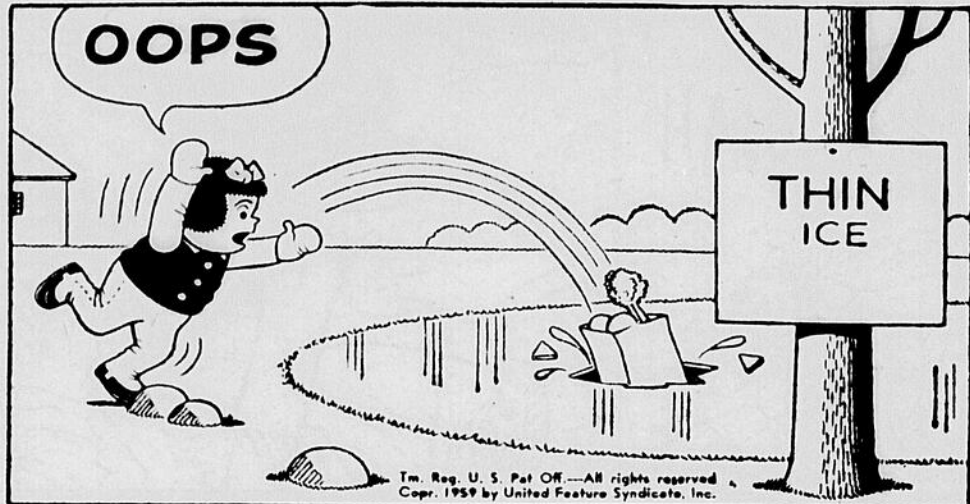
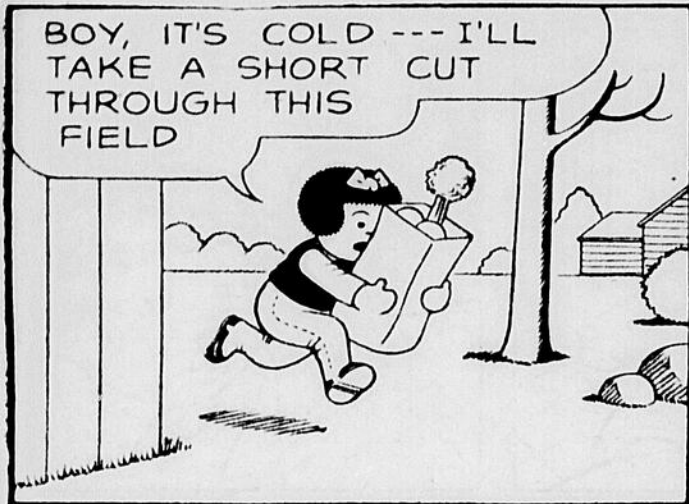
BY M'EVROY AND STRIEBEL



TARZAN

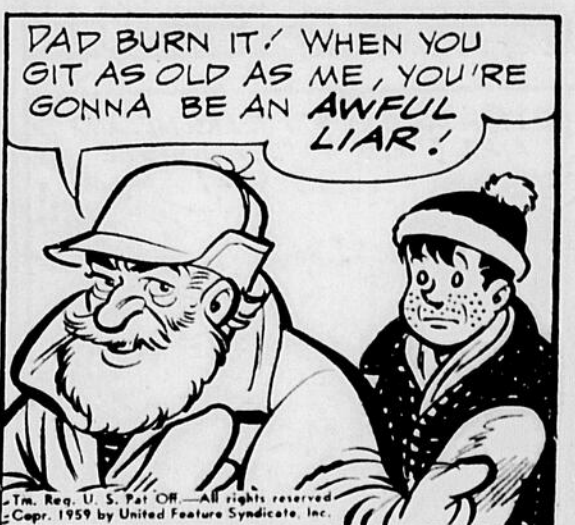
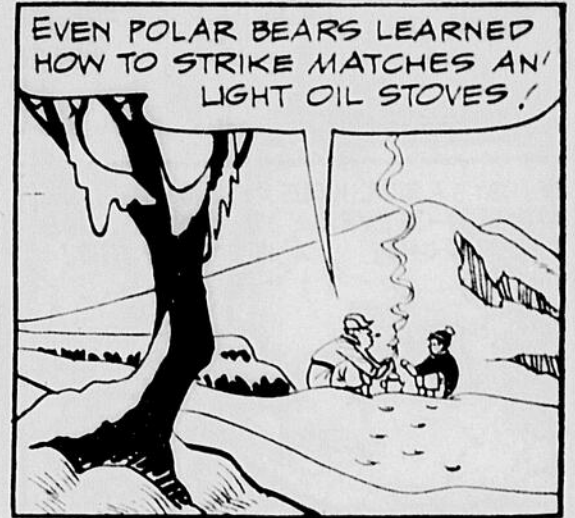
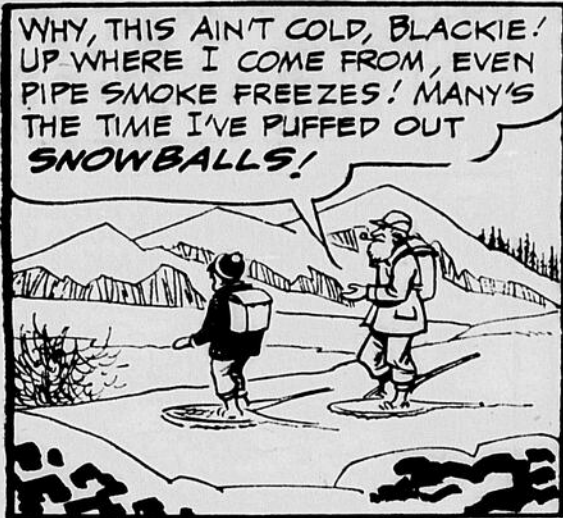
by Edgar Rice Burroughs





TARZAN
by Edgar Rice Burroughs





TARZAN
by **Edgar Rice Burroughs**



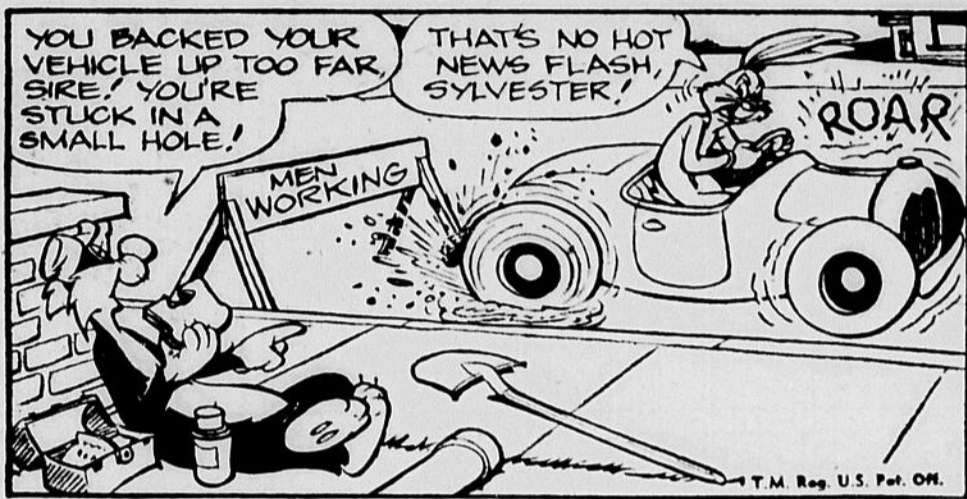
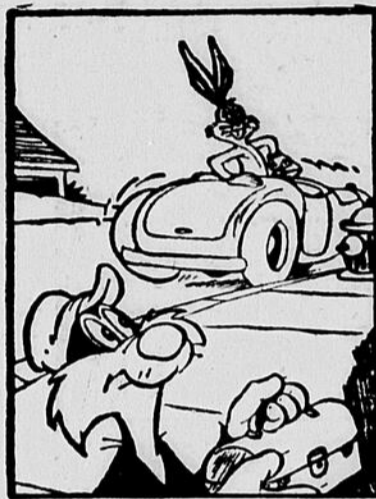
MICKEY FINN by LANK LEONARD



VIRGIL by Len Kleis



BUGS BUNNY



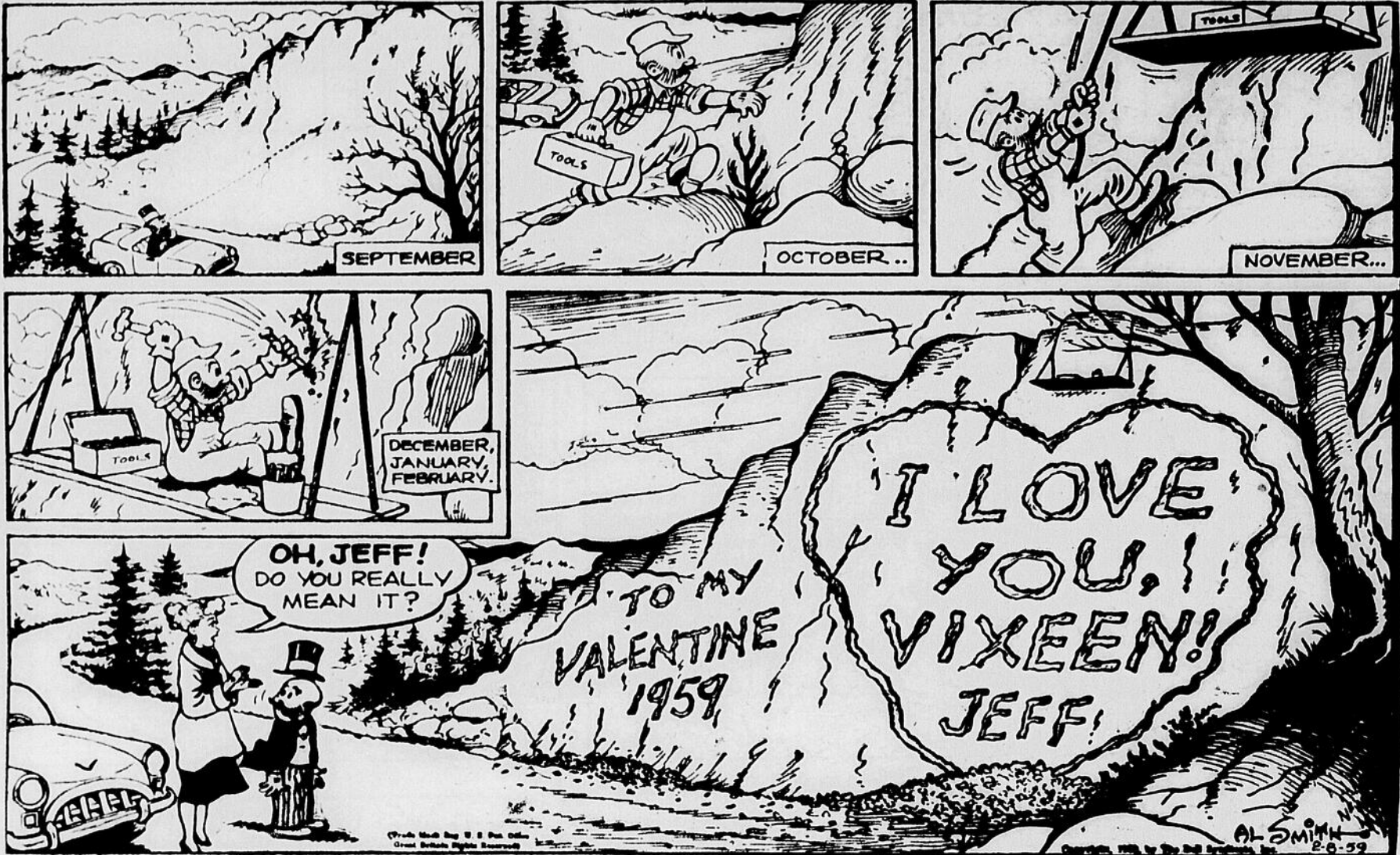
VIRGIL

by Len Kleis

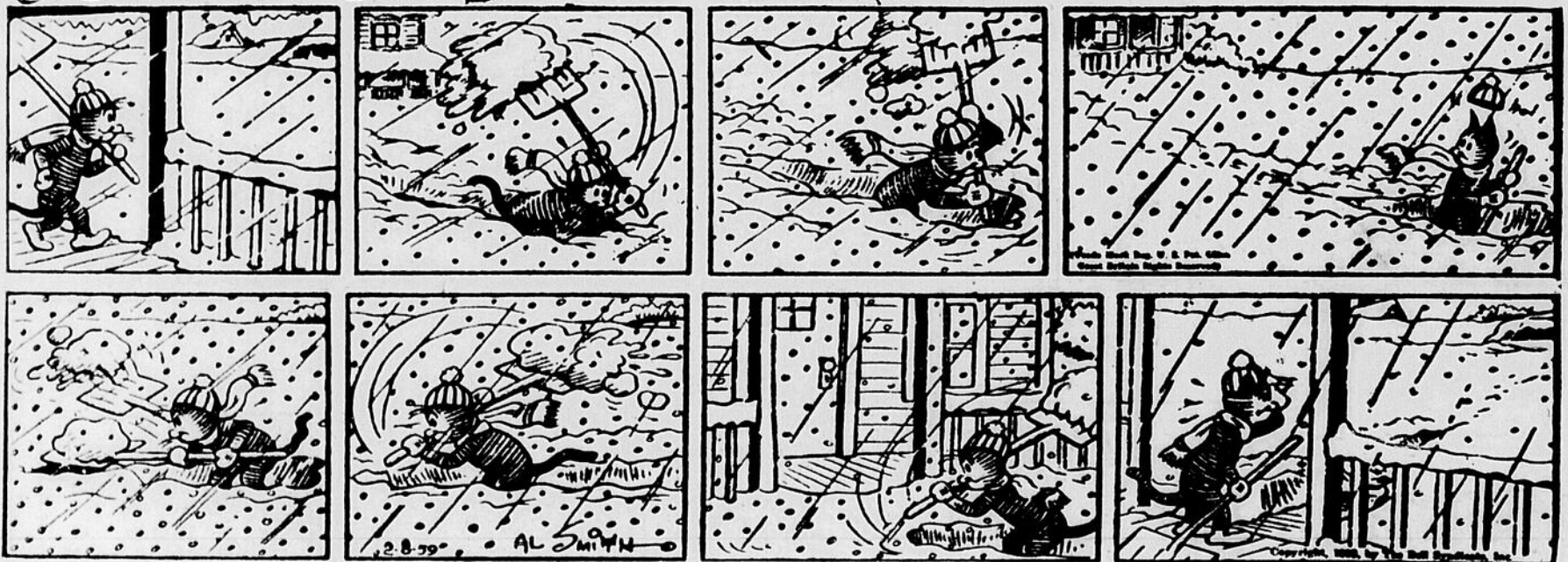




MUTT and JEFF And Then Jeff Found Out They Weren't Meant For Each Other!



CICERO'S CAT Love's Labor Lost!



VIRGIL

by Len Kleis

