Brwood

SH FOR IGNERS

AL SPELLING OR OF THE TIMES

intment of a Govern- inquire into the teach- foreigners prompts me ervations on the subject hich, in one form or devoted a considerable sity teaching life during

iod it has been my duty onetic structure of many of the world—European, and American. Owing broadcasting and radio- e been called upon to actors upon which the speech—in any given ls; and it has been a k to help in designing ography for languages . This work has brought ith foreigners from most d. I have used them as ch in two directions:— nguages, and into their rming ours.

s that have been forced ourse of this work have y I use this occasion to ch appear to be of im- esent time?

has been written about plified English, whatever English is not generally ard" language to learn. pects—the one auditory, iation; and the other lling—and if simplifica- where it is in these two nately it is not possible he pronunciation of a ur spoken language is. for centuries remain, to perform even up to intelligibility. Its vowel ply complex; important aning rest upon acoustic are difficult for the un- and still more difficult m. Its rhythm, in which

Points from Letters

BEATING THE WALNUT

In his book, "Familiar Trees," Professor Boulger writes in his chapter on the walnut:—

To collect the fruit, which ripens early in October, the ends of the branches are commonly thrashed with long poles. This breaks off many of their points, and so causes the production of new spurs, which will probably bear female—*i.e.*, fruit-bearing flowers. This thrashing, the improving effect of which is also applied in the proverb to wives and dogs, is therefore also practised in the case of barren trees to make them bear.

So perhaps Evelyn was too hasty.—Mr. D. FULLER NEARY, 26, Glyn Mansions, W.14.

THE LITTER TRAIL

I have read all the letters and your leading article on this subject with the greatest concentration, and beg leave to state that though there is evidence that the nuisance has decreased a little in some counties it has increased to an almost incredible degree in what used to be one of the most beautiful areas of North Devon. At one time I will admit I agreed at C.P.R.E. conferences with your view that what was wanted was "not more law and more punishment, but a steadier and stronger unofficial pressure," but have been forced to the opposite conclusion. Far the best idea, apart from a law which would be enforced, is the idea that the owners of motor coaches should be made responsible for offences committed by their clients.—Mr. STANLEY G. R. HOLMAN, Hon. Secretary, North Devon Division, Devon Branch, C.P.R.E., Mamnhoe Manor, Woody Bay, North Devon.

RAILWAY DISPUTES

In view of the recurring wage disputes between the railway companies and their employees would it not be possible to inaugurate some scheme of copartnership such as exists in the gas industry and in other industries whereby a permanent and an amicable arrangement could be effected? It is obvious that no commercial concern can be successful either for its stockholders or its employees while there exists among the latter a feeling of injustice and discontent in the conditions under which they are working. Moreover, the expenditure incurred in the negotiations arising out of these constant disputes must be enormous.—Mr. MALCOLM LEGGETT, Bournemouth.

BEES AND LIMES

I was surprised to read the letter stating that bees in the locality of Dunblane had not been seen very much on the lime trees. I cannot think that the cause was due to the wet weather, for we had exactly the same kind of weather here, but the lime trees were alive with bees, which gave good results. I do not think that the nectar was washed from the blossom. The flowers of the lime hang in such a pendulous form and are so well covered with the foliage that it seems impossible to me for rain to reach the nectar. This year, in contrast to others, I did not notice a single greedy bumble-

AIR BASE BUILT IN THE WILDS

WORKMEN'S TASK IN UNMAPPED AREA

NEWFOUNDLAND SITES

During the past three years there has been established in Newfoundland an elaborate ground organization, which will facilitate the crossing of the North Atlantic by the big landplanes and flying-boats which are now being constructed in Great Britain for transoceanic mail and passenger services, and by the long-range bombers which Canadian factories are building for the Royal Air Force. In the face of great difficulties, British engineers and workmen have provided at three sites in Newfoundland—Botwood, Gander Lake, and Hattie's Camp—safe harbourage for the air liners which are to knit closer the link between Europe and North America, and apparatus to guide them across the 2,000 miles of open sea between Ireland and Newfoundland.

Where two years ago stood spruce on an unmapped area of Newfoundland's inland plateau, is to-day an immense air base equipped with the most comprehensive aeronautical wireless system in existence. Already the efficiency of this new base has been proved in bad-weather flights across the North Atlantic by British and United States flying-boats.

When British experts set out from St. John's to seek suitable sites for the terminus of the transatlantic airway they had to make their way through thickly wooded and boggy country towards the district of Fogo, a great part of which, in spite of its name, is in a fog-free zone. They headed for a region east of the Great Barrens, where likely bases were available at Botwood, Norris Arm, Deadman's Pond, and Gander Lake. No accurate maps of the region existed; knowledge gleaned by trappers and woodsmen was supplemented only by results of the roughest kind of survey. A magnetic variation of no less than 31deg. seriously hampered the surveyors with the party. Slow but definite progress was made, and finally three sites were chosen in the wilderness—Botwood and Gander Lake for use as flying-boat harbours, and a plateau at Hattie's Camp for the landplane terminus.

TORMENTED BY MOSQUITOES

NEW YO

POPULAR P

FROM OUR NEW

The total atte World's Fair sir four months ago 20,000,000 mark, 8,000,000 and visited the Britis

Between 40 an attendance, the counted at the B age which has g total attendance for admission a or employee pas about one-quart smallest number on any one day highest 120,000. people were in th figure which give size of the exhib

The band of th dancers, will be a weeks before the and if the popu Guards at the op should be an imme when the new regi

CINEM

The cinema in th for seven continu from 11 a.m. until 228, and a queue waiting to go in is that the seats are air-cooled is a facto popularity in the is, as usual, now seems to have an the demand to se somewhat surpris changed every we The remaining film and always inclu services.

The Fair is supp October, but it is opened again next personnel and all since it became mates of attendan The daily average compared with th budgets were supp Various reduction price of admissio present the week- stead of the norma

TORMENTED BY MOSQUITOES

Lumberjacks, engineers, draughtsmen, architects, and builders followed. In 1938 alone 124,000 tons of stone was quarried and crushed to provide the broad paved runways at Hattie's Camp. Steadily the work went on although in summer mosquitoes and horseflies tormented the men and in winter the north-east wind brought the temperature down to 40deg. below zero. To-day stout log houses and a big steel hangar, equipped with central heating, stand alongside the flying field. The system of paved runways covers a total area of 1,230,000 square yards. Two and a half million gallons of bitumen fluid bind the crushed stone of the runways and make them waterproof. The contour of the airport is drawn at night by boundary lights. Approach and contact lights run the length of the 1,600-yard "blind landing" runway. Down the centre of each of the other three runways—paved tracks 1,500 yards long and 200 yards wide—run marker lights, 2½ miles of them in all, making a great star for the guidance of incoming pilots. Floodlights and special flares are installed for use in emergency. In all, no less than 1,000 tons of equipment was shipped to the site from Great Britain and Canada and installed there. Eleven miles of control cable and 1½ miles of submarine cable were laid for the radio network. In addition to wiring done for electric power supply. This work involved the digging of 100,000ft. of trench and the clearing of nearly 400 acres of forest to provide space for the radio stations and, in particular, for the marker beacons which form part of the "blind landing" system.

Radio masts and aerial wiring were erected with the thermometer standing below zero. The cable trenches were dug as soon as the iron-hard ground had thawed. In winter the radio buildings may be isolated for long periods from the main airport offices, and depend entirely on the telephone for communication. Thirty-five of the 100 men who make the staff of Newfoundland's tripartite air base are radio men. Two trains a week to St. John's are the community's only regular link with the rest of Newfoundland; the air liners will keep them better informed of events in London and New York than they can be of happenings a few miles away.

RADIO ORGANIZATION

The present radio organization in Ireland and Newfoundland for use of transatlantic aviators has two distinct components. One branch handles point-to-point routine messages dealing with departures and arrivals, weather information, communication between personnel at the terminal bases; the other handles communication with aeroplanes in flight and helps in navigation. Short waves carry the first; short and medium waves the second. Medium waves cover approximately the 500 miles of the run nearest to each terminal base; short waves are not dependable over short distances but are excellent in long-range working. Newfoundland's radio scheme employs equipment installed in five separate sites. It works in conjunction with similar stations at Shediac, New Brunswick, Montreal, and New York. Parallel organization is centred at Foynes, Ireland.

Long-range bombers will use the new ground services for delivery flights from Canada to the R.A.F., and the transatlantic ferrying of Handley Page Hampden monoplanes, which have been ordered from Canadian factories, will begin next year. Fitted with long-range tanks, these aircraft can fly more than 3,000 miles in still air.

STATE OF THE ROADS

ADVICE TO MOTORISTS

The following reports on the roads are supplied by the Automobile Association:

[illegible] Croydon By-Pass and East Grinstead. A.22. Excavation near Croydon Airport. Reconstruction for 100 yards at Ashurstwood, single line [illegible]