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Jomedy Company: "The Geistle. ire Cinema. At 6.15 and 9 p.m. ma Salle Kleber. At 6.15 and 9.15

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Thrs. 19., Majestic Picture Palace near Ramlch
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THURSDAY, JUNE 19, 1919.

THE FIRST STRAIGHT FLIGHT

After only one unsuccessful attempt the tlantic has now been crossed in a After only one unsuccessful attempt the Atlantic has now been crossed in a non-stop flight by an all British machine, the Vickers Rolls, a description of which, the Vickers Rolls, a description of which, and Co., who are the pioneers of commer

the interped spirit of the world's new margiators no matter what the difficulties and dangers.

The first crossing of the Atlantic whether by Black or allock, whether by American or British airmen and machines, is nevertheless one of the greatest achieves the control of the spirit of the spirit

cial aviation in Egypt we published in yesterday's issue. Thus four hundred and twenty years after Christopher Columbus first set foot in the New World and three hundred and thirty six years after Sir Humphrey Gilbert first took possession of the Island of Newfoundland (originally a the Island of Newfoundland (originally a French possession) in the name of Great Britain, the Atlantic has been twice bridg-ed by the air route. The Americans had the honour of being the first across, in their recent four-lap flight, a very fine piece of organisation. But, in spite of all their orecautions, it must be remembered their precautions, it must be remembered that out of (our machines that started out only three arrived. It is thus doubly to the honour of Phitish airmen than not only are they the first across unescorted and in a non-stop light of over two thousand three hundred miles, but that they have accomplished this feat in the second of the only two machines that have undertaken the fields. Constitution of the conthe flight. Captain Alcock and Lieut. the flight. Captain Alcock and Lieut. Brown have been luckier than Hawker, but Brown have been luckier than Hawker, but not more brave. They succeeded where he failed and all honour will be paid them for doing so. The fact, however will al-ways remain that he was the first one to try, and history sometimes remembers glorious failures longer than startling suche failed and all ho esses in the very same field of enterprise Of course this flight over the Atlantic only Of course this flight over the Atlantic only confirms the theory that in time long air journeys will be of common occurrence; they are beginning to be so already. Only a short time ago two French airmen, with only one halt, at Malaga, flew from Paris to Casablance. a distance of about two thousand five hundred miles; the flight of the Handley Page machines to India was the Handley Page machines to India was naturally a much more protracted effort, while military flights from London to Cairo are much more frequent than many suppose. But it is perhaps not exactly the thing to attempt to draw an analogy between the Atlantic flight and those mentioned above, as in the former cases it was nossible to land at almost any giver spot should an accident happen, whereas the flight from Newfoundland to Galway spot asount an accusent nappen. whereas the flight from Newfoundland to Galway was a non-stop flight of over two thousand miles, a much longer single affort than that from Paris to Malaga and from Malaga to Casabiance or the London-Cairr-Baghdad-Delhi flight. If you look at a Mercator's projector you will see that there are three means of crossing the Atlantic by air, from the North of Ireland to Greenland and so down to Casada a route which was at first popular with the competitors for the great hoteur of being first on the American side of the ocean; the route that has just been followed; and the route from the Portugues coast with a landing skation on the Azores, spitch is favoured by the European competitors and which in tion on the Anores, sphich is favoured by the European competitors and which in an inverse direction, was accomplished by the American airman Commander Black in the N.O.4 last month. The reason for these preferences is that during the greater part of the year in the northern regions the prevailing winds are vest to east, while along the more southerly route that This. however, with the Invent. Inveswinds more often blow from east to west. This however, with the present horse-power that can be gederated on aeroplanes and dirigibles is not of very great moment during the existing experimental stage. It will be when commercial aviation has been properly organised that considerations of this kind will have to be taken into account from the origin of view of the concept. om the point of view of both economy and safety. Up to now the main consider-ation has been that of getting there first no matter what the cost and also, given the intrepid spirit of the world's new na-vigators, no matter what the difficulties

everyday occurrence. It is a far cry from Columbus' Santa Maria, to a White Star liner and much time will pass before regalization of the star long distance flights become matters of course. This word of warning was admirably set out recently by Ideatt-Col. J.T. C. Moore-Brabason, R.A.F., whose name as a pioneer in avistion cutilete this opinions to weight and respect. This gentleman regards with considerable regret the impatience of the Press in respect to the development of commercial avistion, with the resultant disappointment that must be caused to the public. In a recent interview with a London newspaper representative Colonel Moore-Brabason and that the public have been educated to believe that there is a possibility of starting comthat there is a possibility of starting com-mercial avaidon straight of because of the large number of machines which have been used in the war. Such, however, is not possible, as with the exception of night-bombing machines, the aircraft designed for war purposes are not the best suitable for commercial use. The unfortunate re-sult of the attitude taken up by the writers in the Press has been to force the Air Min-sisty to gropose legislation from the public safety point of view which is abead of the times. The inspection and passing of de-signs must handicap the industry, unless the designers, have had time to study com-mercial avaisation from an entirely different that there is a possibility of starting com signs must handical the industry, unless the designers have lad time to study commercial aviation from an entirely different standpoint round that of war. Oo. According to the standpoint round that of war. Oo. According to the standpoint round that of war, oo. According to the standpoint round that the standpoint round that the standpoint round that the manufactures were tackling an entirely new proposition, and it must take several month before the spirital designs for regularly running commercial masterial must chape before the machines can be moduled in any quantity, and work found for them. "At present," said Colonel Moore-Brubaco, "we do not know what work they are going to do, or whether the public are going to scramble for aerial transit or not. Different types of machines will be required to meet the parti-

transi or not. Different types of ma-chines will be required to meet the parti-cular needs of commercial aviation, such as fast passenger service, express goods service, map-making, and long-distance sea work. At present no one can say which direction the demand may take. which direction the demand may take, With regard to public safety, whatever re-gulations are made can obviously never make aerial transit immune from acci-dents, in the same way that no regulations in regard to shipping can prevent accidents at wa. These uncertainties may have weight with the public; but it should be remembered that the firm running the machines would have to pay in the event of accident, and it would be in the firm's in-terest to see that their machines were safe. accident, and it would be in the firm's in-terest to see that their machines were safe. A great deal of the future success of avia-tion depends on safety at the beginning-which will give confidence to the public. But safety as safety is a commercial pro-position, and a risk which Lloyd's is the the property of the property of the public and the pro-tocol of the property of the public area.

position, and a risk which Idoyd's is the proper body to cover. If mechines are not made safe enough, the premiums against them will be so exorbitant as aute-metrial aviation being a financial success." A very sane and timely warning. But from this it must not be imagined that we are in favour of discouraging and the to-as those we have mechanism they are to the toas those we have mentioned. On the con-trary the more experiments there are the sooner will regular air traffic be inaugura-ted. Already tremendous grogress has been made—for instance the "Egyptian Gazette," which survived the bombard-ment of Alexandria and which has lived threach a way systim poments in Gazette ment of Alexandria and which has lived through so many exciting moments in Alexandria since it was temporarily print-ed on a battlehip in 1882, was when the March troubles broke out, taken to Gairo in an aeroplane. The future of air traffic is most brilliant—and, with her usual luck-larely underserd—Expris is fated to be in the thick of the movement design, and has done more for Expris the Law and the con-lared through the control of the con-trol of the movement of the con-trol of the con-trol of the movement of the con-trol of the movement of the con-trol of the movement of the con-trol of has done more to be by the man and agi-kings and conquerors. It will probably keep her self-constituted reformers and agi-tators out of work as well.

"Prove all things: hold fast that which is good."
"If so be that ye have heard Him, and have been taught by Him, as the truth is in Jesus."

Eph. 4: 2L.

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UPPER EGYPT UNREST

THE MINIA NOTABLES' TRIAL.

MORE IMPORTANT EVIDENCE.

This trial is continuing :—
Riad EE. Gamal one of the accessed, state that he was a Christian and a lawyer.
Political affairs began to occupy the minds of the people in Minia during February and March. He heard of Zaghlul's party of the first time in February of March. On Charlet 10 he away in the Publica Cafe and the people in the Publica Cafe in the Publica Cafe in the Publica Cafe in the Publica Cafe in the Cafe in the Same of the

it. On March 19 he went with several others to Wittingham Pasha to express their sympathy for the British and the death of the officers. There were consoled to the control of the several to the several

or Deirut.

Cross-examined by Mr. Foster witness declared that his goodwill towards the English could not be governed by the telegrams he sent. He thought it best to send them, that it would prevent the mob from grams he set, the thought it best to sed them, that it would prevent the mob fibe to sed them, that it would prevent the mob fibe deed as a whole Mr. Harle's statement was incorrect. He did not say that rebellion would result from Sir W. Brunyate's policy, nor would he admit the British were in danger in Minin. He did not hear the cry "Down with the English." He made no promise about the demonstrations—He opposed the number about the leading of troops to prevent bloodheds.

THE OTHER ACCUSED.

Moh. Bey Bifant deposed that he saw Dr. Aldel Rasik and Brad el Gamal at the Dr. Aldel Rasik and Brad el Gamal at the station on March 18. Dr. Rasik was deli-vering a speech. He disapproved of the beir Mowas crime Bid el Gamal was keeping back the crowd. Cross-examined by Mr. Foster witness leposed that he was in the train where the Molecus were nurdered; he beard the mob different were marked the provided of the etc. At Minia Dr. Rasik had great influ-ence with the crowd.

are At Minia Dr. Rasik had great infla-nee with the crowd. Assik had great infla-flate that had been thanked in Gourt or his help to Britte different lanked Mch. Rahmy landowner, stated that he cent to Minia on March 20. He was in the lub and saw Mind el Green.

to Minia on March 20. He was in the b and saw Rind el Gamal shouting and ing. Abdel Rasik was lying down on ofa. He was afterwards told to take charge of the money from the market; il former normal conditions were revi

examined by Mr. Foster witness that he did not know that the obstated that he did not know that he ject of the committee was independence. He was not at the meeting on the 24th, he was busy with the markets.

Sheikh Hetata deposed that he was servaling the state of the state

out. He warned the people to keep quiet, where the warned them to well with the warned them to be the pure the construction of the warned the warned to be the work of the wor

said Egyptian officials who brought about the trouble.
General Huddlestone, C.M.G., D.S.O., G.B.O., G.B.O., C.B.O., C.

Up to May the payments made by the Imperial Government for New Zealand produce amounted to £100,250,000, £40,000,000 being for woal, £35,000.000 for meat, and £19,500,000 for butter and cheese. Over six million carcasses of mutton are still in store.

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THE KING'S

The Vickers' i

The Air Mini Vickers machine way, shortly be British summer flight. The law owing to the bun fuselage was being the bun the fog and siscovered they. The wireless prusely bearing St. Johanbed by strong Both a good spirits.

The Vickers-Fing distance bear of 700 horse speed is 90 miles 855 gallons at \$40 miles. It the pilot, served Naval Air Servhands of the Ta-failure and rend end of the Tani-served in Failure and rend wing most risk ment; in Service and the ing the machine shelt of danding factors of another the force of landing

Captain Alcointerview, said the trans-Atlantengine. The is ninety miles 115 but we neve and a favouring age 120.

It is stated to fly to Londs proceeding by Metropolis on are fatigued by It is said that able to rise fro Generals See have sent the to the airmen, graphed on bet and members of R. The papers

The papers phant success which has ach Atlantic. At flight was the maintaining the size that flight feats of humas be taken as establishment songer service. In this courantertained frigible R34. The Vicker hundred letter to take only for one from the

Captain Alderact time of and fifty seve worst Suagina worst imagin flying between fog. They I They climbed ging from the 300 but the speed indicat. The position we do ing the loop with the speed indicated the speed indicated the speed indicated the speed indicated the speed in the speed in

ing the loop. The weather wind blowning. The sleet from shutters of with ice for in our faces suffer from drank coffee colate. We about one a swell and. Your petrol of opinion is skuld be distributed by the colate was been and in the colate was been and the colate. We about one a from the colate was been and the colate was a weather than the colate was a weather than the colate was the colate with the colate was the

The Fiun ised forces The poet Be rary citizen to superints The Coursenthusiastic Italian arm should be King Emm be drawn

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