

RUMANIAN ARMS CONTRACT

SKODA'S ORDERS HALVED

BRIBERY CASE

BUCAREST, Wednesday

A new contract was signed here yesterday between the Rumanian Government and the Czechoslovakian armament firm of Skoda.

Skoda is controlled by the French firm of Schneider-Creuzot. The contract just signed is the result of the prolonged negotiations between the Czech firm and the Rumanian Government.

The agreement provides for deliveries totalling 606,000,000 Czech crowns. It replaces one signed two years ago.

The former contract was cancelled last year after a sensational corruption case, which resulted in Skoda's Bucarest agent and several Rumanian Government officials being sentenced to terms of imprisonment on charges of bribery. It was ascertained then that the Czech firm had spent many millions in order to pave the way towards securing orders.

Prices Cut

The old contract called for deliveries totalling 1,038,000,000 Czech crowns. That sum has now been reduced to little more than half, while at the same time prices are cut by fifteen per cent.

Orders for about one-third of the quantities of arms which were originally to have been delivered by Skoda will now be placed with Rumanian firms. That the order was not reduced still further is taken as an index of the extent to which Rumania is dependent on foreign sources for her supplies of war material.

The signing of the new agreement
(Continued on page 4)

CZECH GANG

WOMAN IN THE CASE

PRAGUE, Wednesday

A gang of crooks and desperadoes which for years has completely outwitted the police, operating the entire time with the greatest success throughout all Czechoslovakia has at last been caught—and all because of the jealousy of a woman.

The number of those arrested is so great that the prisons have proved inadequate, and the police station in the town of Prossnitz in Maehren, where most of the miscreants are assembled, had for a time to be turned into a kind of internment camp.

The principle on which the methods of the gang were based was to organise a whole series of jobs to take place at the same moment in different parts of the country, so that the police never knew where to turn to first.

The police force was thus split and their powers weakened. The thieves afterwards pooled their hauls and divided the swag fairly among all the participants. They had also built up their own organisation for concealing and ultimately selling off stolen property.

The business thrived beautifully for several years. The ringleaders were two women, who were wives of habitual crooks. The elder of the two women at last became a widow. She became more and more jealous of her rival's success, not only in organising raids, but also in winning the affections of members of the gang.

Finally throwing all discretion to the winds, the older woman furnished the police with an interesting document giving the names and addresses of all those in the gang.

The police immediately carried out a great coup, successfully using the same method practised by the

(Continued on page 4)

ITALO-ETHIOPIAN DISPUTE

NEUTRAL ZONE PARLEYS

TROOP SAILINGS

ROME, Wednesday

Ethiopia is now willing to renounce her previous demand that the Belgian and Swedish military missions now in that country should take part in the negotiations for establishing a six kilometres neutral zone between Ethiopia and Italian Somaliland.

The Ethiopian Chargé d'Affaires here communicated that decision to Signor Suvich, Undersecretary of State for Foreign Affairs, when he called on him at the Foreign Office here yesterday. The Italian Government has agreed to the revised proposal, and expressed willingness to allow the nomadic tribes who inhabit the border country to have access to the zone for the purpose of using the wells in it.

Italy's attitude towards the proposal, contained in the latest Ethiopian note, to apply the arbitration clause of the Italo-Ethiopian treaty of friendship has not yet been announced. It is believed however that the Italian Government will insist on the strict application of the treaty of 1928, whereby conciliation and arbitration are to follow consecutively when direct negotiations fail.

Swedish Ban

The Swedish Ministry of Defence, according to a message from Stockholm, has informed Swedish officers acting as instructors in the Ethiopian army that they are strictly forbidden to assume any political duties, such as participation in the negotiations for the creation of a neutral zone. The announcement was made after the Italian Government had rejected the proposal for the inclusion of neutral officers, but before its withdrawal by Ethiopia was known.

Meanwhile the transportation of troops and war material to the Italian East African colonies continues with unabated regularity, and is justified in Italian official circles as being necessary for «security.» The military authorities have requested the representatives of the foreign press not to transmit details of the mobilisation and of troop movements, but an official statement points out that it is possible to mobilise 8,000,000 men.

The second and Third Battalions of the Fascist volunteer militia were given a hospitable welcome when they reached the port of Masaua, in Eritrea, in the steamer Gange yesterday. These troops will be forwarded to the frontier districts of Eritrea, which border on Ethiopia.

The steamers Leonardo de Vinci
(Continued on page 4)

GENERAL GRAZIANI

VIEWS ON AFRICAN WARFARE

ROME, Wednesday

General Graziani, Commander-in-Chief of the Italian forces in East Africa, is reported today in the Italian press to have expressed some very pertinent views on the practical aspects of campaigning by European powers in Africa before he sailed from Naples last weekend to take over his command.

He is quoted as saying that he prefers African troops to those from Europe, who are much less capable of enduring the hardships of a tropical climate. Moreover, European troops demand too much in the way of provisioning and supplies, and thus make necessary complicated and costly organisation, which hampers operations and is unsuited to guerrilla warfare.

The General complains also of the cost of transporting troops from Europe, particularly those costs which have to be paid in foreign currency. The tolls which have to be paid on passing through the Suez Canal, for example, amount to twenty-five gold francs a man, and there are freight charges to be paid over and above that sum.

General Graziani has the reputation of being one of the greatest authorities on colonial affairs, and for that reason was chosen to command the expedition to East Africa. Previously he was Commander-in-Chief of the Italian army in Cyrenaica and the Fezzan, in which he had served with distinction, completing the subjection of those territories to Italian rule.

His criticism of the policy of shipping large numbers of troops from Europe is therefore expected to carry considerable weight with the Government, although the mobilisation of the divisions now being shipped to the Red Sea was decided on by Signor Mussolini

(Continued on page 4)

CHANCELLOR OF AUSTRIA

END OF VISIT TO LONDON

STABILISATION

LONDON, Wednesday

Doctor von Schuschnigg, Austrian Chancellor and von Berger-Waldenegg, Minister of Austria are on way back from London to Vienna today.

Sir Robert Vansittart, Permanent Undersecretary for Foreign Affairs representing the Foreign Secretary, Captain Anthony Eden, Lord Seal, and the Austrian Minister London were at the station farewell to the Austrian Ministers when they left yesterday noon.

During their two days visit von Schuschnigg and von Berger-Waldenegg gave full information with regard to current events in Austria and their recent conversations with French Ministers. They also expressed gratitude for the assistance given to Austria by Great Britain in effecting the recent conference of the League of Nations in that country.

Assurances

The Austrian Ministers were assured that the British Government is following with sympathetic attention the efforts being made to stabilise political and economic conditions in Central Europe assumed, though not officially, that reference was also made in the course of the conversation to the efforts being made by the British, French and Governments to guarantee independence of Austria.

It is known however that
(Continued on page 4)

MYSTERIOUS LOCOMOTIVE NEAR PARIS

PARIS, Wednesday

There is one man at least in France who knows what he wants and takes it. His latest urge is causing much talk among railway officials today, and no little amazement.

The stationmaster and his assistants in the station at Aulnay, which is in the industrial region of Northern France, were flabbergasted last night when they saw an engine pass through the station. The engine had not been signalled and was not supposed to be there. It was proceeding slowly at twenty-five miles an hour towards an unknown destination.

The stationmaster and his men rushed out and tried to stop the engine, but to no avail. No attention was paid to signals further down the line. The lone and haughty engine calmly proceeded on its

way. Frantic telephone calls along the line resulted in prompt switching, whereby the renegade engine was forced onto a deadend track. It was finally halted three miles south of Aulnay.

It was then discovered that the engine was being driven, by a man who had been unemployed for some time. He stated that he had taken the engine out of its shed in order to drive to Paris, where he hoped to find work. He added that it was quicker to go that way than to walk.

While the last comment was a perfectly sane and rational one, the unfeeling officials, caring nothing for the man's initiative and evident sincerity in wanting work, decided to let him rest awhile in a mental clinic, where he has been put under observation.

CELEBRATIONS IN THE SAARLAND

NEUSTADT, Wednesday

The brown-shirted men of the S. A. and the black-coated men of the S. S. are strictly forbidden to appear in uniform in the Saar during the reincorporation ceremonies on Friday, March 1, according to a strict order issued yesterday by Reichs Commissary for the Reincorporation of the Saarland Buerckel.

But this order, so evidently an attempt to appear peaceful and conciliatory, does not mean that there will be no brownshirts or blackcoats present during the ceremonies.

There is no ban on the members of the two forces of Nazi troops appearing in plain clothes. Furthermore, there will be uniformed Nazi troops present despite the order, and there will be plenty of them.

Several closed companies and S. S. men each will be on duty and under strict discipline.

From Berlin it is reported that the Reichsbishop has decreed that churchbells throughout the Saar will peal for one hour on March 1 to mark «the historic turn of the Saarland to the Reich.» The decree is addressed to the highest authorities of the Evangelical Church.

Already an important square has been named for the Saarlin, and numerous streets and villages throughout the Saar have blossomed forth with the name of Saarstrasse. The ceremonies on March 1 will mark the form of rejoicing pale in significance.

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THE GRAN CHACO

The Paraguayan Government's
announcement of its decision to
withdraw from the League of Na-
tions has no doubt caused a cer-
tain amount of relief among the
statesmen and diplomats who have
been trying, at the behest of Ge-
neva, to put an end to the war in
the Gran Chaco.

The struggle which has been go-
ing on for years for the posses-
sion of that wild borderland be-
tween the Bolivian plateau and the
River Paraguay has not been stop-
ped, nor has any solution other
than a fight to a finish been
brought within sight. It is how-
ever no longer possible to point to
the unedifying spectacle of two
great members of the League,
pledged by its Covenant to seek
peaceful solutions to all disputes
between them, fighting a bloody
war for territorial aggrandisement
and calling it something else.

The Guarani Indians who form
the bulk of the population of Pa-
raguay and those other Red Men
who constitute Bolivia's cannon
fodder will doubtless continue to
laugh at each other at the behest
of fire-eating politicians with
Spanish names in the cities piously
called Assumption and Peace res-
pectively. The tragic waste of life
in the former Spanish colonies
however yields up its full signifi-
cance only when it is seen as sym-
ptomatic of what is happening all
over the world.

News reports from the Far East
reveal that fighting is still in pro-
gress between the forces of Japan
and of the Island Empire's ten-
acle, Manchuria, and bodies of
men variously described as band-
its, Communists and Chinese pa-
triot. Not so many miles from Ma-
jorca the Duce's transports are
carrying eager Italian soldiers
across the Mediterranean to the
Red Sea for the threatened war
with Ethiopia.

There is no war in Europe just
yet, but it is clear that the dream
of a world in which international
warfare shall be decided by civi-
lized means has faded. Sir John
Simpson is preparing to leave the
Whitehall Ark to wing his way, in
the guise of the dove of peace,
across a Continent bristling with
the weapons of mutually suspi-
cious states. It is permissible to ho-
pe that his mission may succeed,
but difficult not to doubt.

ON THE ISLAND

By The Wayfarer

This week's carnival events in-
clude two masked balls. The Ma-
jorca Lawn-Tennis Club held the
first ball yesterday evening in the
Principal Theater. Saturday night's
celebration is being given by the
association of local business men
and merchants. The big event of
the evening will be the beauty con-
test.

ARRIVALS:—

Some of last week's newcomers
were the following: Mr. Joseph
Batty, from Leeds; Mr. Roland
Winder also from Leeds; Mrs. Eli-
zabeth Speirs from Paisley, Scot-
land; Mrs. Jessie North from Lon-
don; Mr. Samuel Brown, a bar-
rister from Dublin, Ireland; Miss
Diana North; Mrs. Rachel McFar-
lane from London; Miss Helen
Speirs; Mrs. Kate Reed from Lon-
don; Miss Eva Roscoe of Yorkshi-
re, a visitor at the Villa Thea in
San Agustin; Mrs. Margaret Shep-
pard, who returned to the Island
from Gibraltar; Mr. David Ripley,
a retired farmer who has been liv-
ing in South America and who

came to Palma from Gibraltar, and
Miss Katherine Mangan from Lon-
don.

SURGEON LEAVES:—

Sir Arthur Newsholme, a retired
English surgeon, left for Marseil-
les in the Llandaff Castle yester-
day. He will spend a short time
on the French Riviera and expects
to return to England on the Pegu
when that vessel calls in Marseil-
les on March 5.

HERE AND THERE:

Mr. Geoffrey Nelson, English ar-
tist, has returned to this side of
the Island. He has taken a house
on the Calle de los Baños in El
Terreno. Mr. Nelson has been liv-
ing in the Puerto de Pollensa.

M. Edmond Louit, well known
industrialist, came to Mallorca this
week from San Sebastian. M. Louit
is stopping at the Hotel Victoria.

Mr. and Mrs. Charles Salisbury
will move to their new villa in
Genova on Saturday or shortly there-
after. They have rented one of
the most attractive and largest

estates in the Genova district and
will purchase furniture and settle
down for a long visit.

MORE ARRIVALS:—

Some additional arrivals from
England include Mr. Frederick
Smith; Mrs. Louise Fenn-Smith,
prominent London art dealer;
Mme. Marcelle Verneger of Swit-
zerland, an arrival from Tangiers;
Mr. Harcourt Leitch; Mrs. Emma
Leitch; Mr. and Mrs. James Crooks
from Essex, England; Mrs. Julia
Lugaro; Mr. Derek Rogers, young
artist who came here from Malaga;
and Ursula Romney, an English
writer also from Malaga.

AND ARRIVALS:—

Miss Maud Jephson, a young
American student, arrived in Pal-
ma a short time ago from Lon-
don. Mrs. Maud Harvey is another
arrival from the British capital.
Mrs. Elsie Tutte, who arrived on
the Orama last week, is living at
the Chalfont House in El Te-
rreno. Mr. Eric Hiller, a British ar-
tist who came here on the Orama,
has gone to Pollensa. Mr. and Mrs.
Frederick Hovington from Sussex
are staying in El Terreno. Dr. Ja-
mes Waghorn a surgeon from Glou-
cester, is stopping at the Hotel Ba-
lear. Mr. John Dothie and Mr. Ro-
bert Hill have gone to the Hotel
Majorica, as have Mrs. Amy Eig-
gott and Mrs. Margaret Dothie.

Out Of My Head

by HARRY GALLAND

They're raising hell in Ireland
again, which admittedly isn't news.
But this time it is the girls who
are doing the hell-raising, and if
you ask me or if you don't, I think
they are justified.

According to a dignified Asso-
ciated Press despatch, the row is
about, of all things, dancing. And
it is all the fault of the young
sports, or maybe it is the old
sports.

At any rate, it seems that the
Irish Sporting Association, which
is an ancient and powerful organi-
sation, has been having its say re-
cently on the fantastic art of trip-
ping—around a dance floor.

Just how this comes under the
head of sport, any more than does
bull-fighting (to drag in that sub-
ject by the horns), this bewildered
commentator does not know. May-
be the sports were just looking for
a sporting fight, and the subject
of dancing looked likely. If such
is the case, they were right.

Having found what looked like
a possible fight, the boys of the
association brandished their shil-
lelachs and announced that the
Irish national dances ought to be
good enough for anyone, and there-
fore all members of the Associa-
tion must thereafter dance those
dances only, and leave the modern
ones strictly alone.

When the edict came out a few
days ago, the boys didn't say much
about it. They couldn't, as a mat-
ter of fact, because they couldn't
make themselves heard above the
clamour of the girls.

The girls protested, and they
protested with vigour. They said
they didn't know the national dan-
ces. And if they did know them
they wouldn't like them. And the
committee of the Association didn't
know what it was talking about.
And if it did know, the girls
wouldn't listen. And who was doing
the dancing, anyway. And
lots more in that vein.

The Association looked pained,
but the edict was not withdrawn.
By this time the girls were roused
to fury, a good Irish fury, and
they let go one parting shot be-
fore they issued their edict.


They said that those of them
who could dance the darned old
national dances and did, found
themselves completely exhausted
for two days following a single
session.

For that and all the rest of the
reasons, the girls thereupon decla-
red that they would completely
boycott all dancing, until the As-
sociation lifted its ban on the mo-
dern dance.

The Irish lads are nobody's fo-
ols. They know perfectly well
that it takes two to make a quarrel,
and now they know it takes two to
make a dance—or more than two.
They've put their shillelachs away
and are scratching their heads at
the moment, but it looks as if the
girls will win out. They generally
do, even in Ireland.

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MADRID-PARIS AIR LINE

MADRID, Wednesday

The Líneas Aéreas Postales Españolas have signed a contract with Air France to begin the projected air service between Madrid and Paris on May 14.

The first plane will leave Madrid at 7:30 a.m. on that day, reaching Paris at 12:40 p.m., French time. The first departure from Paris is scheduled for the same day at 3:40 p.m., French time, and the machine will arrive in Madrid at 6:50 p.m.

The time table has been designed to provide connections in Paris with all the chief lines connecting that capital with other European cities. Passengers from Madrid will even be able to catch the Scandinavian express at Malmo on the night of the day they start their journey.

The schedule time of four hours, ten minutes is to be maintained by using Douglas low wing monoplanes of the same type as that which put up such a brilliant performance in the London-Melbourne air race. The pilots will be Spanish, the eleven men now flying on the L. A. P. E. lines in Spain alternating with others newly enlisted by the company.

News of the arrival of the machines at Cherbourg is expected daily, as the contract under which they are being supplied by the Douglas Aircraft Co. Inc., of Santa Mónica, California, specifies March 1 as date of delivery. They will be assembled at Cherbourg and flown to Madrid as a test flight.

Their twin Wright Cyclone engines of 715 horsepower each give the planes a maximum speed of 338 kilometres an hour or 299 at 75 per cent of full power. A retractable undercarriage is one of the devices employed to increase speed.

Each craft carries fourteen passengers and a crew of three. The double control pilot cabin and the passenger saloon are independently heated and cooled, and sound insulation cuts down the noise in the saloon to a maximum equal to that in a railway sleeping car.

THEATRE GUIDE

TEATRO PRINCIPAL

A Certain Señor Grant
with
Jean Murat, Rosine Derain,
Olga Tschecowa

3:30 6:30 9:30

TEATRO LIRICO

The Thin Man
with

William Powell & Myrna Loy

3:30 6:30 9:30

SALON RIALTO

Wonder Bar
with

Al Jolson - Kay Francis
Dolores del Rio - Dick Powell
at 9:30 p.m.

WORLD EVENTS IN BRIEF

LONDON, Wednesday

The King and Queen were loudly cheered yesterday as they passed through various villages on their drive to Eastbourne, where they intend to stay for the next few weeks.

WASHINGTON, Wednesday

Giving evidence before the Senate Arms Enquiry, Mr. Grace, the president of the Bethlehem Steel Corporation, admitted receiving personally three and quarter million dollars in war bonuses. He stated that he was opposed to elimination of war profits, and expressed the opinion that under government ownership there would never be effective production if war comes.

LONDON, Wednesday

New York's former mayor, Mr. Jimmie Walker, stated that he was without funds when he was summoned in respect to unpaid bills.

PARIS, Wednesday

Altogether, 208 soldiers have thus far been carried off the grippe epidemic which is continuing with unabated violence throughout the French garrisons. Deaths were again reported from Verdun and Brievre yesterday.

PARIS, Wednesday

Further serious rioting occurred in Algiers yesterday when 2,000 strikers attacked a tanker loading wine, resulting in a considerable property loss, after the strikers had sacked a number of shops. In the Oran region the mayor and the colonel commanding the troops, together with an unspecified number of soldiers, were injured in an attempt to suppress outbreaks.

LONDON, Wednesday

Snow is on the ground across Great Britain from Cornwall to the Cheviots, with the worst con-

ditions in the southwest, where Devonshire is under four foot drifts. In the southeast the Kent rivers have overflowed and the roads are under three and half feet of water.

LONDON, Wednesday

Great Britain has lodged energetic protests against the recently announced restrictions on imports to Italy.

LAPAS, Bolivia, Wednesday

The War Minister of Bolivia states that it is known that the Paraguayans intend using gas in the next offensive of the Gran Chaco war.

SIDNEY, Wednesday

Mr. Parkhill, the Australian Postmaster-General, yesterday attacked the England-Australia air mail plans, stating that the charges would involve heavy costs to the Commonwealth.

CHANCELLOR OF AUSTRIA

(Continued from page 2).

Chancellor Schuschnigg and his Foreign Minister refrained from raising the question of a Habsburg restoration in Austria, and it is believed that a strong hint of the uselessness of such a course was passed on to them before they came to London. The present Austrian Government consists mainly, if not wholly, of avowed Monarchists, but both Doctor Schuschnigg and Prince von Starhemberg, the Vice-Chancellor, have publicly disclaimed any intention of attempting a restoration in the near future.

Another question which the Austrian Chancellor is known to have been anxious to raise during his visit was the rearming of Austria. It is not expected however that the powers concerned will be willing to discuss the matter until the outcome of the present negotiations with Germany on the subject of a general arms convention is known.

The Austrian claim for increased armaments is based on the need of preserving internal order. The question of internal order in Austria however is intimately bound up with that country's relationships with Germany, owing to the intimate connection between the Austrian and German National Socialists, the dangerous nature of which was amply exemplified by the assassination of Chancellor Dollfuss, Herr Schuschnigg's predecessor.

Moreover, the comparatively disarmed condition of Austria is of the same date and origin as the restrictions imposed on Germany's right to arm. Any concessions made to Austria now, it is feared, would therefore jeopardise the attempt to replace those restrictions by a convention to be entered into by Germany on a basis of equality with other European powers.

RUMANIAN ARMS CONTRACT

(Continued from page 2).

ment coincides with the appointment of a Royal Commission on the arms trade in Great Britain, and with the discussion of the American plan for the control of the traffic by a Committee of the Disarmament Conference in Geneva. It also illustrates the difficulties facing any attempt to limit or restrain the activities of the international politics by such concerns as Schneider-Creuzot in France, Krupp in Germany, Armstrong-Vickers in Britain, and their subsidiaries and associated companies throughout the world. It was established beyond all reasonable doubt that efforts of such firms to extend their sales have a definite effect in stirring up international conflicts.

Licensing and nationalisation are the two chief proposals for fulfilling President Roosevelt's declared intention of «taking the profits out of war». Nationalisation is being investigated in Britain, and is to be put into practice soon in Spain.

Opposition to such a step on the part of the chief arms manufacturing countries is expected, not only from existing private interests, but also from those countries which, like Rumania, are unable to supply themselves with arms without importing. To end the private manufacture and sale of arms would force them to depend on the goodwill of foreign Governments or develop arms industries of their own at great expense.

ITALO-ETHIOPIAN DISPUTE

(Continued from page 2).

and Nazaro Sauro left Naples on Monday night for East Africa. They are carrying vast quantities of material and equipment.

Sixty officers, several units of troops, and about 1,600 skilled workmen are also on board the two ships. The mechanisation of the methods of warfare to be used by the Italian Expeditionary Force by the use of aeroplanes, tanks and automobiles necessitates the inclusion in the force of a large number of mechanics, aeroplane fitters and other technical staff.

CZECH GANG

(Continued from page 2).

gangsters themselves. They planned and carried out simultaneous action over the whole country and arrested almost the entire band at one stroke.

The woman in the case is being kept in detention, well separated from the gangsters—and especially her rival.

GENERAL GRAZIANI

(Continued from page 2).

himself and the Supreme War Council. No interruption in the transport of troops and war material has, however, been announced or reported as yet.

AERO CLUB DE BALEARES

Under the direction of the President of the Aero Club de Baleares, a group of local aeronauts enthusiasts is engaged in constructing a light aeroplane of type known as a «motorcycle» in the workshops of the Escuela de Trabajo in Palma.

The design of the craft is due to M. Henri Mignet, the French engineer who invented this type of extremely light aircraft. The «motorcycle» class includes machines weighing not more than 100 kilograms and of not more than twenty horsepower.

M. Mignet, in his Pou-du-ciel (Skyhouse), gave a remarkable demonstration at Orly aerodrome in December, on the occasion of the International Aircraft Salon in Paris. In continuous rain and high wind with gusts of from 90 to 100 kilometres an hour, he put his little ship through a number of tricky evolutions, including take-offs, corkscrew climbs and landings both under power and with a «dead» motor.

The Mallorquin amateurs of the design on the records of the Orly aviation festival, in which they were also influenced by the automatically stable design which makes it impossible to crash.

As the plane is being made most entirely of wood, the burden of the work has fallen on the shoulders of the Aero Club de Baleares has on record that the Director staff of that centre have given every possible facility for building of the machine, in Mallorca's future birdmen hope to grow their wings.

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