

"THIS BOY HAS TALENT," SAID RUBINSTEIN

By J. Gifford Male

YOUNG Richard ("Junior") Farrell, 12-year-old prodigy of the piano, is back in New Zealand after 18 months' study in Sydney. He spent Christmas in Wellington with his family.

A day or two before Christmas I called up to see Richard and his mother, and, although he and his brothers were as excited as any youngsters would be at the prospect of a Christmas shopping expedition, Richard sat at the piano and entertained me.

A simple, modern composition he played, but I enjoyed it more than the broadcast I heard him give from 2BL Sydney a week or two ago. His technique is frankly remarkable. He has the calm assurance, even some of the mannerisms, of a concert pianist.

Richard has been doing well in Sydney, and is laying a solid foundation for his musical career. He took composition and harmony from Alfred Hill, and principles of harmony and melody from Mrs. Hill. At the State Conservatorium he studied under Professor Sverjensky, and recently topped his grade against 60 fellow pupils of all ages.

He would almost surely have been awarded a scholarship but for the fact that the Conservatorium's minimum age for scholarship pupils is 14.

The story of Richard's friendship with the Taubers—Richard Tauber and his wife, who was formerly Diana Napier—is well known. Richard played for Diana Tauber at a reception at the Hotel Australia, and the two were soon firm friends. Richard went to two of the great tenor's concerts as her escort.

Korda Interested

DIANA TAUBER'S interest was not just a passing one. Only the other day Richard received a letter from her.

"I have spoken to Mr. Alexander Korda, of London Film Productions, about you," she wrote. "Will you send me two or three photographs of yourself with your name, age and address on the back, and I hope he will be able to do something for you. You must go on working very hard, and please write and tell me now and then how you are getting on."

Tauber has not been the only celebrity to have been impressed by Richard's virtuosity. The great pianist Rubinstein heard Richard while he was in Sydney, and ex-

pressed himself thus: "I have talent, I know. And this boy, he has what I have. It is something which can never be taught."

If Korda takes an interest in Richard there would appear to be a possibility of his appearing in English pictures. He was considered by Cinesound for a role in "Mr. Chedworth Steps Out," Cecil Kellaway's latest film, but it was decided that Richard looked altogether too refined for the part in view.

But London Film Productions, with their immense and growing resources, could easily find a suitable outlet for Richard's ability. He is averagely good looking, fond of outdoor sports (he recently won an Australian primary schools' running title) and there can be no question about his talent as a pianist.

It will be interesting to see if he follows in Freddie Bartholomew's footsteps—or even in Ra Hould's.

But in the meantime Richard's parents are in no hurry to hasten his career. They would far sooner see him develop slowly and normally. After all, it takes a genius of the calibre of Menuhin to retain in the world of music the place he won as a child prodigy.



FAMOUS TENOR and talented young New Zealand pianist. This snap of Richard Tauber and "Junior" Farrell was taken while Tauber was in Sydney last year. Tauber and Diana Napier were greatly impressed by "Junior's" playing, and the three became firm friends.

AIR LINES TO LINK US WITH THE WORLD

By Trevor Lane

ONE of the most interesting aspects of my visit to England was the intimate glimpse which I had of preparations for the encirclement of the globe by British air-lines.

Imperial Airways and its associate companies already operate routes totalling nearly 80,000 miles, but when, in the near future, the Tasman and the Atlantic services become realities, there will be the inspiring spectacle of a continuous route from Bermuda, through New York and Montreal, England and Australia to Auckland—18,000 miles in one route alone!

The Imperial flying-boats, sisters of the "Centaurus," will be flying direct from Southampton to Sydney very soon and there are strong hopes, I am told, that arrangements for the Tasman service will be completed within the next few months.

But already Imperial Airways is considering the next step—linking New Zealand with the U.S.A. and Canada direct and thus completing the encirclement of the globe with regular British air services.

These great trans-ocean services have been made possible as much by the development of radio as by purely aeronautical advances.

Clockwork Services

I WAS privileged to learn at first hand the latest advances in the radio equipment which will make clockwork Tasman and Pacific services a matter of course.

Long-range tests by the Imperial Airways flying-boats, culminating in the Atlantic flights and the New Zealand flight of "Centaurus" have brought a thorough knowledge of the problems of air radio.

From preliminary flights it was established that shortwaves suitable for the first thousand miles had to be replaced by shorter wavelengths for the second thousand.

That is just one technical instance. The Imperial Airways research experts can quote you dozens which they have overcome or which they are dealing with now.

All that technical work finds its concrete

expression in the Marconi equipment which goes into the Imperial flying-boats.

Busy Operator

IN the vast network of the Empire's air routes there is no busier man than the wireless operator, tucked away in his small cabin thousands of feet in the air with his intricate apparatus all round him.

From the time the flying-boats surf their way across Southampton water until they come down in New Zealand he will be one of the most important men on the job.

He signals at regular intervals the position of the aircraft, its speed and height and the weather conditions. It is all these progress reports, received at ground stations, which enable an accurate check to be kept on the great fleet of air-liners scattered all along the routes.

On the Tasman, the Pacific and the Atlantic, ships at sea will also be used as occasion demands to keep constant radio touch with the flying-boats.

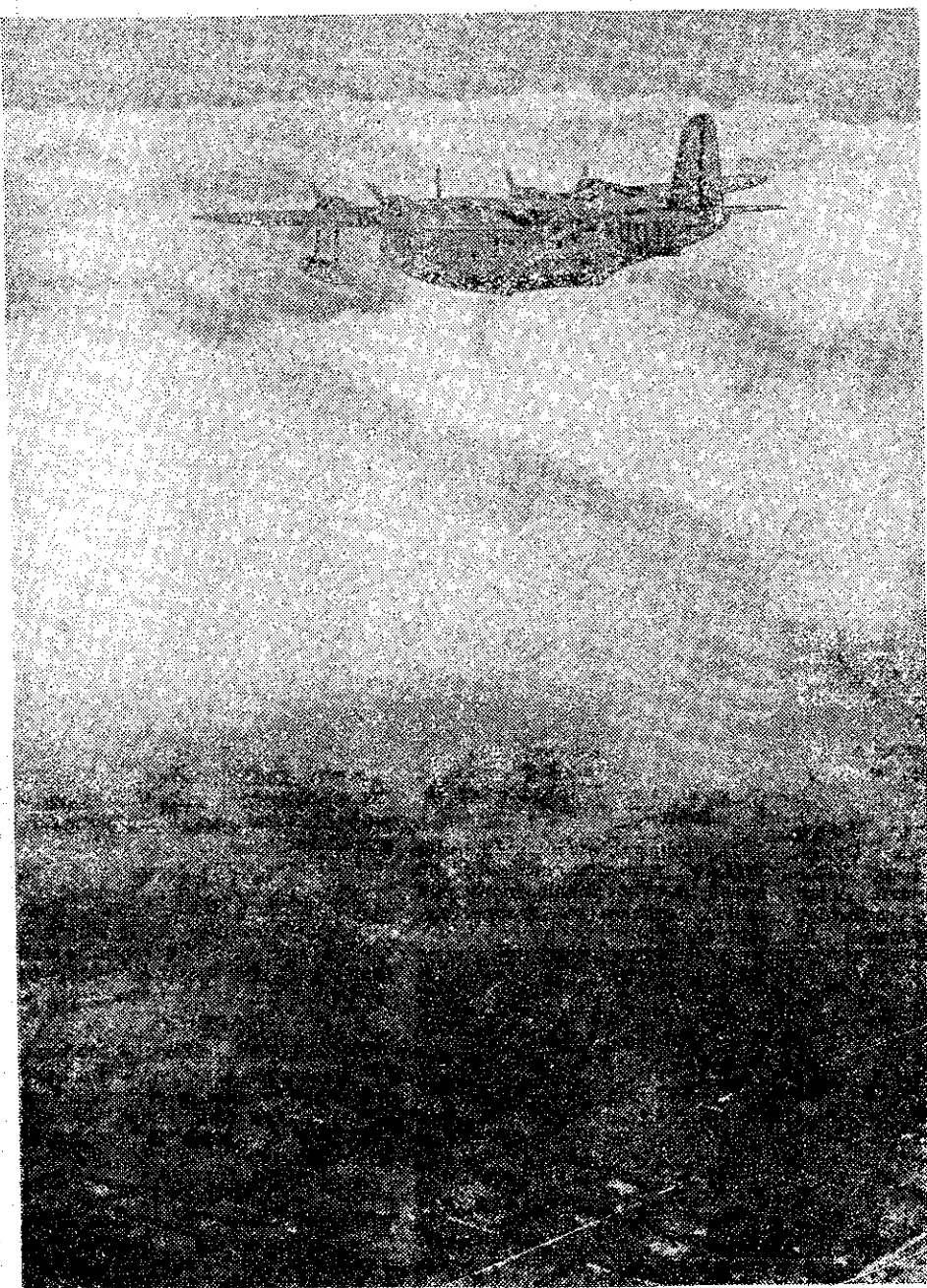
The permanent wireless ground organisation must be, and is, very efficient to afford adequate co-operation with the trans-ocean flyers, and an extensive network of aeronautical radio stations has been built up to provide the navigation facilities and control organisation.

METEOROLOGICAL stations on the ground keep the captain fully informed on the latest developments in weather, and his radio operator can check his position in little over a minute at any time.

Passengers, too, over the Tasman will be able to get through urgent messages to any part of the world. They will merely hand in an "airradio" to the flying-boat's wireless operator and he will transmit it to the nearest ground station to link up with the regular telegraph, cable and radio systems.

Aircraft passengers of the future may have at their disposal wireless telephony as a routine service by which telephone calls can be made in the same way as from, say, the Queen Mary.

That is only one of the many aspects of the plentiful scope for future development in air radio.



SHAPE OF THINGS TO COME.—Giant Centaurus, as she flew over New Zealand, the first of the great Imperial Airways ships that will link New Zealand with England and the U.S.A.