

vice. It provides revenue for the State, and it restores to the jaded worker the energies which he has expended during the previous week, making him once again a productive unit in the Dominion. Listeners must judge for themselves whether or no it was justified. For my own part I cannot discriminate, and regard propaganda of this sort in much the same light as I would a talk on the uses of "Makustrong" meat essence.

This lecture was by way of being a pot-pourri in that the speaker devoted half his time to emphasising the national plea for bird preservation and reminding us that this month is bird month. I hope the reminder will not fall on deaf ears and that we shall do all in our power toward lightening the burden of living for the birds during this month when food for them is so scarce and hard to obtain.

## Manchuria

MUCH informative data was provided by Mr. George Lawn, M.A., of Canterbury College, in his international talk given from 3YA. Manchuria has provided the natural outlet for hundreds of thousands of Chinese who have fled from drought, famine and excessive taxations in their own native States. It is an area capable of enormous production, besides being rich in natural forest and mineral resources. Unfortunately the international political atmosphere surrounding Manchuria is charged with electricity by reason of the Japanese interests therein.

By defeating Russia, Japan gained control of the Southern Manchurian Railway and, on May 25, 1915, gained further territorial concessions from China. The anniversary of this day is now held as a day of national humiliation by the Chinese, who are insistent that the grants were obtained under false pretences and by unfair means. They claim the evacuation by the Japanese of all interest in Manchuria.

From the point of view of population, Japan is not vitally interested; her people prefer to stay at home, and there are only about 200,000 Japanese in Manchuria. But her financial interest is enormous. Moreover, Manchuria provides for Japan a natural outlet for much of the tremendous output of her own factories and manufacturing plants, and, in consequence, she is loth to make any concessions back to China. When it is realised that Russia has never forgotten what she lost, it will be understood that the position calls for tolerance, patience and wise statesmanship of an unprecedented high order. One false step may result in a flare up which, fanned by international intrigue and alliances, might plunge the civilised world back into another world war.

## Some Further Romance

IN the second of his talks on "The Romance of the Main Trunk Railway," Mr. Fergie again preferred to deal with hard cold facts rather than indulge in any flights of fancy to the world of romance. He explained some of the reasons why a through connection in the North Island took longer to

establish than a through connection in the South Island.

Firstly, there was the difficulty of overcoming the objections of the Maoris and, secondly, the nature of the country with its vast ravines and gorges, made railroad construction slow and costly. Isn't it queer how native races, in the early stage of so-called civilisation, have a rooted objection to railways? Canada had to face the active dislike of red Indians; South Africa has had to contend with Zulu and other native opponents to progress; we had to contend with Maori interference. Wasn't this rather a golden opportunity for Mr. Fergie to have held his invisible audience spell-bound while he recounted some of the dangers faced, and some of the deeds of heroism performed, which must be chronicled to the credit of our railway pioneers?

Instead of this Mr. Fergie dealt at some length with the constitution and aims of the newly formulated Railway Board. We all wish the board every possible success; the difficulties the members have to face are, in a very different way, perhaps as great as those faced by the pioneers in their work of construction. Paint these difficulties and obstacles in a romantic light, and point the way by reminding the members of some of the Herculean tasks accomplished by rail leaders in the 70's, and who knows but that success in railway management may yet be attained?

Mr. Fergie did permit himself one flight of poetic fancy—and a pretty lurid flight it was—when he likened the red and green lights of the signalmen as splashes of ghost's blood and green eyes of little yellow gods respectively. He had only to complete the picture! describing the rails as the ghost's backbone and . . . but then there would have been one terrific argument between Auckland and Wellington as to which centre was entitled to call itself the "head" of the skeleton, so perhaps it was all for the best that he stopped where he did.

## Neutralising the Radiola 20

(To the Editor.)

A CORRESPONDENT, R.D. (Kaitangata), writes with regard to our answer to a query concerning the use of other American valves in the Radiola 20. Our answer favoured the 199,120. He states that we are not correct in this statement, and that he has been using A409 as r.f., detector A415, first audio A409, power B403. They have been in use for three years, and have given excellent service. His log to date is 74 stations. Regarding neutralisation, he says it certainly takes time and patience to re-neutralise the set, but he considers it worth while.

We pass this information on, but we might add that our remarks concerning the use of the 199 and 120 type valves were based not solely upon our own experience, nor those of one listener, but upon the average. However, when the set is neutralised for other valves, it will give good service.

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