

In and Around the Town.

58 Burg Street,
Thursday.

SAMUEL FINBURGH, M.P.

A most cordial welcome awaited Mr. Finburgh when he arrived, for the first time, in South Africa. He was greeted on board the mail-boat by several representative Capetonians, headed by Mr. Morris Alexander, K.C., M.L.A., while the same night a reception in his honour was given in the Zionist Hall, the invitations for which had been sent out in the name of the Dorshei Zion Association. There was a large gathering there, and Mr. Finburgh was visibly surprised at the warmth of the welcome. There were few speeches. Mr. Alexander, the Chairman, opened the proceedings and was followed by Rev. A. P. Bender and Rabbi Mirvish, at the conclusion of whose speech Mr. Finburgh replied. It was really a pleasure to listen to the speeches, each of the speakers being "at the top of his form." Indeed, Mr. Finburgh particularly mentioned the pleasure it gave him to have the privilege of hearing such a wonderful piece of oratory as was Mr. Bender's.

CHAMPION OF JUDAISM.

It is well that Mr. Finburgh's activities as a politician should be broadcast. In him Jewry has a champion who fearlessly stands up for his people. His intervention in the debate in the House of Commons on the question of the introduction of the "Humane Slaughterer" in England and Scotland had the effect of ensuring to the Jewish community that, for many years to come at any rate, the ancient rites, in so far as Shechita is concerned, are safe from attack. He saw in the introduction of the "Humane Slaughterer," the abolishment of Shechita, and Jewry not only in the Old Country, but in every part of the world should feel very grateful to him. The manner in which he stood up to the Home Secretary, Sir William Joynson-Hicks, over the Aliens' Naturalisation question, as well as the Alien Immigration regulations, no doubt brought him into conflict with his own party—the Conservatives, but this did not deter him from attacking both matters. Would that the other Jewish members of the House of Commons adopted the same attitude! Perhaps with one exception, Mr. Finburgh ploughed the lonely furrow. At any rate, for the short time he has sat in England's legislature, he has made his presence felt.

BUSINESS AND PLEASURE.

Mr. Finburgh has come out here in a dual capacity. He has come to seek health, impaired through his public duties, as well as on a business mission. One of Lancashire's merchant princes, he intends to investigate the position of the trade between his native Lancashire and South Africa, a matter in which the Government is greatly interested. After a few more days in the Cape he will go to Johannesburg, where

he will doubtless meet with a reception equal to that accorded to him here.

FOLLOW JERUSALEM.

A week or two ago articles appeared in the local Press referring to the unnecessary noise made on the eve of Christmas and of New Year by over-zealous people. It was then declared that the time had arrived to stop this practice. Whilst sympathising with the exuberance of youth on all festive occasions, there can be no doubt that much of the noise, as well as horseplay indulged in by promenaders in the main thoroughfares of the city can be well done without. The local authorities should take a leaf out of the book of the Jerusalem Municipality. That body has put its foot down and has taken steps to put a stop to this custom. A new bye-law was promulgated just before Christmas, making it a punishable offence to indulge in displays of this nature. The bye-law in question affirms that "the making of any noise by the use of mechanical or electrical horns or Klaxons within the municipal boundaries of Jerusalem will be prohibited from Christmas onwards." This is a wise measure indeed, for here in Cape Town we have sorry spectacles in the main streets during the Christmas and New Year holidays. Letting off steam is one thing, but creating hideous and ear-splitting noises, making the thoroughfares into Bedlam, is another.

AN INVENTION.

A fortnight ago a young Jewish gentleman left Cape Town for Sydney, Australia. His name is Mr. Lionel Canard, who at one time lived in Cape Town. Very few people know that Mr. Canard is an inventor who has recently achieved fame in Australia. In fact, judging from a record of his career, I am prompted to say that there is a brilliant future before this particular and pushful Jew. So far he has placed on the market a new electric radiator—an invention which has something of a history behind it. Before proceeding to narrate how he came to frame this remarkable invention, I must give a few facts of his earlier years in this city. He was a pupil at the South African College School in Cape Town, and later was in the employ of one of the largest firms here. Subsequently he joined the well-known British firm of Vickers. He is a trained electrical engineer.

HIS TROUBLES.

Somewhat disillusioned about life, Lionel Canard took to travelling about trying to satisfy his adventurous career. Hearing about the potentialities of Australia, he thought it desirable that he should try his luck in that continent. He landed in Australia with very little money; in fact, from an authoritative source, I learn that he had five pounds in his pockets—all the money he could save after three weeks' grinding toil—this young

South African lived precariously until he found a billet with a Sydney motor firm as motor car assembler at a salary of £4 a week. Hard work it was for so little a return, and it was not long before Canard threw up the job and took another with Anthony Horderns and Sons, one of the biggest commercial houses in Australia, with factories in every State and a staff of many thousands.

"You might think this meant an end to all my troubles—but it was only the beginning," said Mr. Canard. "I was detailed to do work in the firm's electrical department, and it was here that I conceived the idea of an electric radiator that would broadcast heat in all directions and warm a room impartially. With my savings I made a model and submitted it to the firm—but they showed no interest! In vain I demonstrated my invention, knowing in my heart that it was flawless, but the firm's interest waned. I had to decide between my job and my invention. The invention won, and I found myself once more in Sydney without a job or prospects, nothing but a model of a heater nobody would look at."

THE ROAD TO SUCCESS.

It was in such a spirit that he began his battle for recognition. He sought to place his invention on the market. At first he failed. Continuing his story he states that there was a time in his life when his boot soles wore to a paper edge and he owed his landlady in the squalid suburb of Bondi £13 for rent. He was sneered at as a crank and a visionary by all but one man, a young engineer like himself, who had seen the model at work and

became infected with a similar faith in its possibilities. Between them they managed to turn aside the wrath of impecunious landladies until one grey morning a letter arrived bearing the post-mark of Inverell, a bush sheep station nearly 1,000 miles from Sydney. In it Norman Bucknell, wealthy grazier of Inverell, asked to see young Canard's invention of which he had casually heard.

But Bucknell was a long way off, and the one-time engineer had no money to buy new boots, much less could he afford a train journey of a thousand miles, so his friend went instead; the man who had confessed his faith in the invention was entrusted with the model and told to make what terms he could.

So now he began to climb the road to success and fame.

SPEEDY PROMOTION.

Thus it was left to a sheep grazier to see things to which other men had been blind through prejudice or jealousy—or both. He showed his faith in the young South African by putting down £500 for a third interest and guaranteeing a further £2,500 for patent rights. And what was more, he left his sheep station and persuaded a Sydney firm of jewellers to manufacture the radiator after patent rights in twelve different countries had been safely assured.

And to-day Mr. Lionel Canard is somewhat optimistic regarding his future. Here we have a story of a determined Cape Town Jew which will fascinate us all. His is a true example of doggedness and perseverance in the face of obstacles, ending

(Continued on page 26.)

**QUALITY
CIGARETTES**
and
**QUALITY
GIFTS!**

BIG BEN
Turkish Cigarettes

4^d for 10

**The finest range of Gifts ever offered
to Smokers in South Africa.**

Call at the
GIFTS DEPOT
21, Adderley Street,
CAPE TOWN.

If unable, write for Catalogue to:—
WESTMINSTER TOBACCO CO.
[C.T. & L.] Ltd., Box 78, CAPE TOWN

HOTEL METROPOLE

(Under the Personal Supervision of A. J. SPONG).

Close to Railway Station, General Post Office and Cape Town's New Theatre Land. Entirely Rebuilt. Without Doubt, the Most Modern and Up-to-date Hotel in Cape Town. Excellent Cuisine combined with Comfort, Cleanliness, Good Service and Reasonable Tariff. Private Bathroom (Hot and Cold), Lavatory, etc., in each Suite. Roof Garden commanding Magnificent View of Table Bay and Environs.

NOW OPEN

Model Garage

(C. ADAMS, Proprietor).

Windsor Road, Kalk Bay.

Day and Night Service. Owners' Cars called for and Garaged. Petrol, Oils and Greases Stocked.

Stockists of all Motor Accessories. Storage for 25 Cars.

Phone 604 Muizenberg.

ADAMS GARAGE,
Belmont Road, Kalk Bay.

Motor Engineer.

All makes of Cars thoroughly overhauled.

MODERATE PRICES.

Accommodation for Cars.

CARS FOR HIRE DAY AND NIGHT

Phone 319 Muizenberg.

Hopley, Bronner & Jacobs.

Sheet Metal Works.

Mudguards, Radiators, etc.

Telephone No. 4812.

45-7, RIEBEEK ST., CAPE TOWN

J. H. NATHAN,

Builder and Contractor.

Estimates Free. Also Alterations.

HAZELDENE, FREDERICK ROAD, CLAREMONT.

Solid Leather Attache Cases. Guaranteed Best Quality and Finish. Size 18" x 11" 20/-

BERKS & CO.,

133, Long St., Cape Town.

MORTONS BATTERY SERVICE LTD.

All Types of Batteries Tested and Flushed with Distilled Water Free of Charge.

CALL AT MORTONS REGULARLY AND SAVE BATTERY TROUBLES.

PERSONAL ATTENTION.

EXPERT WORKMANSHIP.

Tel. Add.: "Morbatco." 88, BREE ST., CAPE TOWN. Phones 3039 & 1723.

THE COMMUNAL CATERERS.**EMDIN BROS.,**

All important functions Catered for.

BANQUETS, WEDDINGS, BARMITZVAHS, &c.

SPECIAL CUTLERY AND CROCKERY.

CUTLERY AND CROCKERY FOR HIRE

ESTIMATES FREE.

NONE OTHER ARE BETTER!

EMDIN BROS.,

54, KLOOF STREET, CAPE TOWN.

BELGRAVE HOTEL, MUIZENBERG.

Phones: Central 00261 and Muizenberg 0026.

"THE EAST END TOILET SALOON"

Select Ladies and Gents Hairdresser.

OUR SPECIALITY SHAMPOOING AND SINGEING.

Massaging Done by an Expert.

86, CALEDON STREET, CAPE TOWN.

(Continued from Fourth Column.)

the Gordon Bennett race. For years after that Napier motor cars were world-famous. To-day the energies of the House of Napier are centred in the production of their wonderful aero engines. It was one of these engines that enabled Campbell to attain a mean speed of 206.95 m.p.h.—actual speeds: 214.797 m.p.h. and 199.667 m.p.h.—on Ormonde Beach, Daytona, Florida, U.S.A., in February last year.

IN NEW ZEALAND.

THE islands forming New Zealand have a population of, roughly, 1,222,000, of which 53,000 are Maories. Now, consider the following facts:—

Car sales in New Zealand during September totalled 1,461, as compared with 1,179 in August and 968 in July. Ford held the lead at 249, followed by Chevrolet, 199; Essex,

170; Dodge, 110; Whippet, 99; Austin, 94; Chrysler, 90; and Morris, 40.

THE PHILOSOPHIC WAY!

THE "sporty" youth had crashed into an electric standard, reducing his ultra-model to a mass of shapeless metal. From nowhere, it seemed, appeared the inevitable policeman.

Policeman, his stubby pencil hovering over a notebook: Can I see your driver's licence?

Dishevelled "Sporty" Youth: Good gracious me, surely you're not going to worry about a thing like that now?

Policeman, puzzled: Why, what do you mean?

"Well," retorted the "Sporty" one, looking at the sorry mass of metal, "I haven't got a car now, so what's the use of worrying about a driver's licence?"

MOTORING.

An Organisation that is Surely Worth Support—Proposals of the S.A. Good Roads League—Scheme for Efficient Road Maintenance—Makers of World-Famous Motor Car and Aero Engines.

DESPITE the open hostility of certain motoring associations towards the South African Good Roads League, I am very glad that the League is continuing its good work, though severely handicapped through lack of adequate financial support. Motorists throughout the length and breadth of the country are familiar with the League's slogan: "We want good roads!" Simply, the object of the League is to try and get the Government to adopt a National Road Scheme.

In a recent article on the road problem, issued by the League, a scheme of main and proclaimed district roads is suggested on the following lines:—(a) That there should be a primary system to meet the general requirements of the State—to be called the Main Road System; (b) that there should be a secondary system to meet, principally, local requirements—the District Road System.

Roads to be grouped under:—(a) comprise; (1) through-routes traversing large areas and so located as to accommodate, as far as possible, the greatest number of the local population, the greatest amount of local production and, at the same time, the constantly growing through-traffic now being accelerated by the development of motor service; (2) central roads from towns to their nearest railway station; and (3) special roads from large industries and from highly productive areas, such as irrigation areas.

LARGE SAVINGS.

TIME and again the Good Roads League has stressed the necessity of correct alignment of roads. It is of interest to note that were attention paid to this matter in the Orange Free State, there would be a saving of 1,000 miles of road. Apart from the large saving of valuable land effected, this would mean a reduction in maintenance costs of about £10,000 a year.

Mr. W. F. Murray, superintendent of Roads and Local Works to the Free State Provincial Executive, draws attention to the fact that the Governments of the world, through their respective road authorities, are in agreement that with the enormous development of the motor car—and the larger members of that

family—the future transport for limited distances will be road transport—railways, on the other hand, for long-distance traffic. The tendency throughout the world, therefore, is to review road systems to meet modern requirements.

FEW SUGGESTIONS.

DEALING with the graded road, Mr. Murray declares, and very rightly, too, that its success depends upon its systematic maintenance. He suggests, therefore, that patrol camps be introduced as the work of alignment proceeds. Each patrol would be placed in charge of a definite section of road, the length of the section varying from 15 to 30 miles, according to the peculiar conditions pertaining. The average strength of each patrol would be one European and from three to five native labourers. It is to be understood, of course, that these patrol gangs would be separate from the construction and top-dressing gangs.

Should serious washaways occur, the ganger would get in touch with his inspector. In the rainy months he would patrol the road with his grader and drag, while during winter he would clean out, strengthen and generally attend to the drainage of his section. Naturally, motorists would soon get to know the gangers to whom they would report their troubles. By this system of patrol gangs, too, it should be possible gradually to plant and establish belts of trees along selected roads as a side-line and at very little cost.

CAPT. MALCOLM CAMPBELL.

SOON (if we are to accept the statements in the dailies) we will have the famous racing motorist, Capt. Malcolm Campbell, on his way to the Cape to try and wrest the world's motor car speed record from the American representative, Ray Keech. Campbell's land monster, "Bluebird," is a bit of a hybrid. It has a Napier engine, and, in this connection, it is interesting to recall the activities of the firm of D. Napier & Son, Ltd., Acton, England.

Twenty-six years ago Great Britain, through the agency of Mr. S. F. Edge and his Napier car, won

(Continued in First Column.)

ENGLEBERT TYRES**Ask for Grand National Liqueur Brandy**

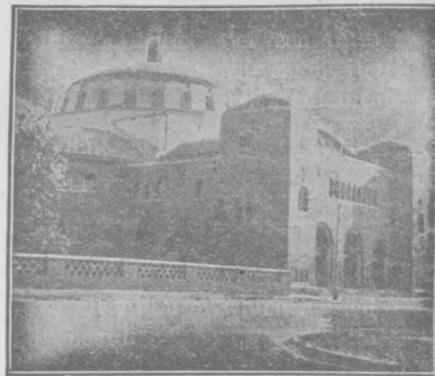


JOHANNESBURG DAY BY DAY

Invitations to meetings and functions, should be addressed as early as possible to:—

37/38, Asher's Buildings,
Fox and Joubert Streets,
Johannesburg.

P.O. Box 3995.



JEWISH GUILD.

The programme for the current month has been issued, and on Sunday, the 13th inst., a play reading has been arranged, further details of which will be announced shortly.

On Saturday, 19th January, a social and dance is being held, at which will take place the presentation of tennis and cricket cups won by the Jewish Guild sections, whilst for the last Sunday a variety entertainment will be presented by the Bright Set, a new organisation which has been formed for the purpose of assisting local charities.

On Sunday last, the 6th inst., the postponed lecture by Mrs. Ethelreda Lewis on "The Enemies of Race" was held and created the keenest interest, a very large audience being present to listen to the views of this well-known South African novelist.

The Annual Elections of the Johannesburg Jewish Guild are to be held on Sunday, 3rd February, 1929, when, in addition to the election of Honorary Office-bearers, the Annual Report and Balance Sheet will be submitted. Nominations are at the moment being received, and keen competition is anticipated for the various offices of this Jewish Institution.

JEWISH NATIONAL FUND.

The fete being organised on behalf of the Jewish National Fund has now been named and will be known as "The Land of Promise Fete," and in this name is indicated the hopes which the Jewish people repose in the national homeland, Palestine.

Quite a number of preliminary functions are being arranged by the various sections in charge of stalls, and the first is that of a bridge drive, which is to be held at the Jewish Guild on 12th February, tickets being obtainable from Mrs. Silverman, 166 Louis Botha Avenue, Yeoville, whilst a mixed doubles tennis tournament is announced for Sunday, 3rd February, 1929, in aid of the American Buffet and Produce Stall, the convenor being Mrs. Schneier, 17 Wellington Road, Parktown.

UNITED TALMUD TORAH SCHOOLS OF JOHANNESBURG.

The Annual General Meeting of the United Talmud Torah Schools of Johannesburg has been fixed for Sunday, 27th January, when, in addition to the Annual Report, which will be submitted, a Receipts and Payments Account will be sent to all members, indicating the working of this organisation for the past twelve months.

A questionnaire has been addressed to the Jewish residents of Berea,

with regards to the possible establishment of Hebrew Classes in this suburb, and should the results be favourable the United Talmud Torah Schools of Johannesburg will in all likelihood establish a school in this district.

HEBREW ORDER OF DAVID.

On Sunday next, the 13th inst., the Grand Executive propose visiting Parys to address the Jewish community, and it is expected that as a result a lodge will be established in this progressive town in the Orange Free State.

On Wednesday, the 16th inst., the Grand Lodge Officers will journey to Pretoria, for the purpose of installing the Officers and Committee of the Otto Warburg Lodge, No. 5, and a banquet is being arranged in celebration of this event.

Congratulations are extended to Bro. Dr. H. Taylor, of Coligny, on announcing his engagement to Miss Nellie Pinchuck, daughter of Mr. and Mrs. G. Pinchuck. Bro. Dr. Taylor is a member of the Lichtenburg Lodge, No. 21, whilst his father is a member of the Dr. Herzl Lodge, No. 1, Johannesburg.

Likewise, congratulations are extended to Bro. S. Horwitz, of the Sir Harry Graumann Lodge, No. 4, Benoni, on announcing his engagement to Miss Rogoff, of Johannesburg, as also to Bro. and Mrs. M. Kusner, of this Lodge, upon the birth of a son, and to Bro. H. Chertkoff, on announcing his engagement.

The marriage of Bro. A. Joffe, of the Dr. Herzl Lodge, No. 1, Johannesburg, to Miss Dinah Idelsohn, was solemnised at the Wolmarans Street Synagogue on Sunday, the 6th inst., and at the reception which followed a Silver Kiddush Cup was presented to the bridegroom by Wor. Bro. M. H. Kam, Secretary of the Lodge, who conveyed to the bridal pair the heartiest congratulations of the Lodge.

S.A. BOARD OF JEWISH EDUCATION.

On Thursday, 3rd January, a farewell was tendered to Mr. and Mrs. Harry Lourie by the S.A. Board of Jewish Education, on the occasion of their departure for Palestine, and was attended by a representative gathering. Mr. and Mrs. Harry Lourie are paying their third visit to Palestine, and will sail from Lourenco Marques on Tuesday by the Adolph Woerman, and it is interesting to record that on this boat also sail Mr. Justice Greenberg and Mrs. Greenberg, and Mr. and Mrs. Louis Landau, who also contemplate a short stay in Palestine en route for Europe.

BREVITIES.

Mr. and Mrs. C. L. Greenberg, now residing at "Houghton," 77 Ridge Road, Berea, Durban, are being congratulated on celebrating their silver wedding. It was at Park Station Synagogue on 6th January, 1904, that Lillie Cohen was married to Charles Lionel Greenberg, by Rev. Dr. J. L. Landau, at present Chief Rabbi of the United Hebrew Congregation of Johannesburg, who was assisted by the late Rev. S. Manne and Rev. Hershowitz.

The Partnership in the business of General Dealers, carried on by EMANUEL FRANK LADEN and HARRY HERTZBERG, under the style of Laden & Herberts Mart, at 126, Fox Street, Johannesburg, was on January 4th, 1929, dissolved, by the retirement therefrom of HARRY HERTZBERG. The assets and liabilities of the business are deemed to have been on the 1st day of January, 1929, transferred to EMANUEL FRANK LADEN aforesaid, and AARON REIVKES, trading in co-partnership at the same address as the Cape Furniture Mart.—Lionel D. Kirsch, Attorney, Locarno House, Loveday Street, Johannesburg. 11.18.25

NOTICE

is hereby given that the old established firm of P. CRONSON, of 48, Commissioner Street, has removed to Chiltern Chambers, 53a, Commissioner Street, Johannesburg. I hope and trust that all my friends, clients and customers will patronise me as they have done in the past.

P. CRONSON,

General Estate Agent,
Broker and Sworn Translator.

Agents for the
NORTHERN ASSURANCE COMPANY, LIMITED.

SPECIALITIES:

Collection of rents and debts. Naturalisation Papers, Passports and Permits obtained. Arbitrations, Translations, Interpreting, Bookkeeping, Secretaryships, Business and Estates of absent persons managed. Loans and Mortgages obtained. Petitions and Agreements drawn. Registration of Businesses Act, 1909, Advertisements £1 ls.—One Pound 1s.—Sterling.

Go to the "Old Firm" and you will get satisfaction.

OFFICE:

53A, COMMISSIONER ST.
JOHANNESBURG.
P.O. Box 3201. Phone 159 Central.

DO YOU KNOW

That Juta's Have Portable Gramophones from £2-0-0.

TABLE MODELS FROM £6-6-0
PEDESTAL AND CONSOLE MODELS
FROM £10-10-0.

Come and Hear Them
Demonstrated!

With Radio, Winner and Electron
Records. Prices 2/- to 5/6.

We are also Stockists of the New Columbia
Grafonola (1929 Model) and Columbia New
Process Records.

Juta's Gramophone Saloon,

112, ADDERLEY STREET, CAPE TOWN.

P.O. BOX 30.

(Take the Lift.)

PHONE 5279.

The Licenses & General Insurance Co., Ltd.

INCORPORATED IN ENGLAND.

HEAD OFFICE FOR SOUTH AFRICA: GRESHAM HOUSE, 40, ST. GEORGE'S STREET, CAPE TOWN.

P.O. BOX 1595.

TELEGRAPHIC ADDRESS: "PHRONIMOS"

TELEPHONE NO. 5690.

BRANCHES AND AGENCIES THROUGHOUT THE UNION

SOUTH AFRICAN MANAGER: R. I. G. SCOTT HAYWARD.

FIRE
MOTOR CAR
AND ALL
CLASSES
OF ACCIDENT
INSURANCE



THE
SIGN
OF
SECURITY
SERVICE
SATISFACTION