

In and Around the Town.

58, Burg Street,
Thursday.

DEATH OF BERNHARD BARON.

In the last issue of the *S.A. Jewish Chronicle* it was stated that the name of Mr. Bernhard Baron had been mentioned as one of the new Labour peers to be created by the Macdonald Cabinet, in order to support the present Labour Government in the House of Lords. The announcement had hardly appeared in print before cable advice was received here that Mr. Baron had died suddenly. Mr. Baron was in his seventy-eighth year, and during his lifetime he gave away huge sums in charity. It is estimated that his contributions thus totalled two million pounds, and his benevolence was directed towards all deserving objects, no matter to what race or religion they belonged. This great philanthropist, who was born in Brest Litovsk, Russia, in 1850, created an immense business, and his cigarette and tobacco manufactures are known all over the world. In politics he was a Labourite, and the Labour Party coffers were frequently replenished by him. He passed away at his modest little villa at Hove, near Brighton, and so sudden was his seizure that no member of his family was present when he took ill. His grandson was hurriedly sent for and arrived about two hours before the end came.

HEAVY DEATH DUTIES.

It is announced that the estate of Mr. Baron will amount to five million pounds, of which one million will go to charities, one-fifth to Jewish and four-fifths to Christian and undenominational. The Treasury will get two million pounds in death duties. The money allocated for charity will be distributed over twenty years. The Marquis of Reading is one of the executors and trustees. Generous legacies have been left to his employees and servants. The will directs that a small Union Jack and Stars and Stripes be placed with his ashes beside his wife's in an obelisk at the Liberal Jewish Synagogue at Willesden.

A GENEROUS JEWISH KNIGHT.

I have often referred in this column to the most generous contributions made to charitable institutions, hospitals, etc., by the late Mr. Bernhard Baron, the tobacco magnate of Messrs. Carreras, London. And now I hear of another member of Anglo-Jewry—also connected with the tobacco industry—who has loosened his purse strings very considerably. Overseas papers are giving much prominence to Sir Alfred Levy, the head of the Ardath Tobacco Co., and treasurer of the Royal Free Hospital, who has transferred to trustees securities to the value of £250,000 to form a benevolent fund, for the purpose of supporting hospitals and other char-

itable objects. I understand that the settlement provides that the whole of the capital of the fund, plus the interest, shall be distributed in 25 instalments. The cash received by the trustees and distributed by them in accordance with the deed, during its term of operation, will therefore amount to upwards of £400,000. Out of this sum £100,000 has already been allocated to hospitals and other similar institutions. The division of one twenty-fifth part of the capital, approximately £10,000, together with the income received by the trustees, will be made on 1st May and 1st November in each year. Sir Alfred, who was knighted this year, gave £50,000 to the Royal Free Hospital in February. He had given £50,000 to the same hospital a year before.

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BERNHARD BARON'S BENEFICENCE.

Sir Alfred's gift recalls the Bernhard Baron Charitable Trust, which was formed in September of last year, when the millionaire cigarette manufacturer set aside a sum of £500,000 to be administered for the benefit of hospitals, orphanages, and homes for crippled children during the next twenty years.

The fund, which is administered by trustees, of whom the Marquis of Reading is chairman, is so arranged that each year the interest and part of the capital is distributed at the discretion of the trustees, the amount available—about £37,000—being roughly the same each year. Altogether the charities mentioned will benefit during the period of 20 years to the extent of about three-quarters of a million pounds.

Each year the distribution takes place on 5th December, which is Mr. Baron's birthday. Last year approximately £36,000 was distributed among 200 hospitals, orphanages and homes.

And so is the prestige of Jewry, as being a charitable community, maintained.

ROUMANIAN RUMBLINGS.

A report by the Jewish Telegraphic Agency, dealing with the action of the Roumanian Government in persisting in its intention to make law a certain measure effecting the organised Jewish communities in that country, is featured elsewhere in this issue. The conflict has assumed a most violent form and the Jewish members of the Roumanian legislature are fighting the measure tooth and nail. The Jewish Parliamentary representatives who were returned under an election pact with the present Government Party, as well as other Jewish representative bodies in the country, like the Union of Roumanian Jews, have entered

the arena, and in their attack on the Government they have the support of the Liberals, Averescutes, Socialists, etc. In the measure is detected an attempt to destroy the organised Jewish communities of Roumania, and a keen and protracted fight is anticipated.

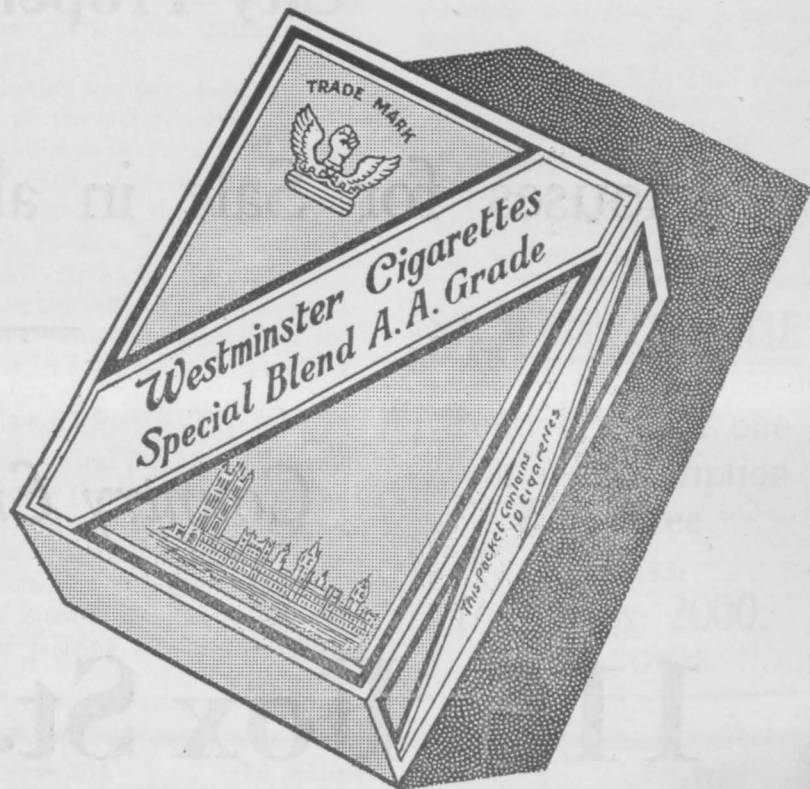
THE INTENTION OF THE LAW.

The law about which the controversy is raging was dealt with by M. Vlad, the Minister of Public Worship, in his interview with Mr. Jacob Landau, the managing director of the J.T.A., in June. The Jewish religion, the Minister then said, is officially recognised in Roumania and is on an equal level with the other religions. Religious liberty and freedom of conscience are guaranteed to every inhabitant. The law which regulates the organisation of communities will be modified in order to allow the Orthodox Jews to organise separately, and to form their own communities distinct from those of the less Orthodox Jews (Neolog). It is true, he added, that only the Jewish community in Transylvania is divided into these two groups. The Orthodox Jews in Transylvania refuse under any circumstances to join in one community with the less Orthodox Jews. It would be contrary to the law of religious liberty and of freedom of conscience if they were to be compelled to join a unified

(Continued on page 490).

Westminster

A.A. Cigarettes.



REPRESENT MAXIMUM VALUE.

MOTORING.

Total Road Mileages in Peninsula—Statistics about Cars and Buses—Heavy Vehicles more than Trebled in last Five Years—Fire-Extinguishers Explained—Parable of the Burning Aeroplane—Oil from Coal.

WE in the Peninsula have a lot to be thankful for in the matter of roads. In the Municipality of Greater Cape Town, up to the end of December, 1928, there was—

- 151 miles of Unadopted Roads.
- 42 miles of Proclaimed Main Roads at present receiving subsidy from the Provincial Administration.
- 27 miles of Main Roads, proclaimed at one time or another, but no longer subsidised.
- 9 miles of other Adopted Roads which have been reconstructed with asphalt or other high class surfacing.
- 235 miles of other Adopted Roads.

The total mileage for all roads is, therefore, 464 miles. Having regard to the great increase in the development of motor bus traffic in the city and the varying types of heavy vehicles used to draw heavy loads from one point to another, there can be nothing but congratulations for the City Engineer for his sound road-making and surfacing policies.

But is it not time that we had a National Road Scheme, whereby municipalities received subsidies on a main road mileage basis?

A BIG JUMP.

NOW let us turn to the number of motor vehicles of all descriptions that are on the Peninsula roads daily. Do you realise that the number of private cars licensed in the Cape during the last five years has almost trebled itself? Study this table—

Year.	Cars.	Buses, Lorries & Vans.
1924	4,384	676
1925	4,927	844
1926	7,120	1,211
1927	7,592	1,532
1928	10,485	2,272

Out of last year's total of 12,757 motor vehicles of all kinds, 8,892 were used for private purposes and 3,865 for business.

Incidentally, it might be mentioned that to-day petrol is the same price, in relation to the cost of living, as it was in 1914. It means, therefore, that the average owner-driver can run his car on a little less than £5 a month.

Two shillings a gollon for petrol at the pump is certainly not an excessive charge when it is remembered that the motorist gets a number of free services thrown in, as, for example, air for his tyres and water for the radiator.

AMERICA RETALIATES.

PREFERENCES are a popular topic of conversation among business and commercial men (and Parliamentarians!) nowadays. When the new Republican Tariff Revision Bill was recently introduced in the House of Representatives at Washington, it was announced that it was proposed to retain the 25 per cent. duty on motor cars, but with a pro-

viso for an increase up to 50 per cent. in the case of countries, like Great Britain, which impose a higher rate than 25 per cent. on American cars.

Car manufacturers of different countries are at each other's throats at the moment, and they are soliciting the help of their respective Governments in this "war." Italy, for example, is heavily penalising the importer and user of cars manufactured outside that country.

HOW THEY WORK.

A REGULAR reader writes to me this week asking how fire-extinguishers, as carried on many motor cars and compulsory on all buses, work.

Fire-extinguishers commonly work by smothering the flame at the root rather than by actually reducing the temperature of the burning matter below the point of combustion. The commonest reagent for supplying a heavy inert gas or liquid to any fire is carbon tetrachloride, while other machines, relying more upon force and upon a liquid fuel of carbon dioxide, are operated by mixing weak acid from a glass container with an alkaline solution. The whole mixture is finally expelled as the result of the carbon dioxide generated when the acid meets the alkali.

It is, of course, the breakage of the glass acid container which calls for that exciting moment when one can at last "strike firmly" (*vide* instructions) upon the brass knob.

The powder types are rather interesting. They contain some inert material in powder form carried in a cartridge. This powder is shot out in the direction of the fire by an ordinary heavily charged percussion cap.

Should the occasion arise for the use of an extinguisher on your or any other car, keep in mind the following little true tale:—

An aeroplane caught fire in mail week as it reached the ground. The landing took place well away from the hangar, and an excited man seized a fire-extinguisher and banged the knob on the ground as he dashed across half a mile of unsullied aerodrome. A beautiful jet of liquid spouted into the air all the way until it fizzled out just as he reached the burned-out wreckage!

COAL OIL.

GRADUALLY, but with certainty, the economic treatment of coal progressing, and it will not be many years before Britain is producing a very large quantity of oil and the people will be using smokeless fuel much more generally than is now the case.

At places where the new fuel is obtainable, the reports are that demand is greatly in excess of supply, and that once it is used the demand is continued. The ideal of plants erected at collieries is being realised at long last, and a very big low-temperature carbonisation installa-

tion was opened a few months ago in the North of England.

It is estimated that soon this plant will have an output of about 1,050 tons of smokeless fuel, 30,000 gallons of coal oil, 3,000 gallons of motor spirit and 6½ million cubic feet of coal gas a week. The retorts will be fed with the coal in its raw state as hewn from the pits, as well as with the smalls and slack recovered in the process of screening.

The developments in these directions, curiously enough, are not making any appreciable impression on the benzole market at present, and it is not quite clear why this is so. The home-produced liquid fuel is exempt from the tax, but the consumer of benzole is paying it all the same.

NO DIFFERENCE.

"He's a fine orator, although he doesn't say much."

"No, his speeches don't mean any more than a woman driver's hand sticking out of the car ahead."

* * * *

A woman driver ran into an embankment and bent a fender. It worried her. She went to a garage and asked the mechanic—

"Can you fix this fender so that my husband won't know it was bent?"

The mechanic looked at the bent fender.

"No, madam, I can't. But I tell you what I can do. I can fix it up so that in a few days you can ask your husband how he bent it."

A7.

IN AND AROUND THE TOWN.

Continued from page 501).

community. We cannot confine the law to Transylvania. According to our Constitution, every law must apply equally through the whole country.

THE WEEK-END AT WORCESTER.

Worcester was the centre of much merry-making during the long week-end, the busy little town being inundated with visitors from all parts of the Western Province. On Saturday night the Junior Zionist Society celebrated its 17th anniversary. A dance in honour of the occasion was arranged in the local Zionist Hall. The Worcester Junior Zionist Society is probably the oldest in the Cape Province, having been formed in 1912 by Mr. Hertz, of East London. It is in a very flourishing financial position and recently donated £20 to inscribe the name of the Society in the Golden Book. The dance was a splendid success, the gay throng of dancers filling the large hall. A cake was put up for auction and realised the sum of £3, being knocked down to Mr. S. J. Sennett. During the interval, while the refreshments were being served, Mr. M. Rabinowitz, the able chairman, made a few suitable remarks on the occasion.

A COMING-OF-AGE DANCE.

On Sunday evening Miss Molly Leader celebrated her coming of age in the Zionist Hall, Worcester. The affair was a marked social success. A very large number of friends and well-wishers had gathered to congratulate Miss Leader. Despite the crush, everybody enjoyed the party immensely. The young hostess received her guests in a very charming frock of powder-blue georgette and appeared to take this very serious occasion very lightly. We join with her friends in felicitating her on her majority.

A number of pretty frocks were to be seen. Miss Sally Brodie wore black lace, Miss S. Levine looked dainty in white frilled georgette over a green slip. Miss Honey Levine wore lemon georgette with silver lace, Miss Beatrice Purwitsky wore a becoming frock of black tulle with a tight fitting lace bodice, and Miss Lottie Epstein looked pretty in frilled lemon net. Amongst the other visitors present were the Misses R. Karrow, G. Kapulsky, E. Bass and A. Joffe.

BALL AT ROBERTSON.

The annual ball of the Robertson Young Israel Society took place in the Town Hall on Monday night, under the patronage of Councillor and Mrs. H. Barry, the Mayor and Mayoress of Robertson. The hall was beautifully decorated with streamers and balloons, Mr. S. Abromowitz being responsible for the decorations. During the intervals Miss Miriam Geffen, of Cape Town, delighted the guests with her clever fancy dances. The supper was delicious, largely owing to the fact that all the dainties were home-made. Dancing continued to a late hour to the strains of Droomer's Orchestra. Amongst those present were: The Rev. and Mrs. Josepowitz, Mr. and Mrs. Sandler, Mr. and Mrs. L. Blumberg, Mr. and Mrs. S. Blusger, Mr. and Mrs. S. J. Sennett, of Worcester, and party, Dr. and Mrs. A. Goss, and many of the younger set who had danced the previous night at Worcester.

PROFESSOR FRED CLARKE BIDS GOODBYE.

Professor Fred Clarke, the Dean of Education at the Cape Town University, who is leaving on Friday for Canada, where he will take up his new post as at the Gill University, came for the last time on Tuesday afternoon to address the boys and girls of the Cape Town High School and the Girls' Central School.

The Rev. A. P. Bender, the Chairman of both schools, presided, and the Principals and staffs of both schools were present.

In a brief but pithy little speech Professor Clarke took his farewell of his young friends. He said that South Africans had already stood the tests of adversity. They had lived through war, pestilence, flood, famine and drought, and had come

(Continued on page 510).

ENGLEBERT TYRES