A bishop really labours for church



IT IS customary for a Bishop to labour for the Church but in the case of Dr. Roderick Coote, Bishop of Colchester, Essex, it is one of manual labour.

Dr. Coote shoulders a hod of bricks in this picture, during a working stint as bricklayer and carpenter for the Vicar of Colchester, the Rev. Christopher Sly, his parishioners and other voluntary workers from the Colchester area, currently building a church, St. Margaret's in Mersea Road, Colchester.

Beating the Boom with bangers

THREE British scientists hope that experiments with fireworks will solve the problems that the world's cities face from the supersonic booms of the super-jets.

The spectacular maiden flight of the Russian TU-144, the "Concordski" has put fresh impetus into their research.

The scientists have bought 500 bangers at 6d. each and are letting them off ten times a day at Liverpool University.

The fireworks are placed at the end of a 30ft. metal pipe which has a scale model of a living-room attached to the end.

Advice

The shock waves that burst into the room are just like the sonic booms which could turn life into a nightmare for householders living near the big airports.

Within six months the scientists believe they will be able to tell architects how to build houses, hospitals, and office blocks that are virtually boom-free.

Research fellow Mr. Malcolm Crocker said: "The supersonic jets will make a boom right over some cities. London will be much better off because the Concorde, for example, will not make the boom until it is over Ireland on the Trans-Atlantic run.

"This boom is not dangerous, but it will set up pressure waves inside the room. If we experiment carefully, we may find ways to diminish the waves by designing houses and windows differently. If we are really clever, we will be able to reduce the noise inside the room to an absolute minimum."

Double glaze

Mr. Crocker has studied the problem of noise from conventional jets, and he recommends people to double glaze their windows (with double thickness glass if possible) and put glass-fibre insulation material in the roof if they want to be free from the jet's roar.

"We certainly found this worked near London Airport," he said. "Anyone who is affected by the noise there now can have three-quarters of the cost of double glazing and insulation paid by the Government."

He said people should not worry about the supersonic jets breaking their windows with the sonic booms. "This story of cracked windows and glass doors is really a myth," he said. "When windows break it is probably due to the stress already in poor quality glass."

The research workers at Liverpool University have been building the model pipe and living room for a year. It had to be designed with absolute precision, or the tests would have been useless.

Theory

The first trials with the bangers began only the other day. "This is the practical side of our experiments," Mr. Crocker said.

"All the theoretical work has been done. In six months we should have an answer, and in a year we will have an even better answer."

Mr. Crocker said the recommendations his team would make might prove expensive if householdess wanted to modify existing buildings, but they would revolutionise houses, offices, and factories of the future.

The first flight of the French-built version of the Anglo-French Concorde is set to take place in about a month's time. It appears the TU-144 will be the first into commercial service, but it does not figure as a commercial threat to the Concorde.

International airlines will not buy planes about which they cannot get full details or guarantees, and the Russians in the past have not been prepared to give this.

THE KNOCK THE KNACK TO CHEAPEST MOTORING

THE BEST way of cutting petrol costs is to use the lowest grade of petrol that does not "knock" in your car, advises "Which?" the consumers' magazine.

Tests on more than 5,000 gallons of petrol (enough to drive a Mini around the world eight times) showed that there was nothing to be gained by buying high-priced petrols or by sticking to well-known names.

In general the cut-price brands and those with only a few petrol stations did just as well as the "giants."

Trying cut-price petrol could save you £5 a year, the magazine says.

In track tests most cars ran "quite happily" on three-star fuel, but for long journeys on motorways, a car might need a slightly higher octane rating than usual.

The magazine was "disturbed" to find that the British Standard stars on a petrol pump do not necessary guarantee the petrol's octane rating (about 3 per cent. of "Which?" samples failed the B.S. test).

It hoped the petrol companies would exercise greater control over their distribution networks and weights and measures inspectors would step up their spot checks on quality.

Last stand for island's feudal lords

THE SEIGNEURS — Guernsey's feudal lords — are threatening battle over a suggestion that their 900-year-old right to levy ancient dues should be abolished.

A Seigneurs' meeting to decide a course of action, was called for today.

Meanwhile, Guernsey M.P.s are studying a report which, among other things, calls for an island government probe into the whole business of feudal dues, with a view to their abolition. Parliament meets January 29.

A burden

The due which is causing the trouble is known as "conge"—a 2 per cent. "cut" on the selling prices of all land and property in the domains "fiefs," of the Seigneurs.

M.P.s have been told the duty was now a burden on the islanders of moderate means who want to buy their own homes. The report suggests it should be replaced by an island government stamp-duty, but only on deals involving £5,000 or more.

One of Guernsey's Seigneurs, also a local M.P., Deputy Cecil de Sausmarez, of Sausmarez Manor, St. Martins, whose ancestors have been Seigneurs for more than 600 years, describes the suggestion as "smacking of republican arrogance and impolite — especially to the Queen."

As Duke of Normandy, the Queen is the leading Seigneur of Guernsey and most of the island's 70 or so fiefs are in the Crown's hands.

In 1967, conge on Crown-held fiefs amounted to nearly £80,000, and another due, called "poulage" —once an annual tribute of two chickens—which amounts to 7s. 2d. a year, brought in another £8,000.

The Crown's 1968 revenues in dues from Guernsey are expected to total more than £92,000.

Unlike the dues collected by the private Seigneurs, those of the Crown are returned by the Treasury to the Guernsey Government. They more than cover the cost of the island's Lt. Governor and his establishment.

Old court

Between them Guernsey's Seigneurs are reckoned to earn at least £20,000 a year from conge. Originally, the money would have been spent providing security of tenure and the protection of arms for the tenants, but today none of these responsibilities remains.

Several Seigneurs, however, still hold courts. One of these is Professor Cyril Northcote-Parkinson, of Parkinson's Law Fame, who has restored an old court house, complete with minstrel's gallery at his home, Les Caches, St. Martins.

fffflieg-

He once said: "Without its feudalism, Guernsey as a tourist resort would be little different from Bognor Regis."

Seigneurs are also entitled to levy dues known as quarantes and chefrentes. These, respectively, used to be 40 eggs and every 12th head of corn. Today they are 4s. 6d. a year and anything from 1s. 2d. to 3d. per year.

The Seigneurs stopped collecting them, however, some years ago, as the cost of gathering them up was larger than the total returns.

Negro accused of FBI killings

Police have charged a 29-year-old Negro with killing two F.B.I. agents.

Police and the Federal Bureau of Investigation said they arrested Billie Austin Bryant in a residential area of southern Washington.

An F.B.I. statement said the mud-covered fugitive was found hiding earlier in the day the two agents were killed by a volley of gunfire when they went to an apartment block to investigate a bank robbery in neighbouring Maryland.

LONELY WIVES MOVE OUT OF VILLAGE

LONELY wives in the little town of San Giovanni, in southern Italy, have decided to do something about their plight. They are following their menfolk in their annual exodus in search of work.

Almost every able bodied man leaves the town to find work and comes home only once a year for Christmas and New Year.

Fewer than usual came back this Christmas—only 3,000 out of 7,000 to 9,000 migrant workers.

Many of those who came home will take their wives with them this time when they return to jobs in France, Germany or Switzerland. Most of the 150 who got married on visits there this holiday season will take their brides away.

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