Race to Rule the Sky

Russia Forward, Aviation Keeps the [illegible] and Italy Are Getting [illegible] Britain and France Show [illegible] Flying Which May Prove [illegible] Britain, at Least—If [illegible] Overcome

[illegible]SON OF CARDINGTON

[illegible] Secretary of State for Air

[illegible] aviation [illegible] Russian [illegible] provided, [illegible] taught the [illegible] the All-[illegible] Association [illegible] provide facil[illegible] pastime. Like all [illegible] Russia, this one [illegible] government [illegible] supports. [illegible] the propaganda is [illegible]thered from the following [illegible]. In the Ukraine alone there [illegible] 4,662 local aeronautical societies [illegible] total membership of 360,000. [illegible] member pays a fee of eighteen [illegible] but whether this is an en[illegible] fee or annual subscription is [illegible] clear. Two societies, the [illegible] Friends of Aviation and [illegible] Chemical Defence, have [illegible] amalgamated into one, [illegible] Aviokhim, whose mem[illegible] exceeds 2,000,000. This sug[illegible]mbination has already form[illegible] aero clubs and established [illegible] libraries containing books on aeronautical subjects throughout the Soviet Union.

Military Aviation.

On the other hand, military aviation has not been neglected. If numbers are a measure of strength, Russia is now a first class air ower. The Russian Air Force is said to ossess from 1,200 to 1,500 military aircraft. Originally Russia imported airplanes from Germany, and her squadrons were equipped from the Junkers, Fokker and Dornier factories, but recently a national aircraft industry has been founded with a research department, and the latest machines have been built in Russia from Russian designs.

Russia is specializing in all-metal airplanes made of a new alloy—Koltchougaliminium. This metal combines lightness with a tensile strength of 85,000 pounds to the square inch and has given satisfactory results in the various tests applied. An airplane constructed throughout of this alloy and fitted with a 450 horsepower Liberty engine has made a non-stop flight from Moscow to Nijni Novgorod and back.

Advanced Methods.

In South Russia fleets of airplanes are employed to destroy swarms of locusts by spraying them with poison. Nothing could bring home better to the population the uses and advantages of aviation than this practice. The most dazzling stunts and feats of airmanship would not impress the Russian peasants half as much as the extermination from the sky of these voracious insects, caught replete and asleep upon the fields they devastate.

Whether Russia will become in the true sense a great air power time alone can show. Her wide and distant spaces offer an ideal field for aviation; the Slavs have produced many brilliant engineers and should produce good pilots and mechanics. What this race lacks is concentration and the faculty for detailed organization. But if the propaganda now at work bears fruit and Russia builds up a national air transport system with an adequate aircraft industry for her internal needs, so vast are her resources and so great are her natural advantages that in a few years' time she may quite possibly be in a position to control the air routs over Asia to the East.

Britain's Opportunity.

Contrasted in many ways with the growing opularity of aviation and the increasing "air mindedness" of Russia is the status of flying in Great Britain. Aviation offers a splendid opportunity to Great Britain. No European state has more to gain by its rational development. If the problems presented by this new form of locomotion are tackled boldly and national energies are not paralyzed by the inferiority complex which makes unenterprising people dread all change and discourage the activities of others, the rewards, though not immediate, will amply compensate the efforts and sacrifices made. They will be, on the material side, new markets, more employemnt, readier access to undeveloped regions, closer and wider intercourse within the British commonwealth and throughout the world. On the moral side their worth will be incalculable—a broader outlook, better understanding, a quickening of the progressive spirit, without which the greatest and most powerful states stagnate and eventually decay.

On the other hand, no people have more to lose by the neglect of aviation than the British. These islands have lost their old security; sea power is helpless against air attack; London and Birmingham, Liverpool and Manchester, the majority of English seaports and cities are huge targets, as vulnerable as they are essential to the nation's life. They can be defended in one way only—the establishment of British air power on broad and deep foundations. Broad, because from the very nature they must be far-flung; deep, for unless they rest upon national industry and peacetime habits, an air force, however efficient, well equiped and self-sacrificing its personnel may be, will be a superstructure without foundations, since it will lack the requisite reserves.

Nation Apathetic.

In view of these considerations, it is both disappointing and surprising that the British people as a whole should be apathetic in regard to aviation. That they are so is demonstrable by statistics. The membership of the Air League of the British Empire did not exceed in 1926 the paltry total of 6,000 and is increasing very slowly. In Germany an association with similar aims has a membership of several hundred thousand, and Czechoslovakia, whose population is 15,000,000, has an Air League with 80,000 members.

A Few Enthusiasts.

Admittedly, the foregoing figures present the dark side of the situation. There is a brighter side, where the indifference of the many is redeemed by the enthusiasm of a few. All over the country there are groups of patriotic men and women ready to sacrifice their money, if not their necks, in the cause of aviation. The support given by the Air Ministry to Light Airplane Clubs has been appreciated and has met with a satisfactory response. At least six such clubs are now in existence with growing membership and the latest returns of pupils in training and of flying licenses granted are most promising. Several successful air race meetings have been held in 1927 and the prospects for the remainder of the season are good. Aviation as a sport seems to be taking root in England, and this is no small mater, from every point of view.

On the commercial side Imperial Airways Limited are providing regular services with the Continent. Their air liners enjoy a deservedly high reputation for safety and British pilots inspire confidence in the most timid. During the period 1919 to 1926 the rate of fatal accidents was only one per 1,141,000 miles flown with passengers and freight.

Highly Efficient.

Although the British air force is, numerically, not so strong as certain continental air forces, it may be claimed that it makes up in efficiency for lack of numbers. Visitors to the annual air force display cannot fail to be impressed by the skill and daring of the British airmen, and in every branch of aeronautics the same high standard is maintained. Unfortunately, in aerial warfare the casualties will be appalling, and while there is the faintest possibility of war recurring one fact of aramount importance is that the British air force has now taken the place of the British navy as the first line of home defence. As such it must be prepared for a long war of attrition to survive which it will need he backing of a national aircraft industry and an imperial air transport system just as the navy.

The Briish are proverbially slow starters, but they seem at last to be recovering from post-war reaction, and signs are not lacking that more serious and widespread interest is being taken in aviation. It will, therefore, be more profitable to look forward and consider future developments, rather than contemplate the somewhat meagre showing of he present. The word "showing" has been used intentionally, because, behind the scenes, much useful experimental and research work has been done by the Air Ministry experts and aircraft manufacturers.

Seaplanes.

Like Italy, Great Britain will have to rely to a great extent on seaplanes for air communication. It may be that when airship designers have solved the problems of control of lighter-than-air vessels—and there is every reason to believe that they will succeed—the latter will play an important part as passenger and freight carriers. But that art will be more in competition with ocean steamers than with airplanes. For seaplanes there will always be a place on the air routes of the British Empire, provided that their "useful load" and range of flight can be increased. Considerable progress in this direction has been made already, and in the near future commercial seaplanes should be available with a range of 1,500 miles. It will then be possible for a traveler to fly from England to the Antiodes in ten non-stop flights, with a total of at most 150 flying hours. The stages might be Malta, Egypt, Bushire, Karachi, Colombo, Singapore, Port Darwin, two air-stations in Australia and one in New Zealand In these conditions, the gain in time would be a decisive factor, and no one with business of importance would hesitate to take the air route. With machines possessing this range of flight, empire air transport will berome a commercial proposition.

Does Not Pay.

In all countries the same complaint is made—that aviation does not pay its way. It certainly does not. Ten times the present traffic is required to make British air transport pay. But those who complain most loudly either forget or do not know of the subsidies paid to shipping companies and the plight of the railways in their earlier days. Subsidies are as necessary to aviation as milk is to a child. Governments which starve this new form of transportation, and its related industry, will be guilty of a penny-wise-pound-foolish policy, and rightly incur the obloquy of succeeding generations. The future is with airfaring nations, and subsidies to commercial aviation are a good investment of public money. Perhaps the best form such subsidies can take is the indirect one of providing and equipping air routes. These routes are as essential to a modern state as sea routes or public roads. It is, or will be, as unreasonable to neglect air routes as it would be to leave coast lines unlighted, harbors undredged and bridges broken; yet the charges for all these maintenance services are met for the most part out of rates and taxes.

Italy's Experience.

Italy's aviation problem is similar in many ways to that of Britain—her long coast line and interests overseas necessitate the use of her seaplanes or amphibians. On the development of these types of aircraft, far more than on land machines and bombers, her air future will depend. Italian engineers, pilots and mechanics can hold their own with those of any race, and great things may be expected from them if they find an outlet for their energies in the organization and equipment of air transport systems, providing safe and regular communication across the Mediterranean and Adriatic. In this way Italy will lay the foundation of her air power far more solidly than by the maintenance of an air force of such size that the drone of motors will drown all other sounds in Italy and the wings of airplanes above the peninsular will eclipse the sun," to paraphrase a passage from a public speech attributed by the newspapers to Premier Mussolini.

Unfortunately, the air force estimates in Italy, like those of other countries, are going up, and the Italian government is credited with the intention of constructing 2,800 military aircraft by 1930.

The Marquess de Pinedo has perhaps a clearer notion of the requirements of aerial supremacy. He has been urging, amongother things, the construction of seaplanes navigable on the surface of the water. This idea is far from being fantastic; the seaworthiness of seaplanes is surprising, though explainable on aerostatic principles; they skim over the roughest sea and neither crash into the waves nor wallow in the troughs. Pinedo's Atlantic flights aroused the wildest enthusiasm throughout Italy, where his name is a household word. If his popularity and influence are sufficiently maintained to enable him to put his ideas into practice it will be fortunate for Italy and not less so for Europe.

France Behind Too.

Although France contributed so much to the early development of aviation, it is probably true to say that, with the exception of the British, no race displays greater apathy in regard to aviation than the French. In spite of all attempts by the government to excite its interests by means of aeronautical exhibitions and demonstration flights the French public has notyet acquired "air sense." Air travel will have to be both cheaper and safer before the French take to it, in spite of the fact that it costs little if any more and is much less dangerous than travel in a French train.

A Flying Fish.

Nevertheless, much useful experimental work is being carried on in France. One interesting innovation is the so-called "submarine seaplane," a machine which, according to its designers, can fly above or swim below the surface of the sea. While this device may have no practical application for years to come, it is all to the good that work of this kind should be done. In aviation, the incredible of to-day is the possible of to-morrow.

Although, in the strict sense of the term, France has no air force—that is, no independent service on the same footing as the two older services—the air arm of the French army is, numerically, the most powerful in the world. For various reasons, the French air arm is administered by the War Office, and the chief sufferer, though by no means the only sufferer, from this arrangement is the French naval air service. The complaints of the latter have been loud and long, their latest occasion having been some unsatisfactory experiments with seaplanes.

Russia, Italy and France are undoubtedly great air powers of the future. Two of them, France and Italy, are developing aviation mainly on military lines, in striking contrast to the procedure imposed on Germany by the Treaty of Versailles. Russia, on the other hand, is pursuing exceptional propagandist methods simultaneously with the provision of a powerful air force. If the government in Moscow can achieve the miracle of making Russian peasants "air-minded," then Italy, France and Germany together will not be Russia's equal in air power.

For the British, delay or hesitation in building up an ai rforce will be disastrous. Great Britain's position in the world has been built up on the basis of sea power; now it needs air power to maintain it. Its mariners, backed by governments with vision and the instincts of a trading people, made possible the British Commonwealth across the "illimitable pathways of the sea." Its airmen can consolidate that commonwealth and give it a new lease of prosperity and life only by equal enterprise and daring, on pathways more illimitable and trackless, whose courses are in three dimensions and above both land and sea.

Twelve Killed in London Train Wreck

Traveling fifty miles an hour, loaded with holiday passengers, express left rails owing to washout during heavy storm.

The Motor Toll

Carelessness,—of the car itself, its brakes, its stearing gear; carelessness of operation,—too much speed, cutting-in, loafing; carelessness to traffic rules, and signals; all these add to our mounting tole of motor accidents. The motor car has added greatly to the harsard of our Ontario roads. It is time that all good citizens united to report the careless driver. One year of strict enforcement of our laws would cause the careless to pause and think. Our laws are sufficient but our officers can't be every where at once. Help make Ontario safe.

Explained Her Make-Up.

She—"All the world's a stage."

He—"That explains your make-up, I suppose."

The real-estate firm that refuses to hire flappers and employs none but elderly women deserves to be congratulated upon its ability to distinguish between them.—New York Evening Post.

Autumn Treats

Rub about a five-pound piece of lean beef with salt and pepper and half a teaspoon of ground cloves and the same quantity of allspice, then put into a vessel in which is enough vinegar to cover it, together with a sliced lemon, a sliced onion and half a bay leaf. Turn several times; leave in the vinegar three or four days, remove, wipe well and pot roast as usual.

Vegetable Chicken

Cut a raw, four-pound chicken into cubes; put it into boiling water with half a pound of lean ham, diced, and one large onion, sliced. Cover and let it simmer for an hour and a half; add one quart of peeled and sliced tomatoes, one pint of string beans, one chopped green pepper, four medium sized potatoes, diced, and salt to taste; cover and simmer another hour. Add one pint of cooked grated corn, a fourth of a pound of butter, cut into small squares and rolled in flour, a quarter of a pound of grated cheese and the beaten yolk of an egg. Stir five minutes and serve.

Cabbage Dumplings

Cut eight slices of salt pork into pieces, cook out the fat and remove the meat. Add three quarts of chopped cabbage, sprinkle with one teaspoon of salt and add two quarts of boiling water; cook thirty minutes; add entire wheat dumplings and cook fifteen minutes longer. Pare and core two tart apples, cut them into rings half an inch thick and fry until tender. Put the cabbage into a deep plate; garnish with the apple rings the pork and the dumplings.

Shoo-Fly Pie

Mix one cup of pastry flour with one-fourth of a teaspoon of salt, one-third of a teaspoon of soda, one-third of a cup of brown sugar, and one tablespoon of lard. When well blended add one-third of a cup of molasses and one-third of a cup of boiling water. Mix well and place on a small pie pan lined with pastry. Bake in a hot oven until brown. Serve with coffee for breakfast.

Molasses Dumplings

Mix one cup of warm milk, one-fourth of a cup of butter, a little salt and a half a cup of yeast; mix with flour to make a stiff dough; form into balls about the size of walnuts and place in a well greased deep pan to rise. Cook together about five minutes one cup of molasses, one cup of water and one tablespoon of butter and pour the mixture over the dumplings when they are light and bake in a moderate oven.

Fruit Potpie

Sift two teaspoons of baking powder into one quart of flour, add half a teaspoon of salt; rub two tablespoons of butter into it with the finger tips and add water to make a soft dough. Roll and pat out two-thirds of the dough and cover the bottom of a deep buttered pan or a kettle with legs. Add a quart of quartered apples or peaches; add sugar bountifully, as it requires more than when stewed. Roll the remaining dough for the top crust and pinch the edges well together and put in a quick oven at first, then lower the heat. It should be brown all over.

THREE KILLED IN BLAST IN BRITISH NAVY PLANT

London.—A terrific explosion in the navy's cordite storeroom at Wareham recently caused the death of three workmen. Three other men, one of whom was carrying a trayful of high explosives, was blown out of the building amid a torrent of bricks and debris, but they were not injured. Several women employees were slightly hurt.

As the only three men working at the place where the explosion occurred were killed, the cause of it remains unexplained. The explosion was the first in the plant since the war.

Immediately after the blast the storeroom became a mass of flames, which mounted 100 feet high. Twenty employees, including several girls, had to dash for safety. The building was consumed in a few minutes, although the firemen prevented the spread of the flames. All other buildings in the plant were shattered.

The factory is the research laboratory of the Admiralty and contains many naval secrets of the greatest importance.

So We See

"You know my husband talks so loud and it is terribly embarrassing."

"Yes, I'm very sensitive that way too. Everybody simply stares at you."

There is a place in some men's lives when omission of the "Mr." is disrespectful; another when it is a distinction.

Best of Ontario's Cattle Herds Parade in Coliseum

THE GRAND FINAL MARCH PAST IN THE COLISEUM

The prize winners of all classes always parade on the last Friday of Exhibition week. The view shows this eye filling scene. The interest in judging of all the live stock events has been keen this year and the final Parade can be seen to be no exception.