British Banker Answers Coolidge

It is Made Not in Disparagement of America, But Owing to the Necesity of Putting Right Statements Open to Question.

OF INTEREST TO ALL

The famous Budget Speech which President Coolidge made over a month ago in which he criticized Europe and England is still fresh in our minds. It is of interest to read what a leading British financial authority thinks of Mr. Coolidge's statements.

The Hon. R. H. Brand, the Man Who Replies to Mr. Coolidge

"Mr. Robert Henry Brand is the second Viscount Hampden.

"Mr. Brand is unusually qualified to discover the fallacies of international finance. He is a director of Lloyds Bank, of Messrs. Lazards, the Merchant Bankers, and of many other great commercial concerns.

"In 1917 he was Deputy Chairman of the British Mission in Washington. He was financial adviser to Lord Robert Cecil when Chairman of the Supreme Economic Council at the Paris Peace Conference in 1919. Later he was Vice-President of the International Financial Conference of the League of Nations of Brussels and was financial representative of South Africa at the Genoa Conference."—London Daily News.

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"Mr. Brand's good faith, fairness and competence cannot be challenged by anyone; and his figures will be accepted as final. Great Britain has no objection to paying her debts, but she is a little restive at being told at the same time that her rich creditor is far more impoverished," says the Daily News, in its leader on the remarkable letter to The Times contributed to Mr. Brand in reply to Mr. Coolidge. It will be read with interest on both sides of the Atlatnic, for there are plenty of people in America who prefer the publication of facts and figures rather than their suppression. Here is the concluding section of Mr. Brand's letter to The Times:—

"Mr. Coolidge appears to believe that he can refute the assertion, which, he says, is sometimes made, that the United States made a profit out of the War by showing how much the United States Government spent. But the two things are in no way comparable. Payment of interest on debt or of pensions does not represent a loss of national wealth, but a transfer from one pocket to another. If the £350,000,000 of interest we pay every year on the National Debt represented a direct loss of national wealth, we should indeed be in a parlous way.

Richer During the War.

"It is, in fact, impossible to say whether the United States made a profit or loss out of the War. What is certain is that the American nation became much richer during the War, while all other belligerent nations became much poorer. Mr. Carter Glass, the then Secretary of the Treasury, said in April, 1919:—

"The expenditure of money by the United States Government on their War preparations, when once they got started, was immense, and nothing could have been more formidable than the intense vigor thrown into the task. But a full recognition of these facts does not mean that one should accept without some criticism figures and statements so open to question as those of President Coolidge."

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President Coolidge, in his Budget message to the Senate, referring to national defence, said:—

"Ample provision is made in these estimates for national defence, the estimates for 1930 calling for $648,511,300 for the army and the navy. This amount is reached after excluding from the army and navy estimates all non-military items, so that the figure given is the amount provided for purely military purposes.

"The actual expenditure for 1927 was $558,004,447; for 1928 it was $596,500,896; the estimated expenditure for 1929 is $672,844,288, while the estimated expenditure as distinguished from the appropriation estimates is $688,277,712 for 1930.

"In submitting the annual Budget for 1926 the Chief Executive stated that the amount carried in that budget for national defence was $549,000,000, an dthat in his opinion the United States could have adequate national defence with a more modest outlay.

"Nevertheless," he continues, "our defence estimates have steadily climbed until the cash requirements have advanced for 1930 by approximately $100,000,000 more than was estimated for 1926. This increase, however, is more apparent than real, for in these prior days the defence establishments have had use of surplus supplies left over from the War. As these reserves have become depleted it has become necessary to incrase the cash provision to take their place.

2,800 Aeroplanes by 1932

"Air interests of the Government are developing in a most satisfactory manner. The demands of this service, while large, have been adequately met. The five-year programme for the army and navy is approaching completion. Provision is made in these estimates for the third-year increment of the army and the fourth-year increment of the navy, and it is a fair assumption that at the end of 1931 the navy will have a well-balanced fleet and 1,000 aeroplanes, while at the end of 1932 the army will be in possession of 1,800 'planes in proper proportion as to types."

"'For nearly three years before we began to fight with the Allies the United States, profited tremendously in a commercial and industrial sense by the European War. Immense fortunes were made, prosperity pervaded our land.

"'Our domestic trade was almost past computation, our foreign trade in many lines epochal. It reached the immense proportion of $23,462,000,000 of exports, against $11,881,000,000 of imports. We imported more than $1,000,000,000 in gold from debtor nations.'

Gold Reserve 70% Increase

"Two indications of increasing wealth in the United States may be given. Between 1914 and 1921 the gold reserve of the United States of America—a sum equivalent to 150 per cent. of the present gold reserve of the Bank of England.

"Again, the average excess of merchandise exports over imports by the United States between the years 1910-14 was £95,000,000, and between the years 1915-22 £530,000,000. The total net exports during the War period were £4,237,000,000.

"Before the War the United States, in the words of Mr. Hoover's Department of Commerce, 'held the record of being the greatest debtor nation in history.' Now she is the greatest creditor nation. It is officially estimated than in 1914 she owed other nations £500,000,000 more than they owed her, but that now her net assets abroad, including Allied War debts, amount to, say £4,000,000,000.

"It seems indisputable, therefore, that during the War and as a result of the conditions arising out of the War, and despise any losses, destruction, or waste due to the War, the wealth an dincome of the American people increased very considerably.

"This is said by no means by way of disparagement. I was in Washington for nearly a year during 1917-18, looking after munitions for the British Government, and had an opportunity to see at first hand the American War effort. I agree with President Coolidge in thinking it unique.

"Does Civilization Need Religion?"

"As a prophet and thinker on social matters Mr. Niebuhr's interest and hope are wider than those of religion alone, and as a religious man his expectations include more than what is merely Christian and Western," says a Church Times (London) reviewer.

"It is clear that the world needs more than religion if society is to be put right. It needs hard thinking—the examination of facts and the testing of principles; all this means the separate existence and autonomy of the sciences.

"On the one hand, religion must be content and, indeed, eager to leave the sciences to be developed for their own sake, believing that they have their own contribution to make to the fulfilment of God's purpose, while religion itself provides an inspiration and a morale attitude. On the other hand, we must face the real risk implied in the clash and conflict between the intellectual and critical temper, the scientific point of view, and the temper of devotion, the idealist attitude, proper to religion. They do not easily form a team."

Cinemas Urged in Persia To Depict Western Life

Religious Opposition Forecast if Cities Adopt Plan

Jerusalem—To familiarize the population with European customs and habits, the diea has been put forward in Persia that the municipal authorities should open cinemas throughout the country to show films depicting the sociological conditions in Western lands. There are few cinemas in Persia and these apparently do not conform to a high level, nor are they very successful.

In the main, Russian films are shown, and it can hardly be said that they show conditions in the outer world as they really are. In all probability, the use of the cinema for the purpose now urged will meet with the opposition of the mullahs, the men learned in the religious teachings of the Islamic faith and my whom the phonograph no less than the cinema is regarded as an instrument of Satan Incidentally, one of the effects—and by no means the least—of the vigorous measures which the Shah is introducing is the lessening of the influence exercised by these religious authorities.

Farmers in Congo Train Elephants for Plowing

Work of Pachylerms Called Equal to That of Three Horses

Uelle Province, Belgian Congo—Domesticated elephants for use on farms have been developed here after twenty years of patient research and practical experience.

Special training schools have been established in the Uelle Province of Belgian Congo, and the animals are hired out to ranchers and lumber merchants. The work of a trained elephant is equal to that of eight to twelve oxen or three teams of the best European farm horses.

Motor Show Shows Advances

Toronto' First Post-War Indoor Motor Show Indicates More Beauty and Faster Cars For New Season

The motor car of 1929—a bit more beautiful, a trifle faster and a shade more dependable than any previous descendents of the horseless carriage—has just made its bow to the Ontario public.

From the laboratory and the proving ground, the factory and the test highway, have come the year's developments which serve to raise the automobile of the moment to a peak slightly higher than it has attained before. In past years the automobile show often has drawn its curtain upon sweeping and drastic changes. This year it offers a group of refinements to motor cars already engineered to a higher degree of excellence.

On of the most unusual mechanical changes disclosed this year is that of a manufacturer who offers the purchaser his choice of either a six-cylinder or eight-cylinder in the same chassis. It is not a case of having two different models. It is the same car, furnished with either motor the buyer prefers.

Bodies, following the most recent note of the leading custom designers, show a marked increase in symmetry. This is mainly procured through the introduction of the airplane "air-foil" curve of the fenders and the rinsing of the hoods to give more unity of line between bonnet and top.

Colors, which were gay last year, have not lessened in number, but it is apparent that improvements in the handling of lacquer finishes have given a new softness and richness to the exteriors. In even the less expensive makes, the combinations of two tones or two different colors indicate artistic as well as technical improvement.

The host of secondary mechanical improvements, which add length of service, comfort and dependability to the newest motor cars include combined air and fluid hydraulic shock absorbers, vacuum controlled chassis lubrication, and new types of air cleaners and gasoline filters.

Rubber mountings for motors and ball-bearing spring shackles are found in use on an increasing range of motorcars. Superchargers, designed to increase the intake of gasoline beyond the normal vacuum of the motor, are found on some of the medium priced jobs.

Driving Control Made Easier

The constant tendency to make driving "mistake proof" is exemplified in two new devices which confront the driver of the new models. One is a finger-tip control system which ingeniously places the control of the starter, horn and light in the same button atop the steering post. The other is an inter-controlled choke, which when pulled out for starting automatically sets the throttle at the right position.

Increased power is offered both in new models and in many of the improved designs. In some instances this increase has been attained by the simple expedient of reducing the size of combustion chambers to provide a higher compression ratio. This development has been made possible by the chemists who have developed non-detonating fuels. Numerous changes in valve and cam-shaft designs have added to the power of standard makes of motors.

Ignition, apparently, has also drawn attention of the engineers during the past year. The show discloses that there is a tendency to use larger batteries. There is a noticeable trend toward the use of smaller spark plugs because they are more efficient and more easily cooled. One maker has adopted metric thread plugs for this reason while another has placed two plugs in each cylinder of the motor to insure better firing of the mixture.

Many New Accessories

Accessory exhibits disclose numerous devices to add to the comfort and convenience of motoring, together with a wide variety of "gadgets" and "dingbats" to delight the mechanically inclined automobile owner.

Radiator caps that look and are almost as flat as the engine hood, internal fittings, such as vanity cases, rear-view mirrors and clocks, et cetra, are found finished in non-tarnishing chromium. Windshield cleaners, which in some cases clear the whole shield and others electrically heated so as to be effective in sleet; jacks for lifting the heaviest cars with a finger-tip touch; heaters operated by hot air from the engine or by steam generated by exhaust heat and by vapor, are among the new things shown.

Vacuum cleaners that remove the last vestige of dust from tufted upholstery; radiator protecting shutters in which the vanes are vertical, in keeping with the modern style, are also among the new offerings. There are such novelties and freeze testers that remove doubt regarding the protection afforded by antifreeze mixtures; shock absorbers for the front seats in two-door coaches; and easily applied equipment that permits quick adjustment of the seats, forward and backward.

All the leading makes were represented and the interest in modern motor transportation was evidenced by the rubbing of elbows of lady and laborer, of merchant and mechanic—all classes pronounced by their interest a good motor year for 1929.

France's Strong Man

FRENCH FOREIGN MINISTER AT LEAGUE COUNCIL

Aristides Briand, at Lugano, departing from his hotel to attend a session of the council of the League of Nations.

"A woman who has swept up a man's ashes daily for years naturally objects to creamation when she's a widow."

Help the Farmer

London Daily Mail (Ind. Cons.): We are the last to suggest subsidies, but in the present state of ploughland farming, with the risk of land going more and more out of arable cultivation and coming down to grass, there is a strong case for a bonus for land under wheat or other cereals. Such a bonus formed part of the legislation introduced after the war, when the risk to the nation's food supply of complete dependence on foreign imports was still fresh in the minds of all.

The cure for prohibition is more temperance.

A Ship That Tried to Go Overland

AN AMERICAN STEAMSHIP AGROUND OFF IRELAND

Being battered to destruction is the S.S. West Tolant, which went around on rocks in Ballyholme Bay, Bangor, Ireland within a stone's throw from ashore.

Halifax Seeks Air Mail Route As Link to U.S.

New Corporation Wants Government to Sanction Purchase of Fokker Planes

Montreal—The rapid growth of military and civil aviation in Canada during 1928 has resulted in a project to link Halifax by air mail with Montreal, and thus to connect with the air lines of the United States.

Maritime Airways, Ltd., a corporation formed by a group in Halifax, has applied to the Department of Marine and Fisheries for the purchase of five Fokker planes used in the recent Hudson Bay expedition and now stored at the dockyards in Halifax. If these ships can be obtained at a reasonable figure, the Halifax group will open negotiations with postal officials for the Halifax air mail line.

They propose to suggest to the city of Halifax that it provide an airport which the company will leave for ten years and then buy from the city. If the plan is carried through it will provide an air route to Upper Canada which will connect with nearly all important air mail lines in North America.

New planes that will be put into service in the Royal Canadian Air Force this year include thirty-four light Moth airplanes. Twenty-eight of these are land planes for re-equipping the Camp Borden station, and the remainder are seaplanes for the government's flying station at Vancouver. All will have metal fuselages ,and will be equipped with the Handley-Page automatic slot safety device. They will be delivered by March 31 and will cost approximately $200,000.

An important change in flying regulations in Canada is the revision of the airplane letter code, according to the Department of National Defense. The Dominion, in common with other countries, has registered its aircraft in conformity with the alphabetical group set aside for exclusive use in Canada according to the international convention to which Canada is a signatory.

Formerly, Canadian planes have been designated by five letters, the first two of which, "GC," were an indication of nationality, "Great Britain-Canada." The remaining letters indicated the identity of the plane and were allotted by the defense department. The practice in Canada, however, was largely to employ numerals. The code "GC" has been changed to "F" for Canadian planes. Those ships already bearing "GC" markings will retain them, but new registrations will be according to the revised code.

There were 333 planes in operation in Canada on January 1, 1929, according to the Department of National Defense as compared to 101 a year before. Of these, 246 are used in commercial operations and eighty-seven are in the government service. Licenses are held by 190 commercial pilots, whereas there were only forty such pilots at the beginning of last year.

Airpanes are used in Canada for prospecting and exploration in the undeveloped regions in the North ,as well as for air mail and passenger service. They were found helpful in the work of constructing the Hudson Bay Railway and in weather observation work in the Hudson Straits, and also have been employed for forestry patrol and grain dusting.

Reform of the Lords

London Evening Standard (Ind. Cons.): We have been lucky so long to avoid the ill consequences of having virtually to Second Chamber at all, but there is no serious thinker in the country who will claim that we can expect to do so forever. The barrier opposed by the House of Lords to precipitous legislation is so feeble as to be almost worthless, and it is not difficult to imagine what might result from a labor Government almost entirely unrepresented in the Upper House.

"Now-a-days the pirates who fill the empty coffers operate in drug-stores—not on the high seas."

Work on the construction of a new $5,000,000 hotel which is being erected by the Canadian National Railways has begun at Vancouver, B.C. The new structure when completed in 1931 will be 15 storeys in height and will have 600 rooms.