Navy is Essential Churchill States

Equality in Minor Craft Would Mean British Inferiority

WINNIPEG SPEAKER

Britain Growing in Wealth, Health and Power, He Says

Winnipeg.—Speaking here recently, Rt. Hon. Winston Churchill, former Chancellor of the Exchequer, in the Baldwin Government, declared that most people were under the impression that Great Britain was down and out, and had seen her best days, but this was opposite to the true state of affairs.

"Britain," he asserted, "is steadily growing in wealth, health, power and education. There never was a time of such prosperity."

Referring to the "dole," Mr. Churchill quoted Rt. Hon. J. H. Thomas' description of it as "The most perfect scheme for the support of the unemployed in any state or country." The speaker said the men drawing this money were the same men who paid the premiums into the "dole" fund in brighter times. Summing up the pessimistic reports of the unemployment situation, Mr. Churchill said: "There is nothing which would lead anyone to believe that these reports are true. The miners are the symbol of the power of our race, man-power and endurance."

REMAINED INTACT.

In opening, Mr. Churchill referred to himself as a traveller seeking knowledge, leisure and change. In the course of that search he spoke of having visited Winnipeg nearly 30 years ago. "What changes those years have seen," he continued. "In no similar period have war and science so affected mankind. The structures of empires have been swept away in Russia, Germany, Austria and Turkey, but we have come through intact, united and stronger than ever."

Mr. Churchill declared that the greatest interest of Great Britain was in the maintenance of peace. "We need it," he asserted. "Peace is our object and our aim." He quoted President Hoover's statement that "not in 50 years has the outlook for world peace been so bright."

Mr. Balfour had said that peace would continue in all civilized countries. The speaker spoke of subversive propaganda. "By the most artful means we would be coaxed into giving up our rights. Alarmist propaganda would frighten British states? men, and even the people, into abandoning their rights."

NAVY ESSENTIAL

The British Navy, he declared, was essential and vital to the security of the Empire. "When our navy was supreme, did it abouse our power?" he inquired. (Cries of No.) By the agreement of 1921 the British and American battle fleets were made equal, Britain retaining her superiority in minor craft, an exception made necessary by the dissimilar positions of the nations, the United States compact in its vastness and self-sustaining, while three-quarters of the food consumed in Britain was dependent upon the maintenance of uninterrupted commerce on the seas.

"Equality," said Mr. Churchill, "in the minor craft would consequently mean British inferiority. That I should deeply regret. Yet I can see nothing which should prevent peace and goodwill between the two nations despite the disparity in minor naval craft."

He next dealt with Egypt, describing how that country had developed and prospered under British influence as contrasted to the conditon of anarchy and barbarism which existed before British garrisons were established there. He predicted that when these garrisons were withdrawn to the Suez banks there would be a slow return of the country to the rack and ruin from which it had been rescued.

SINGAPORE BASE.

Speaking of Australia's dependence upon the Suez Canal as a link with the Empire, he said Singapore was simply a base designed to safeguard contact with Australia and New Zealand. Singapore was not a threat or menace to any nation, "least of all to our ally Japan." The British Empire would cease to be a reality if there were no physical navy to bind Australia and New Zealand to the other parts of the Empire. "By means of Singapore we return to them the protection that they gave us in the war. That is the only argument for Singapore."

DANGER OF "REDS."

Mr. Churchill spoke vigorously of the "new danger of Communism." "We must act with courage and repeat the old invocation: "Briton, hold your own!'"

Communists, said Mr. Churchill, are not merely the representatives of a doctrine, but a planned campaign of destruction of existing institutions.

Mr. Churchill then dwelt with Dominion status. "United, we can meet all things and, therefore, why not hold together?" The Imperial Conference of 1926 swept away all obstacles in our minds. "All the self-governing Dominions have equal status with one another and with the Mother Country. A self-governing Dominion of the Empire enjoys fuller freedom than one of the American states. We are held together firmly only by a spontaneous and voluntary allegiance. It is your crown and our Empire, even as it is ours. Guard it and cherish it as it has guarded and cherished you."

Continuing, he said: "Other nations may look on our Empire and say: "It will not last.' But, it has lasted you. It has passed through those fires built to encompass its destruction. The ties of Empire are duty, sentiment and tradition. The ordinary citizen helps forward the cause of Empire. It is the golden circle of the Crown that links us to the power which the British Empire has founded for the joy, peace and glory of mankind."

CHARMED BY LAKE.

Kenora, Ont.—Fascinated like the leader of Britain's Labor Government, by the beauties of the Lake of the Woods, Rt. Hon. W. S. Churchill, former Chancellor of the Exchequer in the Baldwin Government, arrived in Kenora recently for a brief visit, and in his own characteristic Churchill way, "wanted to buy an island right away."

Arriving by special train, Mr. Churchill and his party were taken for a most enjoyable trip on the Lake of the Woods, and like Premier Ramsay MacDonald, he was at once captivated by the beauties of the lake, and became most enthusiastic. Mr. MacDonald may or may not have established a precedent in praising the Lake of the Woods, but Mr. Churchill was, if possible, more enthusiastic, and his desire to "purchase an island" was most emphatic and most sincere.

After visiting the summer home of James Richardson, the party viewed various beauty spots on the lake, returning to the summer home of Hon. and Mrs. Robert Rogers.

They returned by special train to Winnipeg at 2.30 p.m. Kenora citizens are hoping that at some none too far distant date they will be able to welcome the distinguished statesman again to Kenora not only as a visitor, but as a summer resident.

British Win Air Race at 328-Mile Pace

Retain Schneider Cup as Waghorn Flies 217.49 Miles in 39½ Minutes; Italy Second at 248 M.P.H.

Ryde Peirhead, Isle of Wight.—Flying six miles a minute at times to attain the world's record speed of an average of 328.663 miles an hour for the 217.38-mile course, Waghorn, the "baby" of Great Britain's high speed seaplane team, retained for his country the coveted Schneider trophy.

The first starter in the contest for the blue ribbon of aviation, he completed the seven circuits of the course marked out between England and the Isle of Wight in 39 minutes 42 4-5 seconds in the Supermarine Rolls-Royce S-6, the Blue Rocket. In doing so and in making the new average record for the course he surpassed the previous average record of Flight Lieutenant S. N. Webster, of Great Britain, made in 1927, by 47.14 miles an hour. Waghorn competed against two other English navy fliers and three Italians.

Flying officer R. . R. Atcherley, another British aviator, in a plane like Waghorn's, gained another record for his country by flying two laps at an average speed of 332.29 miles an hour, the fastest speed ever officially credited to man.

Atcherley completed the course at 325.45 miles an hour but was subsequently disqualified by the judges for not rounding the pylon off Bembridge, Isle of Wight.

Second Place to Italy

Italy captured second place with the Macchi-Fiat M. 52, piloted by Quartermaster Tomaso dal Molin, with an average speed of 284.20 miles an hour.

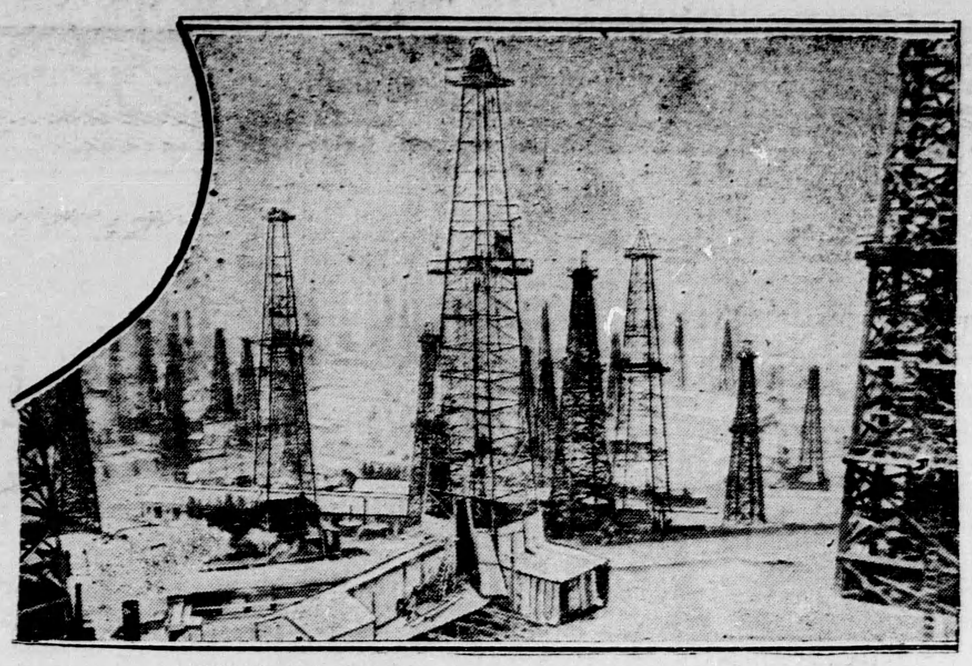
Third place was won for Great Britain by Flight Lieutenant d'Arcy Greig, with an average of 282.11 miles an hour. His Supermarine-Napier S-5, and dal Molin's plane, had been flown at Venice in the 1927 contest.

Italy's wonder Macchi seaplane did not do so well, as both Lieutenants Remo Cadringher and Giovanni Monti were forced down just after completing the first lap.

Gabby Gertie

"Friend wife encourages hubby to tuck his napkin under his chin after she has seen 'Ham and Eggs at the Front'."

Where Well-drilling is on the Road to China



ABOVE GROUND AT THE WORLD'S DEEPEST HOLE

Drilling machinery of deepest hole in the world, shaft of oil company, which is approaching dept of 10,000 feet at Signal Hill, near Long Beach.

Radio in Canada May Be Changed By Board Report

Royal Commission Named to Study Conditions Expected to Make Drastic Changes

Considering Three Plans Government Control of Stations Believed Favored

Montreal.—Within a short time it is expected that the Royal Commission appointed to inquire into radio broadcasting will submit its report to the Federal government, which, after consideration, will prepare for the coming session of Parliament what legislation is necessary to carry out the recommendations acceptable to the government.

That some rather drastic reform in the Canadian radio situation will be recommended by the commission is a view widely held, particularly by those with an intimate knowledge of radio broadcasting conditions in the Dominion.

It is generally assumed that some form of government control and operation will be recommended, and that some such move will meet with favor from the government. Such a system, if and when adopted, would involve a severe reduction in the number of existing stations, and would also involve a considerable increase in the power of the stations retained.

Up to the end of last month there were altogether seventy-eight broadcasting stations in Canada. Of these, only a few are high powered and serving an area of any considerable extent. A large number of them are very small, with only a local and extremely limited appeal. These, it is held, are of little service to any community, large or small, and in the interests of better programs and of useful service should, and probably will, be taken over by the government, some to be merged into larger stations and others to be scrapped.

The commission had before it three possible plans to be considered in the drafting of a report, namely, establishment of one or more groups of stations operated by private enterprise in receipt of a government subsidy; establishment and operation of stations by a government-owned and financed company, and the establishment and operation by provincial governments.

Whatever course is recommended, and it is believed the second is the most probable, many difficulties are presented. One is the fact that one province, Manitoba, now has a system controlled and operated by the Provincial government, with stations at Winnipeg and Regina. Another is the large number of small private enterprises now in existence, and whose vested interest has to be carefully considered when providing for complete Federal government operation. Some of them may be used as feeders to the larger stations.

The commission, it is known, is deeply impressed with the wide and insistent public demand for better programs, particularly of Canadian and British origin. Not only will aggressive measures be adopted for the improvement, through subsidy and other means, of purely Canadian programs, but some provisions wil also be made for British programs. While some of these are now being picked up on the short wave lengths of certain Canadian stations and then relayed to their listeners, an even more systematic effort to provide with all possible regularity British programs is almost certain to be made. Stress will be laid, too, upon providing programs of an educational haracter, such as are provided in the European countries, and for exchange of Canadian stuff as between widely separated provinces, such as British Columbia and Nova Scotia or New Brunswick.

While there are now nearly eighty broadcasting stations in Canada, there would have been many more but for the careful scrutiny of the Department of Marine, which sought to assure the greatest service to the largest number of people. As many as one hundred applications for further licenses have been held up by the department, some of them pending the results of the Royal Commission's inquiry.

World War Shows the Way

France Rebuilds Fortresses to Guard Eastern Frontier

Paris.—France is steadily rebuilding that iron belt of fortresses along her eastern frontier which she regards as indispensable to her safety, it was revealed in an interview here with Paul Painleve, Minister of War.

Lessons of the World War have been drawn upon in the new fortifications, with the result that deep caves, capable of protecting large bodies of troops from the heaviest shells, form an important feature of the new system.

Verdun remains the key point of frontier defense, the Minister of War said, with a long line of smaller fortresses supplementing that defense, eah related in a strategic plan to the others, and with vantage points ready for the artillery in the rear.

Painleve does not support the theory that a line of timber land is a valuable defense in modern war, insisting that the concealment it would afford the enemy would equal the advantages it would give the defenders.

He concluded his interview with an appeal for the defense of French children as the best defense of the country.

"Preaching about more children will not raise the birth rate," he said. "We must concentrate all our efforts to reduce infant mortality to a minimum."

Winnipeg, Manitoba.—J. M. McKay, general agricultural agent of the Canadian Pacific Railway here, announces the intention of the company to again offer four cups to the Boys' and Girls' Swine Clubs located along the railway's lines in each of the four western provinces. In addition the winning teams in each province will be taken to Toronto, to the Royal Winter Fair, as guests of the railway.

Combines Cut Costs

Saskatchewan Harvest While Smaller Will be More Economically Harvested with Modern Machinery

Regina, Sask.—Saskatchewan is goingcheerfully about its harvest operations.

The crop is short. In bushelage it may not be much more than half the big crop that ripened in 1928.

But harvesting methods are cheaper, and there is a better price for all contract grades, as well as feed.

Significant facts are stressed while harvest operations are at their peak.

One thing is that old methods of harvesting have definitely passed from the picture.

Combines have come into general usage and intelligent farmers are buying modern machinery and saving harvest costs this year.

For nearly two decades, Regina has been the greatest distributing point for farm machinery in the British Empire.

Value of farm machinery distributed runs to $15,000,000 and $20,000,000 each year.

Distribution of combines this year is in keeping with the fast pace set during the past two years.

Another significant fact is the superiority of summer fallow over stubble in grain yield.

J. J. Heenan, Grand Coulee, has just won Regina's Board of Trade prize for fine wheat stands.

He farms a section in a country which is far from running water.

His patch of Marquis wheat is expected to yield well over 30 bushels to the acre.

Other Grand Coulee farmers were among the leaders in the Regina competition.

Wheat grown on summer fallow land won the big prizes in the Regina district.

It is apparent that in districts where stubble land this year will probably yield not more than 10 or 12 bushels to the acre, summer fallow crop will be higher than 30 bushels.

The West cannot expect a 500,000,000 bushel crop every year.

Hail, frost, rust and drought must be taken with years of bumper crops.

But progressive farmers are finding that modern methods of sowing and harvesting grain are best.

He: "Do you think your mother would approve my kissing you?"

She: "Mother never approves anything until she tries it."

Germans Spring a New Sport

MOTORCYCLE SOCCER PROVIDES THRILLS AT BERLIN AUTOMOBILE SHOW

The motorcycle soccer game in which the Sport Union of the Berlin police force showed their skill was one of the features of the Small Auto and Motorcycle race and show in the German capital.

German Graf Not Nearly So Large As British Craft

Air Ministry and Builders Reply to Criticism of Inferiority

COMPARISON ABSURD

Dimensions and Capacity of Vessels Shown by Figures

London—Officials of the Air Ministry, and the firm concerned with the construction of the airship R-100, have had their attention drawn to a report hinting at an official admission that the R-101 and the R-100 are inferior to the Graf Zeppelin.

They say that, in the first case, it is absurd to attempt to compare a craft, built for a different purpose and of vastly greater size and capacity, which is not to be tested for some time to come, with the Graf Zeppelin.

They express a complete disbelief that anyone in authority would be so unwise as to express any opinion on the matter, and say that they themselves have no knowledge of anything approaching an officila verdict having even been considered.

Immense Difference

There is an immense difference between the new British airships and the Zeppelin, which is shown by the following figures: Length in feet of the R-101, 732; R-100, 709; Graf Zeppelin, 772; (diameter in the same order): 131 feet, 133 feet, 100 feet. The maximum of all three, eighty miles per hour. Cruising speed 70, 71.5 and 68 miles. Range, with normal pay load, 3,000 miles, 3,500 miles and 6,250. Normal lay load of British ships is 100 pasengers and mails while Graf Zeppelin carries 20 passengers and 15 tons of freight.

Total displacement 151 tons, 156 tons and 107 tons, total horsepower 3,250, 4,200 and 26,650, British ships have 5,000,000 cubic feet capacity which is several times that of the Zeppelin. These figures indicate the absurdity of any comparison and this is emphasized by the fact that no one can possibly know, until after their trials, what the British Airships' actual performance will be. However, in estimated speeds, size and carrying capacity the British ships exceed the Zeppelin. As far as range is concerned, it is quite possible with favoring winds, they may far surpass the range officially set as their limit.

Undoubtedly engine development during construction of the British ships was not as far advanced as was expected. Presumably this is the basis for the alleged disappointment.

Vatican to Close Bathing Beach

Scant Clad Dancers Shock Church Powers So They Buy Beach to do Away With Sun Baths and Too Few Clothes

Rome.—Young couples who have been indulging in a convenient habit dancing in bathing costumes at the fashionable seaside resort, Fregene, 20 miles from Rome, are being subjected to strong criticism, because the girls' costumes are too scant.

The Osservatore Romano, the papal organ, is starting a campaign against what is called "women's altogether extravagant behavoir on the seaside," and it appears now that the vatican is determined to buy the whole Fregene estate, which consists of three miles of sandy beach and huge pine woodland.

It will be turned into a special seaside resort for ecclesiastics, Catholic schools and all moral people who bathe only for bathing's sake. Only costumes buttoned up to the throat and showing as little as possible of the skin will be allowed. There will be a ban on dancing, sun baths, lying half naked on the sand, and spooning under the moon.

Fregene was to be the Italian Neuville and had already grown into a most fashionable place, with lovely cottages amidst pine trees, restaurants, and a long range of cabins on the beach, but it will now become the dullest place on earth.

Canadian Trade Rises $232,374,463 in Year

Ottawa.—Canada's trade during the twelve months ended July 31st last exceeded in value her trade for the preceding twelve months by $232,374,463.

The grand total of Canadian trade for twelve months ended July 31 last was $2,667,206,327. For the corresponding period a year ago the total was $2,444,831,864.

The total, which represents the business done by Canadians with citizens of other countries during the last twelve months, was made as follows: Total imports for consumption, $1,308,781,568; total exports of Canadian products, $1,341,534,196; foreign exports, $26,890,473.

Even now and then some eminent statesman see the dawn of a new era, but it always seems to cloud up before noon.—Kay Features.