Seagrave After Motor Boat Trophy

Miss England II 38 Footer, 4000 H.P. Expected to Beat 100 Miles Per Hour

London.—Interest in projected British attempts to establish new speed records on sea and land is quickened by the announcement that Sir Henry Segrave is aiming at a speed of 120 miles an hour in Miss England 2d, in which he will challenge America in 1930.

Since the United States carried off the British International Motorboat Trophy at Cowes in 1919 England has spent approximately $1,250,000 in endeavoring to regain it.

Sir Henry's new craft will surpass all previous models. She is to be constructed in the strictest secrecy at the Cowes yards of Saunders, Roe & Co. On the arrival of the two Rolls-Royce Schneider Trophy engines, which are being fitted by permission of the Air Ministry, they will be watched by an armed guard day and night.

The engines are expected to develop 4,000 horsepower, more than has yet been caged in a boat thirty-eight feet in length with a beam of nine feet, with a water speed of at least 100 miles an hour.

What will happen when this enormous power is released remains a matter of conjecture. It is expected that such enormous power will cause the boat to leave the water at times.

The chief problem is one of balance. Whenever she touches the water the boat must strike in a horizontal position to escape being torn to pieces by the opposing stresses. In this respect the boat is expected to establish new standards in marine engineering. At such speed as the boat is expected to reach there is grave danger of skidding while attempting to make sharp turns, but it is believed Miss England 2d will be able to take a right hand turn at seventy-five miles an hour.

It is expected that Sir Henry's boat will be launched by May next. She will be tried out on Lake Windermere.

Meanwhile, preparations are being made to beat Sir Henry's automobile record of 231.36 miles per hour at Pendine Sands. Carmarthenshire, where Parrie Thomas lost his life in a speed attempt. It is doubtful if, on the stretch of sand on the south coast of Wales there will be sufficient room for slowing down after the maximum speed has been attained and the measured mile covered.

Pendine Sands, which were used by Captain Malcolm Campbell when he set the record sixty miles an hour slower than the present figure, extend for seven miles. Nearing the seventh mile is a rivulet crossing the sands to the sea, a dangerous obstacle to a car travelling at more than 200 miles an hour.

Kaye Don, for whom a 4,000-horsepower Sunbeam Silver Bullet automobile has been specially constructed, is desirous of making a new record on British soil, if the stream can be diverted as a matter of extra precaution.

His car should reach its maximum speed in two miles, travel the measured mile and then, with the assistance of a specially designed windbreak device in the tail, will be able to slow down safely to stop when the sixth mile is reached.

Captain Malcolm Campbell, who probably will make an attempt in his 1,300-horsepower Blue Bird, is not so sanguine regarding the Pendine Sands and has plans for constructing a special track on the east coast of England, near the Wash.

The speed limit at Dayton Beach, according to Sir Henry, has very nearly been reached, and visibility there is bad. However, if it is finally decided that Pendine is unsuitable, Kaye Don may make the Florida strand the scene of his attempt, in spite of Sir Henry's warning that he may not be able to use full power there.

Aviation experts are turning their attention to a new type of single-seater plane that will have a velocity of 360 miles an hour. This new plane will be developed on the lines of the Super-marine S6 and the Gloster-Napier Schneider trophy racing seaplanes.

The only difficulty is the problem of landing speed. At the present no airdrome in this country, or on the Continent, is large enough for such a speedy machine to taxi safely to a standstill That is why the Schneider trophy contest is flown over water. However, it is hoped that the research work will succeed in solving this problem.

A Poor Exchange

Sydney Bulletin: Australia, like the Irish Free State, is a "fully reciprocating Dominion." If an Irishman or Australian settles in Britain, he is liable to be taxed only once: he pays in the country of the higher tax. This is a profitable arrangement for the Irish Free State, which exports no rich men nowadays and attracts hundreds of leisured English residents for its hunting, shooting, fishing and sport generally. But it is no good to Australia, which attracts practically no Britons with large private incomes except high-salaried Governors, and exports thousands of its richest citizens every year.

Statistics Show Crime on Increase

Figures For Canada Give All-Round Jump of 15.31 Per Cent.

MINOR INFRACTIONS

Traffic Violations Contribute to Total—Gambling Fever Grows

Ottawa.—Crime in Canada is increasing, the annual report on criminal statistics issued recently discloses. The increase for Canada in criminal offences was 15.31%. This is the greatest increase in crime since the year of the outbreak of the world war in 1914, when the increase was 17.02% over the previous year.

In respect of summary convictions (non-indictable) the increase was still greater, being 27.18% over the previous year, the greatest since these statistics have been instituted, over half a century ago.

This augmentation is due principally to infractions of traffic regulations, which were almost 47% more numerous than in 1927.

The increase in criminal and other offences was general all over Canada. The Maritime Provinces led in percentage increase in criminal offences while Ontario and British Columbia show the lowest percentage increase. With regard to minor offences (summary convictions) Prince Edward Island, Ontario and Alberta increased most, while in British Columbia there was a decrease. When comparing individual offences it is revealed that the increase was also of a general nature.

Convictions for murder rose from 11in 1927 to 19 in 1928, which increase is but incidental, as the number of murders fluctuates from year to year. The average number of convictions for murder in Canada during the last 53 years has been 13.23 per annum. The lowest number was three in 1906 and the greatest was 34, in 1915. The principal increase during the year in offences against the person was in common assault which rose from 951 to 1,283, which, however, is but 22 cases above the figures for 1926. Burglary, shop and housebreaking increased by 12.53 per cent. in 1928 over 1927 and by 37.47 per cent. over 1926.

Theft, as usual, continued to increase, the figures for 1928 being 10.58 per cent. over those for 1927 and 18.02 per cent. over 1926. In the miscellaneous class greatest augmentation is shown in branches of gambling and lottery cards, which in 1928 were 54.52 per cent. above 1927 and 155.09 per cent. above 1926.

The sum total of al convictions of adult offenders in 1928 was 267,483 as against 212,076 in 1927 and 187,361 in 1926.

Of the 26,693 charges for indictable offences in 1928, there were 4,918 acquittals, 10 cases of nolle prosequi, or stay of proceedings, 7 cases in which "no bill" was returned by the grand jury, and 38 persons were detained for lunacy, leaving 21,720 convictions.

French Defense Fund $116,000,000 To Guard Rhine

Fortifications on Alsace and Lorraine Frontier to Cost $40,000,000

Paris.—The Chamber of Deputies, Dec. 28, voted appropriations of 2,900,000,000 francs (approximately $116,000,000) for national defensse. This is the complete program of expenditures for the years from 1930 and 1934 along French frontiers.

An apropriation of 1,000,000,000 francs for 1930 along the Rhineland frontier in Alsace and Lorraine was voted Dec. 27.

The defense of the French frontiers as planned by the general staff and approved by the army commission of the Chamber of Deputies, envisages the placing of preponderant emphasis on anti-aircraft defense, the president of the commission told the Chamber during renewed discussion on the frontier defense measure.

The complete measure outlines a program costing 2,900,000,000 francs, of which 1,000,000,000 francs for 1930 were voted.

In a brief discussion of the naval defense program, it was brought out that the French Navy in the Mediterranean must be able to transport immediately in case of war 400,000 men from northern Africa.

High Commissioners

Auckland Star, N.Z.: The suggested break from the custom of appointing a political supporter to the High Commissionership is worth making if a suitable man can be found. The difficulty is, however, that both inside and outside politics the necessary combination of qualities is very hard to come by. The postition has grown much more important than it was a generation ago. The High Commissioner should not be only a first-rate business man and a good speaker, but a diplomat well versed in international affairs. He now has to go to Geneva and represent New Zealand at a gathering of sixty nations. Are there many such men in New Zealand? We should not like to have to make the choice.

Reminiscent of War Time Days

RECENT LONDON GALE PLAYS HAVOC WITH HOUSE

Ten people in this Queen Square house when front part was bdown out by furious gale which swept London, taking lives of many British seafaring men.

Convicts Fight Against Dire Fate

Portuguese Convicts Mutiny on Prison Ship; Quelled After Desperate Fight at Sea

Lisbon, Portugal.—The Colonial Office reports that a serious mutiny among convicts on a Portuguese prison ship bound for the African penitentiary at Loanda, Angola, had been quelled only after desperate hand-to-hand fighting.

The reports said the convict ship Guinea was conveying 126 long-term prisoners when the outbreak came. The ship was within five miles of the coast when the convicts made a wild dash for freedom, savegely attacking the guards and crew.

It was only after a desperate fight that the guards, who were armed with rifles and bludgeons, succeeded in overpowering the men and looking them up in the hold.

A second attempt at a breakaway was made as the Guinea was going into port ,the convicts smashing their shackles and rushing on deck. They were again overpowered, this time by troops summoned aboard the ship by radio.

All of the prisoners finally were transferred to shore under a strong escort.

Australian Finance

Johannesburg Star: The new Labor Government will have no light task in adjusting the economic conditions of the Commonwealth to what are its obvious requirements. One of the chief problems is the raising of the public revenue to the level at which it will meet the current expenditure, including the heavy annual interest charge on the national debt—either that or such a reduction of expenditure as seems hardly practicable. Another problem is to stimulate production without lowering the wage level throughout the country, an exceedingly difficult task for a Labor Government.

A domestic servant has written a play. It is said to contain one good situation after another.

Moscow Sore At Canada's Act

Soviet Foreign Office Official Explains Russia's Attitude

EXPULSION RANKLES

Moscow.—The Soviet Government will not send a representative to Canada, one of the heads of the Soviet Foreign Office told a correspondent recently. In view of the fact that the last Soviet trade delegation was expelled from Canda at the behest of the British Government and for no other reason, the Soviet Government will not of its own accord re-open negotiations either for trade or diplomatic relations with Canada.

Asked what, if any, material advantages would entail from having such a delegation in Canada, the Soviet official pointed out that from 1924 to 1926 there was a considerable volume of trade between Russia and Canada. "Russia still imports large quantities of horses, livestock, agricultural equipment, cement, etc., but because of the unfriendly attitude of the Canadian Government, we prefer to buy these elsewhere now," he said.

Would Be Considered

In a reply to a question as to whether the Soviet Government would send such a delegation if the Canadian Government were to reconsider its decision and decide to renew diplomatic relations, the Foreign Office stated that on the ground that it was a purely hypothetical question, he could not make any answer. The correspondent is of the opinion, however, that any friendly gesture from Canada would be well received here.

Tree Seed for Overseas

By special arrangement with the authorities concerned considerable quantities of tree seed extracted at the New Westminster Station of the Dominion Forest Service are each year shipped to the British Forestry Commission and to the New Zealand Forestry Department to be used in their respective planting operations.

"Baldness is often a badge of the successful business man," says a writer. It certainly means that he has come out on top.

Civilization May Destroy Eskimos

Arctic Natives Threatened With Extinction, Authorities Say

WHITE MAN CAUSE

Easily Succumbs To Ailments of Almost Every White Child

Ottawa.—Six thousand Eskimos living cheerfully in Arctic and sub-Arctic Canada, are threatened with ultimate extinction by the spread of civilization towards the Arctic circle, authorities on the far north predict.

Disease and death, brought slowly but surely as the white man advances northward, are creating a menace to the Eskimo which will prove one of the dilemmas of northern development, they say.

Totally without immunity to white man's diseases, the Eskimo, succumbs to ailments which are considered minor misfortunes in the life of almost every white child. He suffers from malnutrition when fed white man's food, and yet he gorges himself with it whenever possible. He contracts tuberculosis from wearing store clothing under unsuitable conditions, and yet he likes them. Measles, whooping cough, chicken pox, grippe and other ailments he gets from the white man himself, and yet he is most happy in his company.

GREAT KILLER.

He turns the advantage of trade with the white man into an agency for his destruction. Despite his friendly nature and good-heartedness he is a great killer. With his new-bought rifle he shoots all the game he can find, and ultimately may transform a naturally bountiful country into a land of hunger.

Six thousand persons spread over a land as long as the northern coast of Canada are an asset, officials declare. They point out that the Eskimo is, and will be still more, the agent of the white man in icy lands where the latter cannot live long.

Those who have been associated with the Eskimo longest say civilization, uncurbed, will do one of three things to him: Absorb him, kill him, or drive him northward.

EDUCATION NEEDED

They are confident, however, that something can be done to help the Eskimo save himself. Education, they believe, will develop within his happy-go-lucky mind a sense of providence which will enable him to look after his future food supply and to treat his personal property less recklessly. Medical service, they think also, will save him from the disease he seems bound to contract in settled districts, while his own predisposition to health will save him when he is far away from the white man.

Given help in combating the two major threats of his own wastefulness and sickness, they declare, his own native intelligence will probably enable him to exist indefinitely as an Eskimo without absorption.

There is only one menace they can think of from which the Eskimo is free, local Arctic authorities say. He does not like liquor. He will take a drink if he is pressed to do so, but does not seem to care if he never has another.

A well-known London clergyman who enjoyed my story of Everett Badger ('Is it nice?" writes to say that it reminds him of a man who, walking with the late Rev. C. H. Spurgeon, passed a shop bearing the notice, "Smith's Shirt Store." Spurgeon glanced up. "Oh, poor chap," he exclaimed, "he must have caught it on a nail!" It took the other man an hour to discover what he meant.

He is the freeman whom the truth makes free, and all are slaves beside. —Cowper.

'Plane Saved From Wreck By Daring Feat of Mechanic

Jim Cusator Climbs Out and Holds Ski in Place for Alighting

CAUSE OF MISHAP

Prince Albert, Sask.—Aviators in the northland have a new hero. He is Jim Cusator, quiet and reserved air mechanic, who in one of the most daring and brave feats in aviation annals of the North most probably saved his own life and his pilot's here recently.

In defiance of the relentless laws of gravity, Cusator, dangling by his arms in space in the 70-mile-an-hour blast from the propeller, righted a tilted left ski and held it in a horizontal position until the machine had come to rest in safety on the ice-locked surface of the river here.

Intimation of the perilous situation of the pilot, Geoff Homesay, and aero mechanic Cusator, came first to pilots and mechanics of other machines who stood by to watch the graceful Stinson Detroiter take off from the river on a test flight a few minutes after it had arrived from Saskatoon.

RIGHT SKI DAMAGED

Due to the soft spongy nature of the snow the pilot had experienced difficulties in getting into the air and narrowly averted hitting the bridge after a run of almost a mile. As the airplane circled back the watching airmen were horror stricken to note the right ski had been damaged. Instead of being parallel to the fusilage the front end dipped down at a dangerous angle. Experienced pilots knew that in landing the tilted ski must strike the snow in such a way it would snap off and cause the machine to spin about the axle and probably turn over.

Jack Wight, pilot of a Sister Stinson Detroiter, leaped into the cabin of his machine the engine of which had been left running. Opening the throttle wide he sent the plane plowing through the snow and then nosed it sharply up after it left the river's surface. He zoomed it through the frosty air towards Homesay's plane just as it was circling to make a landing, and bringing it to horizontal position when level with the other machine, leaned out of the cabin, waved his arms, and pointed to the tilted ski.

Cusator promptly perceived what was wrong, opened the cabin door, grasped the handles securely and lowered his body through the opening. Observers breathlessly watched him attempt to reach the ski three times, each time to have the powerful breeze from the propeller whip his body back. Finally he succeeded in grasping the end with his feet and then holding it horizontal by hooking the back stay wire with one foot while dangling in this precarious position he enabled the pilot to make a safe landing.

When the plane came to rest the hero mechanic was covered from head to foot with the soft snow thrown up by the skis in the landing and was as unperturbed as if he had just stepped from the cabin.

New Land Found In Antarctic

Norweigian Flag is Raised on Territory Found Near South Pole

Oslo, Norw.—Capt. Riiser Larsen, who is participating in an Antarctic exploring expedition in the steamer Norkegia, reports to the newspaper, Tidens Tegn, Dec. 28, that he and his fellow airman, Lieut. Luetzow Holm, have discovered new land between Enderby Land and Coats Land.

The two airmen left the Norwegia in their plane and alighted on the open ice near the land. From there they went ashore and raised the Norwegian flag, taking possession of it in the name of their country according to international forms.

They then returned to the Norwegia, which was waiting 100 miles away.

Enderby Land is located at the eastern extremity of the so-called Enderby Quadrant of Antarctica, in about 50 east 65 south. Coats Land is located at the western edge of the Enderby Quadrant at about 20 west 75 south.

Ontario Will Preserve Prehistoric Indian Fort

Montreal.—The Southwold earthworks, an old Indian stronghold near St. Thomas, Ont., famous among archaeologists as the only prehistoric Indian double-walled fortification of which remains have been found, has been saved from oblivion by the intervention of the historic sites division of the natural parks branch at Ottawa. Preservation is now assured.

The old fort, the walls of which have crumbled so that they are now not more than three feet high, is thought to have been one spot at which the people of a neutral nation made their last stand against the warlike advances of the Iroquois, who finally drove them from Ontario about 250 years ago.

The site covers an area of about three acres. The fort was protected by a double line of earthworks which completely inclosed it. The "moat" between the two walls was about thirty feet in width. It is thought likely that a palisade of high, sharpened logs, set vertically, formed the superstructure atop the earthwork.

Our Heavy Snows Chaanged Transportation Views

MOTORISTS SEND S.O.S. FOR OLD-TIME HELP

Husky farm horse was needed here to get this car up the steep hill, near Cooksville, after highway was cloaked in recent snowfalls.