

404 Mile An Hour Speed Made By British Plane

Average at Calshot 340.08 Miles—Schneider Cup Now Belongs to Britain—Winner Maintains Height of Only 300 Feet

Calshot, England.—Flight Lieut. G. H. Stainforth, his lanky body crouched over the controls of a bullet-like little seaplane, flashed over the water Sunday afternoon at 404 miles an hour, faster than any man had ever travelled before.

Stainforth's supermarine Rolls-Royce S-6 plane, so small that its pontoons looked like claws on a bird, set a world record of 386.1 miles an hour for the best four of six successive runs over the straightaway course of three kilometers, or about 1.86 miles, to climax Great Britain's unchallenged tests for retention of the Schneider cup trophy.

TROPHY RETAINED
The trophy was officially retained, however, when Flight Lieut. J. H. Boothman, flying an S-6B plane through brilliant sunshine, completed the flight around the 350-kilometre triangular course at a record speed of 340.8 miles an hour. His speed of 343.1 miles an hour on the first lap was a record and he covered the entire seven laps of the 31-mile course in 35 minutes, 22.15 seconds.

On the first two laps he broke the 100-kilometre (62.1 miles) record, averaging 342.9 miles an hour and he also broke the 50 kilometer record for closed circuit flying.

FRANCE AND ITALY OUT
Because of the withdrawal of France and Italy from the Schneider Cup competition, chief interest centered in Stainforth's attack on the straight-line record, particularly in view of reports from Italy that a speed of 407 miles an hour had been attained in a test flight which ended fatally.

There was a slight wind and the

water was choppy when the crowd along the piers and shore saw Stainforth lift his craft from the water and dart upward over the course. He straightened out and circled to start the dash from a good height, swooping over the water at such speed that the roar of the motor could not be heard until the plane drew even with the spectators.

Six times the little craft circled and shot across the marked course, each time straining every inch of its stream-lined structure until it seemed Stainforth was on the verge of crashing. The four best times, counted in record achievements, were 372.822; 404.275; 377.011 and 390.162 miles per hour. The record is subject to approval of the International Aeronautic Federation.

The former record was held by Squadron Leader A. H. Orlebar of the last British cup team, who averaged 357.7 miles an hour. In the last races, however, Flight-Lieut. H. R. D. Waghorn attained a speed of 370 miles an hour on the straightaway.

AIM TO BREAK RECORD
Another test will be held Wednesday in an effort to break Stainforth's mark.

Boothman's speeds for the seven laps of the race were 343.1, 342.7, 340, 338, 339.6, 339.4 and 337.7, as compared to the winning time of 328.63 set by Waghorn in the 1929 races.

The crowd was large despite lack of foreign competition, and covered every vantage point including water craft, rafts, ocean lines and beaches. Ships were fully decorated, except the grim grey warship, anchored offshore. Sir Austin Chamberlain, Air Minister, was aboard the aircraft carrier "Courageous."

Kaye Don Views Wreck of British Entry



A British sportsman watches his craft, Miss England II, being raised from the Detroit River. (Left to right) Bill Sturm, manager of Kaye Don, Kaye Don and Dick Garner, one of his mechanics.

C.N.E. Attendance Down From 1930 by 30,000

Day	1930	1931
Friday	71,000	82,000
Saturday	85,000	126,000
Monday	88,000	202,000
Tuesday	196,000	77,000
Wednesday	167,000	128,000
Thursday	109,000	90,000
Friday	89,000	80,000
Saturday	153,000	156,000
Monday	203,000	232,000
Tuesday	82,000	85,000
Wednesday	96,000	94,000
Thursday	98,000	89,000
Friday	84,000	79,000
Saturday	156,000	146,000

Decrease on day 10,000.
Decrease on year 30,000.
Decrease in 1930 about 13 per cent.
Decrease in 1931 about two per cent.

Atlantic Crossing Started By Two

Willy Rody and Christian Johannsen Leave Portugal for New York

Lisbon, Portugal.—The transatlantic aeroplane of Willy Rody and Christian Johannsen was reported to have passed over the Island of Fayal in the Azores at 5.47 p.m. G.M.T. (12.47 p.m. E.S.T.), Sunday.

The fliers hoped to reach New York within 40 to 42 hours. They were undecided as to how long they would remain there, but expected to return by air by way of Ireland.

Ships that might sight the plane would be unable to speak to them because the fliers carried no radio equipment.

Bad Driving Results To Be Shown by Films

Toronto.—A one-reel talking picture designed to bring home to the public the necessity of exercising care when driving on the highways of Ontario has been taken by the Ontario Motion Picture Bureau in collaboration with the Ontario Department of Highways.

The evils of cutting-in, making wrong turns, negligent and careless driving and other breaches of the traffic act are portrayed. A radio announcer supplies the conversation with which the picture is synchronized. The premiere view of the picture will be in Toronto theatres after which it will be shown in all moving picture theatres in Ontario.

Tall Men of Thane

John Fothergill is probably the most original innkeeper in England. He is a painter and a former Oxford Don, and he conducts his inn—the 17th century Spread Eagle at Thane, thirteen miles from Oxford—in a velvet suit and buckled shoes. Mr. Fothergill is responsible for the legend of the tall men of Thane. About five years ago, Mr. David Plunkett-Greene, who is 6 feet 9 inches, signed his name on the wall of the inn, as high as he could reach. Since then 2,000 men, distinguished for personal charm or altitude, have added their autographs. Many of them have names honored in the worlds of arms, literature and the arts, and all are personal friends of Mr. Fothergill. The longest reach so far has been achieved by Charles Maslin, whose signature is written at a height of 9 feet 3 inches.

New Hat Styles Boost Ostrich Sales

London.—The introduction of the new bowler hat for women, with its feather ornament, has already affected the trade in ostrich feathers.

"The one bright feature at the moment is the welcome arrival of feathers in ostrich feathers, prices for wings having recently improved at least 50 per cent," says the monthly review of the Standard Bank of South Africa, Limited.

Berlin Drivers More Careful

Berlin.—Statistics show that Berlin's automobile drivers are learning to drive properly and that the police are extremely successful in their educational efforts. During 1925, 52,550 tickets were served on the city's chauffeurs, but in 1930 only 23,940 were issued, although the number of automobiles in Berlin has more than tripled during the period.

Former German Ace Thrills Crowds at Cleveland Races

Cleveland.—Major Ernst Udet, German ace, has not only captured the admiration of thousands of spectators at the 1931 national air races with his unprecedented stunting, but has come close to "stealing the show."

On the ground, Major Udet, short and stocky and neatly dressed, looks and acts like any conservative business man. But in the air he makes the crowd gasp as he slips his scarlet ship, which he himself designed, through stunts that few would attempt.

Major Udet performs loops, rolls and banks close to the ground. His most spectacular stunt is to take off and fly across the field with one wing almost touching the ground. He closes his exhibitions by stopping his motor at 1000 feet, making three loops and landing with a "dead stick"—an idle propeller.

Since the war, Major Udet has turned his attention to peace-time exploits. He has made nine landings on Mt. Blanc at an altitude of 5300 meters in the interests of photography, and is the only man to have landed a plane on Mt. Zugspitze, the highest in Germany.

He is making his first visit in America, and is amazed at the scale of things. "It is not merely miraculous but fabulous," he said. "He finds the United States has some large and fine airports, but those in Germany are better kept, especially in being free from dust."

Fishermen Want Planes

Wesermunde.—The German herring fisheries which last year could supply only 21 per cent of the home market demand have urged the organization of an air scout service to trace the movements of the schools. While Great Britain and Norway take herring almost at their doors, the German fishermen must go as far as the Shetland Islands for the bulk of their catch.

"The distance is too great to operate hydroplanes from a home base and Great Britain is not expected to permit the establishment of a landing base on its coast. It therefore is proposed that the government adopt two fisheries guard vessels as plane carriers.

Chapleau Sawmill Burned to Ground

Three Dwellings Also Prey to Sunday Morning Fire Which Causes Damage of \$125,000—Lumber Yard and Station are Saved

Chapleau.—Fire early Sunday destroyed a sawmill at Nicholson's siding on the Canadian Pacific Railway, near here. Four storehouses full of camp equipment and three dwellings also were burned. Only the efforts of employees of the company, Austin & Nicholson, Ltd., and of people of the settlement averted further destruction. The damage is about \$125,000.

Sparks from the planing mill refuse-burner fanned by a strong south-west wind, are believed by officials to have caused the fire. The sawmill was soon a roaring mass of flames and the adjacent lumber yard and the Canadian Pacific Railway station were menaced.

Fire-fighters were handicapped when the flames consumed a fire pump on the property. Two lines of hose from an auxiliary plant at the planing mill were brought into action. Provincial fire rangers lent their aid and almost every resident of the community turned out to form a bucket brigade.

The Canadian Pacific Railway sent a special train with a water tank car and brought two Government forest fire service pumps from Chapleau when the flames threatened its property. With this additional equipment the blaze was brought under control, the lumber yard and planing mill being saved.

The mill was erected in 1916, according to George B. Nicholson. It had been closed for the last season, after operating continuously since it was built. Work will probably be resumed at the planing mill immediately. It was damaged only slightly.

Canadian Imports Decreased in July

Ottawa.—Canada's imports during July had a value of \$48,379,000, a decrease of \$36,172,000, or 43 per cent from July of 1930, according to a recent report issued by the Dominion Bureau of Statistics.

Imports from the United Kingdom declined by 33 per cent, and those from the United States by 49 per cent. Comparative totals were:

Country	July, '30	July, '31
United States	\$4,165,000	\$2,995,000
United Kingdom	\$12,934,000	\$8,891,000
Other countries	\$31,180,000	\$36,493,000

The largest group item was "iron and its products," of which Canada imported \$3,108,000 worth. Of this amount the valuation of British imports was \$1,207,000 and of American, \$646,000.

Of textiles Canada imported commodities valued at \$7,152,000. Imports from the United Kingdom had a value of \$4,440,000 and from the United States, \$2,283,000.

Saskatchewan Surveyed For New Land Opening

Regina.—Definite plans have been completed by the Provincial Government for the first real inroad into Saskatchewan's far northland by the survey of a township at Beaver Lake with a view to disposal of real estate. Announcement to this effect was made recently by Premier J. T. M. Anderson.

Fifty woodsmen are being sought by the Government to work on the Beaver Lake-Flin Flon road and more teams will likely accompany them. The Government expects to dispose of sufficient real estate through this development to pay for the new northern road.

Girl Flier Cancels Atlantic Flight

St. John's, Nfld.—Belief that the proposed transatlantic flight of Laura Ingalls has been cancelled here over the present was expressed here over the week-end after Mrs. Clarence Chantler, who had been awaiting Miss Ingalls' arrival at Harbor Grace, sailed for New York. Lopez and Giskor, flying experts who had been in Newfoundland in connection with the flight, also sailed on the steamer Port St. George.

Electricity on Farms

Farmers of the United States spent three times as much money for electricity in 1930 as the railway companies of the country, says the United States Department of Agriculture. More than 644,500 farms out of 6,288,643 farms in the United States now use electricity. Electrical power used on farms in 1930 amounted to 1,779,940,000 kilowatt-hours and cost \$46,187,000. This amounts to 15 per cent of the total power used on farms annually.

North Ontario Wolves Encircle Automobile

Cochrane.—To have the car in which he was driving encircled by wolves was the experience of Lewis Milligan of the provincial game committee, driving between Cochrane and Kapuskasing early Saturday. The car was halted at the time, with lights shut off. The animals fled when the car was started again.

The average daily strength of the City of London Police Force is 1,117.

The Markets

Toronto dealers are buying produce at the following prices:

Eggs—Ungraded, cases returned, fresh extras, 24c; fresh firsts, 20c; seconds, 15 to 16c.
Butter—No. 1 Ontario creamery solids, 21c; No. 2, 20c.
Churning cream—Special, 22c; No. 1, 21c; No. 2, 18c.
Cheese—No. 1 large, colored, paraffined and government graded, 11 to 11 1/2c.

Quotations to poultry shippers are as follows:
Poultry, "A" grade, Alive—Spring chickens, over 5 lbs., 22c; over 4 to 5 lbs., each, 20c; over 3 1/2 to 4 lbs., 17c; over 2 1/2 to 3 1/2 lbs., 15c. Broilers, over 2 to 2 1/2 lbs., 16c; over 1 1/2 to 2 lbs., 14c; over 1 1/4 to 1 1/2 lbs., 10c. Fatted hens, over 5 lbs., 17c; over 4 to 5 lbs., 15c; over 3 to 4 lbs., 15c. Ducklings, white, over 5 lbs., 15c; do., colored, 2c less. Old roosters, over 5 lbs., 12c.

Poultry, "A" grade, dressed—Fatted hens, over 5 lbs., 20c; over 4 to 5 lbs., 18c; over 3 to 4 lbs., 16c. Ducklings, white, over 5 lbs., 20c; do., 4 to 5 lbs., 18c. Old roosters, over 5 lbs., 15c.

GRAIN QUOTATIONS

Grain dealers on the Toronto Board of Trade are making the following quotations for car lots:

Man. wheat—No. 1 hard, 61 1/2c; No. 1 Northern, 59 1/2c; No. 2, do., 55 1/2c; No. 3 do., 49 1/2c; No. 4 do., 45 1/2c; No. 2 tough, 51 1/2c; No. 3 tough, 46 1/2c (c.i.f. bay ports).
Manitoba oats—No. 1 feed, 29 1/2c; No. 2 do., 28 1/2c.
Man. barley—No. 3 C.W., 36 1/2c; No. 4 do., 35 1/2c.
Argentine corn, 59c (c.i.f. bay ports).
Milled, del. Montreal freights, bags included—Bran, per ton, \$15.25; shorts, per ton, \$16.25; middlings, per ton, \$23.25.

Ontario grain—Wheat, 41 1/2c; barley, 36 1/2 to 37 1/2c; oats, 19 1/2 to 22 1/2c; rye, nominal; buckwheat, nominal.

HAY AND STRAW PRICES

Toronto dealers are quoting the following: rices for baled hay and straw, on track, Toronto:
No. 2 Timothy, ton, \$13; No. 3 do., \$11.50 to \$12; oat straw, ton, nominal; wheat straw, \$6.50.

LIVE STOCK QUOTATIONS

Heavy beef steers, \$6 to \$7; heifers, choice \$5.75 to \$6; do, fair to good, \$5.25 to \$5.50; do, com., \$4 to \$5; butchering steers, choice, \$6 to \$6.25; do, fair to good, \$5.50 to \$5.75; do, com., \$4 to \$5; butcher cows, good, \$3.75 to \$4.25; do, med., \$3.25 to \$3.50; canners and cutters, \$1 to \$2.50; baby beef, \$8.50 to \$9.50; do, bolognas, \$2 to \$2.50; bulls, choice, \$3 to \$3.75; feeders, good, \$4.50 to \$5; stockers, \$3.50 to \$4.75; springers, \$4 to \$7; calves, good and choice, \$9 to \$9.50; do, med., \$6 to \$8.50; do, grassers, \$3 to \$4; lambs, choice, \$7 to \$7.50; do, culls, \$5.25 to \$5.50; do, bucks, \$5.25 to \$5.50; sheep, \$1 to \$3; hogs, bacon, L.O.B., \$5.50 to \$5.75; do, off trucks, \$6 to \$6.25; do, select, \$1 per hog premium; do, butchers, \$1 per hog discount.

Canadian Birds and Beasts Sent to Australia

A short time ago a shipment of unfamiliar specimens of the animal and bird kingdom in the antipodes arrived in Toronto for replacement in the zoo, and Toronto has responded with a return shipment of birds and beasts native to Canada. The return gesture was made even more effective because the furred and feathered representatives of a sister Dominion were shipped to Adelaide Zoo in the same steamer which brought the Australian fauna, the Canadian National steamship Canadian Constructor.

While these creatures, which began long journeys from Toronto by Canadian National Express, are well-known to Canadians and Americans, they have no near relatives in the antipodes, and therefore should prove as interesting to Australians as kangaroos and other strange fauna are to natives of this country, says the writer.

New York Area Held To Be World's Largest

Washington.—The Census Bureau has found what probably is the largest "metropolitan area" in the world—the New York City-northeastern New Jersey territory, in which dwell between 9,000,000 and 10,000,000 persons.

Civic organizations will be given a chance to look over the bureau's "metropolitan area" before it is made an official part of the 1930 census report.

Playing the Same Game

It was Jane's day off. She was spending it with the maid from the house next door.

"My mistress is so curious," she told the girl.

"All mistresses are," said her companion knowingly. "How curious it yours?"

"Well," said Jane, "yesterday I was looking through the keyhole into her room, and she was looking through the keyhole at me."

"I was never made to be ornamental."—Mahatma Gandhi.

"Those who have never known the deep intimacy and the intense companionship of happy mutual love have missed the best thing that life has to give."—Bertrand Russell.

Ontario Shorthorns Take Most Prizes

Beef and Dual Purpose Types Are Judged

Toronto.—When shorthorns of the beef and dual types were judged at the Canadian National Exhibition Fred H. Deacon of Unionville, Ont., Duncan Campbell of Moffatt, Ont., G. G. Smith, Meadowdale, Ont., and D. Z. Gibson, Caledonia, Ont., took the major awards.

Glenburn Fie. Marshal, owned by Fred H. Deacon, was awarded the grand championship in the beef type and Edelyn Favorite, same owner, the reserve. The same two were chosen senior and reserve champion, respectively. Matchless Mistrel, owned by Duncan Campbell, took the junior championship, with the reserve going to L. A. Russell of Toronto on Brao Lodge Brigadier.

The grand champion female award went to Duncan Campbell on Mayflower 15th, the reserve to James Douglas of Caledonia, with Lady Rosowood 8th. The same two were chosen senior and reserve champion respectively. Fred H. Deacon secured the junior championship on Princess Rosowood and the reserve on Glenbourn Ramsden Lass.

The grand champion award in the dual-purpose type went to G. L. Smith on Neralcam Dairy King, and the reserve grand to Jonas Bingeman and sons, Waterloo, Ont., on Ilford Kirk-levington. Neralcam Dairy King was chosen senior champion and Sensation owned by G. L. Smith, reserve. The junior awards went to Ilford Kirk-levington and St. Julian, owned by D. Z. Gibson and Sons.

Darlington Gem, owned by D. Z. Gibson, was awarded the female grand championship. F. J. Suhr, on Betty of Brooklands, secured the reserve grand award. The setior awards went to the same two. George W. Lee secured the junior championship on Concord Fern and Peart Brothers, Caledonia, the reserve a girl on Lady Dale.

Washington Trees Number 7,691,884

Washington.—Tree plantings in the George Washington bicentennial campaign initiated by the American Tree Association, have reached a total of 7,691,884, according to registrations at national headquarters here.

New York and Pennsylvania are in the lead. With the fall planting season at hand and the spring and fall of 1932 ahead, Mr. Charles Lethbrun Pack, president of the association, says the tree planting army will reach beyond the objective set when the call to plant in honor of Washington was sent out more than a year ago.

"Surely," he declared, "there is much more appeal in the living tree as a rallying point than any monument of stone."

Food from Coal

Cape Argus: The devastating ingenuity of the scientists is a failure of this century. Given time, your Teutonic chemist, for example, will make some sort of substitute for any common article from practically any unlikely raw material which may be handed to him. He loves a Prussian. As a rule, however, their activities are harmless and not without amusement. But the recent extraction of synthetic albumen from coal by Berlin scientists is another matter. The world already shudders before the immense volume of superfluous wheat, beef and other foodstuffs which are produced by too enthusiastic farmers in despite of flooded markets and falling prices. Now, if chemists have their way, great stores of victuals will be provided from coal.

Super-Telescope Envisaged

Photoelectric effects can be amplified millions of times by means of special vacuum tubes. O. H. Caldwell of New York, an authority on radio and television, believes that here we have the germ of the super-telescope of the future. No basic improvement in telescopes has been made since the days of Huyghens, Newton and Galileo.

Radio never will be wholly satisfactory to the listener until he can turn off unpopular programs with a click that will be heard in the studio.—Ohio Stat Journal.

Figures with accented bust will be featured in the new fashions, says a Paris news item. Here is one place where the depression is over.—Brunswick Pilot.

It is expected before the year is up, some one will have invented a bridge-bidding system that tells partner your business phone number and your wife's maiden name.—Detroit News.

Said the big man, "When I was an infant, my good folks were undecided what I'd become when I grew up, and they struck on a plan. They gave me an apple, a prayer book and a dollar bill, representing farming, the clergy and banking, to see which one I'd take to. I ate the apple, read the prayer book, and put the dollar bill in my pocket. They decided I was a born politician!"

1200 Dead In Belize Hundreds Injured

Business Paralyzed—Survivors Volunteer to Clear Away Wreckage

Tegucigalpa, Honduras.—The Honduran Consul at Belize, British Honduras, reported that a plague has broken out in that city, following the hurricane and tidal wave.

Two unidentified Honduran schooners were reported caught in the hurricane area between Puerto Cortez and Belize, and sunk with the loss of crews and passengers.

FUNERAL PYRES BURN

Huge clouds of black stench-laden smoke hung over Belize Sunday, as cremation was resorted to in disposing of bodies of victims of the tropical hurricane which took an estimated death toll of 1,000 to 1,200 lives, and caused enormous property damage to this Honduran capital.

Scores of bodies were burned on five vast funeral pyres, almost in the centre of the devastated city, as health and government officials attempted to prevent the spread of disease.

The bodies cremated were in addition to more than 700 counted as they were placed in crude graves, dug in the city cemetery by prison labor.

SOLDIERS DIRECT WORKERS

Meanwhile, squads of volunteer laborers worked ceaselessly under the direction of Honduran soldiers, clearing away the tangled wreckage of homes and business houses that until Thursday made up the capital of British Honduras.

Hundreds of persons injured in the storm, and by the tidal wave which accompanied the blow, continued to receive medical aid rushed here by aeroplane and ship.

Every manner of business has been paralyzed. Residents, many of whom lost their homes and all their belongings, turned willing hands to aid in carrying on the relief work. The shock of the storm has just begun to be felt.

Relief work by the U.S.S. Swan was augmented by the arrival of the U.S.S. cruiser Sacramento.

Officials believe that danger of food riots has passed, and that relief measures now are in hand.

BOATS ON DRY LAND

From the air Belize appeared a conglomerate mass of wreckage. An aeroplane which arrived from Miami, Fla., flew over the city for an inspection of the damage, and its occupants saw no building undamaged.

More than a dozen sea-going boats were piled up on land along the waterfront, some as far as 50 yards from the water's edge.

The United States Consul's office reported that ten Jesuit priests apparently were the only United States citizens to lose their lives in the storm. "Almost every family in the city has been affected in some way by the death-toll."

Houses Made of Tar Rakelito, which is already used for many purposes, is made from tar, and it is considered possible that houses made of it are a practical possibility of the future.

Britain Offers R-100 For Sale

Cardington Base Placed on Care and Maintenance Basis

London.—The R-100, giant airship, which visited Canada in August, 1929, is to be disposed of and the airship base at Cardington will be placed on a care and maintenance basis, according to an announcement made by Prime Minister Ramsay MacDonald.

The Prime Minister estimated that more than half a million dollars a year would be saved by the policy.

Cardington, until about eight years ago, was an obscure hamlet in the flat and uninteresting country a few miles from Bedford. Then two sheds, each 312 feet long by 157 feet high and 180 and her ill-fated sister, the R-101, and her ill-fated sister, the R-101, which crashed in France last October.

Around the giant sheds grew up a little cluster of trim buildings for the personnel attached to the station, a mooring tower 2