

AIR POWER OF EUROPE

ALLIED DISPLAYS IN BRUSSELS

FRENCH REVIVAL

From Our Aeronautical Correspondent
BRUSSELS, JULY 9

At the International Aeronautical Exhibition which opened here yesterday, and at the military flying display which took place at the airport this afternoon, Germany has shown none of her principal Service aircraft. That fact has tended to set the numerous French, Belgian, and British machines in a slightly false perspective. Nevertheless, the quality of the aircraft and of the flying among the democratic nations has been so high that the evident satisfaction of to-day's enormous crowd was well founded.

The French, in particular, dissipated the idea that they are backward in flying affairs. The squadron of Morane trainers from the school at Etampes replied with spirit and skill to the squadron of Bucker trainers which the Germans had shown in formation aerobatics.

PESSIMISTS DEFIED

Again, the new Bréguet twin-engined fighters did startling things just over the people's heads, showing speed and precision in manoeuvre quite equal to that of single-seat fighters. By way of further impressing the populace, three of the new L.-&O. twin-engined bombers showed off their paces, and a flight of Morane low-wing fighters were thrown about the sky almost after the fashion of biplanes.

The crowd was obviously pleased to see the French defying the pessimists with such confidence and assurance. The Belgians had already made their impression with a big formation of Fairey Fox bombers, two flights of Foxes and a flight of Fairey Firefly fighters. They followed it later with some magnificent formation aerobatics by Gloster Gladiator fighters.

Between the two came the British effort, strangely assorted. A squadron of nine of the big Vickers Wellington bombers came in stately and dignified formations across the aerodrome, higher than any of the other formations and thus seemingly remote. They were the biggest bombers in the display, and the crowd was conscious of their size at the take-off; but they would have made a better effect in formation at closer quarters.

Before they had left the sky the only Hawker Hurricane fighter from England was flown, and it made the sensation of the day. Its performance was startling enough. A slight mishap, of no serious consequence in itself, impressed the Hurricane firmly on the memories of the people. Oil blown out through the exhausts twice caught fire and set trails of flame on either side of the fighter. These burned themselves out in a few seconds, but while they lasted the crowds gasped.

A VERTICAL CLIMB

Nothing in the display could compare with the performance of the Hurricane. Mr. R. C. Reynell was reported as the pilot. His climb for a rocket loop at 3,000ft. seemed absolutely vertical. He did upward rolls while climbing vertically and he made a series of flick rolls which challenged the Bucker biplanes of the Germans in a class of manoeuvre for which the monoplane is supposed to be unsuited. Three Hurricanes of the Belgian Air Force came later to show the fighter in formation work. The two exhibitions combined to make an excellent reputation for this class of British fighter, and the display as a whole was obviously heartening to a public as anxious as the British on the subject of air defence.

The Aeronautical Exhibition is likewise said to be dominated by the British, and there is ample evidence to support that claim. Great Britain occupies more floor space than any of the five other countries which contribute to the show. The British aircraft exhibits are more numerous and more impressive. They include the biggest bomber in the exhibition. The engines, notable in power as well as finish and workmanship, can challenge anything else in the show. Nevertheless, the British section loses some of its advantage by finding itself at the end of the exhibition hall.

GERMAN EXHIBITS

Germany and France, who share with Belgium the front rank, make a modest bid. A bomber of somewhat ugly lines on the German stand looks across two Belgian exhibits towards the Potez twin-engined bomber of slim lines on one of the French stands. There are some more interesting French exhibits farther back, such as the Hanriot twin-engined fighter, which shows the way the modern defensive aeroplane is tending; but Germany has otherwise restricted herself in the military sense to the products of her new satellite Bohemia.

A fine range of German civil aircraft, particularly of the private touring type, makes up the bulk of that nation's contribution. Great Britain's collection is by far the most comprehensive, and its parts are the most striking. The medium bomber is missing, because considerations of public security must still withhold certain things from the public gaze; but there is a fine example in the Fairey P.4 of the light bomber, and an admirable selection of trainers.

These mark the faith of Great Britain in school types rather than in touring aircraft, and in contrast with the German exhibits present an anomaly; for much more touring is done by British than by German pilots. The Moth Minor, the various Gipsy models, and the Miles Magister represent the elementary trainers. The Airspeed Oxford and the Reid and Sigrist trainer show the twin-engined types in their best form. Beside and around these are big and small engines which make clearer than anything else the completeness of the British industry and its ability to supply almost any needs.

Notwithstanding all these facts there is a modesty, a lack of uniforms and of Service punctilio, a phlegmatic solidity about the British section which may afford a restful relief to some of the other sections, but still fails to underline the dominance to which Great Britain in this exhibition is certainly entitled.

The flying display was unfortunately marred by an accident which caused the death of Captain Trubbenbach. In the middle of the exhibition given by the Bucker training aircraft this pilot had completed a roll and was about to begin another when his aircraft appeared to stall and get into a spin.

APPROACHING THE RECESS

BUSINESS THIS WEEK IN PARLIAMENT

AIR LINES MERGER

From Our Parliamentary Correspondent

With the Summer Recess approaching—Parliament will probably rise in the first week in August—the House of Commons will be expected to make good progress with a number of urgent matters. To-day Sir Kingsley Wood will move the second reading of the British Overseas Airways Bill, under which a corporation is to be set up to take over Imperial Airways and British Airways. Mr. Lees-Smith, on behalf of the Opposition, will move the rejection of the Bill on the ground that it fails to establish a national unified air transport system to be operated solely in the public interest, and that the financial arrangements for the acquisition of existing undertakings have permitted speculative private profits resulting in an excessive capital burden. Mr. Montague will be the other Labour speaker; Sir Hugh Seely will express the views of the Opposition Liberals; and Captain Balfour, Under-Secretary for Air, will reply to the debate. After the Committee stage of the money resolution has been taken the House will consider Lords amendments to the Civil Defence Bill and the Ministry of Supply Bill. The latter includes a provision to limit to three years the power of the Minister to engage in manufacture of articles required for the public service. This is likely to cause a keen debate.

PENSIONS FOR MEMBERS

The Report stage of the Finance Bill will occupy the whole of to-morrow and part of Wednesday, and the third reading will be taken early on Thursday evening. The Milk Industry (No. 2) Bill will be discussed in Committee on Wednesday. The Prime Minister is to move the second reading of the House of Commons Members Fund Bill, which is expected to occupy most of Thursday. Under the Bill ex-members may receive pensions of not more than £150 a year, and widows £75 a year, from a fund to be provided by all M.P.s paying £12 a year. When the resolution to approve the principle of pensions was before the House there was some criticism on the ground that the plan might involve a charge on public funds, but since income-tax deductions in respect of the contributions will not be allowed, this criticism cannot now apply. A number of Government supporters are still opposed to the idea, and since a free vote is to be allowed they will probably support Mr. Denman's motion asking the House to decline to legislate for this purpose until the salaries of members are themselves governed by statute. The Opposition, for whom Mr. Lees-Smith will speak, will support the Bill.

Although no business has yet been announced for Friday, it is probable that progress will be made with the Bill to extend from £10,000,000 to £60,000,000 the export credit facilities to allied and friendly States for buying in this country arms and other defence equipment.

BUSINESS FOR THE LORDS

The Committee stage of the Poultry Industry Bill is among the miscellaneous business of the House of Lords for to-morrow. Lord Strabolgi will revive the question of the transfer of Czech money to Germany. He will ask in what circumstances the British directors on the Bank for International Settlements failed to support the French directors in resisting the surrender of the gold; what representations were made by the French Government to the British Government on the subject; and what action the British Government took.

Two new peers—Lord Rotherwick and Lord Ennisdale—will be introduced on Wednesday. Afterwards the Bishop of Winchester will open a discussion on malnutrition, with particular reference to milk for children and mothers. Lord Davies also has a motion on the paper, urging the necessity of providing employment and establishing industries in this country which would be indispensable in the event of war, and calling attention to the import of foreign commodities, especially of Japanese canned foodstuffs. On Thursday Lord Elgin will ask the Government what action they propose to take to meet the serious conditions revealed by the recent report of the Scottish Economic Committee on the Highlands and Islands. A Government statement on the latest plans for evacuating the civil population in war time will be made in reply to a motion by Lord Phillimore calling attention to the difficulties connected with the problem.

A GREAT WEEK OF SPORT

AMERICAN WINS AT HENLEY AND WIMBLEDON

A great week of sport was concluded on Saturday when, in weather which was generally unpleasant, the finals were decided at Wimbledon and Henley.

In the Lawn Tennis Championships at Wimbledon Miss A. Marble (U.S.A.) was at the top of her form in beating Miss K. E. Stammers, of Great Britain, by 6-2, 6-0, and R. L. Riggs, who had won the Singles on the previous day, was successful with E. T. Cooke, another American, in the Doubles and with Miss Marble in the Mixed Doubles. In each event he beat F. H. D. Wilde (Great Britain), who reached the final of the Doubles with C. E. Hare and Mixed Doubles with Miss N. B. Brown. Miss Marble and Mrs. S. P. Fabyan completed the American victories in the Women's Doubles.

Harvard University won the Grand Challenge Cup at Henley by three lengths from the Argonaut Rowing Club of Canada, and J. W. Burk (U.S.A.) was again successful in the Diamonds. A big crowd was present at the White City for the final day of the Amateur Athletic Association's championships. S. C. Wooderson won the mile after a great race in 4min. 11.8sec., which was a championship record.

Full reports will be found on our Sporting pages.

CLYDE AND MERSEY INVESTMENT

A full report of Mr. Reginald Cornwall's speech at the annual meeting of Clyde and Mersey Investment Trust is published in our City columns.

YANKEE CLIPPER

PASSENGER FLIGHT TO ENGLAND

From Our Correspondent
SOUTHAMPTON, JULY 9

The Pan-American Airways flying boat Yankee Clipper completed her first passenger transatlantic flight to Great Britain at Southampton this evening in 27½ hours. Her actual flying time was 19 hours 34 minutes. Leaving Port Washington, Long Island, yesterday morning, she made the journey by way of Shediac (New Brunswick), Botwood (Newfoundland), and Foynes (Eire).

Among the 19 passengers was a New York lawyer, Mr. Guido Coen, who was on his way to Leghorn (Italy), where his six-year-old son is lying dangerously ill with infantile paralysis. Mr. Coen received news of his son's illness last Thursday. When he applied for a passage in the Yankee Clipper he was told that all accommodation had been booked many months ago, but it proved possible to find room for Mr. Coen because of a last-minute reduction in the mail load. When Mr. Coen landed at Southampton he said he did not know whether his son was still alive. He made arrangements to complete the journey by air to Paris and Florence.

Most of the other passengers were American newspaper or magazine owners, publishers, and editors. They included Mr. Amon G. Carter, a Texas newspaper proprietor, who was an intimate friend of the late Will Rogers. Mr. Carter was a picturesque figure in his big white hat and high boots. A woman passenger who was particularly interested in the flight was Mrs. Alfred Wolf, the wife of a Philadelphia lawyer, who is herself a seaplane pilot.

The Yankee Clipper carried 550 pounds of mail. The passengers and crew numbered 30. The commander was Captain Arthur Laporte.

Wednesday, July 26, is the date for the first of the weekly air services for passengers from England to the United States over the route followed by the Yankee Clipper. The price for a single trip is \$375.

JAPANESE AND TIENTSIN

TOKYO PREPARES FOR CONFERENCE

FROM OUR OWN CORRESPONDENT
TOKYO, JULY 9

The Anglo-Japanese Conference is expected to open here on Wednesday or Thursday. The Japanese military representatives from Tientsin spent yesterday conferring with the military authorities here. Having agreed on their proposals, the Tientsin military representatives this morning explained them to the civil representatives, Mr. Sotomatsu Kato, Minister-at-Large, and Mr. Tanaka, and these two afterwards discussed the Army's proposals with the Foreign Office.

A conference of the Foreign Office and the War Office to-morrow will prepare proposals for submission to the Cabinet on Tuesday, after which definite arrangements will be made with Sir Robert Craige, British Ambassador in Tokyo.

MISSIONS LOOTED IN CHINA

ANTI-BRITISH CAMPAIGN

FROM OUR OWN CORRESPONDENT
SHANGHAI, JULY 9

The British naval authorities have made a strong protest about the dropping of bombs near H.M.S. Falcon during the air raid last Friday on Chungking. The Japanese authorities have replied expressing deep regret and promising to investigate the incident. Mr. Winterbottom, chief officer of the British river steamer Changsha, who was arrested on Thursday, was released yesterday. The British Consul-General protested against his arrest and at not having been informed for three days of Mr. Winterbottom's detention.

The Japanese Press boasts to-day that 44 towns in the Yangtze valley have launched anti-British campaigns. Foreign reports from Shansi describe the searching, looting, and damaging of British missions, the furniture of one being smashed with hatchets.

Advices from Tientsin reveal that several American women were searched there last month. None of them was stripped, but one complained that her 12-year-old daughter had been badly frightened. The American Consulate is receiving daily complaints from American business men at delays and losses due to the blockade.

MORE INTERFERENCE AT TIENTSIN

FROM OUR CORRESPONDENT
TIENTSIN, JULY 9

General Homma, Commander-in-Chief of the Japanese forces at Tientsin, has refused to receive Major-General Grasett, G.O.C. British Troops in China, who left to-day for Peking to inspect the Embassy Guard. British subjects are again being sent back to the end of the queues. Interference with British shipping is increasing here, and at Tangku (the port of Tientsin). The Chinese Mayor announces that a protracted struggle is inevitable before the deadlock is broken.

PRESS ASSOCIATION AND REUTERS OFFICES

The new offices in Fleet Street of the Press Association and of Reuters were opened yesterday. Some four years ago each news agency found that it must once more increase the size of its offices, and they decided to cooperate in the erection of a building.

The new building has been designed by Sir Edwin Lutyens, President of the Royal Academy. It has eight storeys, and in it accommodation has been reserved for the London staffs of the British overseas news agencies and of the many foreign agencies linked with Reuters. Some British provincial newspapers which are members of the Press Association will also have their London offices in the building.

RECORDER OF POOLE

The King has approved a recommendation of the Home Secretary that Mr. Francis Seward Laskey be appointed Recorder of Poole, in place of the late Mr. Larry Geen.

Mr. Laskey, who was called to the Bar by the Inner Temple and the Middle Temple in 1913, practises on the Western Circuit.

SPAIN AND THE AXIS

CELEBRATIONS OF FRIENDSHIP

COUNT CIANO'S VISIT TO-DAY

From Our Special Correspondent
HENDAYE, JULY 9

Arrangements have been completed in San Sebastian, the summer capital of Spain, for the reception of Count Ciano, the Italian Foreign Minister, who is due to arrive at Barcelona with his large suite at 4 o'clock to-morrow afternoon. The arch of triumph, which was erected in Roman fashion in San Sebastian, and then blown down by a minor hurricane which swept over the Basque coast, has been rebuilt. Householders have been embarrassed during the last few days by the requisitioning of vast quantities of food for the delectation of the august visitors and their hosts, while elaborate traffic arrangements have been devised to ensure their being able to move about unmolested. General Franco is expected to enter San Sebastian to-morrow, and the city is preparing to give him a tumultuous reception.

The opinion is gaining ground, to the undisguised relief of many Spaniards, that the impending celebration of Italian-Spanish friendship will be platonic in character and that no further agreement going beyond those already in existence will be signed. Germany and Italy may well be satisfied with the position which they have already won in Spain, and the Germans, if not the Italians, fully realize that any attempt to drive the Spaniards too far would provoke a strong reaction.

TRADE TALKS WITH REICH

The efforts to enlarge the scope of economic cooperation between the three countries will doubtless be successful, but they will take time. Herr Wohlthat, the head of the German economic mission which recently visited Spain, was soon able to convince himself that the elaborate administrative apparatus designed to keep the economic structure of German self-sufficiency steady is completely lacking in Spain and that much preliminary work still remains to be done.

It is, nevertheless, fairly certain that the negotiations now in progress will result in the conclusion of a trade agreement advantageous to Germany and not necessarily detrimental to Spain. The danger to Spanish independence lies in the possibility that the nation will be edged imperceptibly into adopting political, economic, and military systems that would place its destinies in the hands of the Axis Powers.

ITALIAN COMMENTS

COMMON INTERESTS IN MEDITERRANEAN

FROM OUR OWN CORRESPONDENT
ROME, JULY 9

Count Ciano left Gaeta this afternoon in the cruiser Eugenio di Savoia for Spain to return the recent visit to Rome of Señor Serrano Suñer, the Spanish Minister of the Interior. He was accompanied by Don Pedro Garcia Conde, Spanish Ambassador to the Quirinal, and by a suite which includes high officials of the Italian Foreign Office and officers of the three fighting services. The visit will last a week.

The British and French Press are represented as having received the news of his journey with ill-humour, anxiety, and embarrassment. Such comments as are made on the visit in the Italian Press continue to be vague about its expected results. Stress is laid on the common interests of the two Powers in the Mediterranean, where, it is suggested, the time has passed when other countries were at liberty to manoeuvre freely to their own advantage.

ENTERTAINMENTS INDEX

(For details see page 10)

OPERA AND BALLET

Covent Garden	RUSSIAN BALLET	8.45
Glyndebourne	LE NOZZE DI FIGARO	6.45
Mercury	BALLET RAMBERT	8.30
Sadler's Wells	TRIAL BY JURY AND THE PIRATES OF PENZANCE	8

THEATRES

Ambassadors	THE GATE REVUE	9
Apollo	OF MICE AND MEN	8.30
Coliseum	THE FLYING SQUAD	6.30 & 9
Comedy	TONY DRAWS A HORSE	8.30
Criterion	GROUSE IN JUNE	8.40
Drury Lane	THE DANCING YEARS	8
Duchess	THE CORN IS GREEN	8.30
Garrick	THE DESERT SONG	8.15
Globe	RHONDDA ROUNDABOUT	8.30
Hippodrome	BLACK AND BLUE	6.30 & 9
Little	HERBERT FARJEON'S LITTLE REVUE	9
Lyric	THE WOMEN	8.30
New	THE MAN IN HALF MOON STREET	8.30
Open Air	A MIDSUMMER NIGHT'S DREAM	8.15
Palace	UNDER YOUR HAT	8.15
Piccadilly	SPRING MEETING	8.30
Queen's	DEAR OCTOPUS	8.15
St. James's	AFTER THE DANCE	8.30
Savoy	DESIGN FOR LIVING	8.30
Strand	THE GENTLE PEOPLE	8.30
Victoria Palace	ME AND MY GIRL	6.20 & 9
Wyndham's	ALIEN CORN	8.30

VARIETIES

London Casino	BAL TABARIN REVUE	8 & 11
Palladium	BAND WAGGON	6.25 & 9
Prince of Wales	GAETTES DE MONTMARTRE	2 to 11.30
Windmill	REVUEVILLE No. 123	1.30 to 11.10

EXHIBITIONS, &c.

Building Centre	10 to 6
Madame Tussaud's	10 to 10
Royal Academy	9 to 7
Zoological Gardens	9 to 7
145 Piccadilly	10 to 8

PICTURE THEATRES

Academy	PETER THE GREAT	1.58 to 11
Berkeley	LA FEMME DU BOULANGER & IRENE CASTLE	1.40 to 11
Carlton	UNION PACIFIQUE	11.30 to 11
Curzon	BEEHOVEN	2.40 to 11
Empire	GOODBYE, MR. CHIPS!	10 to 11
Everyman	THE GREEN PASTURES	2 to 11
Forum	LENIN IN OCTOBER	1 to 11
Gaiety	THE HOUND OF THE BASKERVILLES	11.45 to 11
Imperial Institute	EMPIRE FILMS	10.15 & 2.15
Leicester Square	THE SUN NEVER SETS	12 to 12
London Pavilion	CAPTAIN FURY	11.15 to 12
Marble Arch Pavilion	THE FOUR FEATHERS	11.45 to 11
New Gallery	THE STORY OF VERNON & IRENE CASTLE	12 to 11
Odeon	Q PLANES	10 to 12
Plaza	THIS MAN IN PARIS	10.15 to 11
Polytechnic	DARK VICTORY	1.10 to 11
Regal	MAN OF CONQUEST	12.25 to 11
Stoll	FAST AND LOOSE	11.45 to 11
Studio One	RETOUR A L'AUBE	2.25, 6.15, 9.35
Warner Theatre	CONFESSIONS OF A NAZI SPY	10 to 12