

British Accounted for 8000 Enemy Machines.

France Spent Huge Sum on Munitions---German Enquiry by German Tribunal.

ENGLAND'S AIR FORCES.

LONDON, March 13. During the war 8,000 enemy machines were shot down by British forces, while 2,800 British machines were missing, Brigadier General J. E. Seely announced in the House of Commons to-day in introducing the army's air estimates of £66,500,000. General Seely said that if the war had continued the estimate would have been £200,000,000. When the armistice was signed, he added, England was turning out 4,000 airplanes a month, and had 200 squadrons in commission compared with six at the beginning of the war. General Seely said it was intended to keep 102 squadrons for defence, but that the country would not rely so much on the number of machines.

A MUNITION BILL.

PARIS, March 13. France spent six billion francs for shells and projectiles during the war, Senator Lucien Hubert told the Senate Army Commission yesterday. He said that one billion five hundred million francs were spent for extra material for use by the artillery.

OUR NAVY.

LONDON, March 13. In a speech to-day, Hon. Walter Long said that behind the Navy the most extraordinary work has proceeded. Great booms for safeguarding harbors had been constructed, great bases like Rosyth and Laverghem have been created and scientific devices of every kind had been developed. Explaining why it was impossible for the Admiralty to present detailed estimates, Mr. Long pointed out that the Peace Conference was at present discussing the great Naval question and until a general scheme for world armaments was known it was useless to attempt to form Britain's policy. Referring to Lord Jellicoe's tour of the Empire, Mr. Long said the object was to try to secure greater efficiency and co-operation in the future between the navies of the Empire. He was content that with a give and take spirit, and if we rightly realized the respective responsibilities and possibilities, the visit would have very satisfactory results. He said he looked forward to the time when the co-operation of the navies of the Empire would be closer and that they would play even a greater part in the future than in the past.

ALREADY SETTLED.

BERLIN, March 13. The German members of the League of Nations Conference being held here, at a special meeting to-day, adopted a resolution by 26 votes to 8, that the question of responsibility for the outbreak and the prolongation of the war should be submitted to a German tribunal with all documents from the German secretary

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Friday's Comments.

By FRED A.

The continued activities of the P. W. C. of Bonne Bay are timely, and the causes which gave rise to such an outbreak of public opinion from the North West Coast are undoubtedly one instance of conclusive proof of the inefficiency of the present Government; the coastal treatment meted out to that portion of the Colony is but one of the numerous examples to hand, of national (?) bungling, and it will take several more million dollar promises for the building of new roads ere the electorate will be convinced of the sincerity and ability of the present conglomeration who rule by usurpation.

Street rumours say the House will be opened about the end of the month. It promises to be a very interesting session, as several of the Ministers (?) intend speaking of their experiences abroad in so far as the decorum of the House will allow. May we be there to hear and imbibe the wondrous words of wisdom which will flow from their lips.

There have been several suggestions mooted as to the form of the War Memorial. To my mind the reasons given by Father Ashley a few days ago, are convincing, that it should take the form of a Teachers' Training College. This suggestion is given added weight by the motion of the Board of Trade adopted at a recent meeting to try and promulgate scientific knowledge of our fisheries. No other memorial yet suggested has

been so Dominion wide in its aims, while the practical value of such an erection is evident to all.

One of the most striking things of the day is the apathy of the electorate, as a whole, and yet to the observant there is something strange and dire about it. In this unnatural quietude they read the signs of the times, and the fall of the Nationalists (?) from the lid of the Government chest.

It is current rumour that some of our politicians are very much interested in the proposed Transatlantic flight. Whether they intend purchasing an aeroplane or not is yet indefinite, but we have no doubt as to the reason of their curiosity re the success of the plan. We only question whether they may be able to stay in Newfoundland until an airship can depart them.

The public appears to be awakening a little, and it is noticeable that several calls have been made in the press for the leadership of Sir Robert Bond.

It is a healthy sign to note that the present clientele has disgusted many, and rightly so, and this call to Sir Robert Bond is we believe the utterance of a people tired and sick of the present administration. Dana hits it right when he calls our (?) politicians to-day "the veriest time-servers," but their time is short, and their political overthrow a matter of only a few days more.

A Transatlantic Flight.

Apparently the prospect of an early transatlantic flight is being seriously considered in England. English papers report that the Paris-London "aero-bus" has brought its fourteen passengers and taken them back again; a big Handley-Page has flown from Ireland to Sheffield; services are being plotted out from Liverpool to Ireland and from Hull to Scandinavia.

There are by this time a number of "entries," probable and certain, for the Atlantic passage. The British Air Ministry, it is believed, intend to make the experiment with an airship of the rigid type, a Handley-Page aeroplane, and a Porte flying boat. Both they and the Americans propose to try the southern route, by the Azores, rather than that from Newfoundland to Ireland. The question is one of distances and winds. From Newfoundland to the Azores is 1,195 miles, and from the Azores to Portugal 850. From Newfoundland direct to Ireland is 1,880, so that the northern route has a slight advantage in distance; but, on the other hand the Azores offer a stopping-place to break the journey, which is no small advantage so long a route. Experts say, also, that the weather conditions on the southern route are generally the easier.

Whichever route be chosen, the Americans start with an advantage, since the prevailing winds are from west to east, especially in the higher altitudes, and for this reason it has been suggested that the British should send machines to Newfoundland to fly the eastward route. The expedition requires some organization, apart from the establishment of an aero-bus in the Azores. Ships will be sent out to take up arranged positions, so that machines which suffer mishaps—or their pilots—may be salvaged, and the same ships may be able to help mark out the route by means of kite-balloons.

The suggestion is made that the attempt will be made in June, perhaps May, or even earlier. As one writer says:

"It seems clear at all events that both the American Navy and our own Air Ministry are hoping to surprise the world some fine morning with the news that the Atlantic has been flown. May the best men win, and may they be our own!"—Morning Chronicle.

SENTENCED FOR LARCENY.

The two soldiers who were arrested for larceny a few days ago, were sentenced by Judge Morris yesterday afternoon to a fine of \$100 each or three months' imprisonment; the fines were paid.

Just a little milk on the side says Bobby and you have the finest ready cooked corn food made — POST TOASTIES



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