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**TENTH ANNIVERSARY
OF HISTORIC FLIGHT**

Ten Years Ago Today Since Alcock And Brown Began First Non-Stop Flight Across Re Atlantic.

TORONTO, Ont., June 14.—(By The Canadian Press)—Ten years ago today Captain John Alcock and Lieutenant Arthur Witten Brown began the first non-stop flight across the Atlantic, blazing a trail many other daring aviators were to follow, some to glory and some to death.

Brown is alive today but Alcock was killed in a crash at Cote d'Everard, only six months after his epoch-making flight. Both men were knighted by the King for their achievement and they won the \$50,000.00 prize offered by a London newspaper to the first fliers to accomplish the difficult feat.

Their flight was a landmark in the history of the development of aviation. It demonstrated for the first time that a heavier-than-air machine was capable of the sustained flight under trying conditions which a crossing of the Atlantic entailed. It was the realization of a dream cherished in the minds of many fliers for many years. Indeed the project of the flight was first broached in 1913 by the late Lord Northcliffe but owing to the outbreak of

the war no attempt was made at that time.

Sixteen hours and twelve minutes after taking off from St. John's, Newfoundland, the two fliers landed at Clifden, Galway, Ireland. Their flight was the more remarkable because it was made under adverse weather conditions for a considerable part of the journey. Fog so hampered their vision that at one time they found their machine flying a scant fifty feet above the surface of the water.

The distance covered was 1,880 miles and the men left Newfoundland in the late afternoon of June 14, 1919, to land in Ireland at 9 o'clock the next day. Their plane was a Vickers-Vimy machine with two Rolls engines.

Sir John Alcock was the pilot and his flight came as a climax to a distinguished flying career during the war. On the Turkish front as a member of the Royal Naval Air Service he won the Distinguished Service Order for a daring attack on three enemy seaplanes and established a record for long distance bombing flights. His activities in the war were cut short when the Turks took him prisoner in 1917 and he was detained until after the Armistice. His companion, Sir Arthur Brown, acted as observer during the flight. He had served his flying apprenticeship in the Royal Air Force. Both men were born in Manchester.



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**Native Question
Issue In South Africa**

Troublesome Problem of White and Black is Factor in Union Election Being Held Wednesday.

CAPE TOWN, Union of South Africa, June 12 — Apart from the Labor split, and the German Trade Treaty, the principal bone of contention in the South African election struggle, which ends with polling on Wednesday is the Government's native legislation. This consisted originally of four comprehensive bills covering the enormous field of native and colored economy; but, after prolonged discussions, the legislation was limited to two measures dealing with the political future of the native and colored people of the Union. These were submitted to select committees and a commission, passed by the government majority in the assembly, rejected by the opposition majority in the senate, and finally submitted to a joint sitting of the two houses, where the Native Bill obtained a majority of only 5 in a house of 143. A majority of two-thirds was required by the constitution. Thus the bills were dropped Premier J. B. Hertzog announcing his intention to go to the country on his native legislation.

The main features of the Natives Bill were to discontinue the franchise the native has enjoyed for 50 years in the Cape, and to give European representation to natives in all provinces, including Transvaal and Orange Free State, where hitherto the natives had had neither the vote nor representation. The proposal to abolish the Cape franchise, although it does not affect the 15,000 natives already on the voter's register, met with strong opposition in the Cape Province, while considerable reluctance has been shown in the northern Province, in accepting even the modicum of representation which it is proposed to give native tax-payers in that region. The agitation over the "lashes" order for a white man who brutally did a native to death in the Transvaal, is an extreme indication of the attitude adopted by a certain section of whites towards the natives. The government however resisted the agitation and upheld the sentence, which had been inflicted by one of the most experienced Judges in the union. A feature of the native discussions has been a celebrated manifesto issued by three of the Nationalist Ministers, including General Hertzog, in which General J. C. Smuts's leader of the South African party, was accused of endeavouring to create a "black dominion" in South Africa; but General Smuts has been able to show that he has done as much as any one to consolidate the white position in the Union. General Smuts's panacea is a National Convention to find the road to a solution by agreement, and in consultation, with the natives themselves.

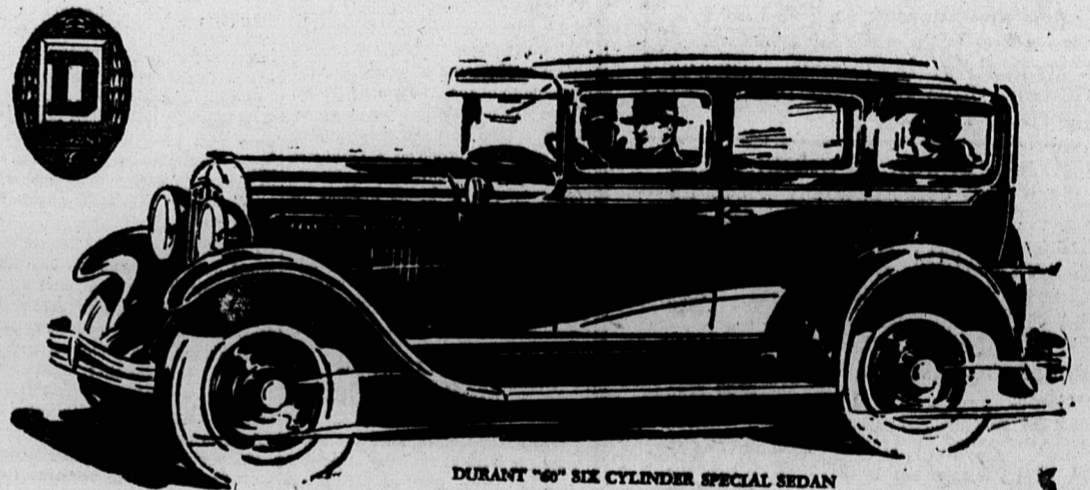
Another factor in the election is the discontent with the government in the public services. This believed to have been stiffened by the refusal of the minister of finance (who has been described as the strongest man in the Cabinet) to devote any of his re- at surplus of £1,700,000 to certain financial claims put forward on behalf of the civil servants. The minister, Mr. Havenga, preferred to de-

were obtained by small majorities—in some cases 50 votes decided the results. It will thus be seen that the government can not afford the luxury of serious discontent with any portion of its policy.

When informed that last year's profits of an American chewing gum company were nearly \$11,000,000, a Manila, statistician figured out it equalled one-third of the annual income of the Philippine government.

Aircraftman Shaw, formerly known as Colonel Lawrence of Arabia, and probably the most romantic and elusive figure produced by the World War, has decided to remain in the Royal Air Force in Britain.

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