IMPERIAL TRANSIT.

MR. CHURCHILL ON AERIAL AND MARINE PLANS.

WIRELESS DEVELOPMENTS.

Mr. Churchill, Secretary for the Colonies, in his speech at the Imperial Conference on Tuesday, gave an illustrated description of what appeared to our official editions yesterday, and appears to our official editions yesterday, and the idea that we should have better opportunities of communication at our disposal for civilian purposes after five years of slaughter and destruction is not well-founded. Obviously, all our civilian plant had been greatly impaired, worn out, deteriorated, and had only been superficially repaired. It was not well-founded, therefore, to expect any development which ought to have been planned two or three years ago, but which could not be planned because all our resources were engaged in the war. It was equally true, whether we looked at the comfort or speed of transport, at the amount of money available, or at the amount of public interest in external affairs, the mind and resources of the nation were exhausted at the present time. With regard to Imperial Press communications, Mr. Churchill said: "I think that is a matter for the Press Conference." Mr. Churchill said: "I think that is a matter for the Press Conference." I understand the Prime Minister proposed to set up, I might possibly answer, for a direct code over between the Dominion Prime Ministers and the representatives of the news papers in this country with a view to seeing what practical proposals can be made. Very large practical proposals which we hope already to bring to, with the aid of the Postmaster-General. There is also the delayed action in regard to Press communications at a cheaper rate, which was abandoned during the war. So far as the wireless chain is concerned, of course it has been delayed by the war. We have now completed the Oxford station. I think it is already able to talk. The next thing is that chain is of course Cairo. It only shows just how vitally important from every point of view Egypt is. Whether we look at aviation, or naval movements, or the military operations of our Empire, or at this wireless communication, Egypt is the key point in one of the most important sectors in the world."

Mr. Marconi: It is the heart of the Empire.

Mr. Churchill: Well, the Oxford station will be talking to Nauen, Cairo will be talking to India and talk in this country, and we can talk direct from this country to India for military purposes. But India cannot talk back. There is no doubt whatever that, taken as a whole, this, from an aerial aviation, will afford a very great advance in the facilities of our intercourse of communication. There will not be any opinion, nominated. The Air Ministry will very soon displace the cables, but they will be an additional class of traffic of very great importance.

THE SHIPPING AND AIR SERVICES.

"So far as steamships are concerned, I think you will find that at the present time financial difficulties will be very great indeed, because the cost of everything is enormous, and to operate the South Africa and New Zealand services over three great distances of water will be a very costly matter. I think that a committee of this Conference might be set up, which the President of the Board of Trade and Sir Joseph Maclay would be members, who could advise, on a very practical footing, and put them forward."

Referring to the air, Mr. Churchill said he thought that when powerful conditions were restored, the plant in Mesopotamia would be made useful for purposes of accelerating communications. He believed it would be possible for this particular section—Karachi, Bagdad, Cairo—in the very near future, to provide a service of very large additional expenditure, to establish an economic and paying service for mails, and for a limited number of passengers. Already they had gone a long through the desert which seemingly could not ever without danger of coming down and being lost. In fact, on one occasion a machine came through from Bagdad to Cairo in 11 days, accomplishing a journey which would otherwise have taken 4½ to 5 weeks. That showed that it was possible to do it in the Empire. We must begin in a moderate way running passenger aeroplanes. He felt it was the responsibility of ordering these to be made, and they were being made, of a reliable and trustworthy character which could be flown by a pilot when they were not doing military work.

In reply to Mr. Lloyd George, Captain Guest said such machine could carry eight people—1,600lb.

AEROPLANES TO SHORTEN THE JOURNEY

FROM THE ANTIPODES.

Mr. Churchill: The plan would knock ten to twelve days, or even more, off the journey from New Zealand or Australia to England, because you could get on that train at Baghdad—wherever you get on at Baghdad—and run up by train to Karachi, and fly across to Cairo, and take another train right home. It could very quickly be made to carry a large proportion of the mails, and I have no doubt that the mails could be lessened to a small weight. Mr. Churchill added that the Prime Minister had fallen in with the suggestion of Mr. Hughes about a committee, and they could have some sub-committees to bring forward definite matters to come up before the conference. It was agreeable, he was quite ready to undertake the charge of that group of subjects.

The proposal was adopted, and a committee appointed as follows—Mr. Churchill in the chair, one representative each of Canada, Australia, New Zealand, South Africa, and India, in consultation as required with the Ministry, at the head of the Board of Trade, the Air Ministry, the Post Office, and their officials, to consider the question of the practical means available at the present time for the development of Imperial communications by air, air, cable, radio telegraphy, and telephone. The committee should report as soon as possible.

HULL CITY COUNCIL.

LABOUR MEMBERS ON THE WARPATH.

The Labour group of the Hull City Council yesterday protested against an allowance being made to an official who had been called up during the industrial crisis, and who was being his military pay to the level of his wages. Mr. Stark, who moved that the matter be reconsidered, argued that the Corporation, by their action, were taking sides in an industrial dispute. He was supported by his Labour colleagues, but they were defeated, it being pointed out that the recruits were compelled to serve when called up.

An attempt by the Labour members to defeat the resolution to increase the salary of the head master of the Grammar School was also defeated. The Chairman of the Grammar School Committee (Mr. Wilson) said that the head master (Mr. Forty) had never received more than £400 a year.

Mr. Walmsley of the Hull Tenants' League moved that a schedule be prepared showing the standard rent in 1914; the non-cable value, increase in rates since 1914, and increase of 10 and 10 per cent. in rents under the Rent Restriction Acts. Mr. Cledge, in seconding, said that something like £20,000 had been recovered from tenants in Hull, and he believed that there was another £20,000 to be recovered.

The resolution was largely supported by the Labour group, but the Council, by a large majority, refused to have the schedule prepared. An amendment that it be prepared and exhibited in the Guildhall was carried.

The Tramways and Ways Committee again recommended the purchase of the Turkish baths premises in George Street, at £10,000, for conversion into tramway offices, and that £1,250 be spent on the necessary alterations. The Council passed an amendment deferring the matter for six months.

BIG DECREASE IN SHORTHORN PRICES.

The second summer sale of pedigree shorthorns was conducted at Penrith yesterday by Messrs. Thompson and Co., and it was seen that there was a brisk fall in values. The expectations formed before the sale were that the averages would drop by fully 50 per cent., and this was realised in the sale, although the decreases in bull prices were much less. The average for 66 females was £29 19s. 1d., for 26 bulls £45 15s. 6d., and for 94 animals exactly £36. Amongst the females, the highest second price came cow, Rosedale, made 100gs., and the first prize winner, Telloria Bloom, belonging to Major Irwin, went at 120gs.; to Mr. Jackson, Wigton. For the cow Regal Mullent, Mr. Pickering, Langley-on-Tyne, obtained 110gs. from Mr. Bushnell, Liverpool. Jubaby Blink NH., owned by Mr. Workman, Carlisle, was sold for 115gs. to Mr. Bell, Appleby-in-Westmorland, while Telloria Cherry, shown by Mr. Hewson, Wigton, went to Mr. Pickering, Rosedale, at 120gs. The highest priced bull was Mr. George Harrison's Gainford Golden Knight, which was sold for 75gs.

UNIVERSITIES CONGRESS AT OXFORD.

TRAINING OF ADMINISTRATORS.

SIR T. MORISON ON SUPPLY OF HIGHER CIVIL SERVANTS.

Oxford, Thursday.

The dominant note at the meeting of the Congress of Universities of the Empire which the delegates resumed here today this morning was a keen sense of loss and sorrow at the death of Lord Balfour of Burleigh, who was to have presided at the congress. Tribute to his work and influence was paid by Sir Donald MacAlister, principal of Glasgow University, who, in the absence of Lord Curzon, Chancellor of Oxford University, and the Congress, standing, passed a vote of condolence with his widow, of which his University and the Congress, of which his Lordship was Chancellor.

The Congress immediately afterwards directed its attention to the question of Universities and training for commerce, industry, and administration. The chair was occupied by C. Irvine, Vice-Chancellor and Principal of St. Andrews, who remarked that Universities were dining, or ought to be, the intellectual centres of mankind and to mend the broken world.

MODERN UNIVERSITIES AND THE CIVIL SERVICE.

Sir Thomas Morison, Principal of Armstrong College, Newcastle-on-Tyne, on the general subject of universities and training for administration, discussed the staffing of the Civil Services overseas. He said that the system of administration prevalent in India and the Crown colonies had produced a high standard of character and efficiency in the separate Civil Service. The central principle of that system was that Englishmen should be employed only in the responsible appointments, and that should be in number, and that the greater part of the work of administration should be carried out through the agency of indigenous subordinates. The problem with which this system was faced was, how, then, to obtain men of the type required in numbers sufficient to satisfy the demands of the public services overseas. Even before the war, the supply was not equal to the demand, and the war had exceedingly increased the difficulty of manning the Empire. The Empire had taken on new responsibilities, the extent of which no one is yet in a position to estimate accurately; but there could be no doubt that in Asia, and Africa, more English administrators would be needed than before the war. From one quarter only would there be a reduction in the demand. A considerable number of posts in the Indian services would, in future, be filled by Indians. That, in the main, was entirely to the good. The reduction in India's demand was counterbalanced by the demand upon our manhood, which had sprung up on the other side of the Indian Ocean. There was, in fact, by the general public, we had acquired a great new Empire, which was covered about 2,000,000 square miles, and contained a population of approximately 20,000,000. Where were the new men to come from? Oxford and Cambridge would, he hoped, continue to supply a good number of them. But it was not desirable, and it was clearly impossible for the older Universities to provide recruits for all the Civil Services of the Empire. A very large number would have to come from the newer Universities. He was satisfied that there would be no difficulty in supplying the Empire with Civil Servants, as good as those who served in the past, upon condition that they made good use of the opportunities. The modern Universities were adapted in this provision of these opportunities for a full and free life, and the ideals given to students in our modern Universities were as high as those of any athletic, more than for their clubs and societies, simpler opportunities for meeting and talking to one another away from the dons and the lecture-rooms.

UNIVERSITIES AND STATE CONTROL.

Sir Robert Stout, Chancellor of the University of New Zealand, presided over a discussion on Universities and the State, the topic for discussion being the genuine title of "University Finance." Papers were read, and a discussion followed, were contributed by various speakers. Sir Robert said that the chief cause of University finance was the greater title of "University Finance." Universities had been generally speaking