

AN HISTORIC EVENT

AERO CLUB OPENED.

INTERESTED SPECTATORS.

BRILLIANT WEATHER.

Although rain threatened early in the afternoon, yesterday's opening of the Rockhampton Aero Club was marked by brilliant weather and a very large crowd attended Cannon's Park racecourse to witness the ceremony.

Long before the appointed hour, cars, buses, and bicycles were winding out along the road to the flying field and the huge numbers of women's dresses and brightly coloured sunshades gave a gay appearance to the scene.

It would be difficult to estimate the number of the attendance, so strung out was the crowd along the enclosure, but it was one of the largest gatherings seen in the city for months and was representative of every section of the community.

AVIATION EFFICIENCY.

The members of the Club and their instructor, Captain H. L. Fraser, M.C., are to be congratulated on the manner in which they have organized their affairs in the three short weeks since the establishment of an aero club was first mooted at a small meeting, and there is no doubt that the ceremony yesterday afternoon marks the foundation of a strong move towards aviation efficiency in Central Queensland.

It is in keeping with British tradition that the members, most of them in their early twenties, should give of their energy so wholeheartedly that the success of the movement is assured from the outset. There can be no doubt about the enthusiasm and businesslike thoroughness that have been behind the establishment of the Aero Club, and providing more mature citizens are as generous with their financial support as the foundation members are with their time and energy, the Rockhampton Aero Club in years to be well on its way to a very great day in its history.

OPENING CEREMONY.

The opening ceremony was performed by the Mayor (Ald. R. Cousins), who is patron of the Club.

Introducing the principal speaker, the President (Mr. T. McLaughlin) told how "a few fellows" met three weeks ago and decided upon the formation of the Club in a move to assist Rockhampton in matters of aviation.

For the past 18 months Rockhampton had been endeavouring to establish a landing ground to bring it in line with the northern air services, said the Mayor, and now the formation of the Aero Club would bring the inclusion of Rockhampton as a landing station very much nearer.

The speaker paid a tribute to Captain Fraser and Flying Officer J. Donovan, owners of the Blenheim plane, whose establishment of a flying service in Rockhampton had so enthused the members of the Club. The Cannon's Park flying field was now licensed by the Federal authorities, and the expenditure of a comparatively small sum would fit the ground for the accommodation

of the large passenger planes which will be used on the north-south service.

AIR SERVICE SOON.

The City Council had in view a ground on the other side of the river which had been reported upon by aviation authorities and accepted by Colonel Brinsmead, but it would cost thousands of pounds to put it in order. The authorities passed the Club's field as a landing ground for the larger type of plane the service would be commenced almost immediately, and it was hoped that Captain J. Treacy would be commencing his service through Rockhampton in April.

"The leasing of this ground by the Rockhampton Aero Club is a step in the right direction," concluded Mr. Cousins, "and we hope that flights to Brisbane will be commenced regularly within six weeks' time." The assembly at that day was a fair criterion of the anticipation with which all were looking forward to the day when regular passenger trips to the other capitals would be the usual thing, said Mr. A. Dunlop, M.L.A., who had added his congratulations to the members of the Club. Captain Fraser was a war pilot with a fine record and Flying Donovan was also an Air Force man, so no one need have the slightest timidity in taking a flight.

"SAFER THAN CARS."

"To my mind it is safer than driving cars in the street," said Mr. Dunlop.

This speaker pointed out that the ground had been flooded only twice in the past 20 years, and was eminently suited for a flying field. He appealed for support for the Club, so that Central Queensland would become a strong centre for aviation.

Exercises of stunt flying and bomb dropping were by Captain Fraser, and he demonstrated the celebrated Immelman turn, which the German ace used during his raids in France. A musical drive was won by Messrs. D. Hemenway and T. T. McLaughlin. The City Band played at the ground.

SWIMMING CARNIVAL.

State Schools.

GOOD COMPETITION.

The third annual swimming carnival in connection with the Rockhampton State School Association was held at the City Baths on Saturday morning. There were numerous entries, the competitors showed good form, and some really good times were recorded. The main competitors showed outstanding merit, and they will be selected to form a team to compete at Brisbane.

The officials were—Judge, Messrs. W. Gray, J. Tremblay, E. J. Griffin and P. Currie; starter, Mr. W. Hume; check starter, Mr. A. Orms; timekeeper, Messrs. B. Ross and P. J. Griffin; call stewards, Messrs. J. Lewis, A. Richards and J. Condon; and result steward, Mr. H. Steinbecker, and Miss Maynard. Mr. Steinbecker also discharged the secretarial duties with marked ability. The various arrangements were carried out without a hitch. Mr. A. E. Palfrey, district inspector was present during the competitions. The events resulted as follows—

BOYS' EVENTS.

Championship 108 yards, open—The heat winners were Freeman and Sinclair; L. Geoghegan, and R. Meyers. Final: Geoghegan 1, Freeman 2, Meyers 3. Time, 1 min. 23 sec.

54 yards, over 12 and under 14 years.—The heat winners were T. McCulloch and J. Meyers; W. Jarvis and Cowie; S. Sinclair and Owens; H. Humphreys and E. Nisbetson. In the semi-finals, the winners were Jarvis and McCulloch and Sinclair and Owens. Final: Jarvis (Park) 1; Sinclair (Leichhardt) 2; McCulloch (Depot Hill) 3. Time, 47 sec.

27 yards, under 12.—The heat winners were R. Iverson and W. Sait; E. Reid and N. Hill; A. Reynolds and L. Jefferys; R. Church and R. Wooler. The winners of the semi-finals were Reid and Hill, Reynolds and Church. Final: Reynolds 1; Church 2; Reid 3. Time, 22 1/2.

20 yards' beginners' race.—The heat winners were J. Pollard and N. Hill; McCulloch and Greenhalgh; Meyer and V. Jones. Final: McCulloch 1; Hill 2; Pollard 3. Time, 16.

27 yards' breast stroke.—The heat winners were R. Back and W. Jarvis; J. Geoghegan and E. Neilson; Freeman and J. Meyers. Final: Geoghegan 1, Freeman 2, Neilson 3. Time, 26.

Relay team, one lap, under 12.—Central Boys' 1, Leichhardt 2, Park Avenue 3. Time, 1:20.

Diving.—Geoghegan 1, Phillips 2, Sinclair 3.

Life-saving.—Geoghegan 1, R. Meyers 2, J. Meyers 3.

GIRL'S EVENTS.

Championship open, 54 yards.—Final: O. Reynolds 1, V. Tucker 2. Time, 46 4/5.

37 yards' championship, under 13.—The heat winners were M. Kelly and P. Adair; F. Reynolds and E. Cooper. Final: Kelly 1, Reynolds 2, Cooper 3. Time, 21 3/5.

20 yards' championship, under 11.—The heat winners were T. Reynolds and N. Hill; V. Galbraith and G. Krestler. Final: T. Reynolds 1, N. Hill 2, V. Galbraith 3. Time, 16 1/5.

Neat dive open.—E. Cooper 1, S. Bailey 2, C. Tucker 3.

Beginners' race.—The heat winners were G. Shields and R. Williams; Bedford and R. King; E. Bedford and H. Neilson. Final: R. King 1, G. Shields 2, V. Bedford 3. Time, 9.

Life-saving.—A. Woolger 1, C. Tucker 2, V. Tucker 3.

Breast stroke, 27 yards, open.—S. Bailey 1, U. Hill 2, F. Adair 3. Time, 28 1/5.

Relay, four laps, under 13.—Central Girls' 1, Park Avenue 2, Allensdown 3. Time, 1:44.

not until two days had elapsed, during which time a landing ground, which was just a hole in the timber, was cleared and made large enough for a safe landing.

During the 240 mile trip from Longreach adverse weather conditions were met with in the shape of a head wind approaching a gale, which reduced ground speed to a bare 50 m.p.h. Low clouds were also met with to a considerable extent towards the end of the journey, which made low flying over the timber necessary. After a stop at Yaroomunda was safely reached after 5 hours 20 minutes in the air. After refuelling and taking the patient on board, the trip was resumed and a good run made to Clermont. On the return run to Longreach the Emerald-Longreach stage of 250 miles was flown in the fast time of 2 hours 30 minutes.

TRIPS FROM BRISBANE.

The popularity of taxi trips conducted from Brisbane continues to increase, and during the month several useful trips were carried out, the chief of these being a return trip to Sydney with four passengers, and a journey to some of the oil fields, both trips being carried out by the taxi plane Atalanta. Trips carried out by Gipsy Moth included two trips with business men to Bundaberg, a trip to Townsville and a relief journey to Sydney carrying mail for the Australian National Airways at a time when Eagle Farm Aerodrome was unfit for use except by light planes.

AERIAL MEDICAL SERVICE.

Amongst several useful trips undertaken one stands out as an illustration of what the Australian Inland Mission's scheme means to "The Back of Beyond." A lonely boundary rider's hut, 30 miles west of Homberg, on the rabbit-proof fence dividing Queensland and New South Wales, the boundary rider's wife becomes sick and needs medical attention and advice. A fast ride into Homberg on the part of the husband, a telephone call to Clermont, and in a few hours the Flying Doctor and Aerial Ambulance are in attendance.

NEW TIMETABLE.

On February 29th the new Commonwealth Daily Waters service is scheduled to commence operations, and the old routes (trustable between Brisbane and Clermont) has been altered in order to connect with the new service, which in turn connects with Daily Waters and the Birdon Creek Darwin Railway. The chief feature of the new timetable that Brisbane is left at 5:30 a.m. Tuesdays, Longreach, 7:11 miles away, being scheduled for arrival at 5:20 p.m. the same day. On the next day (Wednesdays) Longreach is left at 5:30 a.m. and Clermont reached at 2:15 p.m. The total Brisbane-Clermont journey of 1200 miles being covered in 60 1/2 hours.

On the back trip the schedule is altered, Clermont being left on Wednesday and Brisbane reached on Monday.



OUR MR. GUNSON.—Australia's delegate to the Naval Conference in London, explaining the Australian flag to his ear to Commissioners Rawson and Commandant Ross, both of Canada.



GOING LOW.—An incident in the last match of the Australian Rugby League team in Britain when Wales was defeated by 26 points to 10.



NO WOUND.—Somehow members of our British army or when we picture men like these—Behold the ten tallest, with smaller, members of the Australian Rugby League team, pose on their way home. From left: Steinhart, Edwards, Treweek and Keadwell.



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FROM THE CAPITAL.

Premiers in Conference.

MOMENTOUS DECISIONS.

Our special representative at Canberra writes:

This week has been taken up with conferences and decisions of the greatest importance to Australia. The outstanding event, of course, has been the Premiers' Conference which was opened by the Prime Minister, Mr. Scullin, in the House of Representatives yesterday morning. It is still sitting, but it is expected that it will conclude in time to allow the Premiers to leave by to-night's train. Press representatives were present at the opening proceedings, but after that the conference was conducted in camera. There were many delicate matters to be discussed. Mr. Scullin's opening speech created a very good impression. He spoke quietly, but forcefully. He is under no illusions as to the position which Australia has to face. It was a time for the greatest care and caution, he said, both on the part of the Commonwealth and the States, and they had to remember that they all represented the same people. If they were guided in their discussions by "a very real sense of the nation's well-being," forgetting all party political differences in a sincere effort to serve their country at a very critical time, they could not fail to render great service and help to hasten the end of the present financial depression.

It was in this spirit—the spirit of Australians first and party men second—that the Premiers entered upon their task. The Prime Minister struck a note of optimism, and it was echoed by the other members of the conference. Fundamentally, the position of the Commonwealth is quite sound, but adverse seasons and falling prices for our staple products have had a serious effect—not to mention the disastrous coal trouble—resulting in widespread unemployment and difficulty in obtaining loan moneys. The recent meetings of the Loan Council had brought the position home to the Treasurers, and it was with finance that the Premiers (who were accompanied by their Treasurers) were most concerned.

CO-OPERATION THE KEYNOTE.

At the outset the Premier of New South Wales, Mr. Bayn, said there were three matters of outstanding importance to consider. First, there was the internal financial position; secondly there was the necessity of restoring confidence among overseas investors; thirdly, there was the question of relieving the appalling unemployment. "We must forget that we belong to different political parties," he said. "These problems cannot be overcome unless there is genuine co-operation on the part of all political parties. If we approach matters in that spirit we shall overcome them."

As one means to economy the Prime Minister had suggested that much of the waste due to the duplication and overlapping of Commonwealth and State administrative machinery might be eliminated—he set no reason, for instance, why the same set of officers should not collect both the Commonwealth and State taxes—and the Victorian Premier, Mr. Hogan, agreed with him that this was one of the prime factors in the position in which we found ourselves today.

Mr. Moore, Premier of Queensland, was in hearty accord with the suggestion that all matters should be approached, as far as possible, in a non-party spirit. The present financial position, he said, was perhaps the most serious that Australia had ever had to face.

The South Australian Premier, Mr. Butler, said the main thing they had to consider was the necessity for re-establishing confidence among investors in England. "These people have not lost confidence in the resources of Australia," he said, "but in the way in which we have been governing the country."

"We can only recover when we restore the balance of trade," said the West Australian Premier, Mr. Collier, "and we should direct all our energies to increasing production and wealth for export overseas." He went on to say that there had been a lamentable lack of co-operation between the Commonwealth and States, and many unnecessary departments had been set up. Instead of co-operating in every way possible, it would seem that they were fighting.

A sound note was struck by Mr. M'Phie, Premier of Tasmania, when he said they would be well advised to investigate the causes underlying the present position. The best way to cure our ills was to remove the cause of them. The fact that Australian stocks were not as popular with investors abroad as those of other Dominions could not be ignored, and it was giving the Loan Council much concern that they had not found out why it was and set about correcting it.

THE FARMER'S DAY.

Apparently the manufacturers are not going to have it all their own way. For years past the farmers of Australia have been complaining that our national policy of Protection was all in favour of the secondary and light industries, and all against the primary industries. That is to say that, whilst the manufacturers were assured a decent local market and decent profits by the imposition of sufficiently high duties on the imported article, the primary producer was obliged to conform to conditions imposed by arbitration courts, including the payment of high wages, whilst having to export their produce and compete in the world's markets at prices which the Government attempted to regulate for them. We are going to alter all that now. Mr. Parker Moloney, who has charge of Transport and Markets, has become a leave-taker, Minister to the farmers. This week's Wheat Pool conference, which he convened, represents a movement of the first importance.

There was much talk about the "civic circle" at this conference. Custom duties have become higher and higher to meet the ever-advancing rise in wages. Cause and effect—this is one of the first principles in economics. So in the case of the farmer, the advance in the price of labour, combined with other economic and seasonal factors, has brought them to a state where the cost of production is higher than the value of production. "We are convinced that we are all working along wrong lines," said one of the delegates to the wheat conference, "but we are powerless to interfere with the civic circle the only thing for us to do is to get into the civic circle." There are various forms of protection. We remember the old-time Protection of

New-England days. We remember the New Protection inherited by the late Sir William Lyne, who said that if our manufacturers were to be guaranteed the local market by the imposition of heavy Customs duties the workers must be guaranteed good wages and as the manufacturers had no objection to this so long as the duties were high enough and the public paid it was quite easily arranged. We have even given the farmers protection of a sort. Their produce is carried on the railways at reduced rates, and in other ways we have recognized that they are entitled to special consideration. But, considering that we always look to them to pull us through in times of crisis, we have not done very much for them. If it were not for what they do for themselves they would be in an even sorer plight than they are. The Paterson butter scheme is one of the most notable examples of self-help.

In addressing the Wheat Conference, the Prime Minister said the wheat-growing industry could help very materially to keep Australia's credit sound. Australia wanted more wheat to be produced next year, and more to be sent abroad. To this end it was proposed that the Commonwealth and State Governments should join in guaranteeing the grower for the first year he produced under the scheme, which would mean the equivalent of approximately 4s. 6d. per bushel f.o.b., payable on delivery. A Pool Board, elected by the wheat growers, is to be set up in each State joining in the scheme, and a Commonwealth Pool Board will be constituted on which each State Board will be represented. In this way an Australia-wide wheat marketing scheme will be brought into operation, and sales at home and shipments abroad will be regulated.

As a condition precedent a ballot of the best growers in the various States is to be taken, and then the necessary legislation must be passed in both the Commonwealth and State Parliaments. It will be a compulsory, and not a voluntary, Pool. As the Prime Minister put it, the will of the majority must prevail. In view of the fact that the scheme is to be set up in each State, it is not likely that the agreement between the Commonwealth and States relating to roads should be reconsidered, and in the subsequent discussions the roads and railways question occupied a very prominent place. In view of the important part that railways play in our national finance, it was felt that something drastic would have to be done. It is not merely a question of reducing the cost of railway services but preventing motor services entering into competition with them. At the same time public convenience had to be considered.

OUR RAILWAYS.

The fact that a railway deficit of about £2,000,000 is anticipated in New South Wales, and that heavy losses are also being experienced in other States, is accounted for by the suggestion that the construction of roads, and the consequent competition of motor vehicles. In his opening address at the Premiers' Conference Mr. Scullin stated that the agreement between the Commonwealth and States relating to roads should be reconsidered, and in the subsequent discussions the roads and railways question occupied a very prominent place. In view of the important part that railways play in our national finance, it was felt that something drastic would have to be done. It is not merely a question of reducing the cost of railway services but preventing motor services entering into competition with them. At the same time public convenience had to be considered.

The Commonwealth Year Book for 1929 gives the following information regarding Australia's railways—Length of line open 62,850 miles; capital cost, £11,131,906; Public Debt of the States (the latest figures in the Year Book are for 1928, giving the Debt at £72,189,965, of which £416,600,672 is owed overseas) mainly the result of borrowing for railway purposes.

HOW MANY DAYS DO YOU FEEL FIT?

Most of us have our good days—or had them once—when strength and confidence were ours. But how many women suffer from depressed nerves, lassitude and sleeplessness, while headaches or severe backaches make life burdensome? Sluggish Kidneys fail to filter the impurities from the blood, and distribute through the system matter that should have passed out, thus causing all this distress. If you envy cheery, bright-eyed women, you must make your Kidneys well. Dr. Sheldon's Pills waken the sluggish kidneys and assist them to resume their proper work. They send pure blood through your veins once more, and you are a new woman. Yes, actually a new woman, since new blood builds fresh tissue in you every hour.

Dr. Sheldon's Pills relieve pain quickly, and even long-standing cases must yield to continued use. Dr. Sheldon's Pills are sold in airtight sealed, glass containers. Price 1/9 and 2/6.



Is deadly to all household insects. Easy to use. Is stainless and harmless to humans. SOLD BY ALL GOOD STORES.