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## IANCHESTER: G.eat Ancoats-street <br> LASGOW: Alblon-BLreet.

IONDAY. OCTOBER 20. 1830.

## TAYLOR <br> OR LIDIARD?

THE South Paddingtion fight sharp. Nomination day is tomorrors, and voting takes place dine days later.
The electors of the constituency will be urged to stand by the old firm. "My party, right or trong !" will be the rallying cry of the Central Office legions. And Sir Herbert Lidiard will urge the virtucs of unswerving loyalty and meek obedience.
against this array is Fice Admiral laylor, a man who has spent his life in keeping a straight course through stormy treather.
He was one of the first men to support the Empire Crusade. He lus fought the Imperial cause unceasingly from the moment Lord Beaserbrook launched the movement to raise British politics from the level of the parish pump
Admiral Taylor bas seen the bankers, the manufacturers, the farmers aud the trade unionists rally to the cause, but bo would hare fought on if the Crusaders had rensinined a mero handful instead of becoming the most powerful independent force in politics to-day

Ho will be called a wrecker, a disruptionist, a rebel. There mill be organised atiempts to ruin his mectings. But the message which Admiral Taylor brings to South. ['addington couth not be suipressed bey th hotrings of all the pidd nominees
of the Central Office were they of the Central Office were they
a thousand times as numerous,
"I bring to South Paddington the cause of Vimpire ${ }^{\text {L ree }}$ Trade the ideal which has burned in the heart of every true Conserva tive for so long, and burns more brightly to-lay than ever in the past. I believe that the Conserrative Party can be traly united on that policy and on that policy phlington 0 inire tho Coust rative l'arly, but to play my part is saving it.

That is Admirsl Taylor's message.

## The Wonderful Flight.

COMMANDER KINGS. FOlRD-SMITII, ten days after leaving Croydon, landed yesterday at Port Darwin, in Auslralia. That gives him nn average of over 1,000 miles a day, and bnocks off five days from the previous record for the dight.
rould hare nade. eve betier time but for a characterisically chivalrous gesture. See ink that his nech-and-neck rival, fentenant Hill, had crashed at the begituning of the last 500 mile hop. he turned back to make inquiries and offer assistance. It was no aet of sports manship entirely in keepiog mith the whole impression Commander Kinfssord-Sminh has made of combining unshakable nerve and grit with molesty and
generous camaraderie.
Men do not act like that, when worn out with nine dnys of cansccutive flying and at the crucial moment of a resperate strugrle. waless they have the right stuff in them and all through them,

