

BRISBANE

THIS WEEK

In Ancient Nile Mud
England Keeps Ready
Let the Dead Sleep
Murder Starts Early

Paris.—Reclining on her side, her body covered with gold, gold necklaces on her neck and on the ground nearby, archaeologists discover the well-preserved body of an Egyptian princess whose father, the Pharaoh Chephren, built the second biggest pyramid; it was his brother, Cheops, who built the largest.

Those pyramids were tombs for kings, and searchers found the princess in one of them. The Nile mud seeping into the tomb had helped to preserve her.

That princess, living 5,000 years ago, could tell an interesting story for the movies. She "built herself a small pyramid with stones given to her by her many lovers." Where do you suppose she is now? In some strange Egyptian heaven, perhaps, with all those admirers around her.

England, alarmed by European war threats, issues an official "white paper" explaining why—"The relation of our own armed forces to those of other great powers should be maintained at a figure high enough to enable us to exercise our influence and authority in international affairs."

Unfortunately for all plans, the airplane in the hands of a desperate nation might upset all national "authority," just as a pistol in the hands of a desperate man upsets individual and police authority.

One bullet will stretch individual authority in the dust; 1,000 airplanes, attacking the heart of a great city, might cause national "authority" to end in demoralization.

England's new defense increase will be largely in her air force; that wise nation knows that the real "ocean" in future wars will be the ocean of the air.

In a desert of southeastern Utah, men and women, belonging to the cult of "truth seekers," were gathered around the body of Mrs. Edith Dakhal, who died more than a year ago. You read about it, perhaps.

Mrs. Ogden, leader of the "truth seekers," prayed over the body, which appeared marvelously preserved. The "truth seekers" believe they will bring the woman back to life, but the pathetic fact is that it would not in the least matter if they did.

The important thing is to improve the condition of 1,800,000,000 actually living on the earth. For one safely out of it to be brought back would be unimportant, in these days, and perhaps cruel.

America holds the world's "murder championship" for all kinds of murder, at all ages—quantity, quality, variety, volume.

A New Jersey boy, 16 years old, was sentenced to death.

In Wisconsin, a coroner reports that little David Holl, two months old, was killed by two boys four and three years of age.

They each held one hand of the younger one, and dropped it on the floor. It cried and would not stop. Then, one of the small boys explained, "We pounded him." These youngest "killers" puzzle the law. You can't "try" a four-year-old child.

Railroads tell the interstate commerce commission they would like fares reduced to two and a half cents a mile, instead of two cents. The railroads should have all possible consideration, for they have built up this country, but at two and a half cents a mile they will not compete successfully with automobiles carrying passengers for one-quarter of a cent a mile.

New York proposes to fingerprint everybody, new babies included. The baby of the future will be busy, with fingerprinting, tonsil and appendix removal, vaccination for smallpox and a half dozen other diseases.

The new treaty with France, reducing the duty on French wines and liquors by 50 per cent, interests California and other wine growing states. It should persuade them to stabilize the production of wines, establish official guarantees of purity, freedom from adulterations, mixtures, and especially "fortifying" with alcohol.

In Europe, notably in France, adulteration of wines is an offense against the law. With us, it is a business.

For advertising reasons, a group of men made long distance hike on a diet of broken grain to prove the superiority of that diet. They were surprised when 53 hikers showed a total loss of 211 pounds in weight, while one, 68 years old, showed a gain of three pounds.

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Scenes and Persons in the Current News



1—Comptroller General John R. McCarl who has retired from his post. 2—Conclave at Vatican City in which Pope Pius conferred red hats on six new cardinals. 3—Scene in Marseilles, France, during recent marine strike.

COLLEGE GOLF CHAMP



Charles (Chuck) Kocsis of the University of Michigan carried winning honors for his school in the National Intercollegiate golf tournament at Glenview, Ill.

Detects "Sour" Notes in Music



The "Oscillograph," a new machine something like a "Lie Detector" now being used in musical education. It will not only detect a "sour" note, but will prove the guilt of the person or instrument from which the faulty sound came. Miss Doris Whyman of Chicago is shown playing the violin as the instrument "listens." The device was invented by Prof. Gordon Hanneman of De Paul university.

Former A. A. A. Head Assumes New Job



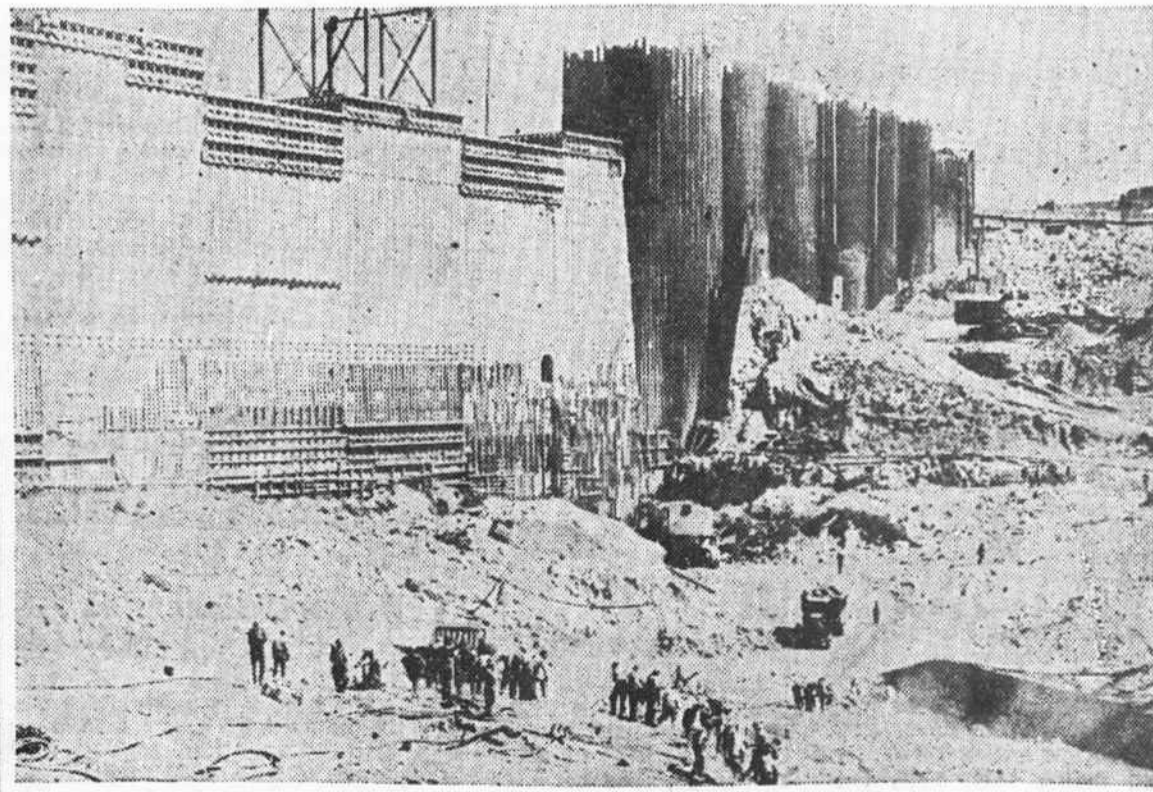
Chester Davis, who was administrator of the A. A. A., is seen here being sworn in as a new member of the Federal Reserve board. Oliver E. Foulk, fiscal agent for the board, is administering the oath.

FRANCE'S MUSSOLINI



Danger of a Fascist coup such as overtook Italy 14 years ago when Mussolini's Blackshirts marched on Rome, menaced strike-torn France. Colonel De la Roque, often called the potential "Mussolini of France," who claims 700,000 followers in his Croix de Feu, and 100,000 in similar Fascist leagues.

Workers Lay Foundations for Grand Coulee Dam



The foundations of the Grand Coulee dam on the Columbia river which will stretch 4,300 feet from cliff to cliff and rise 550 feet in height, on which an army of men are now at work.

Washington Digest

National Topics Interpreted
By WILLIAM BRUCKART
NATIONAL PRESS BLDG. WASHINGTON, D. C.

Ship Subsidy

Washington.—One of the pieces of legislation enacted by the late seventy-fourth congress was the ship subsidy bill. Residents of farming communities and smaller cities and towns in the interior probably paid no attention to it whatsoever. Nor was there any outstanding reason apparent why they should give thought to a rather complex and yet far-reaching piece of legislation. But it is important even though the circumstances under which it will be effective may not so appear to the agricultural sections of the country.

The new law provides an undisguised subsidy as the basis of encouragement for development of a new American merchant marine. It is the first time that such a policy has been carried out by the American nation and it is, therefore, yet a matter to be tried out before anyone can say definitely that the results will be satisfactory. Those who sponsored the legislation have long contended it was both sound and sensible and their argument prevailed in congress.

Advocates of the measure say that it will provide at least a start for the construction of new and faster and more efficient American owned ships. They contend further that the policy upon which the nation has now embarked as regards shipping will cost less in the end than other disguised and concealed subsidies that have been employed.

It may be necessary to recall that the United States long has paid what amounts to a subsidy to ocean going ships in the form of excessive rates for the transportation of ocean mail. There are 43 such mail routes and the ships operating on these routes, consequently, benefited to the extent of the number of pounds of mail they received were on a pound basis. This contribution from the federal government enabled many of those shipping companies to survive.

But it is only natural that one should ask why a subsidy is advisable or necessary at all. The answer is plain. American owned ships, ships flying the American flag, are required by law to meet numerous conditions that are not required by any other nation of the ships registered with their admiralties.

For example, the standard of wages on American ships and the working conditions laid down by law are the highest of any in the world. Those conditions alone add immensely to the overhead cost of American owned ships.

With these conditions, among many others, it becomes easily understandable what difficulties confront American flag ships in competition with world shipping.

Above and beyond the factors just mentioned, it is a matter of record as well that ship construction in the United States costs more perhaps than any place else in the world. Here again American standards are influential. They bring about higher wages and shorter hours for American labor in American shipyards. Thus, a new ship starting out begins its service with a handicap of greater cost upon which a return must be had if those who invest their money in ships are to receive a profit thereon.

Then, there is a further distinct and important reason. I refer to national defense. It has long been the conviction of military and naval men that American freight and passenger ships should be so designed, developed and constructed, that they might be converted to satisfactory use as auxiliary craft in time of war. In this connection it will be recalled that tremendous sums were expended by our government in building ships for use in the World War. There was such vast waste of money at that time that it seems incredible anyone should ever make the same mistake again. But to avoid that mistake advance preparations are necessary and that is a point strongly stressed by those who favored the ship subsidy legislation.

Now to link the importance of the ship subsidy bill with agriculture: American products must have access to foreign markets and this access must be under fair and reasonable competitive conditions. Such reasonable and fair competitive conditions cannot obtain if American built ships, constructed at greater costs because of the higher standards of wages and living of American labor, and operated on a basis of greater cost for the same reasons do not have some protection from the government whose flag they fly. They cannot,

for example, meet the freight rates offered by the Japanese whose labor basis is distressing and whose general construction costs are amazingly low. Nor can they compete with ships constructed with government money and subsidized by special privileges accorded by their governments.

So, it is made to appear, at least from this line of reasoning, that American firms are left to the mercies of foreign shipping companies in their efforts to expand our import trade—that is, they are left to these mercies unless this government takes a definite stand by which American flag ships are accorded some advantages.

I suspect there are many features of the ship subsidy bill which was authored by Senator Copeland, New York Democrat, that will prove unsatisfactory. Indeed, I am sure some of them will be found to be wholly unworkable. But the point is, after all, that a start has been made toward honesty of policy in dealing with merchant marine problems. I think no one can refute the statement that as between concealed or disguised subsidies and forthright payments that are known as subsidies, the forthright and honest method is decidedly better.

Since the United States normally produces a surplus of agricultural products, it becomes highly important to agriculture that the foreign markets are accessible and that the costs of transportation do not entirely eat up the value of the commodity exported unless the wheat from the plains states and the corn from the Mississippi valley can be moved at reasonable cost.

One might properly inquire why the foreign boats should not be used to handle American commodities if the freight rate is lower. There are two very valid reasons why this should not obtain. One is that constant rate reduction by foreign shipping companies would sooner or later, probably sooner, destroy the American merchant marine. With this end achieved, the foreign shipping companies would do as they have attempted to do on a number of occasions—jack up the rates to suit themselves. The other reason why American goods should be shipped in American bottoms is that a mercantile marine is as necessary an adjunct to our national economy and our national welfare as are the lines of land transportation. This may seem to be a broad statement but I believe, nevertheless, it is a truthful one because all fields of industry as well as agriculture would suffer if we were left at the mercy of foreign shipping companies. Further, the commodities that we import would pay whatever rates the foreign shipping companies demanded in order to reach our shores and we eventually would pay the bill.

It seems, therefore, that while this legislation probably is far from perfection, probably has entirely too much governmental finger in the shipping pie, it presents a start that eventually will be helpful. I have heard no answer to this statement. It is going to cost about so much for transportation on the ocean and if we can maintain an American industry upon that cost plus the aid of a subsidy of the type now initiated, we have laid out a sound unit in our national commercial structure. It goes without saying, therefore, that if it is helpful to one part of the country it is going to be helpful to all others because we are so interrelated.

Some Difficulties

Political students have been engaged lately in stirring arguments over what possibly may be a new influence in the campaigns of 1936. I refer to the disastrous conditions in some of the plains of the middle west resulting from lack of rain. I refer, also, to the presence of pests in sections of the plains states.

It has been interesting, not to say humorous, to listen to the arguments being advanced, arguments based purely on political phases that may or may not result from those conditions. There is no agreement among the Democrats and no agreement among the Republicans as to the effect of the natural circumstances developing in the middle west. Some Democrats contend the drought will react to President Roosevelt's advantage. Some Republicans fear that the Democratic contention is true. Some Democrats are afraid that the loss of crops and the generally bad condition in which this leaves thousands of farmers will place them in a state of mind where they will be determined to vote against somebody and of course the only person against whom they can vote is Mr. Roosevelt inasmuch as he happens to be the man in power at the moment.

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STAR DUST

Movie • Radio

By VIRGINIA VALENZUELA

IF YOU'RE interested in watching a career keep your eye on young Blake, who has been given character interpretations by Charles Laughton, John Barrymore, Edward Robinson and Clark Gable at the Rainbow Room of Rockefeller Center. First you know he'll be on the air in the movies; though he is in his early twenties now, he has made good start.

He went to Brooklyn college and has appeared in vaudeville and smart hotels and night clubs and there about the country. Congress and the Stevens Institute in Chicago featured him not long ago. Landing in the Rainbow Room crowns him with success; his scouts make it one of their stops in New York, and no one wants to leave town till he's been there.

Four members of the Players of Dublin, one of the famous theatrical organizations in the world, arrived at the United States recently in RKO's version of "Plough and Stars," which they've often performed on stage. One of them, Barry Fitzgerald, was thrilled by the death—because he met James Cagney.

Barbara Stanwyck will star in this new Irish picture which is being made because of us liked "The Informer" so well. And it will be made by the producers, director and scenarist were responsible for "The Informer," so it's going to be good.

Seems there's a rumor around that Major Bowes isn't so popular as he once was; people heard that performers on his programs don't get paid much, but that he gets plenty. And some of the people who go to the broadcasts feel that he isn't dignified enough.

All that may or may not be true—but a high-powered publicity organization has been engaged to change public opinion regarding the genial Major; his new sponsors feel that the public must go on liking him, or else!

Want to know the low-down on how to play bad man on the screen? Noah Beery, brother of Wallace, can give it to you. He's now playing a hired killer in "Strangers on a Highway," at the Gaumont British studios, along with Constance Cummings and Hugh Sinclair—he's been appearing as various kinds of murderers for years and years.

He says that, if a criminal is to seem to be a real man, he must show a streak of human kindness—"A screen killer can move a guy down with a shot-gun, but he got to stoop and pat a kid on the head on the way out"—otherwise he's a madman, not a human being.

Columbia Broadcasting System is going to give a lot of young men a chance this summer. With regular announcers going on vacations, others who have been auditioned in the past and are working here and there on the network will be brought in and given a chance to show what they can do in more important spots on the air.

The most important arm in the movies at present is Margaret Sullavan's. She broke it a while ago, you'll recall. It wasn't healing properly, so she hid her to New York for special treatments. Now she's back again in Hollywood and hopes to go to work soon. But friends have cautioned her to be careful of that arm. Only the other day she was reported as whizzing to the tennis side matches on a motorcycle cycle with Willie Wyler.

ODDS AND ENDS... Roy Francis played the role of a famous nurse in her Florence Nightingale picture, and now she needs one; has two important wisdom teeth... Seems that the story about Clark Gable's knocking out his sparring partner was just a jocular publicity yarn... Joan Blondell and Dick Powell seem to be getting a set for that long-heralded wedding. Have you joined one of the flourishing Lanny Ross clubs?... Shirley Temple is cuter than ever in "Pow Little Rich Girl"... You'll want to see "San Francisco" because of the earthquake scenes if for no other reason... Though Jeanette MacDonald's singing should be reason enough... Carol Lombard's illness is holding up "Spawns of the North" indefinitely.

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