

SEEN-HEARD

around the National Capital

By CARTER FIELD

Washington.—Now it can be told—who started the depression and why!

It was Australia, many months before our stock market crash, and the why is that a change in fashions played hob with Australia's exports of wool, for the simple reason that women stopped wearing so many woolen garments and men began wearing lighter clothes.

Whereupon, nearly every one in Australia being "poor," and the balance of trade against Australia reaching frightening proportions, Australia clamped on drastic restrictions against imports, especially leveled against automobiles and trucks.

Which, added to the fact that up to then Australia had been the largest single purchaser of American-made automobiles and trucks, knocked over the first card of a distressingly long pile, and each successive falling card knocked over the next one.

All of which, of course, is not really intended to convince anyone that Australia really started the depression, or that the present impasse on world trade would not have resulted if there had been no Australia, but is a highly illuminating telescopic view of the world situation reduced to an easily understood formula.

It is particularly appropriate at the moment in view of the hubbub up over the alleged statement of President Roosevelt that foreign trade is a thing of the past, to which Senator A. H. Vandenberg paid so much attention in the senate.

It is also appropriate with Italy and Poland just having restricted imports of American automobiles, machinery and many other products to one-fourth of the 1934 figures.

Look at the Record

Without attempting to place Australia in the prisoner's dock, therefore, let's look at the record. The big commonwealth "down under" made these restrictions well in advance of the beginning of the depression here. The date of this beginning in America is hotly disputed, but most economists agree that the stock market crash of October, 1929, was merely the result of a collapse in business, which was already well under way before most business men—even those engaged in the industries hardest hit—appreciated it. Nearly every one thought it was just a temporary dip in the production curve. They had heard cries of "Wolf! Wolf!" a dozen times before during the Coolidge administration, but had seen business march on to higher levels later, with stock market prices continually climbing as a result.

But when Australia stopped buying American motors and trucks the avalanche started, though no one thought for the time that it was more than a pebble rolling downhill. For the drying up of motor manufacturing, with its cutting down of buying from steel plants, tire factories, battery makers, upholstery weavers, etc., was well under way by July, 1929, three months before the stock market dive.

What brings all this up for consideration in Washington at the moment is that several very important persons, some from Europe and some from other parts of the world, including Australia, have been in our midst for the last few days, and have been trying to figure out how to end the present international trade stalemate.

Nearly every one agrees that if some nation would just start the upward push, as some think Australia started the downward drive, the world could work out of the present doldrums. But how to get started? Naturally the visitors with one accord say that the United States is the nation to start it. The British say that we should reduce our tariff on textiles, whereupon they would buy more of our cotton, etc. That gets a loud laugh, though with no mirth, in New England, not to mention North Carolina. But it illustrates the difficulty of applying a self starter.

Old Problem Up Again

The old long and short haul railroad rate controversy is due for another airing. This time the subject will be brought up in an effort to help the struggling railroads. Chairman Rayburn, of the house interstate and foreign commerce committee, proposes to try to remove one of the restrictions in the present law which has linked the railroads considerably.

This is the provision that if a through rate is made, which happens to be less than the rate for part of the same distance, the cheaper through rate must be compensatory. Or in short that the railroad must make a profit at the lower rate.

At first blush it would seem that the railroads would have no objection to such a provision. But they have—plenty. Their chief objection is that the Interstate Commerce commission, worrying about this injunction, has been very slow about approving any cheap through rates. It was said, time and again, to some railroad seeking to put one

in, that already there could be no profit in such a rate, so there was no use considering it.

Whereas, the railroad company involved might be perfectly sure that there would be more dollars in its treasury at the end of any given period if it were allowed to make that rate, whether it could prove that the particular rate would yield a profit on the particular shipments made under it or not.

The point is that it is next to impossible for a railroad to figure whether it makes the profit on any particular shipment. It knows where it stands, within reason, on its entire business. But it is very difficult to break the thing down the way mathematicians would like. For it is not a question of subtracting the cost of an item from the selling price, deducting handling charges, and figuring the profit, as it would be in a retail store.

How It Works

In fact, railroading is almost at the other extreme from a retail store when it comes to figuring what should be charged the customers. To consider a specific case of how this long and short haul thing works, take the three cities of Pittsburgh, Youngstown and Chicago. The Baltimore and Ohio might consider it good business to make a rate from Chicago through to Pittsburgh cheaper than from Chicago to Youngstown, though its trains from Chicago to Pittsburgh pass through Youngstown.

If by this lower rate to Pittsburgh a large number of cars loaded with freight should be added to each train, there would be no doubt about it. For it costs very little more to haul a train of 100 freight cars than a train of 80 cars. Or to haul a train of 50 cars than a train of 40 cars. Even the fuel cost of the trip is not raised anything like proportionately by the additional cars. Whereas, the labor cost is rarely advanced an amount worth considering.

But the law does not take cognizance of this factor. It says that the lower rate must be compensatory. And the I. C. C. has been holding that this means there must be a profit, which can be demonstrated, at the low rate. And this is a hurdle which the railroads have not been able to take.

New Trade Treaties

Trade treaties with Sweden, the Netherlands, Switzerland, and Spain are almost ready. This is the answer to the erroneous statement that the publication of the sensational George N. Peek report proved President Roosevelt was now siding with him in his row with Secretary of State Cordell Hull.

As a matter of fact, on the very date on which the Peek report was made public the President passed on some details with respect to the proposed treaty with Sweden, indicating his general approval of the Hull policy.

Whereas, when asked for comment by newspaper men a few days before the Peek report—in their hands for release later—was printed, the President smiled it off, saying that not even the author could vouch for all the figures!

American match interests have been terribly concerned over this Swedish treaty. Again Japan, the chief target of the protesting textile interests, figures. True, it is the general impression that Japanese matches, like Japanese light bulbs, are not as good as those made in this country, but cut prices spell trouble for better goods, many a time, as every merchant knows.

Now Japan would like nothing better than for the United States and Sweden, in their negotiations for the reciprocal trade treaty, to agree to reduce the American duty on matches. For under the "most favored nation" clause Japanese matches at once would get just as much benefit as Swedish matches.

America is the promised land of match manufacturers all over the world. It is virtually the only country where matches are not either a government monopoly or taxed out of all reason.

Match Market Limited

So rich in revenue is the match in most foreign countries that there is a tax on lighters. In fact it is sometimes said that the only public lighter in all France is the one in the lobby of the chamber of deputies!

Obviously the match market of the world is very sharply limited by these artificial restrictions. Just as the cigarette market is restricted by governments anxious for a big revenue.

Experts say that American cigarette manufacturers would drive all others in the world out of business if artificial barriers were removed. But also that the Swedes and the Japs, the first on quality (though they are not as good as American matches) and the second on price, would capture the match market if artificial barriers were eliminated.

Sweden is hanging up a bit of tempting bait to American negotiators, however. She promises that she will reduce duties and restrictions, which would result in the Swedes consuming vastly larger quantities of American fruit and other farm products. Now the agricultural vote that would be interested in this new market is very large. Whereas the vote interested in match production is rather small. All of which indicates that the concessions Sweden wants will be made.

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Shirtwaist Wedding Gown is Chic

By CHERIE NICHOLAS



NEWS, thrilling news! Spring and summer brides-to-be will please take notice. It's about the white satin shirtwaist dress which is the very newest thing in wedding gowns. See this perfectly charming new fashion as worn by the lovely bride standing to the right in the picture.

More news! You would never guess unless you were told, namely, the shirtwaist and train are built in one and worn over a sleeveless evening gown of the identical satin. Which we think is a decidedly practical two-in-one costume proposition of which every style-seeking bride ought to know.

After the nuptial day when the happy newlywed is invited to parties and formal she just leaves the white satin shirtwaist on train with the tulle veil en masse done up in their wrappings of tissue and sachet while she dons the sleeveless dress which served as the foundation of her wedding gown.

The captivating simplicity of this exquisite shirtwaist bridal gown is its big appeal. The trim row of neat little satin-covered buttons and the girlish wide turnover collar with its pleatings of satin about it and at the wrists are beguilingly youthful in aspect. From a coronet of pleated tulle falls a halo and short cape supplemented with yards and yards of tulle trailing out over the conventional long satin train.

The other bride in the picture yields to the lure of lace which is what most everybody in fashion's realm is doing this season. This lovely gown is most enchanting—an aristocrat among wedding gowns. The coronet of pearls and tulle pleatings is attached to one of the very new and smart long-back short-front wedding veils.

We have been hearing a lot of late in regard to personality fashions. In other words the spirit of the times is to dress to type. This feeling for modes tuned to the individual is particularly evidenced in bridal array. So much so, designers are displaying a daring in originating wedding party ensembles, which to say the least is delightfully refreshing.

We have in mind an away-from-tradition wedding group that goes in for color even to the bride's gown and veil. Her dress is fashioned of chiffon in a most delicate tint of blue and her tulle veil in the same subtle blue. Her bouquet of pale bluish, almost white orchids together with lilies-of-the-valley is framed with a pleated ruffie of the pale blue tulle.

The four bridesmaids' costumes are of the same blue chiffon as the bride's dresses. The high waisted lines are accented with pink velvet ribbons such as also tie the pleated capes and trim the smart blue straw hats.

The maid of honor wears pink chiffon trimmed with blue velvet ribbon and her bouquet of pink tuberose and blue lace flowers is repeated in a wreath on her hat. The matron of honor wears a tulle dress of sapphire blue lace with a matching straw hat.

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FOR TOWN WEAR

By CHERIE NICHOLAS



This brown and white printed jacket dress is smart for town wear. The dress has an interesting stitched-down scarf. The buttons on the tailored jacket alternate brown and white. The belt is brown and the brown and white boudiniere tune in with the color scheme.

"Snow Top" Fur
The high spot in fur is a cape of "snow top fox," a new dye which "snows" the surface and leaves the fur dark underneath.

Novelties in White Pique
White pique bands many a hat and ties itself into bows over the front.

Adds New Chapters to Natural History

Expedition Gathers Mammal and Bird Specimens.

New York.—After six solid years of storm and still, sun and winter, as leader of the Whitney South Sea expedition which has been collecting specimens for the American Museum of Natural History in the South Pacific, William F. Coultas, leader of the expedition, has finally returned to New York.

Since 1923, when Mr. Coultas took command of the expedition, sponsored by Harry Payne Whitney, and later by Mrs. Whitney, he has cruised more than 25,000 miles in the South Pacific aboard the France, a 75-ton auxiliary schooner, and visited some 50 islands and island groups. In the course of these visits he collected about 10,000 specimens of birds, mammals and reptiles for the American museum plus several thousand insect parasites and fully 75,000 various kinds of shells.

During the past three years, Mr. Coultas was accompanied by his wife who created a sensation among the natives on many islands who had seen few white men and never a white woman.

According to F. Trubee Davison, president of the American museum, the Whitney South Sea expedition during almost a decade and a half of ceaseless research and exploration in the South seas, has added chapters of untold value to man's knowledge of natural history, particularly bird life, in that remote section of the world.

Many New Specimens.
Mr. Coultas contributed about four-score specimens toward these new discoveries—mainly land birds—during the six years he headed the expedition. Chief among these is a type "megapode" from the Ninigo islands. The queer thing about this strange bird is that it was first discovered and described

by Bougainville, one of the early French Pacific explorers, and has not been seen by an ornithologist since. There has never been a series of this bird taken previously—a Gray-colored bush fowl as big as a hen, and its chief claim to fame is that it lays a 3½-inch egg.

Another bird collected by Mr. Coultas is the "Djahn," native name of a bird not unlike our barn owl. It is about 18 inches tall and has a peculiar high-pitched cry that sounds somewhat like a traffic officer's whistle.

"My time in the Admiralty Group islands," said Mr. Coultas, "was a difficult one. The natives were surly, arrogant, treacherous—the most difficult we found in the whole South seas, and due to their laziness and cunning they were of no assistance whatever. A case in point is the Island of Manus, where very few whites have ever visited the interior. Here we were practically ordered 'out of the bush.' But we wanted to get a 'Djahn.'"

"From generation, natives have revered this owl. They say that when it cries, some one will die. And should anyone kill one of the birds, that is a sore sign of death."

"By sheer luck I had obtained a female along the seacoast, but I went about 15 miles into the interior in the middle part of the Island of Manus to investigate some chalk caves where I was told I could find more of this particular species. I arrived on a Friday, made a camp and began my hunt in the chalk caves. The old chief of the village accompanied me the first two days. His name was Duwal, from the village of Metawari. He was friendly but uneasy. Hunting owls was defying the gods."

Natives Are Surly.
"One Sunday, for some unknown reason, the old chief became un-

BOSS OF THE

Pretty Caroline Neill of Manchester, Conn., who is this year's captain of Wellesley college tennis crew.

dearly ill, and on Monday morning, when I set out on another trip to the caves, I found that he was lying unconscious in his house. This was about six o'clock in the morning. I went to a cave alone and obtained a beautiful male. I was highly elated, but my joy vanished when I returned to camp at 9:30. I was horrified to hear the death wail of the women, who had died. I learned soon enough—it was the old chief. The natives were far more surly than they had been heretofore—almost threatening.

"Our next 18 hours were indeed uncomfortable, because the natives gathered around our camp in droves, and one even attempted to assault us. We were vastly relieved when we succeeded in getting a runner down to the seacoast for some of the coast dwellers to paddle us down the river and take us out."

The Whitney expedition had no unfriendly tilts with the natives, but there were times when Coultas had to proceed with tactful diplomacy. This was especially the case in the Admiralty islands, where he found the natives surly and irritable. He laid the blame for their disposition on the climate, poor food and overcrowding.

Lights of New York

By L. L. STEVENSON

Time was in the fashionable sector, when no evening at home was considered complete without an after-dinner game of dominoes. But in the post war flurry, with apartment and hotel dwellings taking the place of mansions, the billiard table, once as important a piece of furniture as the grand piano, was relegated to the storage warehouse. It remained for a group of the younger social set to do something about it. So quarters on the seventeenth floor of the Waldorf-Astoria were leased and four tables installed. Hence the Carom club. The board of governors includes such names as the John Jacob Astors, Princess Dolly Obolensky, Mrs. Duke Biddie, the F. Bartholomew Jelkes, the Philip Kip Rhinelanders, the William C. Porters and the William D. Whitneys. There are also other names that sound as if listed on pages torn indiscriminately from the Social Register. So a pastime of the Mauve decade is at least on its way back.

Increased leisure, some brought about by President Roosevelt's New Deal and some enforced, has occasioned new interest in indoor games. For instance, at the toy fair, more table and parlor games for adults are shown this year than ever before. Many, of course, are new. Others are old reliables played by our mothers and fathers and even our grandmothers and grandfathers. For instance, one of the big department stores reports that the demand for dominoes is still constant. Checkers are played on Park avenue as well as in firehouses and general stores. At a little affair on Park avenue the other evening, the hostess brought out parcheesi boards and a good time was had by all. Have not encountered tidily winks yet but wouldn't be surprised to run into that dimly remembered pastime any evening.

Speaking of old-time pastimes, there are those pinochle games in a second floor upper Broadway restaurant that have been in continuous session each night for the last thirty years. Waiters who started to attend the players as mere boys are gray-haired now. Asked one if wives didn't object to their husbands being away every night and the reply was that they didn't because they knew where their husbands were. The games are closed to outsiders and one player is said to have waited twenty years for a vacancy. Some of the on-lookers have been in their chairs more than a decade and have developed into probably the most expert kibitzers in town.

The latest patron of the arts is none other than Billy the Oysterman, who has been looking after the appetites of the epicures of Washington square ever since he learned what an oyster looked like. Believing that struggling young artists should have a place to display their best work, he so arranged things that a group both from this country and abroad could exhibit their works on the walls of his East Twentieth street establishment and that the reason for the outdoor show now in progress. It is the oysterman's hope that some patron will come along and discover among the etchings, water colors, etc., a "pearl of price," which is something he hasn't done in all his years of experience with oysters.

This yarn was told to me as a fact: One of those Washington square stragglers came home the other evening and found that his infant daughter had played with the work on his easel—a scene of the square on which he had spent many hopeful days. As he was surveying the sad smear, a friend

entered with a moneyed up-towner. The up-towner took one look at the ruin on the easel and bought it, holding that it was just what he wanted to round out his collection of moderns!

Box office eavesdropping reported by Boile E. D.: Man: "Two in the orchestra, please." Clerk: "Sorry, there are only two singles left." Woman: "They'll be all right if they're together." Man: "Never mind, we'll go to the movies."

A report has it that because Dennis King does so much horseback riding out at Great Neck, the management of "Petticoat Parade" has insured his life for \$25,000, thus protecting themselves against loss should he be killed. Right thoughtful, that!

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"Sins of Youth" Given as Course in College

Boston.—A new course in the "sins of youth" will be available next year at Boston university. The course called "Institute of Character Adjustment" will train those who deal with adolescent delinquents and be included in the university's school of religious and social work. With only college graduates eligible, the program is based on the results during the past two years at the school in techniques of psychological adjustments.

Printing on Peanut, Vendor's Tax Worry

Seattle, Wash.—Just how can you print upon a handful of peanuts? The 2 per cent state sales tax has been prepaid upon this commodity. That is what's worrying machine operators in Seattle, who, according to law, can prepay the sales tax on their products, when the tax becomes effective in July, but must print upon them the fact that the tax has been paid in advance.

Cloisters to Be Built With Rockefeller Gift



A gift of \$2,500,000 from John D. Rockefeller, Jr., to the Metropolitan Museum of Art in New York has made possible the building of the structure pictured here. "The Cloisters" and surrounding grounds will occupy four acres in Fort Tryon park overlooking the Hudson, and it is hoped will be ready for public inspection by 1928. The structure will house the art objects sold to the museum in 1925 by George Grey Barnard, noted sculptor.