

BRISBANE THIS WEEK

Descend Among Bicycles
Many Strikes and Worries
Two Flags That Clash
Two National Hymns

This column, like others to follow, written in Europe, traveling about by automobile, will represent an effort to see things clearly, and describe them simply, according to the old formula. You descend from the ship at Havre into a world on wheels, bicycle wheels, a change from the world on automobile wheels left on the other side of the Atlantic. Here working men and women, thousands of them, ride to and from work, ten to thirty abreast, depending on the width of the street. They have the right of way, properly, in a democracy. So it used to be in America, when automobiles were new, small boys shouted "Get a horse," and New York state law compelled the automobile driver to stop his car and engine, while a farm wagon passed, if the farmer raised his hand, or even lead the farm team past his machine if the farmer requested it. Here the car stops, while bicycles circulate around it on both sides. Similarly, you stop, later, meeting flocks of sheep, on roads across the salt marshes of the Vendee.

France is a land of bicycles, of many political parties, and, at the moment, a land of strikes. Like all other European countries, it is a land of permanent war scares. America looks upon war as a distant, improbable possibility, and when it comes spends billions on airships that do not fly, ships that never go to sea, and similar evidences of patriotic dollar-a-year efficiency. Europe's nations live in a state of fear, as an American family might live if it knew that, at any moment, well-equipped gangsters from next door might enter, "shoot up" the household and set fire to the house.

American travelers leaving the boat by railroad, descending in Paris at the Saint Lazare station, were surprised to find crowds fighting each other, not waiting for Germany, crowds made up entirely of Frenchmen of different political opinions. Some wore ribbons with the red, white and blue colors of the French flag; others, more numerous, wore the plain color red. One side sang the "Marseillaise," national hymn of France since the revolution. Others wearing small red flags sang the "Internationale," official song of the Communists the world over, from Moscow to Harlem. Crowds grew bigger, the Frenchmen sang the two hymns at each other, more and more violently, with excellent voices, not one out of tune, all knowing the words of their respective hymns. The "Marseillaise" says, "Let us go, children of the fatherland, the day of glory has arrived"; the other says, "Arise ye prisoners of starvation; arise, ye wretched of the earth."

It was a scene never to be described, now that Dooley is dead, and Artemus Ward. Nobody bothered the descending foreigners from across the water. A few Frenchmen hit other Frenchmen, not hard, then agents of the Surete, whom we should call policemen, gradually dispersed the crowds, that met and sang at each other again the next day. They live in the suburbs and work in Paris, or vice versa, and, meeting in the railroad station, it enrages them to encounter those that sing the wrong hymn and wear the wrong colors.

Those singers have chests like drums, complexions that reveal countless billions of red corpuscles and voices that could be heard, almost, from Los Angeles to Santa Monica. One of them broke off at the sad word "starvation" and said to your narrator, who had politely congratulated him on his vigor: "Tenez, tenez mon bras, et j'ai soixante sept ans"—meaning, "Here, feel my muscle, and I am sixty-seven years old." The muscle rose in a biceps like a small melon.

The duty of a visiting foreigner is to observe, describe and not comment; but this writer, had he accepted the invitation to speak at the American club in Paris recently, would have suggested that the French, whose only earthly possession is France, should be careful not to tear that property apart, especially with Germany ready to gather up the pieces.

This crosses the water by mail, is not new, and not news, when you see it. Only heaven knows what might happen in a week.

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News Review of Current Events the World Over

Crop Damage From Drouth Mounts—Assassin Tries to Kill Edward VIII—Townsend and Coughlin Form Alliance.

By EDWARD W. PICKARD

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THE nation's drouth worries continued unabated after scattered showers in widely separated areas of the Midwest and the Northwest

failed to eliminate the heat. Regions bordering the Great Lakes enjoyed cool breezes brought by a high pressure area from Hudson Bay.

But the meager rainfall in the drouth-stricken belt did little toward bringing relief and crop deterioration continued on a vast scale throughout the parched states.

Loss of life throughout the United States from the unprecedented heat wave exceeded 3,850, an all-time high.

Agronomists in Minnesota, Nebraska, Iowa, Illinois and Ohio expressed apprehension over the outlook for the corn crop unless general rains should develop rapidly. In principal cities the price of milk was advanced one cent a quart as the result of drouth conditions. Prices of meat, however, dropped with the influx to market of drouth cattle. The possibility of an upward trend later on was seen, however.

Completing a tour of the drouth areas, Secretary of Agriculture Wallace declared the nation need have no fears of a food shortage, and assailed those "who have tried for their own purposes to scare the consumers about food scarcity." He added: "There is no excuse for substantial increases in food prices now."

Arriving at Bismarck, North Dakota, to help co-ordinate drouth relief enterprises, Rexford G. Tugwell, resettlement administrator, was informed that approximately 60,000 farm families in the state were among the needy. A conference of state and federal officials in Bismarck developed a three-fold plan for the relief of dwellers in the desolated areas of the Dakotas, western Minnesota, eastern Montana and Wyoming. These included:

Immediate advancement of money to needy families, repayable out of WPA earnings; granting of funds to farmers desiring to keep small livestock herds for the purchase of feed and subsistence to be repaid by work on WPA projects; loans and grants to owners of large scale cattle enterprises to cover the cost of shipping animals to other states for feeding.

THE attempted assassination of King Edward VIII of England in London brought great alarm to the English speaking world. The attempt was made near Hyde Park and the monarch's life was saved by a woman bystander who grappled with the would-be assassin and wrested a pistol from him.

The king was returning to Buckingham palace from Hyde Park, where King Edward on horseback he had presented new colors to six battalions of the Grenadier, Coldstream and Scots guards.

There was unrest in other European capitals. In Madrid, Jose Calvo Sotelo, one of Spain's most powerful monarchist leaders, was kidnapped and murdered. Precautions were taken to guard other political figures, lest the assassination open a new period of disorder between the leftists and rightists. The crisis was heightened by the threat of the Socialists to establish a dictatorship.

In Paris, the celebration of France's national holiday, Bastille day, saw the Champs Elysees a scene of rioting with rightists and leftists in combat with each other and the police. The disorders began when leftists were returning from their own parade in the eastern section of the city. Seeing red flags borne in the procession, the rightists greeted their opponents with cries of "Soviets everywhere." Hopeful signs for European peace were seen in the withdrawal by Italy from Lybia of the first units of 40,000 troops from the Egyptian frontier. The withdrawal of the troops from the North African colony was Italy's answer to Britain's action in recalling its home fleet from the Mediterranean.

IMMEDIATE splitting of the American Federation of Labor into two rival groups was averted by the action of the Federation's executive council in voting to bring to trial on August 3 the union leaders led by John L. Lewis in charges of "dual unionism." It had been reported earlier that the council had voted to suspend the

12 unions grouped as the Committee for Industrial Unionization. The council's action was looked upon as a peace move in the crisis that threatens open warfare in the labor movement. It was precipitated by the drive to organize 500,000 workers in the steel industry into one big industrial union by John L. Lewis, president of the United Mine Workers and his followers.

The charges against the Lewis group include "competition as a rival organization with the A. F. of L.," fomenting an insurrection within the Federation; violation of contracts they have entered into with the Federation when granted their charters.

AN ALLIANCE between Dr. Francis E. Townsend, Father Charles E. Coughlin and the Rev. Gerald L. K. Smith in the interests

of a third party was announced at the Townsendite convention in Cleveland, attended by 12,000 followers of the California doctor who advocates pensions of \$200 per month for every person over sixty.

In an address before the convention, Father Coughlin bitterly denounced the present administration and President Roosevelt and called upon the delegates to follow Dr. Townsend in endorsing the candidacy of William Lenke for the presidency on the Union ticket.

Earlier the New Deal had been the target of both Dr. Townsend and the Rev. Gerald L. K. Smith, now leader of the late Huey Long's share-the-wealth movement.

Townsendite candidates who must run on the Democratic ticket planned a pro-Roosevelt demonstration representing 11 states signed a resolution urging that no "merger or fusion" with a third party be made. A tactical victory was won by the New Deal forces in the election of Willis Mahoney, Townsendite-Democratic candidate for senator from Oregon, as chairman of the resolutions committee.

THE arrest of former Lieut. Commander John S. Farnsworth of the United States navy on a charge that he had sold confidential naval data to a Japanese officer marked what observers believed was the beginning of a roundup of persons suspected of supplying navy secrets to foreign powers.

Declaring that he had obtained nothing of importance from the navy and gave nothing to the Japanese that "could not have been obtained in the public library in Washington," Farnsworth at first pleaded not guilty to the charges.

Farnsworth is charged with taking from the Navy department and later selling it to the Japanese government, a book entitled "The Service of Information and General Security." The book is on naval tactics and according to officials, is rated as "confidential."

PREDICTING 1936 will be the best business year since 1930 and "possibly since 1929," Colonel Leonard P. Ayers, economist of Cleveland, declared that statistics on all important business had shown substantial and "healthy increases" since the first of this year. Strikes, drouth and other difficulties have not affected increases in employment, markets and security; exchanges, the economist said.

"More steel has been produced in the first half of 1936 than in all 1932," he pointed out. "A major factor in the increased steadiness of business has been well sustained employment among the factory workers making durable goods. Workers in the durable goods factories suffer most from lay-offs and shut-downs, but such has not been the case in the first half of this year and of last year."

HENRY FORD, approaching his seventy-third birthday envisioned the eventual decline of farm animals as a source of the world's food and predicted that grains and other crops will largely be substituted for them.

"We can, I believe, get a more plentiful supply of food cheaper and better," he said, "by processing the products of the soil instead of asking cows and chickens to do it for us. In the future farm animals of all kinds will decline in numbers. We won't need them. The farm animal will go, but the farm will become larger."

AFTER dedicating New York's new \$64,000,000 Tri-borough bridge, attending the wedding of Mrs. Ruth Bryan Owen, minister to Denmark, to Captain Boerge Rohde of the Danish court and spending two days at his Hyde Park home, President Roosevelt embarked on a nautical vacation in Maine and Canadian waters.



President Roosevelt

On the bridge dedication program with the President were Secretary of the Interior Ickes, Gov. Lehman of New York, Senator Wagner and Mayor Fiorello LaGuardia of New York City. The bridge is the largest completed public works administration project in the East. It comprises four spans in its three and one-half miles of elevated ways and connects Manhattan, the Bronx and Queens, Long Island. Its cost is second only to that of the Golden Gate bridge at San Francisco.

On the cruise of the Sewanna, a 50-foot schooner yacht, President Roosevelt will act as skipper and helmsman. Three of his four sons, James, Franklin Jr., and John are members of the crew. The cruise will carry the President along the Maine coast to Campobello Island, New Brunswick, where his mother has a summer home and off Nova Scotia where he expects to do some deep sea fishing. A destroyer, the presidential yacht Potomac and the schooner Liberty carrying newspaper men are trailing the Sewanna.

Before he returns to the White House, the President will pay a visit to Lord Tweedsmuir, governor-general of Canada.

A NEW era in European diplomacy was heralded by the signing of a treaty between Germany and Austria re-establishing peace and normal relations between the two nations.

Since Italy has been acting in the role of big brother to Austria in the past two years it was regarded as a virtual certainty that Premier Mussolini had sanctioned the new pact. Observers pointed out that with Germany, Austria and Italy in accord with Poland friendly to Hitler's aims, Europe now has a prospective alliance more powerful than the triple alliance of Germany, Italy and Austria-Hungary preceding the World war.

COMPLETE endorsement of the presidential candidacy of Gov. Alf M. Landon of Kansas was given by former Gov. Frank O. Lowden of Illinois following a conference in Topeka.

Following the conference former Governor Lowden announced that he and Governor Landon were in "full accord" on the question of farm relief.

The Illinois farm leader revealed that he had discussed soil erosion, reciprocal treaties, conservation of farm population, government aid in marketing surplus crops, centralizing of federal power and reduction of federal expenditures with Gov. Landon. Mr. Lowden declared: "We are in accord on the important agricultural issues. I shall support him and campaign for his election."

Payment of cash federal bounties to soil-conserving farmers through a plan contemplating state administration was one of the farm principles advocated by Mr. Lowden which received the verbal support of Gov. Landon following the conference.

With the Republican presidential nominee at work on his acceptance speech, conferences with other leaders were scheduled. Important among these was the visit of George N. Peek, former AAA administrator who resigned his post following a break with Secretary of Agriculture Wallace and is now a New Deal critic. Also on the program was the visit of Col. Frank Knox, Governor Landon's running mate.

At Governor Landon's office a letter was made public from William Cabell Bruce, former Democratic senator from Maryland, saying that he was "bitterly disappointed" in President Roosevelt and "deeply gratified" at Governor Landon's nomination. In the meantime members of the Kansas legislature had departed for their homes after submitting two constitutional amendments to the state's electorate. One of these would authorize state aid for the needy and the other would approve state participation in the federal social security plan.

FIFTEEN Japanese army officers who were leaders in last February's bloody rebellion in which four high-ranking government officials met assassination, were executed by a firing squad in Tokyo.

Two other officers condemned to death were not shot and no explanation was made by the war office. They were Captain Yoshiaki Nakamura and Captain Asachi Inobe. Unofficial observers believe their lives were temporarily spared so that they might testify in trials of other men accused of complicity in the spring of February 1936 which pushed Japan close to the brink of civil war.

Washington Digest

National Topics Interpreted
By WILLIAM BRUCKART

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 carried because the payments 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.

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

reasonable competition conditions. Such reasonable and fair competitive conditions cannot be obtained 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 when they fly. They cannot, for example, meet the freight rates offered by the Japanese whose labor basis is depressing and whose general construction costs are amazingly low. Nor can they com-

pete 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 export 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 fathered 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 cotton from the South and the corn from the Mississippi valley can be moved at reasonable cost. It can be moved at reasonable cost only if American shipping is protected. That is not alone my opinion. It is the opinion of many experts in the field.

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 be obtained. 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 me 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 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, 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.

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 drouth 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.