



1—Lieut. F. E. Stack who will command the marine detachment at the summer White House in the Adirondacks. 2—Torpedoes filled with booze ready to be shot from Rum Row off New York and picked up by rum runners, but seized by government agents. 3—Dictator Pilsudski of Poland conferring with Minister of Foreign Affairs Zaleski.

NEWS REVIEW OF CURRENT EVENTS

Farmer Gets Little Relief From Congress at Least Until Next Session.

By EDWARD W. PICKARD
NOT much relief for the American farmer from this session of congress. Out of the multiplicity of plans offered in bills, substitute bills and amendments he gets only the co-operative marketing measure which was President Coolidge's original prescription for the ills that beset agriculture in this country.
Corn-belt senators, having lost in the battle to put over their bill to raise farm product prices on the American market, refused to accept the plan supported by the administration, embodied in the Fess bill, providing for credits for farm co-operative associations. They gained the help of a number of senators who usually stand by the administration, and of all but three of the Democrats. So when the vote was taken the measure went down to defeat, 23 to 54. One substitute after another was offered and rejected speedily before the senate, with the chamber nearly empty, passed the co-operative marketing bill without a record vote. It previously went through the house but had to go to conference. It creates a new division in the Agriculture department to handle co-operative marketing problems and appropriates \$225,000 for its work. Members of congress who are from farming regions do not think it is adequate to solve the problems of the farmers.
Congress planned to adjourn immediately before or after the Fourth of July and the members from the corn belt prepared to go home and begin work that, they said, would make the administration and the Republican party leaders mighty sorry for what they had done and left undone in this matter of farm legislation. The long and bitter controversy is sure to show results at the polls in November, and of course there is a lot of talk about a corn-belt candidate for the Republican Presidential nomination in 1928. It just happens that Frank O. Lowden of Illinois is in Sweden at this time carefully studying farm methods and advocating a great international farm congress in Chicago in 1933.
One other thing has just been done to help the farmer. At the suggestion of President Coolidge, the shipping board assigned 27 available ships for the grain-carrying trade and ordered 32 additional ships put into condition for use in the same trade to assure adequate ocean transportation facilities for grain exports. Action by the board came after Secretary Jardine of the Department of Agriculture and Secretary Hoover of the Department of Commerce had appeared before the board as emissaries of the President. Chairman O'Connor said the cabinet members came to the board at the suggestion of the President "to call to the shipping board's attention the acute grain situation and the lack of sufficient ships to transport grain to the markets of the world."
GETTING ready for adjournment on July 3, the house hurried through two important measures. The first was the second deficiency bill carrying \$45,000,000, of which \$2,630,700 is appropriated for prohibition enforcement. An attempt to eliminate this item was made but many of the votes were absent and there were only 33 votes in favor of the motion.
Two other motions—one to knock out the \$186,790 item requested by Lincoln C. Andrews, federal dry chief, for financing special federal undercover squads to check up on state officials and another to add \$100,000 to the appropriation for dry law enforcement—were defeated overwhelmingly.
An appropriation of \$50,000 for the administration of the new civil air bill and the construction of airways was approved.
The other big bill passed was that providing for the army's five-year expansion program, already passed by the senate. This was the third of the air-expansion measures, and the nation is now assured of an adequate

aviation program in the commercial, naval and military fields. Estimates made by naval and military experts disclose that approximately \$250,000,000 will be expended in the development of national defense aviation in the next five years.
SENATOR REED of Missouri and his committee have kept right on with their inquiry into the Pennsylvania Republican primary. Most interesting of the information obtained last week was the fact that Pennsylvania's liquor laws were being enforced largely by unofficial "snoopers" paid from a fund which was collected by the Women's Christian Temperance union and sometimes imported from other states. W. B. Wright, deputy attorney general of the state, admitted this and also admitted that he himself draws a salary of \$8,000 from the W. C. T. U. as director of the prohibition enforcement unit. Wright was imported from Baltimore by Governor Pinchot. Attorney General G. R. Woodruff of Pennsylvania took the stand and defended the employment of the snoopers and the method of their payment.
SENATOR CARAWAY had a characteristic outburst in which he made a lot of violent assertions concerning the Republican senatorial primary in Illinois, attacking both the McKinley and the Smith factions. He charged that both used vast sums of money and that positions of public trust were debauched to procure contributions and influence votes. He said that Samuel Insull, the public utilities magnate, found it cheaper to come across than chance the loss of millions in reduced rates, and donated at least \$500,000 individually or through subordinates. And he more than intimated that much money was paid to John H. Walker, president of the state federation of labor, and to Frank Farrington, another labor leader, to line up labor votes for Smith. Some of the persons he named refused to comment; others said he had taken advantage of his senatorial immunity to utter a mass of falsehoods. Reed's committee may disclose the truth.
WISCONSIN Democrats, in convention in Milwaukee, enthusiastically adopted a platform calling for submission of the prohibition question to state constitutional conventions, and expressing opposition to the Ku Klux Klan. They selected T. M. Kearney of Racine for their senatorial candidate, and put up a full state ticket headed by Martin L. Lueck of Beaver Dam for governor.
MORE than a score of Methodist Episcopal bishops and many other leaders of that church assembled in international conference in Chicago last week, and one of the first topics they took up was prohibition. Dr. Clarence True Wilson, secretary of the board of temperance, prohibition and public morals, and others warmly defended Lincoln C. Andrews, federal administrator of prohibition, though Doctor Wilson did blame him for putting men into the prohibition enforcement unit who were not personally committed to prohibition.
DRASTIC measures designed to increase production and decrease imports and waste were put into effect July 1 by the council of ministers of Italy. The country's trade balance has been bad and the lira has been losing value, so the ministers considered the situation acute. The most important of the decrees are as follows:
Authorization for the increase of the working day by one hour. (From eight to nine hours.)
Restriction of daily newspapers to six pages and the prohibition of all special supplements excepting technical ones.
Prohibition of the opening of new bars, cafes, hotels, cabarets, pastry shops and night dancing resorts.
Prohibition of the construction of private houses and villas of a luxurious type. The only new construction permitted is of cheap houses for workers, farm laborers and small-salaried employees, farm houses or co-operative apartments representing the direct investment of small private savings. Special government aid is given for the building of cheap houses for

employees of large industrial establishments.
Announcement that agreements have been reached for the reduction in price, without hurting the quality, of iron, cements, bricks and plaster.
Announcement that steps have been taken to help large employers open canteens in order to sell food to their employees at the lowest possible prices.
Announcement that agreements have been reached with industrialists to help in the production of domestic metals.
There is an interesting rumor about—mention of which in print in Italy is officially forbidden—that Mussolini is planning the marriage of his young daughter to the crown prince.
MAINLY because of the scandal over the smuggling of liquor into the United States, the Liberal government of Canada has been forced out of office. Prime Minister Mackenzie King announced to the house that he has asked dissolution of parliament and been refused by the governor general, so he and his cabinet resigned. Arthur Meighen, leader of the Conservatives, was called on at once to form a new ministry, which he did. His party in parliament is not strong enough to stand alone, however, and will merely attempt to pass the necessary legislation and carry on until the end of the session and the coming of the new elections. The new cabinet ministers, except Prime Minister Meighen, are all nominally "ministers without portfolio" in order to avoid the necessity of resigning their seats in parliament, which is compulsory on salaried ministers.
The lower house by a vote of 119 to 109 adopted the Conservative party's amendment to the report of the commission which recently delved into charges of gross irregularities in the customs department and involving the smuggling of liquor into the United States. The vote means that parliament has adopted the recommendations of the customs investigating committee for improved administration of the customs department; that it has approved the capture of G. H. Belvin, former minister of customs, who was accused of releasing without payment of excise tax a large quantity of denatured alcohol which was used for beverage purposes, most of it going into the United States, and that there shall be a further judicial investigation into the customs administration.
ALL the Mediterranean countries and islands were severely shocked by earthquakes last week, and the tremors were also felt in Asia as far as Sumatra, where scores of persons were killed. The casualty lists in Europe were not great, but many villages were destroyed on the islands of Rhodes and Crete. A few days later, on the anniversary of the earthquake of 1925, that did so much damage in Santa Barbara, that California city experienced another temblor that damaged buildings but caused only one death.
In Transylvania there were great floods that caused the death of about one hundred persons and the collapse of thousands of houses.
NEWS of a big conspiracy to overthrow the Spanish directorate headed by Gen. Primo de Rivera has leaked out in spite of the government to prevent publicity. It was said that more than 200 of the plotters were under arrest and that the secret police were after many others. Reports from Tarragona, Cadiz and other provinces say everything was prepared there for a military uprising when the government agents discovered the conspiracy.
GUSTAVUS ADOLPHUS, crown prince of Sweden, has been having a grand time among the "old home folks" and their descendants up in Minnesota. Of course, the whole population joined in welcoming him and the crown princess, but naturally those of Swedish blood were the most enthusiastic.
JEREMIAH SMITH of Boston, who has finished his work of reorganizing the finances of Hungary, has presented his salary of \$100,000 for two years' work to the Hungarian people,

The American Tourist Sees Paris



By PROEHL HALLER JAKLON Drawing by Ray Walters.

THE ocean this summer is full of ships. And the ships are full of Americans, young and old, rich and not so rich, but all comrades in arms and hand-baggage in the annual descent on Europe—and Paris.
And, as usual, this year's tourist swarm is larger than any previous year, so the steamship agents tell us. Estimates (meaning guesses) place the number of eastbound travelers this year anywhere from 200,000 to 500,000.
Of the total, whatever it may be, by far the most picturesque throng is that composed of college students. This designation, of course, includes prep school lads, bona-fide college students, and anyone who recently, that is, within ten years or so, has been a college student.
Foreign travel, it seems, has become a necessary part of a college education. This year the steamship lines expect the total of this class of patronage to reach 60,000—one in ten of the college population of the United States.
The peak load of tourists, with Euphorbia generally is carried during June and July, but on account of the unexpectedly heavy demand for accommodation that began to make itself felt as early as last fall, most of the transatlantic lines arranged for extra sailings for May as well as June and July. The Cunard schedule was arranged last winter so as to send out 84 passenger ships from Atlantic ports in the course of May, June and July. This included 54 sailings from New York. The International Mercantile Marine, the United States Lines, the French line, the Dutch, German, Scandinavian, Italian and other companies arranged their schedules in proportion.
Passenger Traffic Dwindles.
Since the World War transatlantic travel has been a long time coming back. Discomforts and delays in post-war Europe made it anything but a "pleasure" trip. Then, too, the cost was high. Since 1914 fares had almost doubled. For six years after the armistice only the rich could afford the voyage. Steamships sailed half filled; business was rotten.
To make things worse, America's new immigration quota law reduced the number of incoming aliens to about a quarter of the prewar figures. The steerage of these great steamships was only partly filled coming from Europe to America, and practically empty on the return.
Then somebody had a brilliant idea. Why not paint up this now deserted steerage, give it a new name, and make a campaign for the business of the old-time American traveler to Europe via the steerage? Everything considered, these third-class accommodations were not so bad; it was the garlic-and-cheese society to which

the less pungent American travelers mainly objected.
And so competing lines, once the idea gained currency, raced with each other in organizing and popularizing a new kind of third class, set apart and dignified, congenial company guaranteed, for the kind of American travelers who had the desire to tour Europe but not the price to go via first or second-class cabins.
Well-placed propaganda put the idea over, and "tourist third," and lately "student third" immediately became popular. It is advertised as intended chiefly for students, teachers, clergymen and professional people. The territory covered by the latter designation, however, is broad enough to include almost anyone whose appearance and manner indicate that his company during the voyage is likely to be tolerable, or, in other words, that he is an American, used to the ways of Americans, and not a returning alien whose customs and habits might not prove in harmony with the student crowd.
The main idea of student third is to have a good time. "Everybody join in" is the slogan. With the steerage refined and educated, the college boys and girls have made it "the thing to do." Before the end of the voyage many first-class passengers find themselves joining in with the jolly throng that is third class. One young man who has been across twice, once in dignified first-class with his parents, and the second in student third alone, has nothing but wild enthusiasm for the less expensive mode of travel.
Tourist Third Now "The Thing."
In its few years of existence tourist third has become the most talked-about feature of modern ocean travel, and has grown rapidly. The United States line carried 1,500 passengers eastbound in 1924. Last year they accommodated 10,000 in the first six months, and this year the number is expected to exceed 15,000. Other lines have had similar success.
Round-trip passage costs vary from \$100 to \$220 in tourist third, depending on the ship and the ports of embarkation and debarkation. This includes transportation, berth and meals.
Tourist third became popular first in the eastern colleges, but rapidly the idea spread westward. Many universities of the Middle and Far West have tours now enroute. Several groups, notably those from schools of journalism, have taken along their instructors with a view toward absorbing a little academic learning along with their other travel education.
Of course college students are not the only ones that are touring Europe. Business men, from bootleggers to butter-and-egg men from the West, have temporarily abandoned their scramble for dollars while they assiduously practice the easily learned art of spending them. They spend them in Paris, London, Rome, Venice and along the Rhine, where, it is understood, one gets so much more for one's dollar than when it is spent at home.
What do Europeans think of these droves of apparently wealthy Americans? Let a Frenchman tell you—Georges Villa, writing in the New York Times:
"The French people, as a whole, finds no benefit from this tourist invasion. Citizens are, as a rule, not even curious about the hordes of foreigners in their midst. Only a few who stand to make direct financial profit—such as the hotel keepers—are at all interested."
Americans a Happy Lot.
"A Frenchman is keenly conscious that with his poor francs he cannot compete with the dollars and pounds of the tourists. Many essentials, amusements and luxuries totally inaccessible to him prove expensive to foreigners. Then, too, there is the Frenchman's fundamental patriotism that prevents his paying any attention

to the snap judgments so lightly made by a majority of visiting foreigners.
"It is the Americans who, most of all, impress the French. Their expression is happy—the happiness felt by a man who knows how to enjoy the present. The typical American is smooth-shaven, dressed in a light gray suit, his customary cold and formal appearance transformed into youthful gaiety. He is conspicuous by his obviously exaggerated sporty manner. He wears huge round spectacles.
"One does not find the American woman tourist beautiful. Having become tourists, they no longer have any desire to appear womanly. They dress in sport clothes like the men, wear heavy shoes, cocoa-colored hats, and carry, slung over their shoulders a large money bag instead of a dainty purse. From our Parisian point of view, the wearing of such a horrible costume cannot be understood. It is too practical.
"An American passing through Paris wanted to see the city in one day. In order to accomplish this he hired a taxi. He was one of those expressionless Americans—"icy-faced," as the French love to depict them—and an architect.
"He had the chauffeur drive past all the great monuments of the capital. Passing a house that was still under construction, he stopped the taxi and questioned the chauffeur:
"When was this building begun?
"About six months ago," answered the driver.
"Six months! In America we would have built that shack in eight days."
"Next they arrived at the Pantheon.
"Well, that isn't bad. That's a fine piece of work. Tell me, chauffeur, how long did it take to build that?
"I do not know monsieur—perhaps a year or two."
"Great Scott, we could have done it in a month!"
"Similar outbursts continued during the balance of the tour. But then the chauffeur began to lose temper. "My customer is exaggerating," he grumbled to himself. "Wait a bit, my friend; I'll settle you. I don't come from Montmartre for nothing."
"And just then they came to the great church of Notre Dame.
"Stop! Stop!" ordered the American. "This is really splendid! Then, after a minute: 'And how much time did it take for that?'
"Raising his arms with a stupefied expression, the chauffeur exclaimed: 'Well, I never! That is beyond me. That wasn't there last night!'"
The Kidder Kid.
Another story told of the American tourist relates to a Frenchman from Marseilles, and, as is well known, a Marseillais is never to be outdone in telling a story. The American, a fat meat packer from Cincinnati, was describing how they made sausage meat.
"In France," said he sarcastically, "in order to kill a pig and get one ham you use implements worthy of primitive man. In Cincinnati we put the live pig into one end of a machine, turn the handle, and at the other end comes out your choice of sausages, bologna or ham."
"That's nothing," said the Marseillais, after thinking a minute. "We do even better than that. Our machine works both ways. If one makes a mistake, and the sausage does not suit our taste, we turn the handle the opposite way and get back our pig."

Mikado Held Sacred

Officially the emperor of Japan is known as the mikado; the word meaning "exalted gate." The term is used more often outside of Japan, however, than within that country, where the people prefer the title Tenshi-Sama "Son of Heaven," mikado being reserved for poetry. The imperial line dates back to 660 B. C. and descent is claimed from the gods. The mikado-ship is, therefore, the longest con-

Celtic Calendar Deciphered

A number of years ago an interesting Celtic calendar was found at Coligny, France. It consisted of 200 fragments of bronze. It was impos-

sible to read the calendar until the fragments were placed together properly, thoroughly cleaned and reproduced by electrotyping. The scientists in charge of the work now announce the result of their study. It was found that the Celtic year consisted of 355 days, with the months alternately 30 and 29 days. To catch up with the solar year it was necessary to insert an extra month every two and a half years.—Pathfinder Magazine.
Pietz should be sunny and gracious.