



1.—Design for American memorial chapel at Aisne-Marne near Belleau Wood, France. 2.—American embassy in Paris guarded by gendarmes during the Sacco-Vanzetti demonstrations. 3.—Memorial erected by citizens of Dayton, Ohio, to the late John H. Patterson, manufacturer and philanthropist.

NEWS REVIEW OF CURRENT EVENTS

"Air Derby" to Honolulu Is Won by Art Goebel in the Plane Woolaroc.

By EDWARD W. PICKARD
SOMETHING new under the sun—an "Air Derby" across the Pacific ocean from Oakland, Calif., to Honolulu—was the feature of the week's news. After a deal of preparation eight planes started in the race for the James Dole prize of \$35,000, of which \$10,000 was for the second to reach the goal. Four met with disaster at the take-off, but the other four winged their way over the waste of waters. The Woolaroc, piloted by Art Goebel, movie stunt flyer, and with Lieut. William Davis, U. S. N., as navigator, won the race. The Aloha, with Martin Jensen of Honolulu as pilot and Paul Schluter as navigator, was second.

At this writing the two other planes are missing, and are being sought by airplanes and naval ships. These are the Miss Doran, with Augie Pedlar as pilot, Lieut. V. R. Knops as navigator and Miss Mildred Doran of Detroit as passenger; and the Golden Eagle, of which Jack Frost was the pilot and Gordon Scott the navigator.

The Woolaroc made the flight in 25 hours 19 minutes and 33 seconds. The Aloha took 28 hours 17 minutes. Lieutenants Maitland and Hagenberger of the United States Army made the trip in 25 hours and 50 minutes several weeks ago, while Ernie Smith and Emory Bronte, the first civilians to fly to Hawaii from California, landed at Molokai Island 25 hours 26 minutes after leaving the mainland.

Goebel's plane was equipped with a radio outfit that functioned well and he was in frequent communication with ships. The army navigation officers at Honolulu, who charted the course of the aviators as the radio reports were received, agreed that the flight of the Woolaroc was almost perfect and was a triumph of the highest order for scientific practice in air navigation. The plane was kept in line constantly with the radio beam beacon at San Francisco.

Pilot Jensen took the Aloha by the northern route and overshot his mark somewhat. He said he skimmed the surface of the sea nearly all the way, while the Woolaroc was kept at an altitude of between 600 and 800 feet. The successful aviators were given a warm welcome in Honolulu, but the celebration was marred by anxiety concerning the missing flyers.

DOWN at San Diego, Calif., the navy's PN-10 seaplane broke two world's records and established a third. The plane weighed at the time of take-off approximately 11 tons. It carried 1,100 pounds of sand, 1,222 gallons of gasoline and 120 gallons of lubricating oil. For a plane carrying this dead weight, these records were established:

Duration—20 hours, 45 minutes, 40 seconds.
Distance—1,568 miles.
Speed—78.56 miles an hour.

The plane was piloted by Lieut. Byron J. Connell. He was accompanied by Lieut. H. C. Todd, radio engineer, and Comar Vincent, aviation chief machinist's mate.

EARLY in the week two big Junkers planes, the pride of Germany, started from Dessau to fly across the Atlantic. One, the Europa, had New York as its goal, and the other, the Bremen, was to fly as far as Chicago if its gasoline lasted. The Europa ran into stormy weather and after getting over the North sea it developed motor trouble and was forced to turn back, landing at Bremen. The Bremen kept on until it had crossed Ireland and out over the ocean some distance. Then the storm grew worse, the gasoline was being used up too fast, and the aviators gave it up and with great difficulty made their way back to Dessau. It was thought a third Junkers plane might attempt the Atlantic crossing, but on the other hand experts thought the time for such a flight had passed for this year.

THE full bench of the Massachusetts Supreme court overruled the exceptions by Sacco-Vanzetti defense counsel to decisions by Justice George A. Sanderson of that court and by Judge Webster Thayer of the Superior court and refused to grant a writ of error. This meant that the two men must be executed after the termination of their respite, midnight of August 22, unless some further means of saving their lives were found.

AMERICA'S greatest "captain of industry," who might better be termed a generalissimo, passed with the death in New York of Judge Elbert H. Gary, chairman of the board of the United States Steel corporation. Though almost eighty-one years of age, he was still in active control of the mighty concern which was the creation of his imagination and genius and whose destinies he directed from its beginning. Gary was one of the most important figures in modern finance and business, and his part in the affairs of the nation, in both peace and war, had much to do with present industrial conditions. Though long the advocate of the eight-hour day in the steel mills and fought for many years by labor leaders, he was held by many as a real friend of humanity, the masses in particular, and as a philanthropist and a benefactor of church and science. During the World War he was the indefatigable aid of the government. Judge Gary's body was taken to his old home in Whenton, a suburb of Chicago, and the funeral was held in the beautiful memorial church which he built there. His successor as chairman of the steel corporation has not yet been announced.

J. Ogden Armour of Chicago, another of America's leading business men, died in London after several months' illness. The son of P. D. Armour, famous pioneer meat packer, he succeeded his father as head of the business and expanded it into a world-wide organization, winning one of the country's great personal fortunes. In the period of post-war deflation this fortune dwindled with astonishing swiftness, and Mr. Armour withdrew from active participation in many of the concerns with which he was connected, these including banks and railroads.

John Oliver, premier of British Columbia, died in Victoria at the age of seventy-one years. He had been ill for some time and had been relieved of his official duties by the naming of J. D. McClean as acting premier and leader of the Liberal party. Other deaths worthy of note were those of James Oliver Curran, popular American author, and Hiramander Waldo, well-known New Yorker.

FOLLOWING a conference with Mr. Coolidge in Rapid City, Director of the Budget Lord announced that the President had approved large increases in appropriations for both the army and the navy. Among the expenditures for national defense authorized by the President are: Funds for completion of the six cruisers authorized by congress in the last session; funds for completion of the remodeling of the battleships Oklahoma and Nevada; and funds for 1,800 first-class planes for the army and 1,000 planes for the navy. There was only one naval appropriation which the President did not approve. That was for three submarines, asked for in 1916, on which investigation work still is being done.

Pessimists at once began figuring that the increased defense estimates, together with the necessity of spending a lot for farm relief, would make impossible any extensive reduction in taxes by the next congress. But the official opinion in Washington was that taxes would certainly be cut at least \$300,000,000 during the coming session. In order to bring this about the Democratic leaders and some Republicans will, if necessary, combat the practice of applying all receipts from foreign debts to national debt reduction. President Coolidge holds that tax reduction next year is feasible if congress does not indulge in excessive money spending.

GENERAL PERSHING called at the summer White House and discussed with Mr. Coolidge conditions of American cemeteries in France, also submitting to him the accepted designs for various memorials and chapels on the battlefields. The President went to the Pine Ridge reservation Wednesday and saw a pageant and parade in which some ten thousand Indians participated. He received from the Sioux national council a memorial reciting the loyalty and complaints of the Indians and in reply assured them of the government's sympathy and close study of their problems. Next day Mr. Coolidge, accompanied by Mrs. Coolidge and their son, John, inspected the government hospitals for World War veterans at Hot Springs, S. D. Plans were made for the Presidential family to spend a week in Yellowstone National park.

COLLAPSE of the Nanking Nationalist group in China seems imminent. After his armies, which were advancing on Peking met with severe defeats and were driven back to the south of the Yangtze, Gen. Chiang Kai-shek resigned his leadership and appealed for unity of action between the Nanking and Hankow factions. But the northern troops kept on going south and at last reports had occupied Pukow and were bombarding Nanking, across the Yangtze. Both foreign and native residents of that city were fleeing. Meanwhile the foreigners in Shanghai were preparing to defend the place against invasion by the disorganized hordes of fleeing Nationalist soldiers. American, British and French troops were placed in strategic positions, the British being in an advanced line about Shanghai's environs, outside the International settlement. The barricades between the French concession and Chinese territory were reconstructed. The situation there was complicated by a quarrel between the British authorities and the Chinese officials. An English airplane had been forced to land in Chinese territory and the native officials seized the wings and refused to comply with a British ultimatum that they give them up immediately. The Chinese contended that flying British planes over Chinese territory is a violation of international law as well as the international airplane convention, to which both Great Britain and China are signatories.

Japan, asserting its preferential claims in Manchuria and Mongolia, has served notice that it will not tolerate any opposition there to its policy. The Chinese, especially in Manchuria, are deeply resentful of the Japanese actions and plans, and the Mukden Chamber of Commerce stated an intention to boycott Japan.

WHAT is denominated an "economic treaty" in the form of a commercial treaty was signed by France and Germany after three years of dickering. The pact provides for a mutual favored nation agreement on practically all products passing between the two countries and paves the way for intertrade such as the two nations have never experienced. French agriculture will receive the greatest benefit. Practically all the tariffs are lowered, while Germany agrees not to increase the existing ones on cotton, wool, silk, leather goods and metallurgical products, soap and petroleum.

PRESIDENT COSGRAVE'S government of the Irish Free State narrowly escaped overthrow at the hands of a combine of three parties after De Valera and his followers had taken the oath of fealty to the king and occupied their seats in the Dail. A resolution of lack of confidence was introduced and the vote was a tie which was broken when the speaker cast his vote in the negative. As a matter of fact, Cosgrave was saved by Alderman John Jinks of Sligo, a member of the Redmond party, who slipped away just before the vote was taken. He says he never had any intention of voting the government out. Cosgrave is expected to gain strength in the general elections in October.

BOLIVIA was greatly alarmed by a big uprising among the Indians, who largely outnumber the whites in that country. But quick action by the government troops isolated the disaffected in certain sections of three departments and gave assurance that the trouble would soon be quieted. Many chiefs were captured and heavy penalties were inflicted, and thereafter thousands of Indians returned to their work in the fields.



THE THINKER — BY RODIN

By ELMO SCOTT WATSON
WHAT is the spirit of Labor Day? There may be as many answers to that question as there are answers, but from several of them, though phrased in different terms, it may be possible to arrive at some statement which will come near expressing the meaning, not only to labor but to all other divisions of human society, of this day of days for the working man.

Labor Day was first suggested in the New York City Central Labor union in May, 1882. It was decided to observe the first Monday in September of that year as a festival day, with a parade, speech-making and picnics. Labor held that, whereas there were other holidays representing the religious, civil and military spirit, there was none which stood for the industrial spirit. Accordingly this first celebration was held, and it was a big success.

In 1884 the American Federation of Labor officially proclaimed the first Monday in September as Labor Day. All wage earners, irrespective of sex, calling or nationality, were urged to observe it until it should be as uncommon for a man to work on Labor Day as it would be for him to toll on the Fourth of July. State legislatures were urged to make the day a legal holiday, and 32 of them eventually did enact laws to that effect. Congress made it a legal holiday in 1894 for the District of Columbia and the territories and, although a number of states have no Labor Day law, the federal act has been accepted by all of them, and this holiday is generally observed throughout the United States.

Perhaps one of the first interpretations of the spirit of Labor Day was that uttered by the late Samuel Gompers, the "Grand Old Man of American Labor," in the first Labor Day editorial which he wrote after congress had made it a legal holiday. The editorial, which appeared in the American Federationist for September, 1894, follows:

In the cycle of time we are again on the dawn of our most important national holiday—Labor Day. Most important, since it for the first time in the history of the world devotes a day to the recognition of the fact that the wage earners must hereafter be regarded as the important factor in the economy of life. In this day when so many look upon the dark side of the progress of the labor movement and predict worse things in store for the laborer, it is not amiss to direct attention to the fact that the life of the human family is one vast struggle, and that though the progress is not as swift as we, as well as our impatient brothers and sisters of labor, would like it to be, yet the fact that in our decade we can see the rights of labor more clearly defined, the vantage ground obtained, and obtaining a clearer insight into the existing wrongs, the more intelligent perception and determination to achieve labor's rights.

The past year has witnessed several contests, some of them debate, but though defeated in the immediate object sought, they have awakened a new conscience in the American people, and will contribute more to the thorough organization of the wage workers of our country than hundreds of meetings, speeches or pamphlets. The great

conquering armies in the history of the world have had their reverses, and the labor movement cannot expect to be an exception to that rule. Each defeat acts as a trenchant warning to the followers of America that error must be avoided, that intelligence must prevail, and that no success can come to them unless it is through their own efforts and their own organization, and by their persistency manifested.

Pessimism results in indifference, lethargy and impotency and this in turn simply permits the corporations and trusts and the entire capitalist class to flinch from the toiler rights which have been dearly bought. The organizations of labor must be thorough and complete and above all must be permanent. Those organizations which arise like a flash in the pan only go to show how arduous is the struggle before the toiler. In order to overcome the antagonism of the wealth-producing classes of our country.

Today more than ever the toilers recognize how essentially they are thrown upon their own resources; that they have few if any outside their own ranks who sympathize with them in their efforts for the emancipation of mankind.

Toilers, organize. Let us carry on the good work and in a few more revolutions of the earth upon its axis we shall have a better world—a better mankind. Waiting will not accomplish it; deferring till another time will not secure it. Now is the time for the workers of America to come to the standard of their unions and to organize as thoroughly, completely and compactly as is possible. Let each worker bear in mind the words of Longfellow:

"In the world's broad field of battle,
In the bivouac of life,
Be not like dumb, driven cattle!
Be a hero in the strife!"

Written at a time when American labor had not yet won the many victories which have characterized its progress during the past 40 years of American economic history, that editorial is a striking reflection of the spirit of Labor Day, 1894, when the greatest concern was for the "rights of labor." Since that time the compact organization of American labor, for which Mr. Gompers uttered his plea, has brought about amazing changes.

In some foreign countries revolution has failed to accomplish for labor what a process of evolution has accomplished for it in the United States. Today the American worker is the most prosperous of any in the world, and he is the envy of wage earners everywhere. And Labor Day, 1927, finds him still standing steadfastly for the "rights of labor," but he is also conscious of the responsibilities of labor as well. That sense of responsibility was voiced recently by one of its leaders, John P. Frey, president of the Ohio State Federation of Labor, when he said:

A portion of our obligation, our duty to the great movement which we represent, is to deal with employers with whom we have friendly relations in such a manner that we will not only retain their full confidence, but by example lead other employers to realize that not only as a matter of justice, but as a matter of individual advantage to themselves, it is in their interest to establish friendly working relations with trade union organizations of their employees. If our trade union movement is to fulfill the purpose for which it exists, its policies, its methods, its attitude must be such as to win and retain the confidence and good will of the majority of employers. Trade union members, trade union discipline and the militant spirit are essential to our welfare, but a trade union movement de-

Spirit of Labor Day

pending upon its militant strength alone for its success is doomed to failure.

Such utterances as these are evidence of the fact that Mr. Gompers' warning so long ago that "intelligence must prevail," has been heeded by American labor, and a part of the American laboring man's prosperity today is due to the fact that he has brought to his task an intelligent conception of both its rights and its obligations. For that reason Rodin's famous statue, "The Thinker," is not an inappropriate symbol of the American working-man, a man of brains as well as brawn.

Rev. Charles Stelzle, an eminent sociologist and student of labor problems, once wrote:

When the last chapter of the story has been written, it will be found that the chief glory of labor has not been in what its leaders or men gained for themselves nor for their generation, but in what they secured for those who followed. This fact should make us more generous in our estimate of the value of the services of those who are today giving their hearts and lives to many a cause which seems to make, but little progress. The normal man, be he rich or poor, educated through books or through experience, be he black or white, yellow or red, no matter what his circumstances—so long as he's a man who is doing a man's job in the world, is helping the other fellow in a way which is rarely appreciated. The poorest, neediest man in the world, who is doing his best, is rendering a real service to the richest man in the world. He is making a contribution to the world's work which mere wages do not repay. Even the despised immigrant who doesn't understand a word of English, but who is contributing his share to the common good by shoveling dirt in a construction camp, is making a debtor of the man who will later ride over that railroad track in his comfortable Pullman, made smooth-running because that Italian made a good job of his shoveling. But everywhere in human life, in the lowliest places, in shop and factory, on the street and on the road, everywhere, men and women and even little children are bringing their contributions to the great treasure house to which we all come and freely draw—some more, some less; and he who draws most becomes the greatest debtor to all mankind.

Here's the point, then: Let's talk less about helping and let's think more about "exchange" of service—for that's what it is. Read these words again: "The man who is doing a man's job in the world—who is doing his best—making a contribution to the world's work—contributing his share to the common good." They lead inevitably to one phrase—"the dignity of labor." That phrase has been given a slightly different wording by Thornton Oakley, writing in the American Federationist on

THE DIVINITY OF TOIL
Toiler, toiler of the mine,
Braving Pluto's inmost shrine,
Delving dark in depths of earth
As some god of mystic birth,
Wrestling from deep-hidden pyres
Food for man's insatiate fires,
Toiler, toiler dost thou see
In thy toil Divinity?

Toiler, toiler of the mill,
Molding matter to thy will,
Rearing towers crowned with flame,
Besmearers of Titan frame,
By thy fierce, all-potent fires
Forging man's proud, cloud-flung
spires,
Toiler, toiler, dost thou see
In thy toil Divinity?

Toiler, toiler of the rail,
Piercing crag and spanning vale,
With thy engines' heading roar
Girdling nations shore to shore,
Binding close in mesh of steel
Man with man for common weal,
Toiler, toiler, dost thou see
In thy toil Divinity?

Toiler, toiler of the sea,
Cleaving black immensity,
With thy hulls, majestic, vast,
Scorning wave and typhoon's blast,
Bearing north, south, east and west
Man upon his ceaseless quest,
Toiler, toiler, dost thou see
In thy toil Divinity?

Thou that through the year's swift
flight,
Led by soaring visions' light,
Conquering earth, sky and main,
Buildest toil's enduring fame,
Ever lifting man's desire
To the pure, celestial fire,
Thou, O toiler, thou shalt see
In thy toil Divinity.

And this is the spirit of Labor Day—the consciousness of the man who works that in HIS job there is the dignity of labor, the divinity of toil.

Exercise as a Duty

When should physical exercise for the elderly cease? Old dogs don't romp, old horses don't roll. They know better. Young people carry on their athletics because they like to—not from any sense that it is for their welfare. As soon as persons of accumulated years feel that they have no desire to cavort and cut up dices with their legs and arms, perhaps they'd

better not. Taking exercise as a duty is a gransome and usually a lonesome activity.

For this reason, no doubt, golf is a boon to those on the shady side of life's noon. It is about the only hiking that they can enjoy. Chopping down trees, though they have the trees, invites the catastrophe that blood pressure always threatens, and mountain climbing has its penalty of heartburst.—St. Louis Globe-Democrat.

Third Rail Stops Engine

By means of a third rail that develops electricity during the movement of the train, a device recently invented by an Italian, stops trains without the action of the engineer. When anything obstructs the track a light shows in the engine cab. If this is ignored a bell rings, and should the ringing escape attention the engine is automatically stopped by the device that applies the brakes. The third rail can also be used for a telephone service for drivers.