

# News Review of Current Events the World Over

## France, Alone in Blocking Hoover Moratorium Plan, Is Warned by President—Feat of Globe-Circling Flyers.

By EDWARD W. PICKARD



Premier Laval

DAY after day Secretary Mellon and Ambassador Edge negotiated with the French officials in Paris in the effort to reconcile the moratorium plans of President Hoover and Premier Laval, and in Washington the President and Acting Secretary of State Castle were almost constantly at the American end of the transatlantic telephone line, coaching them and learning what progress they were making. At this writing the progress, if any, is small.

Premier Laval, who was continually receiving the advice and assistance of Finance Minister Flaudin and others, stood firmly on the position he had assumed, and the senate, by a vote of 197 to 5, backed him up, virtually giving him a free hand so long as he did not recede. This huge vote did not indicate that the senate had confidence in Laval, however. He was attacked fiercely and jeered, but the senators dared to express their approval of the refusal to give in to President Hoover.

Mr. Hoover then came to bat with a memorandum sent to Ambassador Edge for communication to the French government. This was in effect an ultimatum to France that unless she accepted the Hoover plan she was likely to be left out in the cold. The warning was conveyed that if the President's project failed, Germany certainly would apply for a moratorium on reparations as provided by the Young plan, and this, Mr. Hoover figured, would cost France \$100,000,000 more than would the Hoover moratorium. Behind the polite phrases in the memorandum seemed to lie the intimation that if France rejected the Hoover plan, the administration would establish a moratorium on war debt payments and leave France out.

MEANWHILE Premier Mussolini put over what was considered by some a "fast one." His government announced that the Hoover proposal, which had been accepted unconditionally, so far as Italy was concerned, on July 1, Italy's debtor nations, Germany, Austria, Hungary and Bulgaria, were notified that she was not collecting sums due from them on that date; and her creditors, England and the United States, were told she was putting aside the sums she owes them, pending final decision.



M. Flaudin

The State department in Washington said the Hoover plan had been accepted by Belgium and Poland, both allies of France and by Rumania, and in part by Greece and Jugoslavia. So France was standing alone in opposition. It was believed in Paris that Premier Laval, after closing down parliament, would call a conference of all nations signatory to the Young plan to obtain from them a release from the guarantee clause requiring her, in case of a moratorium, to place in the bank for international settlements the sum of approximately \$120,000,000 to be applied in part to increasing payments to be received by other creditors during the period of suspension.

FOR the first time since the World War the federal government began its fiscal year on July 1 with an unbalanced budget. The deficit is almost \$963,000,000.

Handicapped by reduced revenues, the Treasury found itself confronted with rising expenditures, due to the government's efforts to help the farmer, the unemployed and the drought sufferers. About the only favorable factor in the financial situation was a cash balance of over \$400,000,000 with which the treasury entered the new year. This will be used to meet current expenses during the first quarter instead of being applied to the deficit.

WILEY POST and Harold Gatty, American aviators, set their monoplane, the Winnie Mae, down at Roosevelt field, New York, Wednesday evening. They had accomplished the remarkable feat of flying around the globe, approximately 15,475 miles, in 8 days 15 hours and 51 minutes, a new mark for other flyers to shoot at.

They set out to break the record of 22 days made by the dirigible Graf Zeppelin, and they smashed it to bits. Great skill in piloting and navigating, unquenchable courage and nerve and a plane that functioned perfectly all contributed to the success of this special flight. The route followed by the flyers took them from New York to Harbor Grace, N. F.; thence successively to Chester, England; Berlin, Moscow, Novosibirsk, Irkutsk, Blagoveshchensk, Khabarovsk, Solomon and Fairbanks, Alaska; Edmonton, Can-

ada; Cleveland, Ohio, and back to New York. They met with no serious accident but at times flew through high winds and rainstorms.

New York city on Thursday gave the aviators the usual showy and noisy welcome, with parade, speeches and reception by Mayor Jimmie Walker. But they were too tired to mind this much. President Hoover invited them to luncheon at the White House, and they received the congratulations of eminent persons all over the world. It is estimated that Post and Gatty will realize about \$50,000 each from their wonderful flight—and they certainly earned it.



J. C. Stone

PRESIDENT HOOVER'S request to the federal farm board for a definite statement of its policy brought a response from the board, through Chairman James C. Stone, in which its policy as announced on March 23 is virtually reiterated. Pleas from the Middle West and Southwest that the board commit itself to keep its immense wheat holdings off the market, either for a stated period or under a fixed price level, are rejected.

One important concession is made. The board agrees to limit sales of its wheat to 5,000,000 bushels a month, this limit to run on a cumulative basis, the unused portions of the quota to be good for succeeding months. But it excepted from this limitation important contracts with foreign purchasers now under consideration.

To the problem of the wheat surplus there is only one answer, and that is acreage reduction, the board declares. Hope was seen for an improved export market in smaller productions in other countries and in the prospect for better world conditions "that will be created by the President's debt plan."

Chairman Stone, before giving out the statement, conferred with President Hoover, and he said it was satisfactory to the Chief Executive. It certainly was not wholly satisfactory to the grain growers, farm leaders and grain dealers of the middle western states. They continued to urge the board to hold all sales of surplus wheat for a year.

WHAT was the President's national commission on law enforcement and observance, better known as the Wickersham commission, went out of existence with the close of June, and is now just eleven men and women. On Tuesday the fine furniture and equipment were moved out of its offices; after midnight the unexpended remainder of its \$500,000 appropriation reverted to the government; and Chairman Wickersham by that time was the only member left in the National Capital.

Sticklers for exactness said the commission will not actually cease to exist until a final history of its activities and expenditures is written and is accepted by President Hoover. In order to attain this end a temporary commission headquarters has been established near the White House, equipped to accommodate only the chairman and a small staff. There the fifteenth report will be written.

Here is the commission's record: Ten reports have been delivered to the government printer or deposited at the White House; four others, one of them the still-controverted study of prohibition, have been made public. Since midwinter the commission has completed reports upon the deportation of aliens, "lawlessness in law enforcement," crime among the foreign born, juvenile delinquency, the work of the police, prisons, probation and parole, the costs and causes of crime and a "progress report" upon the work of the courts, to be carried on by private agencies.

SENATOR REED Smoot of Utah, chairman of the senate finance committee, has been in conference with the treasury authorities in Washington; and he now says that under the provisions of the Hawley-Smoot tariff law with relation to the products of convict, forced or indentured labor, the Treasury Department will adopt a policy of excluding a large share of the products of Russia.

While this exclusion will not apply to products of the soil, says Mr. Smoot, it will apply to Soviet products which are manufactured, mined or produced by means of forced labor of any kind, and which are competitive with products here. He mentions lumber and pulpwood especially as products which will be shut out.

The Utah senator takes sharp issue with his Democratic colleague, Sen-

tor W. H. King, who has denounced the idea of shutting out Russian products in blanket fashion and declared that congress did not have such a thing in mind and did not authorize it. Senator Smoot declares it was the purpose of congress to shut out the products of convict, forced or indentured labor, and that the Treasury Department will adhere to the law.

IN A few days Secretary of War Patrick J. Hurley will be on his way to our farthest possession, the Philippines, for an inspection tour of the islands. This is because their administration falls under the jurisdiction of the War department.

While the official War department announcement ascribed the reason for the secretary's trip to a desire "to acquaint himself more intimately with the details of Philippine problems," it was understood that Mr. Hurley would study personally sentiment there for independence in preparation for a movement in the next session of congress to free the islands.

President Hoover has been advised by members of both senate and house of representatives that it appeared probable sufficient strength would be mustered in the next session to pass a bill authorizing Philippine independence.



Sec'y Wilbur

RAY LYMAN WILBUR, secretary of the interior, before he became president of Leland Stanford university in 1916, had attained considerable fame as a physician and surgeon, and he demonstrated the other day that he has not lost his surgical skill. While escorting Secretary and Mrs. Wilbur through Mesa Verde National park V. M. Delerchman, president of a southwestern Colorado transportation concern, fell suddenly ill and was taken to the park hospital. There Doctor Wilbur diagnosed his ailment as acute appendicitis and decided an immediate operation was necessary. So he gathered up the tools and, with the assistance of Dr. E. E. Johnson of Cortez, he performed the operation which almost certainly saved Delerchman's life.

Next day the patient's condition was so good that Secretary Wilbur resumed his trip of inspection of the park.

SENOR DON SALVADOR MADARIAGA, the new ambassador from Spain, presented his credentials to President Hoover with due ceremony, and the customary polite phrases were exchanged. Then the two distinguished men enjoyed an informal chat, as both of them used to be mining engineers. Senor de Madariaga is a noted writer and in the past has criticized severely some of the policies of the United States in Latin-American affairs.

SPAIN is to continue to be a republic, and Alfonso will remain an ex-king, according to the results of the national elections. Alajandro Lerroux, old time republican leader and at present foreign minister, is the man of the hour and it is accepted that he will be the first premier under the new constitution that is to be adopted by the national assembly that convenes on July 14. The Socialists and so-called radicals will control this assembly, which in fact will be rather moderate in policies. The communists are powerless.

Catalonia still insists on being a separate state in a Spanish federation, but Senor Lerroux predicts that the Catalan movement will soon collapse.

SENATOR SIMEON D. FESS of Ohio, who is a leading member of the senate committee on interstate commerce, predicts that railroad and transportation legislation of a comprehensive character will be considered during the next session of congress. He has studied these questions closely for years, and probably knows what he is talking about. In his opinion, consolidation legislation will again be taken up, and laws for the regulation of the motor bus and the motor truck will be proposed.



Senator Fess

Mr. Fess foresees much difficulty in getting legislation enacted to meet the various transportation problems. This difficulty is much enhanced, as he views it, by the competition between the railroads and other forms of transportation. On the one hand, he feels the country cannot get along without the railroads, but on the other, he is convinced the public will not sanction any undue restriction of other forms of transportation.

The Ohio senator is an advocate of legislation to liberalize existing law with reference to railroad consolidations. He sponsored, in the last congress, the Fess-Parker bill to provide, in effect, for voluntary combinations.

It is interesting to hear, from Senator Fess himself, that he probably will remain chairman of the Republican national committee for another year, despite frequent rumors that he would retire or be displaced. He called on President Hoover the other day and afterward said: "It appears now that I will serve until convention time next year." However, he insisted he had not discussed the matter with the President.

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# John Paul Jones



JOHN PAUL JONES MEMORIAL IN WASHINGTON, D.C.

By ELMO SCOTT WATSON

ON THE sixth of July, 184 years ago, there was born in Kirkcubright, County of Kirkcubright, Scotland, to a gardener named John Paul, a son who was destined to play a role in the founding of a new nation. For the first twelve years of his life young John Paul, for he was named after his father, lived the life of any boy of his time and there was nothing to indicate the high destiny that awaited him. Then in 1759 he was apprenticed to a Whitehaven merchant, engaged in the American trade, and went to sea. And it was on the sea that this Scotch lad was to win his fame, was to become the outstanding American naval officer of the Revolution and one of our great sea captains of all time.

To most Americans the name John Paul Jones is a familiar one but the extent of their knowledge of him is usually confined to that epic battle between the Bonhomme Richard and the Serapis during which Jones uttered his immortal words, "I have not yet begun to fight." But there is so much more of interest in his career than is given in our school book histories that it deserves wider knowledge among us of his adopted country. For one thing, if for no other, his connection with the early history of our national banner should give him enduring fame. "That Flag and I are twins," he once said. "Born the same day and the same hour. We cannot be parted in life or in death. So long as we can float we shall float together. If we must sink, we shall go down as one."

The Scotch boy who went to sea in 1759 rose rapidly, became a ship owner and by 1773 was making voyages to the West Indies and to India. In the meantime his brother, William Paul, had been adopted by a certain William Jones, and became a prosperous planter. When he died John Paul inherited his estate. Thereupon he added the Jones to his name and settled down as a planter in America which, as he characterized it, was "the country of his fond selection since the age of eighteen."

Jones was not long to carry forward his ambition to become a Virginia gentleman. For the outbreak of the Revolution brought with it the necessity for the rebellious colonies to organize a navy with which to cope if possible with the "Mistress of the Seas," and more especially to waylay ships bringing supplies to the British army. So one of the early acts of the Continental congress was to choose a naval commander-in-chief, four captains and a number of first, second and third lieutenants, and provide ships for them. This new navy was mainly a New England affair and the commander-in-chief was Commodore Esek Hopkins from Massachusetts. The only officers who were not New Englanders were Nicholas Biddle of Pennsylvania and John Paul Jones of Virginia.

Jones' first task was arming and manning the flagship of the fleet of eight vessels given to Commodore Hopkins. It was the Black Prince, a merchant ship, which was renamed the Alfred. In January, 1776, Commodore Hopkins arrived in Philadelphia to go aboard his flagship. As he stepped over the side Captain Saltonstall gave the signal and Lieutenant Jones, who was flag lieutenant, hoisted over the Alfred two flags. The one which he raised to the mizzen peak, as the flag of the United Colonies, was the Grand Union flag of thirteen alternate red and white stripes with the Union Jack in the upper left-hand corner where in the future the field of blue with its white stars was to appear. At the main peak he ran up as the fleet flag one of the famous rattlesnake flags, the first of which had been suggested by Benjamin Franklin.

So came about John Paul Jones' first connection with our national flag. After his return from this voyage, during which he distinguished himself for boldness and skill when the commander-in-chief displayed a timidity and a lack of skill not, in keeping with his high position, Jones was given command of the Providence, a 12-gun brig. With her he captured 15 prizes along the Atlantic coast and on October 10, 1776, he was made captain and given command of the Alfred, a 24-gun vessel. On this ship he set out on his cruise which resulted in the capture of seven British vessels which he brought into port at Boston. Convinced that more good could be accomplished by harassing the British in their own waters than by attacking their shipping off the American coast, he began urging congress to allow him to carry the war against England across the Atlantic. Accordingly on June 14, 1777, congress appointed him to the command of the Ranger, a new ship of 18 guns, recently completed at Portsmouth, New Hampshire. In the very same hour that the resolution, giving him command of the Ranger, was passed there was also passed the historic resolution which brought into being the Stars and Stripes. And it was this circumstance which inspired Jones' statement that he and the flag were twins. And it is here that the stories of John Paul Jones and our national emblem began to run in parallel channels, a story which is little known to most Americans and which has been brought out by a new book, "The National Flag," by Willis Fletcher Johnson, published recently by the Houghton Mifflin company. Upon taking command of the Ranger Jones immediately began preparing the ship for the trip across the Atlantic. Although there is no record of the date when he raised the Stars and Stripes over her, tradition says that it was on the Fourth of July.

Of Jones' cruise of 28 days in British water with the Ranger it has been said, "For daring and success it was unsurpassed in the annals of naval history." In addition to capturing the Drake, he burned the shipping in Whitehaven and off Carrickfergus and made his name one of terror along the coasts of Great Britain.

But the months which followed Jones' success in the Ranger were months of anxiety for him also. Most of his troubles, however, were ashore rather than afloat. He was finding it very difficult to pay his men, sell his prizes and secure a squadron for another and greater cruise which he had in mind. At last an old East India merchant ship was secured, renamed the Bonhomme Richard, in compliment to Benjamin Franklin, and to this was joined the Alliance, a 52-gun frigate and three small French vessels. The commander of the Alliance was Capt. Pierre Dandaia, who, as Jones wrote to Franklin, was "apparently a crazy man."

If, as Jones had complained that the Ranger was a poor fighting ship because it was "cranky, slow and of trifling force," he soon found that the Bonhomme Richard was worse. Her hull was rotten and later in his great battle with the Serapis one of the heaviest guns blew up at the start forcing a whole battery to be abandoned. The crew was a mixture of Americans and Europeans and with the untrustworthy support of the "crazy" Dandaia, his venture was a perilous one at best. But, disregarding his many handicaps, Jones sailed from France on August 14, 1778. By September 22, he had nearly completed the circuit of the British Isles, had captured 17 vessels and thrown the entire coast into a state of perpetual alarm. What Jones could expect if he were defeated and captured was shown by the British authorities proclaiming him as "the pirate Jones, a rebel subject and criminal of the state."

On September 23 off Flamborough Head, Jones met the "Baltic trade," a convoy of 41 vessels, escorted by the Serapis and the Contess of Scarborough. Then followed the historic engagement of which it has been said "the annals of the American navy contain no finer example of skill, courage and leadership than that found in the duel off Flamborough Head. Rarely has a commander who won his fight contended with such overwhelming obstacles." The story of that engagement is too familiar to need retelling here—how Jones soon realized that the Serapis would destroy him in a long range battle, how he outmaneuvered Pearson, the British command-

er, how he closed in and lashed the Richard to the Serapis, how the Alliance came to his aid, how the "crazy" Dandaia sent a broadside into the unprotected side of Jones' ship and how, in the midst of the shambles around him with the Richard sinking under him, Jones could still hurl back his defiant "I have not yet begun to fight."

So he won his battle and the Briton struck his colors. As for Jones' colors, the Stars and Stripes, they played a glorious part in the battle. For the new flag was flying at the masthead of the Richard when it closed with the Serapis. Once it was shot down, but it was immediately rescued and raised again, and there it stayed to the end, for the Bonhomme Richard was so shattered in the fight that there was no hope of saving it. So Jones transferred himself and his men to the captured Serapis. As a matter of pride and sentiment he would not allow the flag of the Richard to be lowered, but left it flying as the vessel sank with the bodies of her dead.

Jones next sailed into the Texel in Holland, with the Serapis, the Countess and his prizes. But on December 22 Holland asked him to leave. Outside a British blockading fleet was awaiting him, but in broad daylight he took the Alliance boldly out of port, outran the British vessels, sailed down the English channel and arrived safely in France. It was to be another 150 years before an American was to receive as wild a welcome in France as did Jones. And that was when the "Lone Eagle" completed his successful flight across the Atlantic. The king of France gave Jones a gold sword and made him a chevalier of France.

Jones did not return to receive the acclaim of his own countrymen until early in 1781. He reached Philadelphia February 18 of that year, where congress gave him a vote of thanks and the command of the America, a new 74-gun ship then nearing completion. But the Revolution ended before he could again put to sea. With no more fighting to be done Jones could not content himself to go back to Virginia or to settle down to the quiet of commerce on the seas. His restless spirit led him to seek naval service with Russia.

He became a rear-admiral and in 1788 continued his brilliant exploits on the water by defeating the Turkish navy at the battle of Liman. He returned to Russia to reap his reward but he did not stay long. He returned to Paris and there he died July 18, 1792.

What followed is a striking illustration of the old saying about how "a republic forgets." For more than a hundred years the republic which he had helped establish forgot John Paul Jones, at least so far as paying any honor to his ashes was concerned. In 1905 Ambassador Horace Porter, after a long search, found Jones' grave in the old St. Louis cemetery for foreign Protestants. Under instructions from President Roosevelt his remains were exhumed and brought to the United States by an American naval squadron sent especially for that purpose. They were taken to the United States naval academy and then as a final ironical touch to the way in which "the richest and stingiest government in the world" rewards its heroes (for neither his salary, the money he had advanced to the United States government, nor his prize money was paid until a generation after his death) the casket containing his body was left behind a staircase resting on a couple of rough carpenter-horses in one of the buildings at Annapolis for seven years! Then, when the scandal of this threatened to be aired in congress, he was buried with the honors due him.

JONES' BIRTHPLACE IN KIRKUBRIGHT, SCOTLAND



JOHN PAUL JONES (BY HOLLAND)

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