

SCHEDULE OF PROPOSALS AT GENEVA ARMS PARLEY

The American, British and Japanese Proposals for Further Naval Limitation, Now in Collision at Geneva, Listed

America (5-5-3)
 Cruisers—For the United States 250,000 to 300,000 tons. For Great Britain 250,000 to 300,000 tons. For Japan 150,000 to 180,000.

Destroyers—For the United States 200,000 to 250,000 tons. For Great Britain 200,000 to 250,000 tons. For Japan 120,000 to 150,000.

Submarines—For the United States 60,000 to 90,000 tons. For Great Britain 60,000 to 90,000 tons. For Japan 30,000 to 50,000 tons.

The age limit for replacement to be: Cruisers, twenty years; destroyers, fifteen to seventeen years; and submarines, twelve to thirteen years.

Great Britain
 Cruisers—Acceptance of the existing ratio of 5-5-3 for cruisers of 10,000 displacement carrying 8-inch guns.

Limitation of all future cruisers to 7,500 tons and 6-inch guns, after the number of 10,000-ton cruisers is decided upon.

Destroyers—Destroyer leaders limited to 1,750 tons. Destroyers limited to 1,400 tons.

Submarines—Fleet submarines limited to 1,800 tons and smaller submarines to 600 tons, both with 5-inch guns.

W. C. Bridgeman, first Lord of the Admiralty, is submitting the British proposals, like those suggested in the magazine of future battleships from 2,000 to 3,000 tons, and in the size of guns from 16-inch to 13.5-inch; reduction of future aircraft carriers to 25,000 tons instead of 37,000 tons, and their armaments from 8-inch to 6-inch guns; extension of the life of existing capital ships from twenty to twenty-six years, and a waiver by the three powers of their full rights under the replacement table agreed upon at Washington; giving 5-inch gun cruisers a life of twenty-four years, destroyers twenty years, and submarines fifteen years.

Japan
 Formal proposal submitted by Admiral Saito, chief of the Japanese navy, is that the powers shall not adopt any new building programs during specified periods, to be agreed upon.

In determining tonnage to be allotted each power, adequate consideration must be given the existing status of each nation.

Exclusion from the foregoing of (A) ships not exceeding 700 tons displacement; (B) certain armed surface ships; and (C) aircraft carriers under 10,000 tons.

Proposals to govern replacement competition in order to avoid sudden displacements of naval strength as between the three powers, and to equalize annual construction.

Propose a useful life of surface auxiliary craft: Above 3,000 tons, sixteen years; under 3,000 tons, twelve years; submarines, twelve years.

The State Department indicated that the British proposals in so far as they would affect capital ships and aircraft carriers covered in the Washington Naval Treaty should not be taken up at Geneva on account of the absence of France and Italy, both of which are parties to that treaty.

What Herring Give Us
 From the scales of herring, salt dices and shad comes an essence that is expected to be an important product of the Pacific Coast. Artificial pearls are made from it. Mixed with celluloid, it imparts a lasting sheen to toilet articles. It also gives glitter to Christmas tree trimmings and to the tops of parasols.

Don't Buy Now for Investment When Stocks Are Too High
 We do not advise buying any stocks for investment at this time. We expect the market to continue in its upward trend for the near term yet there is no question but that stock prices are too high from a standpoint of earning yield and prospects for the future—which is merely another way of saying that they must and will have a much larger reaction than we have thus far witnessed before the investment buyer can actually get his money's worth by purchasing good stocks.

The Irish Nationalist
 "Macdara" in the London Fortnightly Review: The modern Irish Nationalist is a calm person; he has no dislike for his British neighbors and no intention of fighting them with guns; in fact, he has every desire and intention of being on the best of terms with them. But he is a fanatic on one point, that he will not let Ireland be absorbed either culturally, economically or politically by any nation under the sun.

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NO "ACT OF GOD" Failure to Replace Forests Caused Floods

That the Mississippi flood was not an "act of God" and that such a disaster is avoidable but was directly due to our criminal policy of stripping the water sheds of all forest growth is the charge leveled at the American people by an editorial in the July issue of "Hunting and Fishing Magazine."

"Passing the buck seems to have become an American institution," remarks this editorial. "Conditions exist and are allowed to grow that sooner or later spell disaster. When disaster comes, there is a great upheaval of public indignation. Then comes the over-zealous process of placing the responsibility accompanied by the usual passing of the buck."

"During the last few weeks, the world has been appalled by the harrowing reports of the Mississippi floods," continues the editorial. "The sympathy of the country has gone out to the unfortunate victims of this catastrophe. If the responsibility must be placed, where shall we place it? How much can be charged to an 'act of God' and how much to man's greed and shortsightedness? Snows of winter accumulate, the spring sun melts the snow, heavy rains augment the amount of water, and the natural outflow is an act of God."

"Is that all there is to it? It would be, had man not looked so far into the affairs of nature. He has slashed away the timber that kept the direct rays of the hot spring sun from the thousands and thousands of square miles of water shed. Instead of the gradual thaw that nature provided there is now opportunity for just such a violent action as has laid waste the lower Mississippi valley this spring. Man with his axe removed the curtain that held the potential destroyer in check."

"Some day the people of this country will learn that such an appalling disaster as the Mississippi flood should be charged to something other than 'an act of God.' They will realize that in no small degree it is the direct result of man's failure to observe an age-old duty—If great areas of land be drained of their natural water sheds, or if these areas be denuded of forest growth so that winter snows are turned into water during a period of days instead of weeks, those who live beside the overtaxed outlet will pay a bitter price."

RECORD OUTPUT OF AUTOMOBILES
 Production During May Totalled 25,708 Cars Worth \$17,411,660

Ottawa—Production of automobiles in Canada during May totalled 25,708 cars having a sales value, F.O.B. plant, of \$17,411,660.

This was the greatest monthly output in the history of the industry both in number and the total sales value. The previous high was established in May, 1925, when production totalled 23,041 cars and in April, 1927, when 24,611 cars were made in Canada.

Compared with the preceding month May production showed gains in output of all types of cars, with the exception of chassis and buses. Open passenger cars advanced in number to 5,638 from 5,092, closed model passenger cars to 17,711 from 15,073 and trucks to 3,235 from 1,712.

Production of chassis declined to 1,071 from 2,734 and only 2 buses were made in May as against 10 in April. The sales value of cars produced in May exceeded the total sales value reported for May of 1927 by over 1.6 million dollars and was almost a million dollars higher than in April, 1927.

For the first five months of the year the cumulative production of automobiles in Canada totalled 127,000 cars valued at \$68,211,282. This marked a gain of 4 per cent in quantity and 9 per cent in value over the 103,125 cars valued at \$62,685,152 made during the corresponding period of 1926.

The apparent consumption of automobiles in Canada during May amounted to 22,223 cars, as determined by adding the imports of 5,919 to the production of 20,335 made for sale in Canada. For the five months ending May 31 the apparent consumption, thus computed, totalled 95,303 cars.

It Will Be
 Mother: "What are you doing, dear?"
 Daughter: "I heard Daddy say the other day that he was afraid he'd have to buy a new muffler for his car, so I thought I'd knit him one as a surprise."

Especially if Someone Else
 "I'm almost sure that's an old acquaintance of mine sitting over there."
 "Then why don't you speak to him?"
 "Well, he's so shy that he might feel awkward if it turned out to be someone else."

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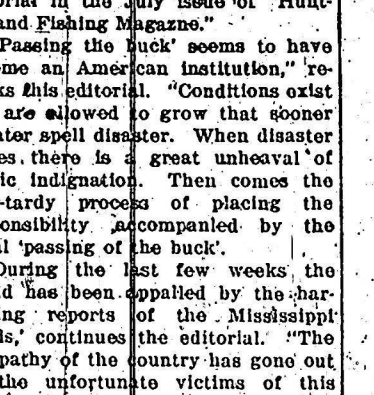
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Checking up the Log Crop

Lumberjacks breaking up a jam of logs in the sorting cup at La Tuque, on the St. Maurice river, Quebec. La Tuque is the terminal to which millions of logs are floated annually from Quebec lumber districts.



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Old Saws and Modern Instances

London Round Table: There is nothing new in Mussolini. He is no doubt a remarkable character, but to understand him one must turn to the past. His message will deceive no one as regards the future. Fascism is simply an old remedy for an old ailment. The arguments it uses to discredit liberty, democracy, Parliament, and the electoral system, and to extol autocracy, force, bureaucracy, obedience, etc., have often been used before. Some of them can be traced back to Hobbes. They were all couched by the encyclopaedists. The Italian converts to absolutism, the young writers for whom Fascism is the new civilization which the third Rome is to confer upon the world are simply treating us to a course in political archaeology. Fascism's only value for the outside world is as a warning to constitutional governments and socialists. For it is the weakness of the former and the extravagance of the latter that provoked and to some extent justified Fascism in Italy.

BECOMING POPULAR Lindbergh Attracts Many to Flying

People will soon consider flying in the same way that they do motoring, due to Lindbergh's demonstration of the safety and durability of aircraft, writes Walter Hinton in "The Outlook" for June 22nd.

"Back of the thought that Lindbergh had accomplished one of the most remarkable feats in history they developed a public recognition that a good flying machine," writes Mr. Hinton, "I heard" he continues, "a man express it thus: 'He kept his engine going for more than thirty-three hours; and I told my wife that I would like to keep my motor car running that long. It wouldn't be much of a car after that, with the engine running thirty-three hours.'"

"Gradually, people began to realize that if one man can fly for thirty-three hours they themselves might be able to do it for a few hours. If one young man can be taught to fly such a trip with only a few years of training, why they, too, might learn to fly. It engines can be built as reliable as Lindbergh's Wright airplane motor, then other engines can be so built; and flying is much safer than supposed. If an airplane can carry hundreds of pounds of fuel and fly more than 3,000 miles without stopping, then other machines surely can fly as far as most of us desire to travel."

"If Lindbergh's airplane cost less than \$15,000, including all his preparations for the flight, then a small airplane should cost less. It is beginning to get somewhere within reach of the average motorist. And people say: 'We shall have to begin looking into this flying business.'"

"That one sentence sums up what Lindbergh has done for aviation. He has made the whole world turn about, take its eyes off the ground, and commence thinking about aviation."

Investment in the airplane business is now being considered on a par with railroad, steamship and water car investments, claims Mr. Hinton. "Conservative estimates place the air routes that might profitably be developed between cities in the United States at more than fifty," he writes. "Already a dozen cities have announced various projects seeking to open up new aerial passenger services; and capital shall have its chance to do some heavy investing here."

But he warns against the putting of capital in the hazardous new promotion schemes of trans-oceanic airplane lines. There is not sufficient evidence yet, he thinks, that under the present conditions sufficient loads can be carried across the ocean to show a profit.

A GRACEFUL FROCK

Exceedingly attractive is the charming frock shown here. The foundation is in one piece, and the flared scalloped tunic and sleeve cuffs add grace, while a V-vestee completes this simple yet stylish frock. View A is of one material, while View B is shown for contrast of plain and contrasting materials and is trimmed with braid. No. 1564 is for Misses and Small Women, and is in sizes 16, 18 and 20 years. View A, size 18 (36 bust) requires 3/4 yards 39-inch material, or 2 1/2 yards 39-inch material for dress, and 1 1/2 yards for tunic, vestee and cuffs; View B, size 18, requires 2 1/2 yards 39-inch material. Price 20c the pattern.

Our Fashion Book, illustrating the newest and most practical styles, will be of interest to every home dressmaker. Price of the book 10 cents the copy.

ISSUE No. 27-27.
 HOW TO ORDER PATTERNS.
 Write your name and address plainly, giving number and size of such patterns as you want. Enclose 20c in stamps or coin (coin preferred); wrap it carefully for each number, and address your order to Pattern Dept., Wilson Publishing Co., 73 West Adelaide St., Toronto. Patterns sent by return mail.

Congenial Spins.
 "I do hate to play cards with a bad loser, don't you?"
 "Oh, I don't know. I'd rather play with a bad loser than any kind of a winner."—Ghost.

How Fish Grow.
 "Fish grow in a miraculous way in this region."
 "I can scarcely believe that."
 "Well, just get one of those anglers to tell you more than once, about some fish he's caught."
 Small Visitor: "Is this cottage very, very old?" Hostess: "Yes, dear, more than four hundred years old!" Small Visitor: "I thought it looked a bit shabby."

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Attachment on Rifle or Pistol Aids Marksmanship, Says Inventor—Offers to Sell Rights Here

Acting on the advice of American attaches in London, Brig. Gen. J. W. Lamont, who retired recently from the British Army, after having served thirty years, has come to the United States to place before American army officials the features of a flash-spotter, an attachment to revolvers and rifles, which he invented as a short cut to developing firing ability at small distances.

General Lamont explained his invention as a combination electric lamp and reflector, which are fitted to the revolver or rifle and flash a spot of light on a target at the mark where a bullet would have struck when the trigger is pulled. No ammunition is needed, but the light of the counterpane shows as clearly as the bullet hole would show where the gun was aimed.

Attachments have been made to fit anti-aircraft guns, machine guns, artillery and tank armament as well as the ordinary revolver and service rifle. General Lamont pointed out that the ordinary army can be used by a private individual with the same results as a whole countryside would furnish, and the housing and food expense, as well as uniforms etc. is done away with.

Several units of the British Army have bought the equipment from private funds, although Government appropriations were not sufficient last year to allow the whole army to obtain it.

General Lamont developed his idea in years spent in the training of recruits and in improving his personal firing ability. The equipment, which he perfected a few months ago and is now manufacturing in England, can be used in perfecting schoolboys and cadets.

"We realize now," he said, "that the ideal arrangement is a small, highly trained permanent army and a large citizen army. But the citizen group must be well trained with rifles. They cannot wait until war-time if they are to be effective. The expense of training them is too great in most cases and their value is greatly lessened. I think my plan will solve that problem."

General Lamont expressed the wish that every nation should manufacture its own equipment, and he therefore is willing to sell foreign rights to the United States and continue with his own company in producing the equipment for the army of Great Britain. The equipment varies in cost in England from about \$15 to \$35. Best results have been found at a distance of about twenty yards, and results are as good in daylight as well as in a darkened room, said the inventor. He is perfecting a toy on the same plan so that children may become interested and developed as riflemen.

He—Darling, shall we tell anybody we're engaged? She—No, I want to leak out."

First Tramp (reading an old newspaper): Here's a story about a cowboy who did no work for thirty years. Second Tramp (wearily): Oh, don't talk shop.

FLASH-SPOTTER

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