Ex-Premier Scores 'Reds'

Ramsey MacDonald Resents Moscow Order to Oppose Laborites at the Polls

The issue of instructions from Moscow that the British Communists must put candidates into the field against those run by the Labor Party ought to put an end to the political fable that when all is said and done we are a kind of Communist and that, had we the chance, we would declare [illegible]. The fact is that the Moscow [illegible] political power which was keeping the [illegible] Toryism, but Labor.

[illegible]

Unbridgeable Difference

[illegible]

Communist Allegiance

Communism is essentially a conspiracy. The allegiance of the Communist is not to the colleagues with whom he is working, nor to his own judgment. It is to his headquarters. No one, therefore, can work with him comfortably, because no one knows what he is. In his pocket are his secret instructions. He is a tool and fools are impossible colleagues. He is an alien using his enfranchisement in obedience to his foreign control, and an alien puppet can only be cast out.

The old Russian revolutionists of the Kropotkin and Stepniak type were men who took their lives in their hands and who accepted the conditions of conspiracy under the shadow of the executioner. Their surrender of liberty was of the heroic kind and the moral reaction was sublime.

That is not the case when the secret plot is against men who live in the open, and with whom one is supposed to co-operate. Conspiracy under the conditions of freedom of discussion reverts towards a mean and debased lack of scruple and honor. It selects its tools from the most worthless. The generosities of common action are stifled; the conspirators cease to care who their masters are, provided they find employment, and they use any weapon by which they can do their work.

In stressful times like these they use misery to make more misery and lead their followers to knock their heads against stone walls. They cover their failures by fine words and keep the pursuit after something not yet found by raising will-o'-the-wisp after will-o'-the-wisp. Where they have been trusted with administration they have invariably let their organization down or have fallen back in their impotence upon moderate policies which they gained influence by attacking. Thus, both in our trade union and political movements communism is an influence of personal deterioration and organization disruption.

The opposition which I am explaining is seen in the position of both the political and industrial wings of the labor movement today. The order issued from Moscow that the advance of the Labor Party is to be checked by the running of Communist candidates to defeat certain types of labor leaders has its counterpart in the industrial policy of communism.

The purpose is to bring industry to a standstill, to paralyze it by industrial civil war on the assumption that after the wreck there will arise a new order. The General Council of the Trade Union Congress takes the labor view. Progress comes from peace. Peace, however, does not mean slavery and surrender. It means negotiation upon conditions and a settlement that permits of acquiescence and of development.

The two policies are irreconcilable. No compromise is possible between them. They belong to two totally different political inheritances. Our inheritance is the democratic one; theirs, the autocratic one. Our method is that of a changing public opinion under the influence of reason, experience and imagination; theirs is that of the individual will hardened and sharpened by dogma, breaking its way through barriers and establishing itself by the exercise of dictatorial power.

Thus, the conflict does not arise from diversity of remote aim or goal, but from the day-to-day attitude we take to our tasks. It is raised by every move we make, either in Parliament or on an industrial council. That is why there is no possibility of accommodation between the British labor movement and communism and Moscow knows it.

Britain Signs Treaty of Amity With Persia

Series of Conventions Grants Tariff Autonomy as Preliminary to Airways Negotiations

London.—An important series of conventions was signed a few days ago by the British Minister at Teheran and the Persian Acting Minister for Foreign Affairs. They constitute an arrangement regulating the chief questions between Great Britain and Persia which had been increasing in number and growing somewhat more acute. They go far toward establishing Anglo-Persian relations on a more stable, more friendly basis.

The new treaty recognizes Persia's tariff autonomy and makes provision for transitional arrangements pending the conclusion of a treaty of commerce and navigation. The Persian note provides for the regulation of the legal position of British subjects. It is agreed that British subjects shall be amenable to the Persian police courts, but fines only can be imposed.

Further notes have been exchanged with reference to the British demand that facilities be accorded for the flight of Imperial Airways airplanes over Persian territory, this being an essential link in the altered air route. The Persian Government asserts its intention of creating aerodromes and agrees that there is no reason to refuse permission to Imperial Airways, on certain conditions, to use them. It is prepared to negotiate with them experimentally.

The operation of the proposed air line from Cairo to India had long been delayed owing to the failure of ratification of the original agreement concluded by the British Government on behalf of the Imperial Airways in 1925. These difficulties now promise to be removed.

The Shah announced in April last year his intention to secure the consent of foreign Governments to the abolition of capitulations. The consent has been given and the measure now promises to be removed.

MISSPELLED

Teacher: "Johnny, you've misspelled most of the words in your composition."

Johnny: "Yes'm; I'm going to be a dialect writer."

Blessed is the man who, having nothing to say, abstains from giving us wordy evidence of the fact.

What Scout Wouldn't Like To Be There?

SULTAN OF SWAT BECOMES A MEMBER OF THE BOY SCOUTS

The commander of the Boy Scouts swore in Babe Ruth as a member of the organization at a father and son banquet of Troop No. 1, Flushing. The slugger is seen autographing balls for the boys.

The Farther the Faster

There Appears to be No Limit To Man's Possibility to Develop Speed.

Discussions of the limits to man's possible speed are full of fallacies. It is reasonable to state that under certain conditions specified velocities are not likely to be surpassed. For instance, given a certain track and a known machine we may estimate the possible speed limit. But with a better track and a more perfect vehicle, motor and steering gear, one might go even faster. And theoretically there is no such thing as a speed limit. So, at least, pronounces Prof. A. M. Low, in an article contributed to the Continental edition of the London Daily Mail. He writes:

"Whether from inherent prejudice or a more complex reasoning from the inspiration of an artificial level, there has always been a definite impression in the public mind that speed is restricted by human limitations.

"Apart from interplanetary effects, about which very little is known, there is no reason why human beings could not travel at ten times the speed of any known vehicle. Three hundred miles per hour in the air has been accomplished; 200 on land is now becoming almost commonplace. Putting aside their technical value and the engineering improvements which result from such feats, these relatively high speeds are useful in dispelling prejudices from the minds of all who travel.

"In 1830, 20 miles per hour was considered dangerous for cycles, and as far back as 1831 George Stephenson prophesied that the rate of any machine was limited to 400 miles per hour.

"Speed is purely relative and if an airman is traveling against a 100 miles per hour gale at 100 miles per hour, he will appear to stand still to a man upon the ground. At great height there is no impression of speed, just as the railway passenger has no sense of motion when he looks at objects far away, and is compelled to glance at the track of the relatively moving station before he knows whether he is traveling rapidly or not.

"In a high speed car, again, it is the sensation of a quick 'get-away' or of rounding a corner fast, combined with plenty of noise, which impresses speed upon the mind. On Brooklands track one seems to crawl at sixty miles per hour in a silent car, if there is no rush of wind upon the face or if darkness does not help to reduce the range of vision.

"Some years ago a travel film was shown to an audience whose chairs were gently rocked from side to side. The sensation of motion was quite extraordinary, because the balancing glands of the onlookers were oscillated and because a fan blew air upon their faces.

"If you imagine yourself to be in a glass box traveling at 1,000 miles per hour over smooth ice without shock or jar and without seeing the objects all around you, you would be quite unable to tell whether you were moving or not, apart from the sensation of acceleration when rounding corners or increasing or decreasing speed. It is only the turns that are dangerous during high-speed flying, the danger arising from strains imposed upon the organs of the body and the airplane itself.

"During the war quite a number of planes broke their wings owing to a sudden pull-up after diving. And the blood becomes drawn away from the head of the pilot by centrifugal force when he is rounding a sharp bend.

"That everyone should appreciate the importance of speed is very material. We must accustom ourselves to the idea that in the future 500 miles per hour in the air will be an everyday or night—affair.

"There is no limit. The suggestion that speed will kill is out-of-date as the famous medical expression of opinion eighty years ago to the effect that sixty miles per hour might be fatal to the heart's action.

"Speed is so relative that without its accompanying sensations it is virtually unnoticeable. The rapid development of engines, of electrical methods of transmission, and the economical use of fuel are all leading to a decreasing weight and an increase of speed in our traveling vehicles. When we remain in constant touch with homes and offices throughout our tours all over the world at speeds which will render it possible to pay week-end visits to India, we shall lose the fear of bodily translation, and we only look for more comfort or new means of thought transmission in order that our dwindling bodies can be saved from all exertion.

"In motor cars it is not only high speed that causes danger, it is the immense forces produced by changing the direction of motion of a relatively heavy body. In airplanes we may travel so fast that the heating effect of the air becomes important. Even today it is necessary to get rid of the electrical charges upon the silk skin of airships produced by the rush of wind. Who knows but that these very forces may not eventually be turned to useful account until we regard this world as a mere landing-ground in the path of travel so vast as to be beyond conception?

"Wide-world travel is not an accomplished fact. It is only beginning. How interesting it will be when the inhabitants of Central Africa take week-end excursions to Hyde Park on Sunday morning, or when the necessary power is transmitted over half a continent from centralized coal mines."

Final figures give the total salmon pack in British Columbia for 1927 as 1,360,364 cases.

Trips for All!

Hiking Around the World on the Front Porch

"How far have you walked?"

"More than 1,000 miles. Close to 1,500, I expect."

"Then you must be half-way across the continent," observed the mailman, pausing on his route and resting his letter-sack on the front steps.

And that little snatch of conversation, we read in the Providence Sunday Journal, gave William Richardson the idea of his imaginary hikes, of which we read on:

It struck his imagination. Blindness isn't such a nuisance, if you have an imagination. William Richardson says that.

"Yes, sir! Half-way across the continent. Cracking good idea! He'll make a kind of game of his daily exercise—his porch walking. He'll keep tabs on his mileage and plug on to 'California.' Always did want to see California. The imaginary hike idea, idly tossed into Mr. Richardson's mind by a congenial carrier of letters, started early in February, 1925.

William Richardson is eighty-one years old, and his eyes deserted him four years ago. Every day, unless there's a blizzard or a tornado or something, Mr. Richardson walks his front porch back and forth. He makes believe he is out on the high roads trudging the country from end to end. Elm-bordered lanes, distant lakes laughing in the summer sun, hills tumbling along the far horizon, green valleys and wide prairies, red apples bunched in the trees by the roadside, people passing and talking—he sees all these things in his imagination.

Actually he is walking thirty-three feet to the far end of the front porch and then thirty-three feet back again. Eighty laps, up and back, make exactly a mile, and the venerable traveler paces off an average of about ten miles a day. That is 800 trips up the front porch and 800 trips back again. Talk about the "bunion derbies." If it's that counts, William Richardson wins "in a walk."

With slow stride, hardly a shuffle, he has "crossed the continent" and returned to Providence. That's some 6,000 miles. Florida next appealed to the porch-hiker's imagination, so he set forth, holdin' south, "on the road to Miami!"

A light bamboo cane not only guides Mr. Richardson along his route, but serves as a tabulator of his mileage. There are four wooden rings on the handle of the cane, and at the end of each twenty laps he slides one ring down the stick, recording a quarter of a mile. When the fourth ring has been moved, he knows that he has covered a mile.

Warren Pendleton, grandson of Mr. Richardson, keeps a notebook with daily records of his imaginary hikes. However, the traveler holds that the official record is written in his mind. He knows just how far he has traveled, to the very lap, since he started walking, more than three years ago.

During his first year, he walked 2,311 miles on the front porch beat. He increased this to an even 2,[illegible] miles the second year, and tramped a total of 2,475 miles during the third year of imaginary vagabonding. It is his aim this year to hike a full 2,500 miles.

"By next August—if my feet hold out—and I expect they will—I'll be a third of the way around the world," remarks Mr. Richardson, pausing for a brief rest in his daily jaunt. "The warm sun is with me now, and I'll be able to make up for lost time. I average about one mile an hour, but sometimes when I feel like speeding up, I complete a mile in forty minutes. One day I walked thirteen miles. As I remember, that was my best day."

Asked where he intends to make his next objective after reaching "Miami," he shakes his head and smiles.

"I shall start for home immediately, for I do not linger long on my trip. I keep walking. Perhaps I'll never get back to Providence. Any day, my walks along this porch may be cut off suddenly. Today is mine, and I can only take what is mine. I do not want to mortgage my future, or I might get into debt."

The flour and grist milling industry of Canada now produces annually 19,000,000 barrels of flour with a value of over $134,000,000. There are in the Dominion 1,291 mills representing a total capital investment of $[illegible] and giving employment to 6,[illegible] persons.

Giant Among Grain Elevators to Stand at Lakes Head

The world's largest elevator, according to its builders, is now being erected at Port Arthur, Lake Superior. The directors of the Saskatchewan co-operative wheat pool recently awarded a contract for the superstructure of Terminal 7, which will have a total capacity of 6,990,000 bushels, and should be ready for operation on Oct. 15. Reinforced concrete is the material used in construction.

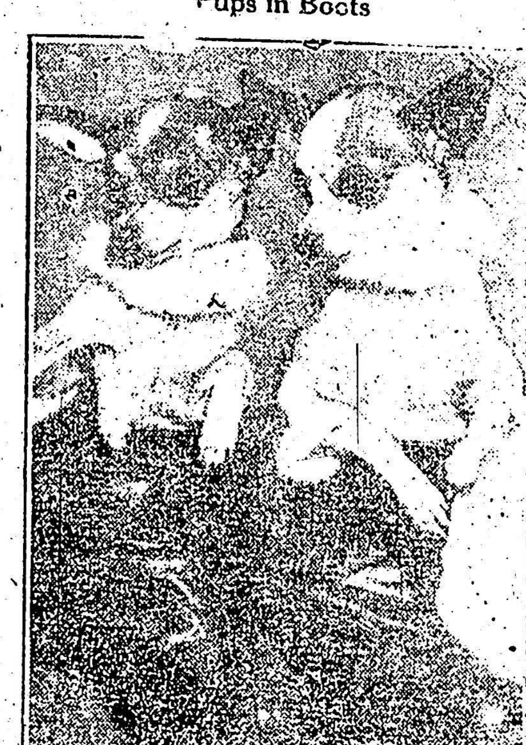
The completion of the terminal will give the Saskatchewan co-operative wheat pool a total storage space of 22,975,000 bushels at the head of the lakes, which, together with a 2,000,000-bushel terminal elevator at Buffalo and the space provided by the pool's country elevator system in Saskatchewan, will give a total grain storage capacity of more than 5[illegible],000,000 bushels for the 1928-9 crop year.

The new elevator is on the Lake Superior front, near the boundary between the cities of Port Arthur and Fort William. It will be served by both the Canadian National and the Canadian Pacific railways, and will be able to receive as many as 300 cars [illegible]

SNAPPY SUMMER SUIT

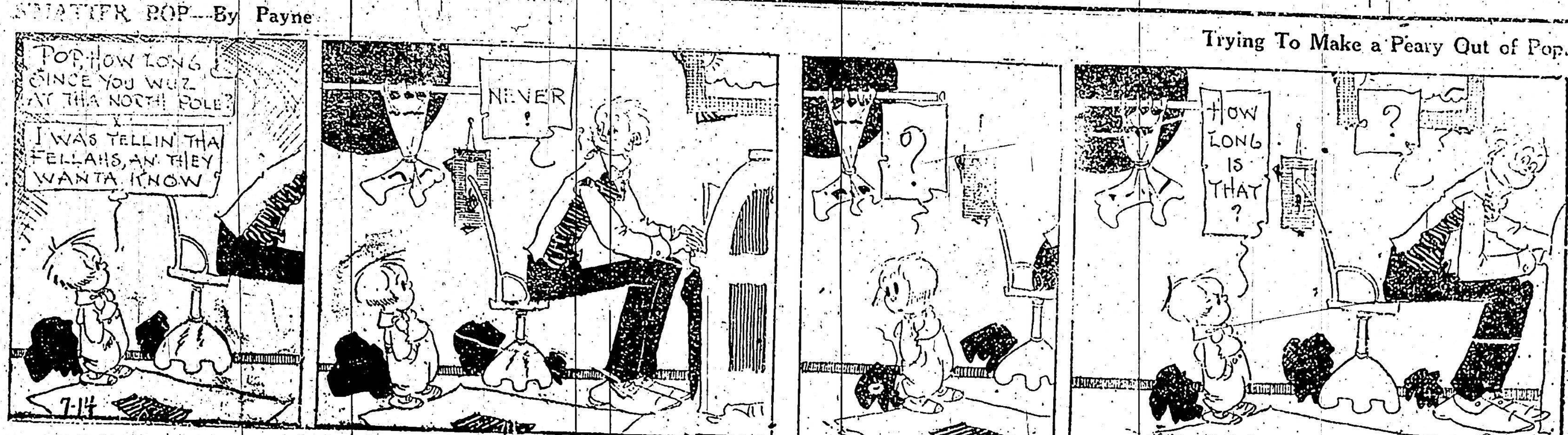
The dress, of light tan, suggests an ensemble, and is made of extremely light material. The ostrich feather boa conforms to the summer effect of the French style mode.

Pups in Boots



MEXICAN CHIHUAHUANS

Puss in boots has nothing on this pair of reputed dogs, exhibits in the show at Madison Square Gardens. They are the property of Mrs. Harriet Peaster of Philadelphia and are highly valued.

SNATTER POP—By Payne

Trying To Make a Peary Out of Pop.