

DROP DUE

Time to Pull Out of Market Says Expert

Although there are no definite indications thus far that the long bull market is at an end, the combination of the June reaction in stock prices which went too far to give the list a very healthy appearance, the falling off in business activity and profits since spring, and, finally, the prospects for flatter tendencies in the money market—all these lead R. W. Schaeffer, writing in the July 15th issue of "Forbes Magazine," to take a more questionable attitude toward the general market than he has maintained for some time past.

"This does not necessitate any panicky throwing over of long holdings," he writes. "The real decline may not develop for another month or two, and we anticipate further recovery in general prices before then. But we do urge considerable caution in making new commitments and feel that the better part of valor lies in utilizing strength for lightening the speculative load."

"So far as the real investor is concerned we have advised liquidation of most of his holdings for some time past. If he has disposed of them, we advise putting his idle stock market capital in a bank account or in high-grade short-term bonds. For those investors who have not yet taken profits we again repeat our previous advice. The long-pull investor should be cut of the market with at least 60 per cent of his investment funds. As regards the near-term future for the speculator, we are conservative if prices swing considerably higher before they turn down again. But present conditions are sufficiently dubious to advise even the speculator against any over-extension at the present time."

Plants in Hot Weather

One garden lover who previously had experienced difficulty in bringing some cherished flowering plants through hot, dry summers, because the heat during the day baked the ground, so that not much water had been put on the preceding night, has discovered a better way of limiting such plants.

As a sack of loose straw is laid over the ground about the plants. This helps to preserve moisture, and prevents the ground from making in dry places. In addition, when the weather is hot and the soil is baked, a point a foot away from plants that seem to need more attention, a sharp-pointed stick is thrust down into the ground 12 inches, and every 2 or 4 days water is poured into this hole until it remains full for several minutes, after which a stone is laid over the opening to keep the air out. Of course the hole must be reopened frequently. In cases, with holes in the bottom, set 8 inches in the ground, and filled with water every other day, often are used for this purpose, but the deep hole is more quickly arranged and it works as well.

Another scheme for use during the hottest days, when the sun seems to blister everything it touches, is the use of several wooden platforms, (more properly umbrellas) about a foot wide by 2 feet long, each forming a side or bottom of some wooden box. At each four corners, stout pointed sticks 4 feet long are nailed into the ground in such manner that the boards may shade during the middle of the day especially sensitive plants. These awnings are light and easily moved, and as they will not blow over, they are useful even in windy sections of the country.

Prevention of Wet Hair When Swimming

The materials needed are a 21-inch length of white elastic, cut 3 inches wide, and 4 inches of white elastic, 1 inch wide.

Fold the elastic into a strip 1 1/2 inches wide. Four inches from the end of the elastic insert the elastic, slipping the ends between the edges of the elastic, and stitch firmly.

Wear two diving caps. Place the band around the first cap, the double edges down, next to the neck, behind the ears (not over), and well down over the front of the cap. After placed thus, pull it snug and pin the end edges with a small safety pin; this places the pins on the side front, and if carefully handled they will never place the cap nor wear it out in any way.

The writer has used such a band for four years or more with success.

One Remedy.

Dull Returned Explorer (relating adventures tediously)—"And when, after fighting our way through miles of jungle, we found, to our dismay, that it had swollen to twice its normal size—what was we to do?"

Bored Young Dame (teaching only the last few words)—"Did you try putting it?"

Surprise Packets.

Observations may be made for ladies in boxes only—Prospectus of a New York banquet to Colonel Lindbergh.

Nervous Lady (taking trip in rowboat)—"But, Mr. Boatman, what would you do if the boat capsized?" Boatman—"Oh, don't you worry about me, ma'am—I've nothing on that'll spoil."

The Rumanian Royal Family Affected by King's Death



BRITISH PROTEST ABYSSINIAN ATTACK

Caravan Is Rushed by Ethiopian Troops

London—The British Government has lodged a protest with the Abyssinian Government against an attack on a British camel caravan traveling in the Province of Harrar last month. The caravan was carrying supplies for the Majarka of Koto, who was with a party, including Sir Geoffrey Archer, formerly Governor-General of the Sudan.

Permission to enter Abyssinia had been asked from Ras Tafari, the regent, but the local Deputy-Governor apparently denied that he had been warned of the caravan's impending arrival. The report was that the caravan was rushed by Ethiopian troops with the result that there were a dozen fatalities among the British Somalis in charge of the outfit.

The relations between Great Britain and Ethiopia have been unsatisfactory for some time past, partly owing to the Anglo-Italian economic treaty, which the Abyssinians believe intended the partition of their country into spheres of influence, and partly owing to indiscreet public utterances of an Englishman in Egypt about the continuance of slavery in Abyssinia.



REGENCY WILL FUNCTION IN RUMANIA. Prince Michael, who was proclaimed heir to the abdication of Prince Carol, who is separated from his wife, former Princess Helene of Greece, is shown. Below, his wife at the TOP CENTRE, and at the LEFT is Queen Marie. At the RIGHT Crown Prince Ferdinand.

PLANNING THE PRINCE'S TOUR

How Arrangements are Made (By Horace Wyndham)

When the Prince of Wales goes touring, all arrangements have to be planned many months ahead. Thus, the details of the Canadian visit of His Royal Highness were worked out last January.

A tour having been decided on, the first thing to settle is, of course, the approximate date of leaving England. The Prince is a busy man, with many calls upon his time, and his engagements are certain to be filled up quite early in the year. As soon as the actual date is fixed, a spell of feverish anxiety descends upon the members of his household. Perhaps the busiest among them is his private secretary. One of the earliest of his official's cares is to procure a stock of all the newest and most authoritative books dealing with the districts in the projected itinerary. A careful digest of these volumes is then made by his librarian; and, by studying it, the Royal traveller forms a very good idea of what he will see. If, too, an expert happens to be lecturing on any of the places mentioned, the Prince takes an opportunity of going to hear him. On this account he has several times been among the audience at the meetings of the Royal Geographical Society and the Royal Colonial Institute.

Perhaps the member of the Prince's suite who has as much responsibility as anyone else for everything going well is his private secretary, Sir Godfrey Thomas. Educated at Harrow, his first career was diplomacy. When the world-war broke out, he was serving on the staff of the British Ambassador in Berlin and many stirring adventures were his before he found himself safely back in England again. The third important post in the Prince's personal staff is that of groom-in-waiting, a position held by Brigadier-General Gerald Trotter. He served for twenty years in the Grenadier Guards (the Prince's own regiment), and fought in South Africa and France. He is also thoroughly familiar with the etiquette and routine of Court life, for, prior to going to York House, he was a Gentleman-usher to the King at Buckingham Palace.

Important Subordinates. In addition to the high officials already mentioned, the Prince's personal staff on his tour includes a number of subordinates, who are none the less charged with responsible functions. One, for example, is a skilled photographer. On him devolves the duty of securing views of every place the party happens to visit, as well as portraits of the leading officials and persons of distinction whom his Royal Highness will meet during the tour. These portraits and views are carefully preserved, to form the illustrations required for a bound record that is subsequently compiled.

Last, but not least, in the suite accompanying the Prince, are a valet and a baggage-master. The former functionary is held responsible for seeing that his Royal Highness has a fitting wardrobe for every possible occasion on the tour. This wardrobe is necessarily a considerable one, for, in addition to a great variety of uniforms, dozens of suits of muffs for day and evening wear together with sporting kit, must be ready to hand when wanted.

Who's Who on Staff. The first member of the Prince's entourage is Vice-Admiral Sir Lionel

Halsey, who has filled the responsible post of controller and treasurer to his Royal Highness since 1920. Born in 1872, Sir Lionel became a naval cadet on the Britannia in 1885, and afterwards went to the Royal Yacht. He saw active service in South Africa, and did so well there that he was specially promoted to the rank of commander. During the European War he took a strenuous part in the Battle of Jutland. The admiral is, of course, fully experienced in all the multitudinous requirements that bring a Royal tour to a successful issue, for he accompanied the Prince on his recent journey to Canada.

A careful "log," or diary, is kept by another member of the staff throughout the trip; and in this volume is written up at the end of each day a very full account of the Prince's doings. One copy of the previous week's entries is despatched to King George and Queen Mary; one to Princess Mary; and others to his brothers and various relatives. After the tour is finished, the completed diary, together with a selection of photographs, is specially bound in purple morocco, and copies are deposited in the Libraries at Buckingham Palace, Windsor Castle, Sandringham, Marlborough House, and York House. Another copy goes to the British Museum, and thus forms invaluable material for future historians.—Montreal Star.

Shanghai Numbered Among Great Ports

Washington—Shanghai, a city of 2,000,000 population, with commercial buildings and residences in the model settlement comparable to those of any large western city, has a shipping trade of 30,000,000 tons annually that goes to all parts of the world, says a report to the Department of Commerce, from Julian Arnold, commercial attaché at Shanghai.

Firms of all nationalities maintain offices in Shanghai, and its canals and creeks are lined with mills and factories both foreign and native. Of the 30,000 foreigners settled in Shanghai there are 2,500 Americans.

Packing 'Em In.

The lodge has more than 20 rooms. . . . When filled to capacity it can take care of 53 sleeping guests.—Washington Star.

Twin Grievances.

"What is Biggins' grievance against the railroad company?" "He has two grievances. One 'is that all the trains don't stop at his station and another is that when he gets aboard they lose time stopping at other stations."

Ship-Airplane Service Urged to Speed Mails

Byrd, Chamberlin, and Levia-than's Captain Say Re-lays are Feasible

S.S. Leviathan.—The project of expediting mail and passengers by a combined ship and airplane service across the Atlantic was discussed by Captain Hartley of the Leviathan, Commander Richard E. Byrd and Clarence B. Chamberlin.

The discussion was prompted by receipt of a message from David A. Burke, manager of the United States Lines at New York, who advised Captain Hartley that he was proposing to recommend a definite plan for such a purpose to the shipping board if advised that it was feasible.

Declared Feasible.

Both Commander Byrd and Chamberlin joined Captain Hartley in concluding that it was entirely feasible to begin experimenting on a ship to shore service when the ship was within 500 miles of port, lengthening the distance to 1000 miles when conditions were practical.

Chamberlin even expressed willingness to sign a contract to begin such flights personally at once with the Belgian machine, being a collapsible runway sloping from the top deck to the bow.

Commander Byrd recommended a catapult, using a Voight seaplane or a Leoning amphibian carrying approximately 300 pounds of mail or three passengers, making it possible, with complete safety, to cross the ocean in two hours less than four days. Captain Hartley did not believe that the weather would offer difficulties in such a service.

Importance of Speed. Such expediting of certain classes of mail, including quicker transmission of banking paper, is an important feature, while business men could have Saturday morning in New York and be in London or Paris on Wednesday.

Soviet Leader Issues Warning

Calls Upon Workers to Enlist Before Impending War

Moscow—Heralding the beginning of defence week, President Rykov, of the Council of Commissars, who also is chairman of Labor and Defence, renewed his warning to the citizens of the imminence of war and the necessity for preparedness. His published instruction declares that the Osovackim, as the central organ of defence, must double its ranks during the week.

"Whoever is not a member of the Red Army," said the instruction, "must join the ranks of the Osovackim and be ready to rise to the defence of the union. Every worker must know how to use a rifle, how to deal with gas attacks, and how to strengthen the defence of the country."

The week will be devoted generally to rallying of economic and military resources. The newspapers launched the campaign with editorials and cartoons intended to rouse martial spirit.

(Some people wonder just how much rope these ill-advised disturbers will need to hang themselves.—Ed.)

After Trade

British Motor Manufacturers Seek to Remedy Defects of Trade With New Zealand

Auckland, N.Z.—On their arrival in New Zealand recently from Australia, the delegation from the Society of Motor Manufacturers and Traders of Great Britain were welcomed at the Town Hall by the Mayor of Auckland, supported by the chairman of the Chamber of Commerce, and a Minister of the Crown, and the Government has gone to a good deal of trouble to facilitate the work of the mission.

The sentiment in favor of British goods in New Zealand is strong, but the British motor manufacturer does much less business here than his American rival. American cars for the most part are cheaper, and are able to surmount the obstacle of the preferential tariff in favor of British Empire goods. Moreover they are considered by most people to be better suited to New Zealand conditions. They are more highly powered, and the New Zealander likes a car that will travel quickly on the flat and take hills without too much changing of gears. It is also contended that the American car is better adapted to New Zealand's bad roads.

On the other hand champions of the English car say that its relative defects have been exaggerated. They maintain that it wears well, and they point to lesser consumption of fuel.

Of recent years European cars have become more popular on this market. Improvement in roads has favored them and so has reduction in their price.

In the aggregate the New Zealand market is small, though its value per capita is the highest in the world.

The delegation will spend three weeks in New Zealand. In welcoming them the representative of the Government said that in the two years in which it had concentrated on motor manufacture, Britain had recaptured more than 80 per cent of its lost trade.

ROYALTY OPENS MERSEY DOCKS

King and Queen Perform Ceremony at £7,500,000 Buildings in Liverpool

Liverpool—King George and Queen Mary recently opened the new £7,500,000 Gladstone Docks (a locked basin for loading and unloading ships), said to be the largest, most modern and best equipped in the world. The docks, 56 acres in extent, unlike the rest of the port of Liverpool, are accessible in any weather and almost in all stages of the tide, to the largest steamships yet built or likely to be built. They thus have an entrance lock, 1,570 feet long by 120 feet wide with a waterway 43 feet deep. They also provide 24 miles of quayage with mechanical loading and unloading machinery and 40 acres of storage warehouses. More than 170,000 tons of cement were used to construct the quay walls, 43 feet high.

Their majesties arrived at 11.30 in the morning and later embarked on the Galatea which proceeded down the Mersey to the lock at the entrance of the docks. Here the Galatea broke a ribbon placed across the entrance, proceeded into the new basin, from which the King and Queen viewed in the distance the Gladstone Dry Dock, which they opened in 1913.

An experimental service of motor coaches to carry ocean passengers between Liverpool and London is announced. This has arisen from the competition which is now acute here between the railways and the motor traffic.

Canadian Crop Outlook "Better Than Average"

Winnipeg, Man.—A "better than average" wheat crop is forecast for western Canada this year, on the basis of present conditions, by various organizations whose estimates are generally regarded as reliable. It is estimated that the wheat acreage is about 19,750,000 acres, as compared with 21,700,000 last year, there being a decrease this year of about 9 per cent. By provinces, the acreage is: Manitoba, 1,600,000; Saskatchewan, 11,000,000; Alberta, 7,250,000.

So far as the other principal grains are concerned, there is an increased acreage this year devoted to their cultivation. There are 11,000,000 acres given over to oats, an increase of nearly 9 per cent over last year; over 3,000,000 acres is seed set to barley, this being an increase of 15 per cent over last year, and 670,000 acres to flax, or an increase of 2 per cent.

King George Comforts Little Scots Lassie

Edinburgh—Little Annie Laurie MacKenzie was having a good cry one morning in the streets of the Pleasance slum district because a playmate had stolen her teddy bear. In the midst of her tears someone patted her tousled head, asking: "What's the matter, little one?"

It was King George who, with the Queen, was inspecting the settlement. The King intervened, restored the teddy bear and sent his way smiling as Annie Laurie brushed away her tears and wondered who the kindly gentleman could be.