

**Pilgrim Pear Tree**

Still standing and bearing fruit every year is a tree brought from England in 1630 by Gov. John Endicott and planted on his clearing in Massachusetts. In six years the tree will have its third centennial, and is thought to be the oldest fruit-bearing tree in the United States.



1—Rescue of crew of Hudson Bay steamer Bayeskimo from ice floe in Ungava Bay after their ship sank. 2—Mrs. Gloria Vanderbilt, twenty-year-old widow of Reginald Vanderbilt, who inherits the bulk of his fortune of \$7,000,000. 3—Wreckage of the Dixie Flier after two sections of the train crashed near Whorley, Tenn., one person being killed and fifty injured.

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When our hatred is violent, it sinks us even below those we hate.—La Rochefoucauld.

**Unavoidably Postponed**

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**NEWS REVIEW OF CURRENT EVENTS****Aircraft Board Hears Col. Mitchell on Weakness of America's Air Defense.**

By EDWARD W. PICKARD

WITH 800 pounds of "ammunition" in the shape of documents and undaunted by his approaching court-martial for insubordination, Col. William Mitchell appeared before the aircraft board last week and repeated and elaborated on his charges that obstinacy and inefficiency of high army and navy officials have rendered the United States utterly deficient in air defense. He read a prepared statement in nine sections, the main points of which are thus summarized:

Development of air power has made it the chief weapon of national defense, navies and armies becoming subordinate and auxiliary to it. As airships can destroy any surface ships, the submarine becomes the backbone of the navy. The army, unchanged in constituent elements, will function as the last line of defense when the air and sea forces have failed to stop the enemy, or offensively only when control of the air permits transport of troops at sea. Anti-aircraft guns are ineffective and always will be, crippling only a very small percentage of planes. The United States has no air forces worth mentioning and if involved in war today would need from three to five years to develop an adequate air force properly equipped. Great Britain could invade America with a thousand planes in eight or ten days and a few days later would reach the heart of the country; and Japan could invade America by way of Alaska. In future wars the nation losing control of the air will capitulate to destruction by unrestricted air attack.

DISTINGUISHED statesmen from thirty-six countries are in Washington attending the sessions of the Interparliamentary Union. The conference was opened Thursday with addresses by Secretary of State Kellogg and Senator McKinley of Illinois and a response by Baron Adelswärd of Sweden, president of the council of the Union. Silly friends of various factions in foreign lands took advantage of the arrival of certain of the delegates to exhibit their silliness. For instance, Gen. Richard Mulcahy of the Irish Free State was mobbed, both at his landing in New York and on his visit to Philadelphia, by Irish republicans; and the Italian delegates who are Fascists were attacked by anti-Fascist Italians in New York.

The mission of the land, sea and air forces, said Mitchell, should be definitely stated by law. That is: "The army to be charged with the defense of all land areas; the navy to be charged with the defense of all sea areas; or on or under the water beyond the control of missile throwing weapons from the shore or effective aircraft operations from shore bases;"

The air force to be charged with the complete defense of operations and the aerial attack of all enemy targets on sea and land."

To the self-asked question why the air service is in such sad plight, Col. Mitchell replied:

"Because air matters are entrusted to the army and the navy which are handled and governed and dominated by non-flying officers. They not only know next to nothing about aviation, but regard it merely as an auxiliary of the present activities and not as a main force in the nation's military equipment. Their testimony regarding air matters is almost worthless, sometimes more serious than this."

Next day Col. Mitchell continued his attack and criticized the navy for the Shenandoah disaster and the failure of the Hawaii flight. Then he was questioned at length by various members of the board and finally Chairman Morrow asked Admiral Fletcher of the navy and General Harbord of the army if they desired to put any questions to the witness. To the surprise of everyone, both declined to do any cross examining. Mitchell himself was evidently disappointed.

IN THE naval court of inquiry at Lakehurst, Capt. Anton Heinen, former German Zeppelin pilot who instructed the crew of the Shenandoah, expressed the opinion that the wrecking of that airship was primarily caused by the failure of the officers in charge to heed danger signals that

were "shrieking out loud." Specifically he blamed Commander Lansdowne, saying: "In my opinion the ship ran deliberately into the center of the storm for at least half an hour after danger signals had been shrieking out loud. With the ship having sufficient power for steerage way, she easily could have got out of danger. I stand ready to prove this from the evidence presented to this court."

Captain Heinen criticized certain structural changes in the Shenandoah, and said he had heard from many members of the crew that they mistrusted the airship because of her condition.

Lient. J. B. Anderson, aerologist on the Shenandoah, testified that Commander Lansdowne disregarded his advice to change the course.

ANOTHER misfortune befell the navy in the ramming and sinking of the submarine S-51 about twenty miles from Block Island. Struck by the steamship City of Rome, she sank immediately and of her crew of 36 men only three were saved. Every effort to save the men imprisoned in the vessel's hull was made, but in vain, largely because of stormy weather and swift tides. After several days divers brought up the bodies of two of the victims, and operations to recover the others and to raise the submarine were continued. Blame for the distressing accident has not yet been fixed.

GERMANY accepted the invitation of the allies to a conference on a security pact, and this week the foreign ministers are assembled in Locarno, Switzerland, discussing the terms of the proposed treaty designed to give lasting peace at least to western Europe. The Germans sought to stipulate that their country should be purged of guilt for the war, but this was firmly refused by England and France. Probably the request and its rejection were designed to satisfy the nationalists in both Germany and France.

SECRETARY OF AGRICULTURE JARDINE is getting tired of waiting for the Chicago board of trade to take steps to prevent manipulation that causes wild price fluctuations. Last week he issued another warning, saying: "A failure on the part of the board to take these steps immediately will leave me no alternative but to inaugurate action looking to suspension or revocation of the designation of the Chicago board of trade as a contract market."

COMMUNISTS of Great Britain fared badly in the national congress of the Labor party in Liverpool, and the more conservative elements carried out their expressed determination to rid the party of the Reds entirely. Chairman Cramp in his opening speech declared the Communists were a hindrance to the labor movement and traitors to its tradition. The Reds met their first defeat when the congress by a tremendous majority refused to reverse a vote of last year by which members of the Communist party were excluded from membership in the constituent Labor party. Former Prime Minister Ramsay MacDonald, J. H. Thomas, leader of the railway men, and the chiefs of the miners all took severe whacks at the Reds, and the latter brought on their final and conclusive defeat when they demanded that MacDonald apologize to Russia for the action of his foreign office in making public the notorious Zinovieff letter just before the last election.

THE air force to be charged with the complete defense of operations and the aerial attack of all enemy targets on sea and land."

YOUNG Robert M. LaFollette, Jr., had a walkover in the Wisconsin election to fill the vacancy in the United States senate caused by the death of his father. His majority over the field was about 2 to 1. E. F. Dithmar of Milwaukee, who was the only "regular" Republican candidate after Roy P. Wilcox had been forced out by the national organization, ran second but never threatened the winner. The votes for the others were negligible.

GOV. AL SMITH'S campaign for the Democratic presidential nomination in 1928 was actually launched at a big picnic of the Cook county, Illinois, Democracy in Chicago. The popular New Yorker in his speech especially attacked the economy record of the Coolidge administration and promised to do much better in that line if he were sent to the White House. He made a great hit with the 100,000 persons who heard him.

M. Caillaux could not commit himself on the American offer, because, as he explained, he was vested with full powers to reach a conclusive settlement but held no mandate to sign a temporary makeshift agreement. But he assured Mr. Mellon he would support the plan before parliament.

Caillaux's final offer, which was found unacceptable, was that France should pay \$40,000,000 annually for the first five years, \$60,000,000 annually for the following seven years, and \$100,000,000 annually for the next 56 years, thus spreading payments over

68 years. To this was attached a "secrecy clause" providing that France might at any time reopen the question and attempt to show that the terms should be revised owing to her incapacity to carry them out. This was objectionable to the Americans, especially to Senator Smoot, and rejection of the offer followed. Senator Borah took a hand in the affair by going to the White House and warning the President not to permit the American commission to grant to France easier terms than were granted to Great Britain. Both he and Senator Smoot told Mr. Coolidge there would be violent opposition in the senate to any such settlement as Caillaux proposed. Mr. Borah was highly displeased, also, by the makeshift plan of Mr. Mellon.

M. TCHITCHERIN, soviet foreign minister, balked in his attempt to persuade Germany to stand with Russia against western Europe, is now said by Baltic diplomats to be trying to unite Russia, Poland and Turkey in an anti-English bloc. He was in Warsaw recently and induced the Poles to instruct their delegation in Moscow to begin negotiations for a political agreement. This is worrying the Baltic states considerably. Tchitcherin then went to Berlin to discuss a Russo-German trade treaty.

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