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NAVAL TRUCE MAY HERALD BETTER TIMES

Franco-Italian Pact Likely
to Mark Tide's Turn
in Europe.

WAR PERIL IS FADING

United States and Japan
Yet to Approve of
New Treaty.

By WILLIAM PHILIP SIMMS
Scripture-Howard Foreign Editor
WASHINGTON, March 3.—With
the Franco-Italian naval truce the
new, man-to-man diplomacy chalks
up another victory for itself which
may have important consequences
throughout the globe.

Twenty years ago the naval race
between Italy and France would al-
most certainly have gone on until,
eventually, it ended in a barrage of
splintering steel and torrents of
blood.

Today, thanks to the new diplo-
macy, the nations involved are
shaking hands and exchanging mu-
tual congratulations in the belief
that one of the major perils to Eu-
ropean peace has been removed.

Tide May Be Turned

Engineered by Great Britain, the
agreement has yet to receive the
O. K. of the United States and
Japan, the other two parties to the
London naval pact. But if all goes
well with it here and in Tokyo, the
accord may prove the beginning of
the turn of the tide away from
war talk and the commencement
of greater world confidence and
better times.

Co-operation of France and Italy
is indispensable if the vital world
arms conference, scheduled to be-
gin next February, is to succeed.

Upon that conference, European
statesmen frankly admit, the whole
future trend of Europe depends.

Peace or war will be the stake,
and, for that reason, the importance
of the reported agreement would
be difficult to exaggerate.

America's Stake Economic

America's stake in next year's
conference largely is economic.
Europe can not get back on her
feet again until she talks talking
and arming for "the next war" and
everybody from President Hoover
and Secretary Mellon down agrees
that America's prosperity is linked
irrevocably with the prosperity of
Europe and the rest of the world.

Settlement of the dangerous inter-
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Europe needs gold of which there
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the precious stuff is not forth-
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the war clouds continue to roll
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Significant of Change

The United States and France
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hold on to it.

France hesitates to scatter hers as
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The Franco-Italian pact is signifi-
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The two neighbors have quarreled
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It was pointed out that French
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ALUMNI HOLD DINNER

Iowa Group Celebrates Anniversary
of University's Founding.

Indianapolis, alumni of Iowa uni-
versity celebrated the eighty-fourth
anniversary of the founding of the
university Monday at a dinner at
the Claypool. Professor Martin of
the philosophy department of the
university spoke.

New officers elected were Miss
Anna Kelch, president; Herbert
Young, vice-president, and Miss
Genevieve Brown, secretary.

Pullman's Idea Changed Nation's Habits, Built Huge Industry

Did you ever stop to think how many men would be unemployed today if the average American had no more personal possessions than he had, say, 100 years ago? No radio, no movies, no phonograph, no refrigerator, no camera, no automobile, none of the thousand and one

things which we regard as necessary to our lives today. With modern manufacturing methods, all the things that were regarded as necessary in 1830 could be created by a mere handful of workmen. But men have ideas, and these create new needs, and new needs create jobs. One

of many such men was George Pullman, of sleeping car fame, and the story of his idea is told here. Next week another story will appear in The Times on "Ideas That Have Made Jobs for Thousands." It will concern the rubber industry.

BY WILLIS THORNTON
NEA Service Writer

BECAUSE George Mortimer Pullman had an idea, there are nearly 40,000 jobs in American industry today that did not exist just 100 years ago when Pullman was born at Brocton, N. Y., March 3, 1831.

Pullman was one of the men whose ideas have created new needs and jobs for the world. The railroad itself was born in this country at just about the same time as Pullman, and by the

time he was 25—that is, in the middle 1850s—there were already sleeping cars.

But they were horrible affairs. The earliest version was divided into four compartments, in each of which three bunks, one above the other, were built against the wall.

Passengers flung themselves down, fully dressed, on rough mattresses in the bunks, drew their overcoats or shawls over them, and fought for sleep as they lurched through the night, doubt-

less marveling at the ingenuity of modern invention. Sleeping cars weren't much better than that when Pullman was a young man. The bunks still were mere shelves along the walls, but bedding was available, candles furnished the light, and a smoky stove gave forth futile heat.

It was about this time that George Pullman made a night trip from Buffalo to Westfield. He rolled and tossed and smothered and froze, and arrived with a

lame back after a sleepless night. Then Pullman had his big idea, namely, that there was really no reason why night train riding should not be comfortable.

In 1858 he went to Bloomington, Ill., an spot the co-operation of the Chicago & Alton.

The railroad furnished two old coaches, and at a cost of about \$1,000 each, Pullman converted them into the grand-daddy of the modern sleeping cars.

He built into them ten sections on each side, a linen closet, and two washrooms. The cars were upholstered in plush, lighted with oil lamps, heated with box stoves, and the brakeman made up the beds.

THE backs of the seats were hinged and fell downward to the level of the seat to form the "lower berth." The "upper" simply were suspended from the ceiling by four ropes at the corners and hauled up at night to the ceiling, which was only a little more than six feet high.

Soon, however, Pullman surpassed all previous dreams of luxury by building "The Pioneer," which cost \$20,000.

This was the first car with the hinged upper berth, which was to become the distinguishing feature of American sleeping cars.

"The Pioneer" was larger and heavier than any previous car, and actually had springs, hitherto unheard of, and solid rubber shock-absorbers, which was almost sinful luxury.

PUBLIC support followed, the business grew, and extended. Plants were established in Detroit, Elmira, N. Y., and Wilmington, Del.

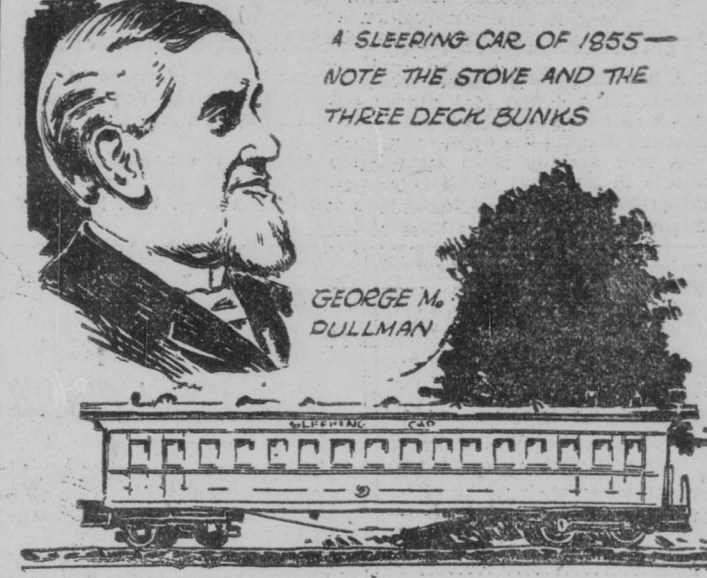
At first railroads built and operated their own sleepers, and other competition was fierce. But Pullman gradually absorbed them all.

Further consolidations took place, and Pullman's idea became the means of furnishing work to some 40,000 men engaged in creating and maintaining something which had not existed before.

Nearly 30,000 of these operate, maintain and repair cars in use, and anywhere up to 10,000 build the cars, depending on current demand.



A SLEEPING CAR OF 1955—
NOTE THE STOVE AND THE
THREE DECK BUNKS



"THE PIONEER," PULLMAN'S SLEEPING CAR OF 1865

Spurned, Sues



Miss Dolly Arney, 16 (above), has filed a \$150,000 breach of promise suit in Independence, Kan., against Glen W. Dickinson, Kansas City (Mo.) theater owner.

Miss Dickinson, who has won many bathing beauty contests at Kansas City, and who competed last year for the national beauty crown at Miami, claims that Dickinson promised to marry her, and then failed to do so, being already married.

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While some quarters saw this as a possible delay to an agreement bringing France and Italy within the program of naval limitation to which they declined to commit themselves at the London conference, the French press suggested that the limitation of battleships is the most interesting and important part of the Anglo-French-Italian negotiations.

It was pointed out that French and Italian sacrifices in their proposed building programs mostly are technical, as far as could be determined until the text of the agreement is published. Their former positions were relatively unchanged, except that Italy postponed her demand for naval parity until 1936.

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NORRIS BLAST BRANDS G. O. P. RULE 'FAILURE'

Hoover Administration Hit for Declining to Meet Emergencies.

By Scripps-Howard Newspaper Alliance

WASHINGTON, March 2.—The Seventy-first congress, which adjourns Wednesday, has been a "failure and a disappointment" in the opinion of Senator George W. Norris, veteran progressive, of Nebraska.

"On the whole," he said, "it has been a cowardly congress, which has dodged its responsibilities and has submerged the interests of the many to the welfare of the few."

"It has turned its back on the legitimate expectations of the people to satisfy the dictates of politics. It is going home with its calendar and committee dockets crowded with essential social and economic legislation, all for the good of the people, and much of it calculated to speed up the business recovery of the nation. Excuse after excuse has been found to prevent the enactment of these laws."

No Pledges Redeemed
"This congress started out with the idea of redeeming the promises made in the Republican party platform and by President Hoover in his speeches in the campaign. I think it is fair to say that not one of these pledges has been redeemed."

First, the platform promised to put the farmer on an equality with the manufacturer. Through the influence of President Hoover, every practical plan for farm relief was defeated.

President Hoover had his own way in the enactment of the farm relief bill, of which the farm board is a part. This has been a failure and I don't blame the farm board. Under Hoover's law, it was unable to meet the farmers' problem, although it spent \$500,000,000 in the attempt.

Second, the platform promised to pass a tariff law that would place the farmer on an equality with the protected industrial interests. The law as it was passed and signed by Mr. Hoover only has not failed to do this, but it has placed the farmer in a worse dilemma than he was before.

Third, the platform promised an anti-injunction bill. Through the influence of President Hoover, himself, the progressives of the senate who have tried to redeem this promise have been defeated. Mr. Hoover, and his supporters, have not up to this hour offered a substitute for the bill which we tried to pass.

In the midst of plenty, while food products are selling for less than their cost of production, millions of people are hungry. The textile mills are shut down, other factories are closed. Thousands of men and women have not clothing enough to keep them warm.

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First Drink in 29 Years Likely to Cost Position

By Times Special

KOKOMO, Ind., March 3.—Conviction in city court here of M. B. Pennington, 59, Elwood, a salesman, on a charge of operating an automobile while drunk, followed taking of his first drink in twenty-nine years and may cost him his position.

Judge George Shenk imposed a fine of \$35 and a thirty-day penal farm term, the latter suspended.

Pennington told the court he had never been in trouble before. His counsel made an effort to induce the court to arrange the penalty so that Pennington would not lose his automobile driver's license, as it is necessary for him to travel by motor in his work.

However, the request was refused. Judge Shenk pointing out that revocation for a period of one year is mandatory in drunk driving cases, all of which must be reported to the office of the secretary of state, which issues licenses.

SCOUT CHIEFS TRAINING

Second Session of Twelve Weeks Course Is Held at Church.

Second session of the Boy Scout leaders twelve weeks' training course was held Monday night at the Central Christian church. Seventeen new members were enrolled.

S. L. Norton, assistant scout executive, has charge of the meetings, assisted by Howard Wheeler.

74—AND ON THE JOB

Queen of Newsies Busy and Happy

By United Press

TARENTUM, Pa., March 3.—Five persons were burned to death today when fire trapped them in the second floor of their frame house on Russellton, near here.

The dead: Mr. and Mrs. Frank Daniels, about 45; and their children, Mary, Frank Jr. and Patrick Daniels, all under 10 years of age.

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Mrs. Kinney came to the United States from Germany at the age of 12. Her only lapse "into the vernacular of her nativity is an occasional "Yah!" in answer to questions.

She formerly was in charge of a news stand at Market and the Circle, in front of the Circle Tower building. Inclement weather holds no terror for her. She's at work, rain or shine.

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