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Entered as Second-Class Matter
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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
Scripps-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 almost certainly have gone on until, eventually, it ended in a barrage of splintering steel and torrents of blood.****Today, thanks to the new diplomacy, the nations involved are shaking hands and exchanging mutual congratulations in the belief that one of the major perils to European 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 begin 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 quits talking and armoring 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 international quarrels now ham-stringing prosperity, therefore, is becoming imperative. Recovery from hard times and unemployment is dependent upon it.****Europe needs gold of which there hardly is enough to go around. But the precious stuff is not forthcoming, and will not be, as long as the war clouds continue to roll darkly across the old world sky.****Significant of Change****The United States and France together, hold approximately 60 per cent of all the gold there is in the world, and they seem disposed to hold on to it.****France hesitates to scatter hers, as long as she fears attack, and Americans will make few important long-term loans with a possible war just around the corner.****The Franco-Italian pact is significant of a possible change in Europe. The two neighbors have quarreled bitterly for a dozen years over Italy's demand for naval parity.****All Problems to End'****By United Press
PARIS, March 3.—The naval accord reached last week at Paris and Rome "merely" was the prelude to the rapid ending of all Franco-Italian problems, Aristide Briand, foreign minister, said today, in debating the foreign affairs budget in the Chamber of Commerce.****Briand described the accord as another move toward world disarmament.****Publication of the terms of the naval accord reached between France, Italy and Great Britain will be delayed until Thursday or Friday, it was stated unofficially, because of the time necessary for the consideration of the agreement by the governments of United States and Japan.****Changes in the terms of the Washington and London naval treaties will be necessitated by the new tri-power agreement, it is believed generally.****Limitation of battleships to a maximum of 25,000 tons, understood to be one of the stipulations of the agreement, may offer some difficulty in obtaining the approval of the United States and Japan.****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.****ALUMNI HOLD DINNER****Iowa Group Celebrates Anniversary of University's Founding.****Indianapolis, alumni of Iowa university 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 Brockton, 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 over their coats or shawls over them, and fought for sleep as they lurched through the night, doubt-****less marvelling at the ingenuity of modern invention.****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 agent of 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.****Things 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 agent of 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. 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