POOR DOCUMENT
MC2035

DOMINIONS ALL GLAD TO CONFER WHEN DATE SET

Some Hope in London For Imperial Conference Next Fall

SOME DIFFICULTY IN SETTING TIME

Empire Topics of Interest Discussed by London Correspondent

Correspondence of Times-Star

LONDON, Jan. 21—I understand that the Government has now learned from the dominions that all of them are prepared to take part in another Imperial Conference as soon as one can be arranged. The difficulty of finding a date to suit all the overseas delegates is complicated, on this occasion, by the uncertainity of the political situation in more than one of the dominions. But domestic changes do not affect the readiness to come home to discuss imperial problems. Ministers are particularly anxious to explain to their imperial colleagues the circumstances under which the Locarno Treaty had to be drawn up, without direct consultaion with the dominions. It is hoped that the late autumn of this year may be found the least inconvenient date for all concerned.

MR. BALDWINS HOPE.

I hear that Prime Minister Baldwin, like some of his cabinet colleagues, is hopeful that a big electrical scheme, for which the Government's plans are now drafted in black and white, will provide, among other things, a solution of many of the most pressing difficulties of the coal problem. It may add greatly to the stability of pit conditions by increasing the home market for coal, work in with a comprehensive cheapening running costs, enable the railways eventually, without impairing railway wages, to reduce coal carriage charges now 55 per cent. above the pre-war level, to something really helpful to the coal industry. It is the American plan of calling science to readjust the balance of higher wages for the workers. So far the expert views are distinctly encouraging to the project, but England cannot be electrically "grilled" in a day.

THE PRINCE'S UMBRELLA.

An open letter published in Paris asking the Prince of Wales to carry an umbrella, and so popularise that implement in France, overlooks the fact that the Prince is very seldom seen in London except with an umbrella. It might even be said that the umbrella habit is one of the most obvious differences between the well-dressed young man in London and Paris. Even in the finest weather in London young men carry an umbrella. It must be very carefully rolled and very slim in shape. Indeed, some are so beautifully rolled that if it does rain the young man quickly hails a taxi rather than unfurl it. In Paris many fewer umbrellas are in use, and the average young man of leisure comes out in the morning with neither an umbrella nor a walking-stick.

SEAPLANE TENDERS FOR OCEAN LINERS.

A novel enterprise now being tried by the Navigazione Generale Italiane Company, on their two big motor-liners, may effect a general evolution in ocean travel. The Italian company is equipping its new vessels with a launching runway for seaplanes. The military utility of this provision is obvious, but I understand that its strictly commercial uses are deemed no less practical Each liner will carry several seaplanes, and in these craft, flown by expert pilots, passengers in a hurry to reach their destination will, for a commensurate extra fee, be sent on two days ahead of scheduled arrival. Some such scheme as this, now given practical shape for the first time, was envisaged some time ago by Sir Eustace d'Eyncourt to the Institute of Naval Architects, and we may be approaching the day, if the Italian experiment justifies itself, when British liners will regularly carry similar equipment, and the Transatlantic passage will be curtailed still further for yealthy passengers.

A THRILLING POSSIBILITY.

Those to whom the Jules Verne side of modern life appeals may like to speculate on another practicable possibility. Obviously the success of seaplane tenders for ocean liners must depend, in the present state of aerial development, on weather conditions. But, though launching a seaplane from a liner must remain always a simpler affair than picking one up, given good conditions of wind and ocean there would be nothing really impossible in performing the latter feat. So that we have the intriguing prospect some day of a millionaire passenger joining a liner in mid-ocean by seaplane, and proceeding forward to his destination by the same means. If two days' steaming is allowed at each end, as the seaplane tender's swoop, an Atlantic passage may yet be reduced to little more than a day, of which only half-a-day would be actual sea voyaging. The logical denouement, of course, would be a moored landing-stage in mid-Atlantic.

SPANISH CHAIR AT OXFORD.

Those who value the wonderful work done by the Prince of Wales in South America are encouraged by the news that Oxford University has decided to create a chair in Spanish. It has never been adequately appreciated by the British public that more than 80,000,000 people speak the Spanish tongue and 19 nations use it as their official language. Moreover, the ascendancy of the German commercial ventures in Latin-American in pre-war lays was in no small measure due to the fact that Germany sent out men thoroughly equipped in the technique of the language. In 90 cases out of 100, therefore, the German representative scored at the expense of the British, and this notwithstanding that the chief banks throughout the country were owned and controlled in the City of London. The new chair is to be named after King Alfonso, who will attend in person to receive the degree of D C. L. from the university. Lord Askwith, the newly-appointed treasurer of the new chair, will doubtless soon report that the required funds are more than provided.

MOSCOW'S HOPE.

The return of M. Krassin to this countrry as Moscow's trade envoy and virtual ambassador, though not recognized as such officially, is significant. M. Krassin's former mission here was not without its successful promise, but his recall and the appointment of M. Rakovsky upset the hopes of those in the city who build on the restoration of something like normal trade relations with Russia. Now M. Krassin's return revives these hopes, but I hear that in our well-informed official circles the new Russian missionary is slightly distrusted. This distrust is not personal to M. Krassin, but is founded on the belief, supported by private news from Moscow, that the Soviet dictators build on our coming coal crisis to squeeze exceptional terms out of the Government here. In other words, Moscow thinks our industrial crisis, of which they get encouraging reports from their agents, may be their diplomatic opportunity.

ADAM BROWN'S WREATH.

Few of the many thousands who visit the Unknown Warrior's grave in Westminster Abbey, and casually scrutinize a wreath of maple leaves, with a card bearing the name "Adam Brown," have any idea of the sender's identity. It is none other than the pioneer of Canadian railways, who has just died at Hamilton, Ontario, in his hundredth year. Adam Brown was a great patriot and admirer of the Mother Country. He never omitted to send a wreath to be placed on the Unknown's grave on Armistice Day. It came each year addressed to the "Valet to the Dean of Westminster," with just a brief note asking that it should be place on the grave. Neither sender nor recipient had the faintest knowledge of each other. The "mystery" wreath, as it became known to the clergy of the Abbey, would never have been explained but for the curiosity of a pressman who happened last Armistice Day to mention the incident to Earl Haig. The Field Marshal at once said: "That must be Adam Brown, Canada's great man." Investigation proved the accuracy of the surmise. The late Mr. Brown is the father of Sir George McLaren Brown, the European manager of the Canadian Pacific Railways.

PRINCE'S SHIP TO PAY OFF.

After the return of the Atlantic fleet from its spring cruise in March, H. M. S. Repulse, the battle-cruiser in which the Prince of Wales made his last tour, is to be paid off into dockyard control at Portsmouth. No reason is assigned officially for this change, but it is expected that as the Renown, the other ship of the same type, and the one in which the Prince made his earlier tours, will complete her reconstruction in a few months' time, she will replace the Repulse in the battle cruiser squadron. For reasons of economy it is undesirable to keep all the three big battle-cruisers, Hood, Renown, and Repulse, in commission at the same time. Together they would absorb 4,000 officers and men, and run up a heavy annual bill for upkeep. On January 8, 1916, the Repulse was launched at Clydebank. From the date of the laying of her keel, on January 25, 1915, to the date she joined the grand fleet at Scapa, on September 21, 1916, after her trials, only a year and eight months elapsed, which for a novel type of capital ship was not only a very fine performance, but created a world's record. It called forth special commendation from the Admiralty and the Government.

LONDON LIVELY.

It is extraordinary how the sudden change in the weather, with bright, cold, sunny days full of the tang of joie de vivre, has brought out the Hyde Park crowd again. This morning the riders down the row numbered hundreds, nearly as many as during the full tide of the summer season, and there was, moreover, quite a respectable crush of well-known people promenading afoot, watching their friends cantering in the row, and exchanging cheery greetings. More than half the riders were ladies, of whom not one in six used a side-saddle. Some of the ladies gave themselves quite a light cavalry touch by wearing Russian boots. The two professions most represented in the row, by the way, are undoubtedly the law and the stage. Famous K.C.'s take a morning gallop to shake up their forensic wits, and well-known actresses to preserve their figures, and acquire a healthy complexion.

NOT QUITE NEW.

According to Rev. R. H. C. Graham, 37 years a missionary on the Lower Congo, the Batangi tribe have a quaint tradition, which is the very reverse of the Darwinian theory. Mr. Graham has just told the London Phrenological Society how, as the Batangi believe, so far from manking being descended from monkeys, the latter are the descendants of men banished to the forests because they did not pay their debts. Perhaps some disgruntled Batangi tailor first evolved this interesting theory But it is surely not quite so novel as some of the London newspapers imagine. I seem to recall a very famous epigram, bitterly sardonic, by a Victorian poet who ought, some people think, to have been our Laureate, and whom Richard Le Gallienne once challenged to a duel. It ran:

The public voice, though wavering, still demurs
To own that men have apes for ancestors.
A converse problem fronts me daily when
I talk with apes whose ancestors were men!

A RUGGER MENACE.

Hard-bitten old rugger hands, who are by no means out to make the great winter game a sport fit for maiden aunts, agree that the match between Wales and England at Cardiff was a scandal. It degenerated into a real "rough house," and in some forward melees not only kicks but blows with clenched fists were current. Without raising the controversial question where this deplorable display started, it is plain that, unless this sort of spirit is drastically exorcised, rugger must fall into disrepute. The most exciting big games should be played as strenuously as you please, but in the same splendid sporting spirit that marks the vast majority of club matches, at any rate, in the great rugger centres. The English authorities have impressed on referees the need for strong control, and a sensational effort to live up to that policy marked the opening of this season. But at Cardiff things got hopelessly out of bounds, and there is now some talk, owing to the referee's close absorption in the movements of the ball, of appointing another official to watch for undesirable "side lines."

"Charlestons" 4 Hours, 40 Minutes

Miss Bee Wolz, 20, Louisville, Ky., stenographer, shows how she set a "Charleston" endurance record of four hours and 40 minutes, shattering the mark of one hour and 40 minutes previously hung up by a Winona, Minn., barber. Ice cream was the only nourishment she took during the test, in which she performed 53 intricate steps. Unexhausted by the performance, immediately afterward she went to an all night dance.

FULL SKIRT DECREE OF PARIS FASHION

Modes in Spring Dresses For Evening, Street and Sport

PARIS, Feb. 3.—The general features of Chantal's line of spring dresses are bouffant bodies, full skirts, sometimes pleated all round, sometimes circular, and gathered again in pleats and sometimes pleated but unpressed to give the dress more fullness.

The tailor-mades have short coats and are made up in coarse woollen materials or in "natty" fabrics. Some have collars made with two short bands crossing in front. The blouses to go with them are made of Shetland wool lace, banded with kasha.

For sports wear a circular cape has inverted godets and may be worn over a chiffon gown, plain or banded with stretched kasha. Other printed chiffon gowns with gathered skirts have small boleros of plain chiffon, lined with white. Shantung gowns banded with cloth or kasha, also shown for sports wear, have pretty straight collars made from a small band of corded linen or georgette. The very newest two-piece suit is a jumper and skirt of black taffeta, having a cravat of white taffeta. This costume made a great sensation.

For evening wear there are light chiffon capes trimmed with tulle, and chiffon gowns with collars of waxed ostrich feathers. The colors favored are sand, pink, old red, light almond and green. The waistline is still a little lower than natural.

Le Long has a large collection, all in his kinetic type. Advocating the principle of movement in dresses, his gowns are flaring, with patels, pleats and scarves. The short skirts remain, but are very full, with the waistline somewhat higher, but irregular, shorter in front or back. Many of the waists have blouse effects. There are no more boat-shaped necks.

The materials used are chiffon, georgette, plain or printed, and fine duckling down jersey and taffeta. All the materials are self-trimmed in blases, like. Two new colors are pale green like. Two new colors are pale green vert d'eau and a special pink named Rose Matignon. These two colors are sometimes together in a bold but harmonious opposition. Brown, which was popular during the winter, is no longer seen.

Georgette evening gowns are embroidered in patterns giving a new mosaic effect.

For business women Le Long has created several special costumes. The typical business frock is an ensemble, with the under dress, feminine and decorative, and a plain net outer coat.

Many black lace gowns of very thin lace sometimes lined with white lace, have flowers at the belt. A few dresses are shown with handbags to match, and motor coats have blankets to match.

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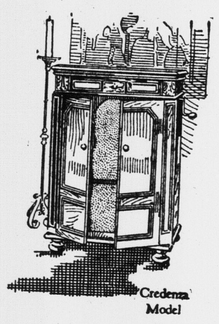
19840-A Who ..... George Olsen and His Music
19796-A Dinah ..... The Revelers
6508-A Waltz in E Flat ..... Harold Bauer
19794-A Silent Night ..... Shannon Quartet
19802-B June Brought the Roses ..... Victor Salon Orchestra
1121-B Oh How I Miss You Tonight ..... John McCormack
6505 Danse Macabre. Stokowski and the Philadelphia Orchestra
35760-A The Lost Chord ..... Organ of The Mormon Tabernacle



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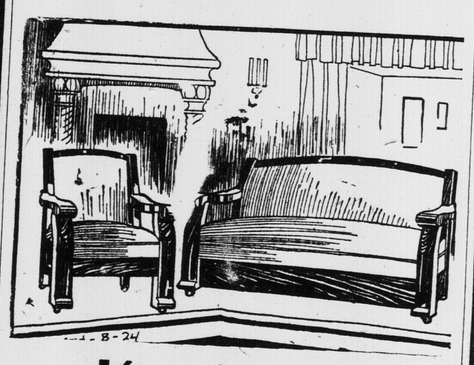

Kroehler 3 Piece Suite

Mohair plush covered, in choice of colors, Walnut finish frame. The Chesterfield opens out into a bed by night on a turn of a wrist. Natural price for all three Kroehler Suite (one Chair not in picture) $131. $10 orders them at Marcus Sale price of $95.

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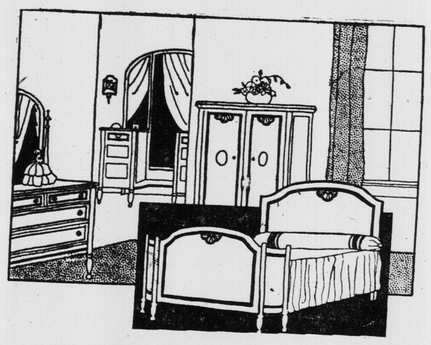

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