

U. S. First Now in Naval Race with Work on 94 Ships Begun; Britain Second, Has 85 Started

Extent of Construction Not Revealed by Japan, Italy and Soviet—France Builds Total of 45 New Craft in Past Year

By GRATTAN MCGROARTY
WASHINGTON (UP)—The seven leading world naval powers, engaged in the greatest race for supremacy of the seas in history, have started construction of, or have appropriated funds for, approximately 500 warships, according to official U. S. navy department estimates.

The United States and Great Britain have taken undisputed lead in naval building, each having nearly 100 warships under construction and many more authorized as soon as funds become available.

Full details of the Japanese, Italian and Soviet Russian programs have never been divulged. However, Italy is known to be building at least 75 fighting ships, while Japan is believed to have undertaken an equally large program. Russia is reportedly concentrating on submarines and "suicide fleets" of small, speedy torpedo boats.

Germany is rapidly building up to its pre-war strength, with at least 51 of the world's most modern warships being built or appropriated for, and France has 45 craft on the ways.

U. S. Takes Lead
The United States holds a slight edge over all contenders, with 94 ships being built, or for which money is available and will be spent as soon as shipyard facilities are able to take the load. President Roosevelt has asked for five more warships, including two super-dreadnaughts, one 20,000-ton aircraft carrier and two cruisers and for experimentation with a "suicide fleet."

Vessels already under construction in the United States include: four battleships, three aircraft carriers, 57 destroyers and 22 submarines.

At the discretion of the president, this program will be augmented by three battleships, two aircraft carriers, nine cruisers, 23 destroyers and nine submarines.

Following closely behind the United States is Great Britain with 85 warcraft being built and nearly that many more contemplated within the next few years. The mighty British armada, now the most powerful in the world, is being increased by the addition of five battleships, five aircraft carriers, 17 light cruisers, 40 destroyers and 18 submarines.

German Limit Fixed
The strength of the German navy is determined indirectly by the power of the British fleet, since a London-Berlin naval treaty fixes the Reich's sea defenses at 35 per cent of the entire naval power of the British Empire.

The Nazi government is rapidly building toward that goal, with the following ships under construction: five battleships, two aircraft carriers, three heavy cruisers, four light cruisers, 12 destroyers and 25 submarines.

German construction methods, in which thousands of tons displacement are eliminated by an electric welding process, will make the new Reich warships at least the equal of any in the world on a ship-for-ship basis.

Meanwhile, Germany's two allies to check the spread of communism—Japan and Italy—have embarked upon programs which are not known to the rest of the world.

Italian Plans in Doubt
Officials have considerable information regarding Italian construction plans, as only two years have elapsed since the Fascist power bolted the 1936 international naval conference at London and much of the present program already had been announced.

Premier Benito Mussolini has at least 75 warships under construction to augment Italy's already powerful Mediterranean fleet. Vessels building include four battleships, at least 44 destroyers and 27 submarines. It is generally believed Italy has many more submarines than this in the shipyards.

On the other hand, Japan has announced officially that it has only 15 fighting vessels on the ways, but it has been reported to the navy department here that the island empire has at least 66 other warships under construction. The official Japanese announcement said one aircraft carrier, two cruisers, nine destroyers and three submarines are being built or have been appropriated for.

Huge Battleships Reported
However, the announcement did not include any ships under the five-year replenishment program which began April 1, 1937. This program is believed to include three capital ships, reported to be 46,000 tons each, five aircraft carriers, 43 de-

stroyers, seven cruisers and eight submarines.

Equal secrecy surrounds the Soviet program, but it is reported that Josef Stalin is quietly proceeding with constructing the greatest undersea force the world has ever known. Russia already has 164 submarines in commission and is believed to be rapidly working on 44 more, with plans for still more in the future.

Russia has three capital ships projected, reported to be 35,000 tons each, and it is said to be building one aircraft carrier, seven heavy cruisers, and eight destroyers.

On the other side of the continent, Russia's military ally, France, striving to remain ahead of Italy and Germany, is building three battleships, two aircraft carriers, two cruisers, 22 destroyers and 16 submarines.

HELEN WILLS IN COMEBACK

WIMBLEDON, England, July 2 (UP)—Mrs. Helen Wills Moody climaxed one of the finest comebacks in sports history today when she crushed her rival Helen Jacobs, 6-4 and 6-0 to become the first woman in history to become an eight-time winner of the title.

With Queen Mary watching, Mrs. Moody reasserted her right to the title "Queen of the Courts" by literally blasting her sister Californian to bits with the power and precision of her shots. Except in the early games of the opening set Miss Jacobs never had a chance with the woman who won her first Wimbledon championship as long ago as 1927.

POSTPONE CONFERENCE

CHICAGO, June 30 (UP)—Representatives of the Brotherhood of Railroad Trainmen and 142 class one railroads today postponed until July 18 their conference on a proposed 15 per cent wage cut.

The conference was postponed at the request of A. F. Whitney, brotherhood president, who told the carriers' 15-man joint conference committee that the group was "not quite ready to enter negotiations." It was the second time a conference between the carriers and brotherhoods had been postponed this week.

MISS MUIR TO MAKE RACE

LINCOLN, June 30 (UP)—Miss Sarah T. Muir, head of the Lincoln high school English department, entered the race today for state superintendent of public instruction. She is the third candidate to file for the office. Others are State Superintendent Charles W. Taylor, who is seeking his fourth term, and Otto L. Krulla, of Omaha.

PEN BUSINESS GOOD

FORT MADISON, Ia., June 30 (UP)—Employees of the W. A. Shearfen Pen Co. were paid a 7 1/2 per cent bonus last yesterday on the eve of the annual vacation period.

The payment was based on each employee's earnings for a six-month period ending June 1. Officials announced that more persons are employed now than during the peak business period of 1929.

DENIES USED ARTICLES

SEBRING, Fla., July 2 (UP)—Courtney Ryley-Cooper, who collaborated with Director J. Edgar Hoover of the federal bureau of investigation in arranging a series of magazine articles on cases handled by the FBI denied today he had drawn on reports of Leon G. Turrou, dismissed G-man, for material in recent articles.

ANCIENT ABACUS EXHIBITED

PASADENA, Cal. (UP)—Yozo Yoshino, expert on the ancient Japanese Abacus, or calculating machine, demonstrated to the students that it is faster and more accurate in the solving of mathematical problems than the modern calculating machine.

CHILD FALLS 40 FEET; UNHURT

CLEVELAND (UP)—Three-year-old Sheila Hahn fell 40 feet from the window of her bedroom, but suffered no injuries. She was sitting on the window sill swinging her heels when the screen gave way and she fell to a concrete drive below.

President OKs Itinerary for a Western Trip

To Make Several Speeches En Route to West Coast and Will Pass Through Many States.

By FREDERICK STORM
U. P. White House Correspondent
HYDE PARK, N. Y., July 2 (UP)—President Roosevelt approved today the details of an itinerary calling for at least four major speeches in states between Washington and California where new deal policies will be challenged in primary elections.

In his swing across the country beginning the night of July 7, the president also will make a number of platform appearances, all of which will be highlighted by brief, extemporaneous addresses.

The itinerary made public here left no doubt in the minds of political observers that Mr. Roosevelt was ready to bear down heavily for "liberal" primary candidates, particularly in Kentucky where Senate Majority Leader Alben Wm. Barkley is being opposed for renomination by Governor A. B. (Hap) Chandler.

Mr. Roosevelt will not only deliver a formal address at the Latonia race track in Covington, July 8, but will appear on the rear platform of his private train at Louisville and Bowling Green, Ky., on the same day.

The Kentucky part of the schedule appeared the most ambitious of the trip which will terminate in San Diego, July 16 where the president boards the cruiser Houston for a run to the Galapagos Islands off the coast of Ecuador.

Stops in Oklahoma City in Oklahoma where Senator Elmer Thomas, ardent new dealer, is opposed for renomination, and in California where there is a hot five-cornered race for the democratic gubernatorial nomination, indicated that he would give at least a vigorous verbal pat on the back to candidates he felt were friendly to his administration.

Both in Oklahoma City and San Francisco, speeches are scheduled, although for the last place it is still tentative. In California two men both well known to the president are in the governorship fight, J. F. T. O'Connor, former comptroller of the currency, and John Dockweiler congressman from Los Angeles.

The president's first speech will be in Marietta, Ohio, the morning of July 8, his first stop out of Washington. The talk will be in connection with the 150th anniversary of the founding of the first settlement in the northwest territory.

Although he has Ohio friends up for renomination, observers speculated as to whether this would be a political speech. There was the feeling that he would confine himself to general subjects.

Here is the itinerary. (All times local)
July 7, leave Washington 10:30 p. m., July 8, arrive Marietta, O., 9 a. m., leave Marietta, 10:30 a. m., arrive Covington, Ky., 2:20 p. m., leave Covington, 3:20 p. m., arrive Louisville, 6:30 p. m., arrive Bowling Green, Ky., 6:50 p. m., leave few minutes later.
July 9 arrive Oklahoma City 5 p. m., drive to fair grounds; leave Oklahoma City 6 p. m., arrive Fort Worth, Tex., 11 p. m. and motor to home of Elliott Roosevelt.
July 10 remain at Elliott Roosevelt home; July 11, leave Fort Worth 10 a. m., arrive Amarillo, Tex., 6:45 p. m. and drive through city; leave at 9:30 a. m., proceeding by way of Salt Lake City, an operating stop, July 14, arrive Crockett, Calif., 9 a. m., detain and motor around San Pablo Bay making brief stop at Mare Island navy yard, thence to Sausalito and across the Golden Gate bridge to San Francisco. The president will motor through the city to World Fair grounds, Treasure Island.

About mid-afternoon of July 14 he will leave the exposition grounds and board the U. S. S. Houston at the Oakland dock, proceeding to a rendezvous in San Francisco Bay to review the United States fleet.

The president will come ashore and board his special train in Oakland at 11 o'clock the same evening, proceeding to El Portal, the entrance to Yosemite National Park.
July 15 arrive at El Portal at 9 a. m., spending day in park; entrain same evening for Los Angeles; July 16, arrive Los Angeles and motor through city en route to San Diego; arrive San Diego 3 p. m. and board cruiser Houston.

The presidential cruise will also take in Cocos Island which lies about 500 miles southwest of the Pacific entrance to the Panama Canal. Mr. Roosevelt has been there twice before.

The fishing is excellent.

On the return voyage he plans to return to the east coast via the Panama Canal, stopping over in Panama City to be the guest of the president of Panama. Also he is expected to inspect some of the military establishments on the isthmus.

An Atlantic coast port, as yet unannounced, will be the terminus of the cruise sometime early in August.

Mr. Roosevelt will be accompanied by Secretary Stephen T. Early, his naval and military aides, and Dr. Ross T. McIntire, White house physician.

Meanwhile, he put his affairs here in order preparatory to returning to Washington Sunday night. He will stop off in Gettysburg, Pa. to deliver a 10-minute speech.

Mussolini to Broaden Bread Regulations

Promise of Good Harvests Makes Heavier Wheat Content to the Flour Used by People.

By STEWART BROWN

ROME, July 2 (UP)—Premier Benito Mussolini arranged today to improve the quality of Italian bread, quieting any popular dissatisfaction over the recent adulteration of wheat with flours other than corn.

Mussolini presided at a meeting of the Fascist Cereals corporation at which it was decided that in view of the improved harvest prospects, Italian bread henceforth shall contain 90 per cent of wheat flour and 10 per cent of corn.

The corporation was informed that the wheat crop is likely to be about 257,000,000 bushels, which is much higher than previous estimates.

Bread and spaghetti recently have been made of 80 per cent wheat and 20 per cent other flours. The substitute had been corn, but the rise in its price led to the use of rice and bean flours. The public did not like the changed favor of the bread.

The corporation decided today that henceforth Italian bakers must make only the prescribed new type of bread, the price of which will be decided when the exact total of the harvest and the quality of the cereals to be reaped has been determined definitely.

The estimate of the new wheat crop was given to the corporation by Edmondo Rossini, minister of agriculture. It was based on the recent favorable weather. However, it still will be under the nation's normal requirements.

A drive will be started to insure a maximum harvest. Mussolini will inaugurate the harvesting season on Monday in the reclaimed Pontine marsh area near Rome. He probably will toss the first sheaves into the threshing machine.

Mussolini called the cereals corporation meeting after receiving confidential reports of popular dissatisfaction with bread and spaghetti—dissatisfaction which centered on the taste rather than the actual quality.

Apparently with the idea of taking the public mind off the situation, newspapers started to give considerable space to optimistic forecasts of the coming harvest. Prefects of wheat growing regions, except as regards northern Italy, expressed hope in late reports that this year's harvest would be as good as or better than last year's. Last year 80,000,000 quintals (about 8,000,000 long tons) of wheat was harvested, sufficient for the entire nation's needs.

Virginio Gayda, regarded as Mussolini's mouthpiece, attacked foreign newspapers as having said that the crop would be catastrophic and said: "Our crop will be satisfactory if not favorable."

Gayda gave no figures. But experts said that recent favorable weather had greatly helped the crop. Some weeks ago estimates of a 60,000,000 quintal (6,000,000 ton) harvest were made. Now, it was understood, the forecast was for about 70,000,000 quintals (7,000,000 tons). This would mean that the government would have to buy 10,000,000 quintals (1,000,000 tons) abroad or continue the policy of mixing other cereals with wheat in bread flours.

QUITS CONGRESSIONAL RACE

WASHINGTON, July 2 (UP)—Representative Edward C. Eicher, D. Iowa, announced today he had withdrawn as a candidate to succeed himself "in order to devote my entire time to preliminary work on the monopoly committee."

Eicher, regarded as a new dealer, is a member of the congressional-executive department committee investigating monopolistic currents. He refused to amplify his statement.

Want ads sell all kinds of odd household goods.

Earhart Plane Vanished Just One Year Ago

Coast Guard Cutter Log Tells Dramatic Story of Final Hours—Files Open to Press.

SAN FRANCISCO (UP)—A year ago today two renowned figures in United States aviation, Amelia Earhart and Frederick J. Noonan, disappeared in the vicinity of Howland Island, in mid-Pacific, while on the last lap of a world-circling flight.

Files of the coast guard cutter Itasca, of local coast guard headquarters, and of navy squadrons of the Pacific, now open to the press tell of the last attempt of the gallant aviatrix and her companion to contribute to the progress of aviation.

Hundreds of terse radio messages tell their dramatic story, which drew to a close with death in the swelling ocean. On a bright, sunny morning, July 2, 1937, at 8:44 o'clock came Miss Earhart's last message: "KHAQQ calling Itasca. We are in the line of position 157-337. Will repeat this message. We will repeat this message in 6210 kilocycles. Wait. Listening in 6210 kilocycles. We are running north and south."

Voice Was Faltering
The woman's voice was faltering and confused, operators said. The Itasca's radio replied. It asked for acknowledgement but contact never came.

How close the pair were to Howland Island, their destination, at the time of their last message probably will never be known. Earlier messengers placed them 200 miles from the tiny island, then 100 miles. A message just 46 minutes prior to the last broadcast, in which Miss Earhart spoke to the Itasca, said: "We are circling but cannot hear you. Go ahead."

The plane's radio was at its loudest in that message, according to Commander W. K. Thompson of the Itasca. He believes that the plane was closest to Howland then.

How Noonan, Miss Earhart's navigator, missed Howland after bringing the plane across 2,500 miles of open water from Lae, New Guinea, will never be known. But the Itasca report reveals that in the bright tropical morning sun it might have been difficult to see the low land.

Smoke Signal Used
However, Commander Thompson had anticipated that possibility. He laid down a heavy smoke screen to guide the pair to a safe landing. Because he did not know, and had not been advised of the time of the take-off from Lae, he used searchlights and flares at night.

Miss Earhart and Noonan failed to see the smokescreen. Heavy clouds and rain storms to the north and west of Howland probably were the reason for that, Commander Thompson believes. He said he was convinced from the beginning that the plane went down to the northwest of Howland Island. Search was immediately concentrated there.

Commander Thompson speaks feelingly of "faked amateur messages that resulted in diversion of the Itasca from probable sectors of search." Operators of the Itasca went on 24-hour shifts to establish radio contact with the plane. They were not acknowledged by the missing fliers—although heard across the Pacific in San Francisco, by many ships at sea, and in Honolulu.

Range Finder Useless
A high frequency direction finder set up by Richard B. Black, of the department of interior, at Howland Island, was useless. The range finder would not function on voice transmission, and Amelia persisted on voice although the Itasca asked her to use key transmission. The files disclose the Itasca was rushed to participate in the Earhart flight with only eight hour's notice. Full information as to the type of radio equipment Miss Earhart carried was not available. As a result the Itasca's efforts were largely useless.

Miss Earhart, the files disclose, asked for radio frequencies that were not suitable for the South Pacific. The Itasca commander attempted to correct her, he said, but failed. Messages to local coast guard headquarters from Commander Thompson disclosed that warning had been voiced of the radio dangers in the flight.

"At the end," Commander Thompson's log noted, "Miss Earhart talked so rapidly as to be almost incoherent."
The bulky report of the official agencies shows the tireless efforts expended on behalf of the lost fliers. Five hundred fifty-eight radio messages were sent or received by the local coastguard headquarters alone.

Case county has no bonded indebtedness, as, like the state, we have paid cash for our hard surfaced roads and other improvements as we went.

CITE MONTGOMERY-WARD CO.

MINNEAPOLIS, July 2 (UP)—A complaint charging unfair labor practices has been issued by the national labor relations board against Montgomery-Ward and Co., of Chicago, Robert J. Wiener, regional director announced today.

The complaint involves the St. Paul mail order house of the company which employs 2,000 persons and a public hearing has been scheduled for July 18.

The complaint charges that the company since 1933 has maintained a system of espionage among its employees in an effort to halt union activities.

Deficit Low and Income at High Figure

Favorable Returns Offset by Steady Rise in National Debt and New Fiscal Year Deficit.

By LYLE C. WILSON

WASHINGTON, July 2 (UP)—New deal deficits reached a low of \$1,459,000,000 and revenue touched a new high of \$6,242,000,000 today when the treasury reported final figures for the fiscal year 1938 which ended June 30.

But favorable returns were offset by the steady rise of the national debt and the prospect of a record breaking deficit in the new fiscal year which began yesterday.

The fiscal year deficit reported today compares with \$4,360,000,000 in the fiscal year 1936, the new deal record to date. The deficit thus computed does not include amounts spent for debt retirement.

Receipts of \$6,242,000,000 compared with \$8,001,000,000 in 1937. The total expenditure of \$7,701,000,000 compares with \$8,001,000,000 for the 1937 fiscal period. The \$1,459,000,000 net deficit reported compared with \$2,707,000,000 for 1937.

The gross public debt on June 30 amounted to \$37,165,000,000 compared with \$36,425,000,000 a year ago. President Roosevelt estimated last January that the debt would reach \$37,603,647,000 by the end of the fiscal year.

He told press conference questioners in Hyde Park this week that he was satisfied that the human and natural resources budget of the nation was balanced regardless of the statistics of "bookkeepers."

Interest payments on the public debt increased from \$886,000,000 in 1937 to \$926,000,000 in 1938. Of the total expenditures \$4,776,000,000 went for general government purposes, including national defense, the agricultural adjustment program, the Civilian Conservation Corps as well as regular departmental work. Approximately \$2,075,000,000 went for recovery and relief of which \$1,702,000,000 was for public works including work relief and \$155,000,000 for agricultural aid.

INSPECT STATE INSTITUTIONS

LINCOLN, July 2 (UP)—State Tax Commissioner W. H. Smith was back at his desk today after inspecting for repair needs of four state institutions with other members of the state planning board subcommittee.

They visited the York Women's Reformatory, Geneva Girls Training school, the Nebraska Industrial Home for women and the Soldiers and Sailors home, both at Milford.

In addition to Smith the inspection party included Arthur Melville of Broken Bow, chairman and Gates Lilley of Papillion.

OFFICERS QUESTION SLAIN WOMAN'S HUSBAND

SEATTLE, Wash., July 2 (UP)—Charles F. Butte, who came home last yesterday and found his wife murdered was questioned today.

Mrs. Butte, 58, had been beaten to death. Her body was across a bed in her downtown apartment. She had been beaten about the head. The bedroom was in disorder. Drawers had been jerked out and their contents scattered.

Butte, a financial adviser, told Detective Lieut. Ernest Winter that he maintained a room at the Y. M. C. A. and came home infrequently.

RESUME TRAFFIC

WARSAW, July 1 (UP)—The first train to run between Poland and Lithuania in 20 years left today for Kaunas, the Lithuania capital.

Inaugurating regular passenger and freight service between the two countries after a long break because of disputed political relations, the train carried numerous officials of both governments.

Junior Legion Team Wins from Hickman Nine

Locals Come From Behind to Win 13 to 6—Joe Phillips Blasts Way for Local Victory.

From Saturday's Daily—The Junior Legion team won another game yesterday, as they came from behind to down a stubborn Hickman crew, 13-6.

Hickman started early to take possession of the game, by scoring 6 times in the first three innings, on seven hits, three bases on balls, and two errors. Noble had been pitching up to this point, at which time Jacobs was called in from center field to finish the twirling. Hickman was able to secure only two safe blows from then on, and the locals to overcome the lead, and record another victory.

Joe Phillips, all around star, blasted another triple, which was an important factor in a big Platter rally. "Stub" Sedlak was outstanding in his defense work, as well as securing two singles in four attempts. Harry Shiffer led the hitting with three one base blows, for four tries. Smith, York, and Jones each clouted two safeties apiece.

Brown, second sacker from Hickman was their star with seven put-outs and three assists, which included an unassisted double play, and figuring the pivot man in another, all without a bobble. Raugh and Egger did their best to help a falling Hickman cause, Raugh getting three hits and Egger 2.

The game was called at the end of the first half of the eighth inning because of darkness.

Box score:
Hickman—

	AB	R	H	PO	A	E
Raugh, 3b	4	0	3	0	2	0
Brown, lf	5	0	0	0	0	0
Brown, 6-2b	4	1	0	7	3	0
Jensen, c	3	1	1	6	0	0
VanDergriff, ss	3	0	0	2	2	1
Hickman, cf	4	1	1	0	0	2
Kallemeys, 1b	4	1	1	5	0	0
Egger, ss-p	4	1	2	0	1	1
Griffin, rf	3	1	1	1	1	0
	34	6	9	21	9	4

Plattsouth—

	AB	R	H	PO	A	E
Smith, 2b	4	2	2	2	0	0
Shiffer, 1b	4	2	3	1	2	1
Phillips, lf	5	1	1	1	2	1
Sedlak, ss	4	1	2	0	7	1
Jacobs, p-cf	3	1	0	1	1	0
Parriott, rf	3	1	1	0	0	0
York, 1b	4	1	2	0	1	1
Jones, c	4	2	2	8	0	2
Noble, cf-p	3	2	1	1	1	0
	34	13	14	24	13	6

corn.

SCHMELING BACK TO GERMANY

NEW YORK, July 2 (UP)—Max Schmeling, who will sail for Germany on the Bremen tonight, was taken aboard the liner secretly last night.

By stretcher and ambulance he was transferred to the ship from Polyclinic hospital where he has been confined by a back injury he suffered when knocked out by Joe Louis in their heavyweight championship fight 10 days ago.

Schmeling's manager, Joe Jacobs, explained the move was made because Max wanted to avoid the crowds, excitement and publicity attendant to a midnight sailing.

Jacobs said Maxie made up his mind about 9:30 last night, and that he had to telephone Schmeling's physician, Dr. Robert Emery Brennan, for permission to remove him from the hospital. Dr. Brennan would not consent until he had given assistant directions for strapping and taping the boxer's back to prevent any injury. He was taken by stretcher to a private ambulance waiting at the back door of the hospital.

RA