

### France Ratifies Washington Pact to Limit Navies

Chamber of Deputies Votes, 460 to 106, for Ratification Following Debate in Open Session.

Paris, July 7.—The French chamber of deputies this evening ratified the Washington treaty for the limitation of naval armaments and capital ships by a vote of 460 to 106. The treaties were taken up today in open session of the chamber for the first time with the clauses dealing with the limitation of armament and capital ships the object of special consideration. With Premier Poincare and other members of the government present, Charles Guerin, reporter for the foreign affairs commission, spoke on his report favoring ratification of the treaties with slight reservations. During his speech, amplifying and explaining his report, the deputy referred to the figures of tonnage of capital ships as being "imposed upon" each nation. At this former Premier Briand, who headed the French delegation at the Washington conference, jumped to his feet and, speaking with intense earnestness, said: "No conditions were imposed upon France, and the figures of tonnage adopted for capital ships have no influence over other units. This French liberty of action concerning light cruisers, torpedo boats and submarines remain absolutely intact."

It was announced this evening that the chamber of deputies would discuss next Monday the Washington treaties relating to the Pacific, the use of gases in war and the protection of neutrals.

**Stadium Teamsters Quit**  
Special Dispatch to The Omaha Bee.  
Lincoln, July 7.—Thirty teamsters working on the new university stadium quit work today because their demand for an increase of from \$7 to \$8 a day was denied.

### Omahans to Attend Military Training Camp



Here is a picture of the successful candidates to the citizens' military training camp at Fort Des Moines and the group of army officers who were guests of the Chamber of Commerce at a luncheon Friday noon. Maj. Gen. George B. Duncan, commandant of the Seventh corps area, is fourth from the left in the back row.

### Democrats of State in Powwow at Lincoln

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of William G. McAdoo for the presidential nomination. "For 25 years it has been my custom to select a platform and then find the man who is willing to stand upon it, and I have not deviated from that course this year," he said. "I will say that the candidacy of Governor Smith of New York is not acceptable to me."

**Depend on Congress.**  
Mr. Bryan asserted that until the coming session of congress was ended it was difficult to determine what the issues will be in the coming campaign. "Anything said at this time is like quoting prices which are subject to change," he asserted.

### Hope Abandoned for Missing Balloonists

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The tug came upon the wrecked balloon after Capt. John J. Cassin of the steamship Colonial had notified authorities at Port Stanley of its presence in the lake. Late this afternoon, Admiral W. A. Moffett, chief of naval aviation, Washington, requested the Aero Marine Airways, Inc., operating a fleet of flying boats between Cleveland and Detroit, to help in the search for the missing balloon and naval officers. **Hydroplane Joins Search.**  
H. A. Bruno, vice president of the company, immediately turned up the hydroplane Nina and started for Port Stanley, Ont., at 4:40, with three newspaper men and Pilot Shiller at the wheel. They sighted the Canadian shore at 5:20, followed the shore 10 miles out and at 5:55 landed alongside the tug Stanley, 22 miles southwest of Port Stanley. The Stanley had the balloon A-6698 in tow.

The Nina cruised around the vicinity for nearly an hour, searching for trace of the missing officers, but without avail. A slight chance remains that the airmen may be alive, it was said. Life preservers were said to be in the balloon when it left on the trip, and it is conceded the two lieutenants might have been picked up in Lake Erie by some freighter which had no wireless apparatus and could not inform shore stations of the rescue. Local airplane pilots said the two naval officers might have worn life preservers or a rubber suit containing air next to their clothing. The last sight of the balloon was by H. E. Honeywell, pilot of a balloon in the race, who came to earth east of Buffalo. He said he sighted Roth's ship over Lake Erie Friday.

**Balloon Identified.**  
Washington, July 7.—The balloon found partly submerged off Port Stanley, Ont., on Lake Erie, has been identified as that of Lieut. L. J. Roth and T. B. Kull, naval balloonists, in a report tonight to the Navy department from Pilot Shiller, who flew to the scene from Cleveland.

The uniforms of both pilots were found in the wreckage of the big bag of the half-submerged craft, the report said, and with them was the log, an extra leather coat and a pair of gauntlets. The balloon was partly inflated, but the basket was missing, indicating, in the opinion of naval officers, that the two men had cut it loose and abandoned their clothing under stress.

Navy officials said the presumption that the basket was cut loose encourages them to believe that the two officers are still alive. The basket was fitted with apparatus which enable it to float for days.

**Naval Officer in Omaha**  
Messmate of Balloonists  
Lieut. Fred D. Towers, U. S. N., recruiting officer for Nebraska and South Dakota, with offices at 210 South Fourteenth street, said last night that he was a messmate of both the balloonists who are lost, at Annapolis naval academy between 1910 and 1912.

"I went to Cedar Rapids high school with Roth and finally we both went to the naval academy," said Lieutenant Towers. "He was a year ahead of me. Roth's father was mayor of Cedar Rapids in 1910."

"The last time I saw Roth was in Cuba. He passed through Cuba about six months ago on his way from the Pacific fleet at San Diego, Calif., to Washington."

"George G. Hull, recruiting officer for Kansas, stationed at Kansas City, Mo., was another of our classmates."

**Airplanes to Make Search for Lost Denver Jeweler**  
Denver, July 7.—Airplanes are to be used in the quest for William E. Head, 25, missing Denver jeweler, who wandered away from a party of friends July 4 near St. Mary's glacier, about 45 miles west of Denver, where a ski meet was to be held.

Head took a stroll to get some pictures, asking his friends to meet him where his car was parked. He never returned. Bloodhounds were put on the trail two days later and after following all day Friday, lost it at Silver creek, which Head apparently had waded.

**Elks Broadcast Program**  
From Atlanta Convention  
Special Dispatch to The Omaha Bee.  
Atlanta, Ga., July 7.—Radio station, WSB, of the Atlanta Journal, will broadcast a special concert by South Dakota Elks Tuesday night, 10:45 to midnight, featuring Governor W. H. McMaster, past grand exalted ruler; James G. McFarland, Water tower, coming grand exalted ruler, South Dakota, All Elks band and Sunshine quartet.

**Fire Razes Movie Booth**  
Special Dispatch to The Omaha Bee.  
Blue Springs, Neb., July 7.—While the moving picture booth, which is owned by the city and which gives free open movies on the main street was being operated, it caught fire and was totally destroyed together with six reels of films. The cause of the fire is unknown. The loss is over \$350. A large crowd was watching the movies. No one was injured.

### Leviathan Marks New Milepost in Deep Sea Craft

Maiden Voyage of Giant Liner Contrasted With Passage at Time of Civil War.

(Continued From Page One.)

The former German ship can never be described. There was scarcely anything left of those fittings aside from the anchors and the boilers. Finally the shipping agent took it over and offered it for sale. It was little more than a hulk resting in the mud of the Jersey flats. No one wanted it. It was not attractive even to the junk men. Then appeared Albert D. Lasker as chairman of the shipping board. If there is one line of activity in which he excels it is advertising. Mr. Lasker saw his opportunity. He determined to make the Leviathan the great advertisement for the renaissance of the American mercantile marine, and he has done it.

**Worth the Cost.**  
P. T. Barnum once declared that he cared not what people said about him, so long as they talked about his shows. Mr. Lasker has surely succeeded in getting the world in general and the American public in particular to talk about the Leviathan. And of course there is plenty of criticism in connection with the trial trip of the big boat. This ship is the great American floating hotel.

The charges for accommodations are higher than ever dreamed of by the most sanguine investor in sea tonnage. The party occupying the most expensive "suite" paid nearly \$5,000 for the privilege of traveling from New York to France or England when it sailed on its initial voyage July 4. Naturally it is the desire of the shipping board to learn that every detail has been perfected, and that all the departments, from the engine room to the restaurants, function properly. No hotelman would think of opening a new hotel without testing out his office force and his culinary division, and Mr. Lasker is taking out the organization of the Leviathan in that same manner. Critics of the trialtrip asserted that the expense would approximate a million dollars. The trial would have been made if no guests whatever were invited. There were about 600 of these guests. The crew had been on the pay roll since they were signed on. The same is true of the steward's force. They are entitled to their "grub" whether in port or out on the ocean. Therefore the only additional expense incurred was the actual cost of the food supplied to the guests. At \$5 each per day, which is a liberal estimate, the cost of the trip for the 400 passengers board has received could not be obtained for a hundred times that sum—and it was all free, top of column, pure reading matter stuff. Mr. Lasker has certainly obtained for the board over which he has so ably presided a "big" of free advertising, which will prove invaluable to the merchant marine which he has done so much to build upon a sea-full of wreckage.

**The Merchant Marine.**  
Whether or not this merchant marine will ever prove financially successful is an open question. Very likely the answer will be negative. There are too many legislative obstacles in the way. In the first place, the shipping laws of this country are a big handicap. No foreign ship-owners are handicapped by such laws as confront the American ship-owner. The wages he is compelled to pay and the crews he is compelled to carry add enormously to the cost of operation as compared with the costs sustained by the British, French, German or Scandinavian ship-owner.

Then, too, are the effects of the Volstead act, the 18th amendment to the constitution and the opinion of the United States supreme court. Thousands of Americans who travel for pleasure or recreation regard the right to drink anything which their fancies may dictate as one of the privileges which they are entitled to when three miles off the shores of their country. The fact that American passenger ships are, and must be, "bone dry" has driven hundreds of such travelers to Canadian ports during the present season. These facts in themselves would be sufficient to hamper seriously the successful operation of passenger steamers under the American flag. But the greatest handicap is the fact that no official, no matter what his ability, no matter how great his desire to serve the people and no matter how thoroughly honest he may be, can hope to escape the carping, sneering, unwarranted criticism of a class of writers who apparently labor under the impression that the acceptance of office of great responsibility is prima facie evidence of moral turpitude.

**The Greatest Ever.**  
The Leviathan is beyond the shadow of a doubt the greatest vessel that ever plowed the salt seas. Its bulk alone is sufficient to give it this distinction. But its fittings are simply incomparable. As the Vaterland the finest cabin, fitted especially for the emperor of Germany, was looked upon as the last word in luxurious appointments. But the Leviathan excels even that acme of luxury in half a dozen of its "suites." Nothing has been omitted by the furnisher and decorator to make it the ultra super palace of the ocean.

Will it pay its cost? If a single ship sailing under the stars and stripes can pay a fair interest on her cost the Leviathan will be that ship. It is designed to meet the demands of those wealthy people who want the best without reference to the price. There are men who gladly pay \$5 for a cravat in an exclusive haberdashery on Fifth avenue, although they might buy the duplicate in a store one block farther west for half the price. Mr. Lasker is thoroughly familiar with this trait of the American character—which is even more marked in the female of the species—and it was this knowledge which led him to invest \$8,000,000 in the greatest ship "ad" ever attempted.

**That Trip on the Fortuna.**  
I started out on the Fortuna and seem to have awakened in one of

the cabins of the Leviathan. The Fortuna was the type of that old line of sailing craft which made sailors of those sturdy folk of northeastern Germany, Norway, Sweden, Denmark and Holland and subsequently of the British Islands. Its home port was Stralsund, which is a small town south of the Danish peninsula and somewhere near the mouth of the Kiel canal. It had a captain, a mate and nine members of the crew, including a boy, whose name was Hans and who had a "funny little song, which he sang every morning at the end of the starboard watch. It was "Stoffy, slow, stoffy, stoffy," or that is what it sounded like to the small Britisher who was the sole passenger on that brig. Hans explained that the English translation of the little song would be "Coffee is ready, and you had better come and get it."

**A Floating Cabin.**  
The British channel on the morning of May 17 was about like the channel between New York and Bermuda, across the gulf stream, with a 60-mile gale blowing from the west, and it was three days before the lonely passenger succeeded in finding storage room within his abdomen to stow away his first breakfast. But the next 40 days were just one dream of idle pleasure until the first day of July, when the lookout sighted, on the port bow, the drifting deck-cabin of some unfortunate craft that had been wrecked off the banks in the storm of the few days preceding. In that deck-cabin was a flag locker filled with a complete set of signal flags. Fifty years ago the international code on the ocean consisted of a series of numbers instead of the letters which have taken their place today. Whenever the master of a sailing vessel sighted another ship he ran up on the peak halyards four flags, "2238," which asked the question, "What is your longitude?" Then there would be a series of replies and perhaps greetings from ship to ship.

**Fun With the Signal Flags.**  
July 1, 1869, was a perfect day, with just enough breeze blowing to move the Fortuna on her course. In the afternoon the starboard watch were killing around, all except the lookout and helmsman. The captain and the mate were snoozing in the cabin, and the 13-year-old passenger got busy with those sea-soaked flags, which had just been pulled on board. In the process of drying them out on the balyards hanging from the sparker boom he consulted the international code, with the result that he sent aloft four flags to dry in the breeze and then curled up in the boat amidships for his siesta. It happened that the flags sent aloft, either by accident or design, spelled out: "Heave to or I will fire across your bows." It was about 3 in the afternoon when there was a yell from the lookout. The captain and the mate climbed out of their bunks and started a lively conversation in guttural German. Finally the captain exclaimed in English, "I'll bet 10 groshen that it is the work of that damned little Englisher." Thirty minutes after, while the Fortuna was hove to, a boat came alongside from a Norwegian bark and the captain came aboard. There were greetings, much talk and more laughter, and then an adjournment was taken to the cabin, where the sound of popping corks was evidence enough that the Volstead act was not in operation in 1869, at least so far as German shipping was concerned.

**The Wages.**  
The wages of the sailors who rated "AB" on German ships in those days was 13 silver groshen per diem. Just how much this is in the currency of the United States I'll leave to the reader to figure out. It is somewhere in the neighborhood of 30 cents, and when it is remembered that the

wages paid to even ordinary seamen on American ships today is in the neighborhood of 75 per month it will be understood that the United States shipping board has got some job to compete with the oldtime windjammer, that was never in a hurry to reach port.

**An Oldtime Cargo.**  
The owners of the North German brig Fortuna made money out of the freight in transporting 365 hogheads of sugar and 100 barrels of ginger from London to New York. The 25 tons of railroad iron, which made up the balance of the cargo, were second-hand rails, which were used more for ballast than as freight, but which eventually found their way onto the tracks of some American railroad. The sugar, by the way, was of the variety then known as "muscadov." It was raw sugar, and it brought 14 cents a pound in gold, and gold on the ninth day of July, 1869, was at a premium of 65 per cent.

### The Omaha Bee to Carry Ads of Big Association

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under this emblem of business character are chosen in large part as the result of views gathered from important distributors and consumers throughout the United States—those who have first hand knowledge of the manufacturer gained by years of business relations. The principles of the association are thus defined in its qualifications for membership: Honor: A recognized reputation for fair and honorable business dealings. Quality: An honest product of quality truthfully represented. Strength: A responsible and substantial financial standing. Service: A recognized reputation for conducting business in prompt and efficient manner. It was discovered that old-established institutions often possess the character and reputation that guarantee their products, and are entrenched in the good-will, confidence and friendship of the public. They should have a certain means of emphasizing the character and quality of their goods, which the association provides. Several of its members have been in business over 100 years; many of them over half a century, and all of them upheld through long years the principles of honest, trustworthy business practice.

**Plan Convincing.**  
The building up of the membership by manufacturers whose trade was with the entire American people, soon showed that the plan, with its background of sound sentiment, was convincing and practical. It was "good business" and it was carried forward through the power and economy of co-operation.

The emblem appears in members' catalogs, literature and advertising; on their stationery, salesmen's cards and products. The attention of a whole nation has been centered on it, for thus far it has appeared in group activities and in the advertisements of individual members over 5,000,000, 000 of times.

If this one emblem were a guidepost, before which people passed continuously, one a second every hour of the 24, and every day in the year, 158 years would elapse before the 5,000,000,000 had got by. If the procession had formed on Independence Day, 1776, it would be still in line and moving, with 11 years yet to go. As a guidepost to the character of scores of old-established manufacturers, whose goods go into every community in the country, this emblem possesses advantages which customers in their shopping, and dealers in their ordering are quick to seize. Wherever it appears it increases the regard which the customer may already have for a concern selling goods and service that are proved to be good.

### Strict Boycott of University Is Threatened

Professors of Tennessee Institution Wage Fight for "Academic Freedom" in Teaching Students.

(Continued From Page One.)

Knoxville, Tenn., July 7.—Boycott of the University of Tennessee by professors was threatened tonight as a new weapon in their war for "academic freedom," believed now to center in a question of their right to present untrammeled views of evolution to the university students. "Academic freedom," it was declared, is assured in a clause of the constitution of the American Association of College Professors.

Knoxville members of the organization said the association would investigate the situation here, put its findings in book form and make recommendations. These recommendations, it was intimated, would be the basis for a general boycott of the university by educators. The battle cry of the fight, strangely lacking in publicity thus far, is expected to be raised soon and to be "evolution." In the meantime scattered statements from both faculty and administrative sources continue to cloud the issue with general statements on "academic freedom."

Pending action by the American Association of College Professors in the fight which has resulted already in the dismissal of several professors and the exposure of four more to administrative fire, developments have reached a lull.



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\$4.45  
Or if a sport hat suits your purpose better, there's an unusually clever selection at—  
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**Your Unrestricted Choice of Costume Blouses**  
**\$12.00**  
—Canton, crepe de chine and novelty crepe over blouses in white and smart suit shades—in fact every silk blouse in stock is reduced to this low price for Monday.

**July Reductions**  
on Dresses, Suits, Coats and Skirts make shopping here a pleasant surprise.

**\$8.00**  
These fiber jacquettes in Indian design with clever side tie fastenings are the decidedly different sort the smart woman is looking for.

**\$2.56**  
The most popular of sleeveless sweater styles are these with low four-button fastening and plain back contrasted with the front in an unusual weave or color.

**\$3.95**  
Balkan blouse models and other sleeveless styles.

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