

Moving Forward

Marshall Field & Company presents here each day observations and opinions intended to be of interest and value to those it seeks to serve.

FIRECRACKER THINKING

By CALEB

FOURTH OF JULY patriotism sometimes resembles the fireworks that go with it. There is a sizzle, a surge of noise, a star-spangled burst of oratory—and darkness.

Prominent among the items earmarked for consideration by orators today is the matter of various threats to democracy and American institutions. Unfortunately, small attention will be given to one of the most important: indifference on the part of most of us to the simplest duties of citizenship.

If American institutions are threatened, the most serious threat comes not in the form of conflicting ideals in government here and elsewhere. If there is such a threat, it springs directly from the carelessness of those of us who think our present form of government is worth continuing and developing—but who shirk the responsibilities that go with its privileges.

Democracy or any other form of government flourishes only so long as it is worth fighting for, and so long as there remain sufficient numbers who will fight for it. Essential in the face of war or the threat of invasion, patriotism in the absence of warfare is spelled "citizenship." Whatever else it may require, citizenship in a democracy demands the acceptance of individual responsibility.

Rarely in this country is it necessary for the average citizen to don a uniform and shoulder a gun in its defense. There is, nevertheless, an insistent and imperative call for his services. The largest and most important element in patriotism is responsibility—the responsibility of intelligent attention to peace time duties as a citizen. These are simple, routine and often unexciting, but upon their discharge by each one of us rests the future of American institutions.

Lacking in colorful excitement, the prosaic duties of citizenship are sometimes neglected to the end that when invasion threatens, there remains little to defend. One sure method of preventing such dire consequences is the immediate acceptance and discharge of a full share in the individual responsibilities of citizenship.

This article may be reproduced in whole or in part only on written consent from Marshall Field & Company 744

REMOVAL SALE SHOES 6.85 and 8.85 HOSIERY 79c BAGS 1.89 I. MILLER 137 S. STATE ST.

RESORTS AND TRAVEL TOURS.

1-DAY VACATION LAKE CRUISES To MILWAUKEE S. S. GRAND RAPIDS Daily 9:45 A. M. 51.75 Round Home 9:45 P. M. Trip Sun. & Hol., \$2.00

REGULAR SERVICE TO EUROPE, ALSO VACATION CRUISES TO W. INDIES, ETC. HOLLAND-AMERICA LINE 518 N. Michigan Ave. Chicago

Job for 60 Year Old Ex-Army Officer— buyer who wants cedar line and corner posts for farm fences—barbecue machine—an opportunity to engage in placer mining—vegetable skinning process—buyer who wants drums and bugles—instructions by world-famous golfer—rhyming service for your sales story—these were subjects of want ads in yesterday's Tribune want ad section.

NEW NEW DEAL IS TOO RADICAL FOR OLD REGIME

Early Leaders Deserting One by One.

[Continued from first page.]

strated from week to week. Lewis dominates the labor department, the labor relations board, and the coal commission. He does not hesitate to overrule the President himself, as he did when he caused the coal commission to abrogate its entire price schedule.

He demanded that the President come to his aid in the automobile and steel industry strikes as compensation for his \$600,000 contribution to the Roosevelt 1936 campaign fund, and the President complied with toleration of the sitdown strike and mass picketing and with harassment of the employees.

Lewis Makes Demands. Most sensational exhibition of his taste for dictatorship was Lewis' appearance at the Capitol toward the close of the last session of congress to demand passage of the bill to blacklist business enterprises accused of unfair labor practices by the labor relations board, blacklist them pending their appeals to the courts.

Now Lewis is demanding the defeat of at least two of the old New Dealers on the rules committee in order to get his way in the next congress. The administration has bowed to Lewis and marked for political slaughter several members of the rules committee including its chairman, Representative John J. O'Connor (D., N. Y.).

Other outstanding figures in the new New Deal include Assistant Attorney General Thurman Arnold, who is in charge of anti-trust prosecutions; Solicitor General Robert H. Jackson, who attributed the new depression to a conspiracy of economic royalists; and Thomas G. [Tommy the Cork] Corcoran, who is an all around handyman to the President, writing parts of his speeches and managing the party purge, among other things.

These new New Dealers have been participating in the last fortnight in conferences with leading industrialists on the monopoly investigation. The administration version of these meetings was that the industrialists had got the New Deal religion. The industrialists related that they had been threatened by the new New Dealers with dire punishment unless they speedily accepted the Roosevelt gospel. One of the new New Dealers was quoted as asserting that, while he lacked evidence to convict the industrialists of monopoly, he had enough to indict them.

Press Monopoly Inquiry. Other outstanding figures in the new New Deal include Assistant Attorney General Thurman Arnold, who is in charge of anti-trust prosecutions; Solicitor General Robert H. Jackson, who attributed the new depression to a conspiracy of economic royalists; and Thomas G. [Tommy the Cork] Corcoran, who is an all around handyman to the President, writing parts of his speeches and managing the party purge, among other things.

These new New Dealers have been participating in the last fortnight in conferences with leading industrialists on the monopoly investigation. The administration version of these meetings was that the industrialists had got the New Deal religion. The industrialists related that they had been threatened by the new New Dealers with dire punishment unless they speedily accepted the Roosevelt gospel.

One drove against Pengtseh, on the south bank, apparently to reach Hukow, 150 miles downriver from Hankow, on a narrow strip of marshy land separating the Yangtze from Poyang lake.

The other captured Wankiang, on the north bank opposite the boom, apparently also aiming at Hukow, gateway to the vast southwest and to the important Hankow-Canton railroad.

Foreigners Stay in Swatow. SWATOW, China, July 3.—(AP)—The majority of foreigners resisted today the urgings of their consuls that they leave bomb stricken Swatow. They seemed determined to remain for the time being, at least, while Chinese authorities protested that the Japanese raids were against a completely open city which was without anti-aircraft or any other defensive means.

The search for possible victims of attacks Friday and Saturday continued in the ruins of 200 demolished homes. The dead were estimated at 300 and the wounded 400.

The flood of the Yellow—China's Sorrow—did not become a typical Chinese disaster because the dike breaks were confined to an area between Chengchow and Kaifeng. The flood water found its way to tributaries of the Hwai river and flowed in the Hwai channel to the Grand canal and from there into the lower Yangtze. For a time it was believed the flood would seek the old channel of the Yellow River, before 1852, reached the sea south of Shantung peninsula.

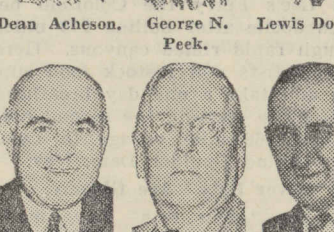
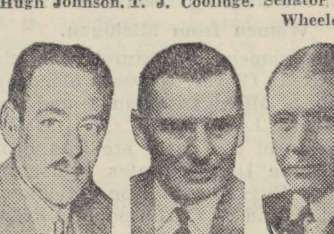
Both the Yangtze and the Yellow rivers rise in the mountains of eastern Tibet. The Yangtze is 2,900 miles long and the Yellow 2,400 miles long. The Yangtze is navigable by large vessels for 1,000 miles and for an additional distance by shallow draft vessels. The Yellow is practically unnavigable its entire length. Great dikes have grown up along the Yangtze, which is truly the chief trade artery of China. No great cities have been built along the Yellow—it has been too treacherous. The Yellow makes a slow descent

Radical Regime

(Story starts on page 1.)



Sidney Hillman (left) and John L. Lewis, C. I. O. bosses, who are now dominant in Washington affairs.



conferences with leading industrialists on the monopoly investigation. The administration version of these meetings was that the industrialists had got the New Deal religion. The industrialists related that they had been threatened by the new New Dealers with dire punishment unless they speedily accepted the Roosevelt gospel.

One drove against Pengtseh, on the south bank, apparently to reach Hukow, 150 miles downriver from Hankow, on a narrow strip of marshy land separating the Yangtze from Poyang lake.

The other captured Wankiang, on the north bank opposite the boom, apparently also aiming at Hukow, gateway to the vast southwest and to the important Hankow-Canton railroad.

Foreigners Stay in Swatow. SWATOW, China, July 3.—(AP)—The majority of foreigners resisted today the urgings of their consuls that they leave bomb stricken Swatow. They seemed determined to remain for the time being, at least, while Chinese authorities protested that the Japanese raids were against a completely open city which was without anti-aircraft or any other defensive means.

The search for possible victims of attacks Friday and Saturday continued in the ruins of 200 demolished homes. The dead were estimated at 300 and the wounded 400.

The flood of the Yellow—China's Sorrow—did not become a typical Chinese disaster because the dike breaks were confined to an area between Chengchow and Kaifeng. The flood water found its way to tributaries of the Hwai river and flowed in the Hwai channel to the Grand canal and from there into the lower Yangtze. For a time it was believed the flood would seek the old channel of the Yellow River, before 1852, reached the sea south of Shantung peninsula.

Both the Yangtze and the Yellow rivers rise in the mountains of eastern Tibet. The Yangtze is 2,900 miles long and the Yellow 2,400 miles long. The Yangtze is navigable by large vessels for 1,000 miles and for an additional distance by shallow draft vessels. The Yellow is practically unnavigable its entire length. Great dikes have grown up along the Yangtze, which is truly the chief trade artery of China. No great cities have been built along the Yellow—it has been too treacherous. The Yellow makes a slow descent

from the mountains, then for 500 miles flows between Shensi and Shansi provinces. Through the ages the winds have deposited desert sand and fine dust (loess—the Chinese "yellow earth") on the treeless Shensi-Shansi plateau to depths reaching 200 feet. In its southward course the Yellow river has cut deep canyons in the plateau and carried away the loess.

At Tungkuwan, Shensi province, the river runs into the Tsin-ling mountains and turns eastward. One hundred miles east of Tungkuwan, the Yellow escapes the flanking mountains and enters the plain of Honan, the western angle of the great central plain of China.

Reaching the plain, the river spreads out, the channel is shallow, the current loses force and deposits its "yellow earth." Centuries ago the Chinese began building dikes to keep the river in its channel. Silting continued, the channel became too small and floods occurred. The Chinese built more dikes. Today the river bed for nearly 200 miles from Loyang eastward to Kaifeng is from 15 to 30 feet above the level of the plain.

Yangtze's Descent Rapid. As for the Yangtze, its descent is rather rapid from Tibet and through Szechwan province. At Chungking it becomes navigable for shallow draft boats. Three hundred miles down river at Ichang, the valley opens into a broad plain with large lakes. At Hankow the Han river enters the Yangtze. This plain, being only a few feet above the normal level of the rivers, has been the scene of numerous disastrous floods and of ages of dike building.

MAIL AND PHONE ORDERS RANDOLPH 9800

CHINESE ATTACK IN BOGS; PUSH BACK JAP DRIVE

Rise of Yangtze Floods Marshy Lands.

SHANGHAI, July 4 [Monday].—(AP)—A furious Chinese counterattack in flooded, marshy swamplands along the Yangtze river today drove back the vanguard of Japan's offensive against Hankow, China's provisional capital.

The Japanese retreated from Pengtseh, 175 miles below Hankow, close to the submerged boom at Matowchen, after intensive fighting in which both sides made heavy use of war planes.

Chinese declared their bombers sank a Japanese gunboat and damaged two others at Anking, Anhwei province capital, below the Matowchen barrier of sunken rock filled junks.

Land Forces Flank Ships. Casualties in the three day battle among the reeds on both sides of the river were said to have been heavy, but there were no trustworthy estimates.

After a Japanese transport, riding flood waters in the Yangtze, passed the Matowchen boom on Saturday land forces forged ahead on both banks.

One drove against Pengtseh, on the south bank, apparently to reach Hukow, 150 miles downriver from Hankow, on a narrow strip of marshy land separating the Yangtze from Poyang lake.

The other captured Wankiang, on the north bank opposite the boom, apparently also aiming at Hukow, gateway to the vast southwest and to the important Hankow-Canton railroad.

Foreigners Stay in Swatow. SWATOW, China, July 3.—(AP)—The majority of foreigners resisted today the urgings of their consuls that they leave bomb stricken Swatow. They seemed determined to remain for the time being, at least, while Chinese authorities protested that the Japanese raids were against a completely open city which was without anti-aircraft or any other defensive means.

The search for possible victims of attacks Friday and Saturday continued in the ruins of 200 demolished homes. The dead were estimated at 300 and the wounded 400.

The flood of the Yellow—China's Sorrow—did not become a typical Chinese disaster because the dike breaks were confined to an area between Chengchow and Kaifeng. The flood water found its way to tributaries of the Hwai river and flowed in the Hwai channel to the Grand canal and from there into the lower Yangtze. For a time it was believed the flood would seek the old channel of the Yellow River, before 1852, reached the sea south of Shantung peninsula.

Both the Yangtze and the Yellow rivers rise in the mountains of eastern Tibet. The Yangtze is 2,900 miles long and the Yellow 2,400 miles long. The Yangtze is navigable by large vessels for 1,000 miles and for an additional distance by shallow draft vessels. The Yellow is practically unnavigable its entire length. Great dikes have grown up along the Yangtze, which is truly the chief trade artery of China. No great cities have been built along the Yellow—it has been too treacherous. The Yellow makes a slow descent

from the mountains, then for 500 miles flows between Shensi and Shansi provinces. Through the ages the winds have deposited desert sand and fine dust (loess—the Chinese "yellow earth") on the treeless Shensi-Shansi plateau to depths reaching 200 feet. In its southward course the Yellow river has cut deep canyons in the plateau and carried away the loess.

At Tungkuwan, Shensi province, the river runs into the Tsin-ling mountains and turns eastward. One hundred miles east of Tungkuwan, the Yellow escapes the flanking mountains and enters the plain of Honan, the western angle of the great central plain of China.

Reaching the plain, the river spreads out, the channel is shallow, the current loses force and deposits its "yellow earth." Centuries ago the Chinese began building dikes to keep the river in its channel. Silting continued, the channel became too small and floods occurred. The Chinese built more dikes. Today the river bed for nearly 200 miles from Loyang eastward to Kaifeng is from 15 to 30 feet above the level of the plain.

Yangtze's Descent Rapid. As for the Yangtze, its descent is rather rapid from Tibet and through Szechwan province. At Chungking it becomes navigable for shallow draft boats. Three hundred miles down river at Ichang, the valley opens into a broad plain with large lakes. At Hankow the Han river enters the Yangtze. This plain, being only a few feet above the normal level of the rivers, has been the scene of numerous disastrous floods and of ages of dike building.

MAIL AND PHONE ORDERS RANDOLPH 9800

China Floods an Unexpected Foe; Add to Japan's War Cost

(Map on back page.)

A foe which the Japanese did not count on meeting when they planned their campaign in China is working on the side of the defenders—actually defeating Japanese armies and adding tremendously to Japan's war cost.

The foe is flood water. A flood of the Yellow river halted Japan's westward drive along the Langhai railroad toward Chengchow. Dike breaks and the threat of flood conditions now menace Japan's Yangtze river drive toward Hankow, the Chinese provisional capital.

Japanese charged that Chinese breached the Yellow river dikes and loosed the flood on the northern area of the central front. They make the same charges with reference to their present difficulties in the southern area near the Yangtze.

Heavy Rains Falling. Heavy rains have been falling in the central Yangtze region. The river has been at a high stage for more than a month. Breached dikes on the Yangtze and tributaries in the Matowchen battle area between Anking and Kiukiang (about 200 miles downstream from Hankow) have loosed water which impedes the Japanese advance from the Tsienshan sector.

The muddy water is flowing at the rate of five miles an hour into great shallow lakes near Wankiang. One United States army expert estimated that the Yellow river flood, besides halting the Japanese drive, cost Japan the equivalent of an army of 300,000 men. This figure was arrived at by counting the actual loss of men and the loss of artillery, tanks, other munitions and service and supply equipment which was bogged in the mud and water.

The flood of the Yellow—"China's Sorrow"—did not become a typical Chinese disaster because the dike breaks were confined to an area between Chengchow and Kaifeng. The flood water found its way to tributaries of the Hwai river and flowed in the Hwai channel to the Grand canal and from there into the lower Yangtze. For a time it was believed the flood would seek the old channel of the Yellow River, before 1852, reached the sea south of Shantung peninsula.

Both the Yangtze and the Yellow rivers rise in the mountains of eastern Tibet. The Yangtze is 2,900 miles long and the Yellow 2,400 miles long. The Yangtze is navigable by large vessels for 1,000 miles and for an additional distance by shallow draft vessels. The Yellow is practically unnavigable its entire length. Great dikes have grown up along the Yangtze, which is truly the chief trade artery of China. No great cities have been built along the Yellow—it has been too treacherous. The Yellow makes a slow descent

from the mountains, then for 500 miles flows between Shensi and Shansi provinces. Through the ages the winds have deposited desert sand and fine dust (loess—the Chinese "yellow earth") on the treeless Shensi-Shansi plateau to depths reaching 200 feet. In its southward course the Yellow river has cut deep canyons in the plateau and carried away the loess.

At Tungkuwan, Shensi province, the river runs into the Tsin-ling mountains and turns eastward. One hundred miles east of Tungkuwan, the Yellow escapes the flanking mountains and enters the plain of Honan, the western angle of the great central plain of China.

Reaching the plain, the river spreads out, the channel is shallow, the current loses force and deposits its "yellow earth." Centuries ago the Chinese began building dikes to keep the river in its channel. Silting continued, the channel became too small and floods occurred. The Chinese built more dikes. Today the river bed for nearly 200 miles from Loyang eastward to Kaifeng is from 15 to 30 feet above the level of the plain.

Yangtze's Descent Rapid. As for the Yangtze, its descent is rather rapid from Tibet and through Szechwan province. At Chungking it becomes navigable for shallow draft boats. Three hundred miles down river at Ichang, the valley opens into a broad plain with large lakes. At Hankow the Han river enters the Yangtze. This plain, being only a few feet above the normal level of the rivers, has been the scene of numerous disastrous floods and of ages of dike building.

MAIL AND PHONE ORDERS RANDOLPH 9800

for stout women!

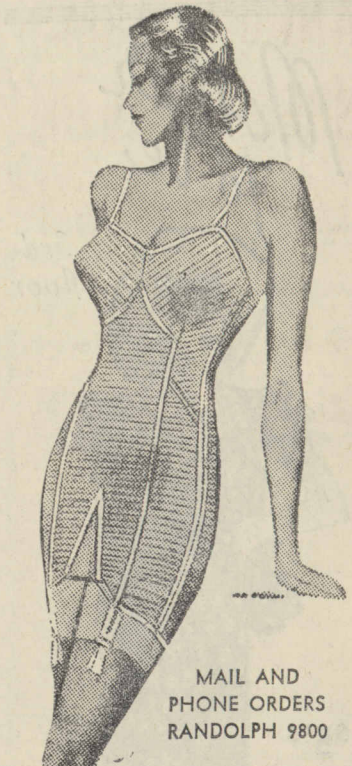
AIRY MESH Adaptolette foundations

\$5 Second Floor—Corsets

Sizes 36 to 52—for short or tall figures

An exquisite all-in-one designed by Adaptolette . . . so light . . . so airy . . . it really "feels like nothing at all" . . . yet . . . it will mold you into sleek, slender curving lines . . . and uplift the bust into high youthful contours . . . to make your summery frocks fit with new flattery.

Lane Bryant 101 N. WABASH AVE.



Goldblatt's Big News MEN! OUR \$250,000 SUIT STOCK TO GO AT \$175,000

SAVE 20% to 40% BUY YOUR CLOTHES NOW!

The merchandising policy of our Men's Clothing Department has always been—NOT TO CARRY SUITS OVER FROM ONE SEASON TO ANOTHER! That's why, just about this time every year, we go through our stocks and drastically mark down each and every garment for this semi-annual sale.

In many instances, we've cut the prices as much as \$7 and even more! That means that these suits are at least 20% to 40% LOWER IN PRICE than what they previously sold for.

Our Budget Buying Plan is available for your convenience during this mammoth clothing sale. Take 12 weeks to pay. This sale is at all 10 Goldblatt Stores!

Here Are Some of the Super Values: Yearcraft Suits Were \$25 NOW \$18 Summer Suits Were \$10.75 NOW \$5.90 3 Piece Suits Were \$13.50 NOW \$7.90 Parkside Suits Were \$17.50 NOW \$13.90 Lord & Lord Suits Were \$28.50 NOW \$22

BUY ON OUR CONVENIENT BUDGET PLAN! AMERICA'S FASTEST GROWING DEPT. STORES! GOLDBLATT BROS. STATE STREET STORE AND ALL NEIGHBORHOOD STORES

MANDEL'S FOR YOUR SUMMER COTTAGE OR GUEST ROOM! Complete 4-Pc. Bed Outfit REGULARLY PRICED \$59.45 ONE DAY SALE PRICE AT \$34.95

A Rug Sensation! Formerly \$119.50—at Half Price Tomorrow! Artloom's Famous "Sylvia" Oriental Rug Copies \$59.75 9x12 FT. AND 8.3x10.6 FT.