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FRENCH ART FRAUDS CAUSE AGITATION FOR GOVT. EXPERTS

Paris, June 12—Mass production of "old masters" and other forms of fraud have upset art circles in France.

The resulting agitation has led Pierre Ramell, former minister of fine arts, to urge creation of an official bureau whose staff findings would supplant present reliance upon "expert opinion."

He believes that with the proper kind of laboratory tests, such a bureau could guarantee the genuineness of disputed works of art and eventually curb the faking which some critics say, is of factory proportions.

Laboratory At Louvre

The Louvre maintains a laboratory in charge of J. Fernand Cellerier, a scientist of note, where chemistry and X-rays are used to determine the genuineness of pictures acquired for the government. But this service is not available for private buyers.

The case of Jean Charles Millet and Charles Gazot has focused attention on the subject. They are charged with operating a factory which turned out paintings bearing the signature of the former's grandfather, the world famous painter of "The Gleaners," "The Angelus" and other noted pictures.

Whatever action the courts may take on this couple, there is frank admission by art authorities that galleries and markets harbor thousands of bogus masterpieces.

Some 30,000 "Corots"

Even the Louvre has been victimized. Two "Watteaus" bought three years ago for \$60,000 have been declared to be by a far less important painter, Quillard. The Louvre now is trying to get its money back under a French law which compels art dealers to refund the price when a guaranteed work turns out to be spurious.

Corot, great painter of landscape, is credited with the paternity of about 30,000 canvasses, thousands of which he never saw. He himself was responsible for the signatures on some of them. He was widely copied and knew it and sometimes, when owners asked if their paintings were genuine, he would touch up a fake, sign it and say:

"Now it is a Corot."

When Experts Disagree

Modern painters, however, are less charitable toward imitators. Many of them have demanded removal from art stores of certain pictures credited to them and one last year went about slashing canvasses which he declared to be forgeries.

When experts disagree now there is none to decide the question. Hence visits to museums reveal many paintings "attributed to" certain artists, revealing the doubt that exists as to the authorship of even some acknowledged historic works.

Such a disagreement in 1920 caused a 10-year debate that has not yet been ended although a suit in New York for \$500,000 against Sir Joseph Duveen, noted British critic was settled out of court May 20 out of this year. That action was brought by Mme. Andree Hahn, of Paris, owner of "La Belle Ferroniere, which some experts had attributed to Leonard da Vinci.

Settlement Inconclusive

She based the action on Sir Joseph's opinion that the painting was put on the canvas about 300 years after the death of the Italian master, alleging that this conclusion had stopped negotiations with the Kansas City Art Museum which was ready to pay her \$250,000 for the painting.

The settlement was as inconclusive on the merits of the work as the debate which accompanied the controversy. Mme. Hahn was announced as "very well satisfied" from a bonetary standpoint but Sir Joseph stuck to his opinion. So did proponents of Mme. Hahn.

MANUFACTURERS MUST RESPECT SACRED COLORS

Washington, June 11—How American automobile manufacturers allow for everything from sacred colors in Persia to foreign use of the metric system in selling their products to the world was recounted by George F. Viault, commerce department authority on automotive trade.

It would never do to ship a green sport model to Persia, for instance, for the emerald hue has a certain religious significance in that far country, Viault says.

Nor would it be wise to sell a dark red or maroon model to a Japanese dealer, for in Japan, he disclosed, such colors are preserved for members of the imperial company.

The dashboard of virtually every model shipped to Europe must likewise undergo certain modification, said Viault. As most foreign markets employ the metric system of measurements, speedometers recording in miles must be replaced by those registering in kilometers.

Manufacturers must consider as well that in several countries, notably Great Britain, the rule of the road is to the left. The preference hereabouts is always for right hand drive cars.

Preference in the matter of construction, equipment and color vary widely, Viault said. Bright colors are particularly in demand and the plated trimmings of present day models give them added attraction.

He said that tropical countries still are demanding open models despite the almost universal preference for the closed car. Battery ignition is also favored, he said, although in some few countries where servicing is difficult the magneto is still widely used.

Hilly countries, or those lands where road construction is not far advanced, are not good markets for low clearance American models Viault disclosed.

Nervous Passenger: I don't feel at all safe in this leaky ferry boat.

Boy: Don't worry, ma'am. If anything happens of you, I'll take the blame.

Husband: Is that woman I saw you talking to a fitting associate for you?

Wife: She's fitting all right; she's my dressmaker.

INVENTS NOISE ABSORBER

Seasickness is to be laid low, and the graphophone next door which plays far into the night is to be robbed of its terrors.

All this is made possible by a scientific war which is at present being waged on noise in modern life. And it is to science that the discovery is due that seasickness is not caused by the "rolling of the ocean" so much as by the various noises made by a vessel at sea.

Professor A. M. Low, who is in the forefront of the attack on noise, gave "The London Sunday Chronicle" details of how he had successfully combated it on great ocean liners and other vessels, thus making seasickness less likely for the passengers.

"Noise effects the whole body, and especially those wonderful listening glands of the ear, which, to a large extent, govern sickness," he said. "It has long been known that noises make people sick. That is proved in flying and many other things."

"I have recently photographed noises on a number of his ocean liners. Having tracked it down to where the vibrations are worse we have put in honey-combed asbestos which has been specially designed as a noise trap."

The honeycombs, Professor Low explained, break up the sound and stop noise over a wide band of frequencies. As a result, vibrations and noise are reduced to more than half with increased comfort for passengers and comparative freedom from seasickness.

Motorist (after knocking over a butcher's boy)—Are you hurt, my lad?

Butcher's Boy (picking up contents of his basket)—Dunno, here's me liver an dribs, but where's me kidneys

A STRIKING COMPARISON WHICH THE ELECTORS SHOULD PONDER OVER.

Although the Foster-Veniot Government went into power in 1917 pledged to keep the ordinary expenditure within the income, not in any year did it succeed in making ends meet. From the years 1921 to 1925, inclusive, it had deficits totalling the stupendous sum of \$1,718,841.74, upon which the people are now paying interest

Here are the figures:

LOOK ON THIS PICTURE

1922 (deficit)	\$189,511.42
1923 (deficit)	524,611.55
1924 (deficit)	248,129.31
1925 (deficit)	756,589.51

Total deficits for four years \$1,718,841.79

AND THEN ON THIS

The Baxter government during its first year of office estimated a deficit of \$666,334 but came through with one of only \$61,523.44. Here is the record for four years:

1926 (deficit)	\$ 61,523.44
1927 (surplus)	15,792.36
1928 (surplus)	198,209.32
1929 (surplus)	9,377.80

Total surpluses, Less 1926

deficit\$163,379.48

The Baxter government paid the Valley Railway interest out of current revenue.

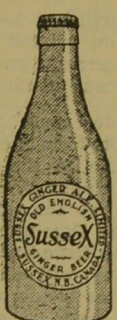
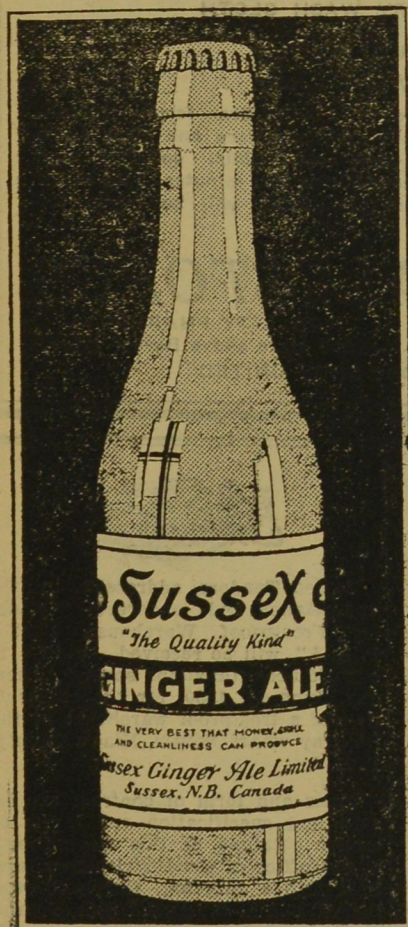
An Object Lesson.

The immortal Charles Dickens, one of the world's greatest teachers, had something to say on the subject of deficits which is just as true today as it was a century ago and is just as applicable to governments as to individuals. Here are the words which he put in to the mouth of one of his characters:

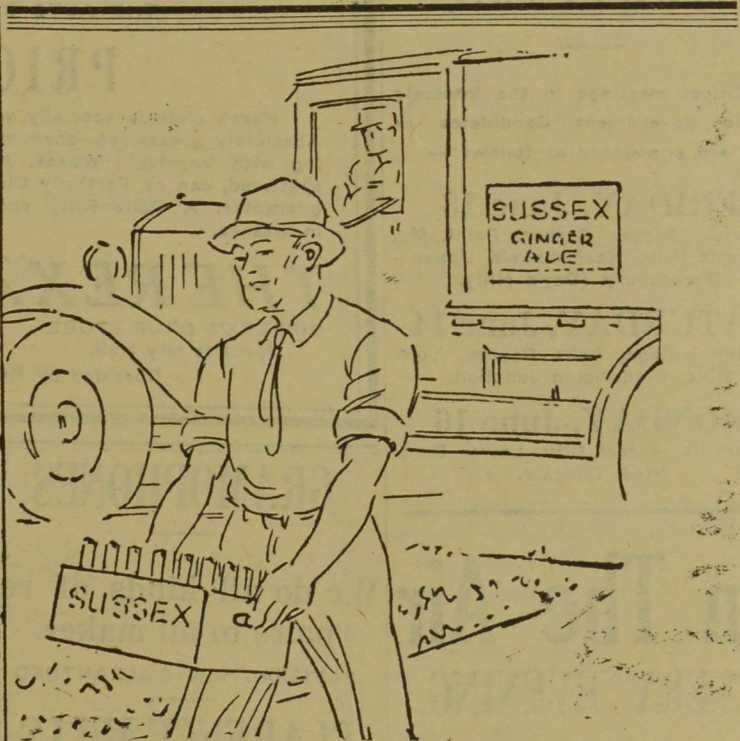
"Annual income twenty pounds, annual expenditure nineteen pounds, nineteen shillings and six pence, result happiness. Annual income, twenty pounds; annual expenditure, twenty pounds, eight and six pence, result misery. The blossom is blighted, the leaf is withered, the god of day goes down on the dreary scene and you are forever floored, as I am."

The Veniot government failed to act upon the advice of Dickens and in 1925 on appealing to the electors was completely floored, and the god of day went down upon a dreary scene. All indications point to a similar experience for Leader Jones on the night of June 19th, A. D.

If the electors of New Brunswick prefer happiness to misery they should vote for the candidates of the only government of surpluses which this province has had since Confederation.



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