

The PALMA POST

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PALMA DE MALLORCA
SATURDAY, JUNE 29, 1935

25 CTS.
THE COPY

Exchange Rates

(Basic Dealers' Quotations)

Franc in Palma	48.35
Pound in Palma	36.10
Dollar in Palma	7.32
Reichsmark	2.94

(Courtesy Recasens & Co.)

ON THE ISLAND

Lena (no other identification is necessary for established Palmen, but for others it is explained that the lady runs the well known bar carrying her name) abandoned her bottles and leaving Nicolás and Tonio to themselves, took to the bounding main last Sunday. Captain G. T. Carter, skipper of the ketch yacht Dalga, now tied up at the Muelle, took her for a spin in a spanking breeze in the vessel's small sailing craft to Arenal.

CHICKENS UNINVITED:—

The seafarers arrived in time to get in on the tail end of the party given by the Sage of Arenal (otherwise immediately identified as Mr. P. J. MacCormick) at which Mr. Edgar Stirling, Miss Asta, Mr. Recquardt, Mrs. Ross and several others were present. The skipper's party, joined Mr. MacCormick's, and both were joined, sans invitation, by the Sage's flock of inquisitive chickens, who invaded the dining-room in the midst of the merriment.

ALARMS:—

Those chickens, says Mac, do away with the necessity for his having an alarm clock. Every morning at an early hour, and punctually on that hour, they tap on his window with their beaks until he arises. It isn't their interest in seeing him arise betimes so much as their desire for breakfast. They get it when they ask for it, too.

OWNER:—

St. Bemberg, the Argentine banker and financier who owns the yacht Dalga, is coming to Palma shortly. What happens after that is uncertain as yet, but it is probable that he will see something of Mallorca in his car, which he is bringing with him from Paris, before ordering sail set and setting out for other waters. The skipper and his men, meanwhile, are making everything bright and shipshape for the long-expected Owner.

RAIN:—

Mr. Bernard Townsend, manager of the local office of Wagons-Lits Cook, returned from his holiday on Tuesday. Looking fit and unburned, he nevertheless said that he had found nothing but rain wherever he went, more or less. It rained in Switzerland, it rained in France, and when he returned to his home in England, he found it raining there. But Mr. Townsend is not complaining, and he says he had a fine time. He is staying at the Chalfont House in Terreno on a corner room above, so he can watch the ships come in and meet them when necessary.

AIR:—

Despite the fact that Ibiza is surrounded by water and one would expect sea breezes there, Miss Hippie Seckel, back Monday from the neighbouring island and a weekend vacation, reported no stirring and plenty of broiling heat. Her brother Walther, who accompanied her, returned to his work in Palma while Miss Seckel went back to Cala Ratjada the same day, having added to her far-famed sunburn, now a deep mahogany colour.

TRIP:—

Mr. Eric Hiller, who has been sequestered in the wilds of Polina since his return from Morocco a few weeks ago, was in town yesterday. The same day he met Mrs. Mark Gertler, who arrived from London. Mr. Gertler, who is a very well known artist, is following his wife, and they with Mr. Hiller will shortly leave for the island. Following a brief trip, the party will settle down for a month in the Gertler villa.

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FATAL ACCIDENT IN PALMA

FALL OF EARTH IN THE RAMBLA

TWO KILLED

Two workmen were killed by being buried under a mass of earth which fell on them while they were working on the vacant site opposite the Colegio Notarial in the prolongation of the Rambla on Wednesday evening.

They were Juan Castillo Saez and Sebastián Serra, the latter from Santa María. The job on which they were engaged was the foundations for the new building of the Mutualidad de Accidentes de Mallorca.

Castillo and Serra were digging a trench with two other men, Juan Llodrá Torrens and Miguel Pérez Orpi, 19. They were just preparing to knock off for the day when the landslip occurred.

Castillo and Serra were buried completely, and Pérez up to the waist. Other workmen hastened to their assistance and succeeded in freeing the youth.

Don Enrique Juncosa, the architect in charge of the building operations, took charge of the rescue work. While one party of workmen laboured to dig out their buried comrades, others shored up another block of earth which threatened to collapse.

H. E. Don Juan Manent, the Civil Governor, who went to the scene of the accident accompanied by his secretary, ordered the diversion of the Son Roca and Santa Catalina trams from that part of the Rambla in view of the vibration caused by their passing. Colonel Villamide, acting Military Commander, also arrived and offered the assistance of the army in case it should be needed.

The first official on the spot was Lieutenant Pujolá of the Guardia de Seguridad, who arrived with several of his subordinates. Assisted by Municipal Guards, they formed a cordon to keep back the large crowd which gathered.

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NOTICE

Owing to the festival of Saints Peter and Paul, the publication of The Palma Post is advanced by one day for this week only.

AIR ACCIDENT

«TANGO KING» A VICTIM

Carlos Gardel, the Argentine cinema actor and «tango king», was one of the twenty people who perished in an aeroplane accident at Medellín, Colombia, on Monday afternoon.

Mr. Schwartz, director of Universal Films, and seven other Argentines, three of them guitarists, were Señor Gardel's fellow passengers in a three-motored plane belonging to the Ernesto Samper Airways company, and all of them were killed, besides their pilot, Señor Saco. The dead also included Herr Hans Thom and Fuerst, the German pilot and wireless operator of another three-engined machine belonging to the Scandia company, an American passenger and three Colombian passengers in the Scandia craft and its steward, a Colombian.

There are also three unidentified dead, including a girl of about nine years of age.

Another American passenger and two Argentines were taken to hospital suffering from serious burns. They had saved themselves from certain death by throwing themselves out of the windows when the two planes burst into flames after colliding in the air at a low height over Medellín aerodrome.

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SUICIDE OF TOURIST

IN EL TERRENO HOTEL

SHOT IN HEART

Señorita Maria Luisa Krickelmann, 33, a visitor from Guatemala, committed suicide on Tuesday morning by shooting herself in her room in a hotel in the Calle 14 de Abril, El Terreno.

The night watchman of the hotel heard a shot about 3 a.m., and went to investigate. He found a group of people, including a Swiss doctor who was also a guest at the hotel, trying to open the door of the room.

When the door was opened with a pass key, Señorita Krickelmann was found lying on her bed moaning, and apparently dying. She had been shot in the heart.

The doctor felt her pulse and confirmed that death was very near. She died a few moments later.

The Juzgado being informed immediately, the judge went to the hotel and held an inquiry, which lasted several hours, in the room where the suicide had taken place. The Swiss doctor was detained, but released later.

Señorita Krickelmann, who had

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DON JUAN GIMENEZ SUBIRAT

Don Juan Gimenez Subirat, commissioner of police in the Province of the Balearic Islands and chief of the Palma police force, died suddenly in his home, Calle Armadams, 36, at 12:30 a.m. last Tuesday.

Señor Gimenez had not been in the best of health for some time prior to his death, but at no time did he permit his illness to interfere with his duties. He was in his office at the Palacio de la Gobernación as usual throughout Monday.

The late police commissioner was well-known to many members of the foreign colony, particularly to those who follow the bullfights, at which he was invariably present in his official capacity. An Andalus by birth, he was an expert on bulls and bull-breeding and was harsh in his criticism of some of the animals that found

their way into the local arena during his presence on the Island.

Señor Gimenez had held his post here more than a year and expected to remain for some time to come, although, in accordance with the present policy of the Republic, he would eventually have been transferred to the mainland.

The police commissioner's term of office here was made difficult by the disturbances of last October, during which he was more than once on duty 24 hours without rest.

The funeral services took place at 7:30 Tuesday evening and were followed by the burial. Friends and associates attended.

Señor Gimenez is survived by his widow, Señora de Gimenez, a twelve-years-old daughter and two brothers. The last named were absent at the time of his death.

OIL FROM COAL IN SPAIN

TEST RESULTS A SECRET

FACTORY PLAN

A not-too distant future in which Spain will be independent of foreign supplies of benzine, asphalt and smokeless fuel is seen in certain samples of those substances which were delivered to the Ministry of Industry in Madrid this week.

Twenty tons of Aragonese lignite from Mequinenza were recently sent to Germany for analysis by leading industrial chemists there. The samples and the optimistic report which accompanies them are the result.

The experts state that the synthetic benzine obtained from the Spanish soft coal is better than the natural product, since it contains more benzol. The figures of the proportion of each product obtained, and the cost of production, are being kept a complete secret for the moment, but it is known that all expectations have been surpassed.

It is intended to establish a large factory in Flix, near the border of Catalonia and Saragosa province, which will bring prosperity to the hitherto despised lignite mines of Aragon. The factory is to be the first of a chain extending through all the provinces that are rich in lignite.

When the complete system is working, Spain's cars, lorries and buses will run on Spanish fuel over roads surfaced with Spanish asphalt, and the Spanish navy will be independent of foreign fuel—one of the most important factors in the problem of national defence. The asphalt will also be used to enrich poor quality coal which in its raw state has practically no domestic or industrial application.

The combustible thus obtained, it is hoped, will replace imported charcoal in thousands of Spanish kitchens. The city of Barcelona alone consumes more than 100,000 tons of oak charcoal in a year, 60,000 tons of which are imported from Italy.

The smokeless fuel produced in the lignite factories will be marketed as a substitute for Welsh anthracite and smokeless coke, both of which are imported into Spain in large quantities. The scheme is expected to cause the employment of many thousands of workers in the factories, as well as easing, if not abolishing, unemployment in the soft coal fields.

VIDRIERIAS GORDIOLÀ
Manufacturers of Typical
Mallorquin Glassware
Victoria, 8 — Palma

PALMA REGT.

FORMER NAME RESTORED

Two local infantry regiments have been given back their traditional names by a decree of the Ministry of War.

They are the 28th, whose barracks are in the Plaza del Carmen in the same building as the Comandancia de Ingenieros, which faces on the Rambla, and the 39th. The 28th will now be known also as the Regimiento de Infanteria de Palma, while the 39th resumes its additional title of Infanteria de Baleares.

The decree affects thirty-nine regiments of infantry, ten of cavalry, eight mountain battalions and eight battalions of the colonial light infantry known as the Cazadores de Africa.

Señor Gil Robles, Minister of War, in giving the list of names to the press, pointed out that it contained no new ones. The object of the decree, he explained, was to prevent the disappearance of traditional titles of historic and honourable significance.

Besides geographical names like those of the two Balearic regiments, the list contains others commemorating notable actions in which the units concerned distinguished themselves, and thus corresponding to some extent to the battle honours on the colours of a British regiment. Examples of the latter kind of name are Wad-Ras, Castillejos, Arapiles and Tetuán.

Another army change announced during the week was set forth in a bill read in Cortes by Señor Gil Robles, the object of which is to increase the number of volunteers in the Spanish fighting forces.

The bill provides that voluntary recruits will be admitted for a minimum period of two years, and will not be discharged until their engagements expire. Recruits who have served six months as volunteers before they are called up under the compulsory service law are exempted from service in Africa.

Those who wait for the regular call to the colours may elect to remain in the army until they complete two years service, and may reengage thereafter for periods of one or two years at a time. As an inducement to reengage, extra pay is offered, rising from fifty céntimos a day above the minimum rate for the third year to one peseta a day in the seventh and following years.

The bill moreover lays down that in order to enter the Civil Guard and other armed forces of a civil character the candidate must have served three years in the army with an unblemished record. Existing preferences granted in this connection to men having served two years in an active unit are therefore abolished.

ISKRA, POLISH NAVAL TRAINING VESSEL, ANCHORED IN PALMA BAY

RETURN OF SCHOONER ON SECOND VISIT TO MALLORCAN WATERS

Iskra of Gdynia sailed into Palma harbour at 6 a.m. Tuesday morning to receive a welcome appropriate to an old friend. For Iskra, the Polish naval training vessel whose name means «spark» touched at Palma last summer in the course of her long cruise and stayed three weeks.

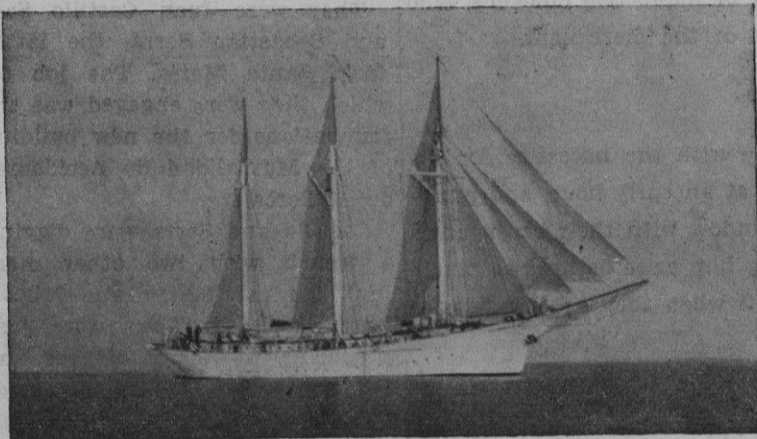
Commander Stanislaw Nahorski, having gone through the formalities of official visits to the naval and civil authorities, immediately got in touch with friends made here last year. A tea was scheduled to be given on board on Wednesday.

Iskra is a three-masted schooner, built in Holland eight years ago. She carries an auxiliary Diesel motor, which is only used in calms when the itinerary calls for arrival at the next port at a specific time on a certain date, or in going in or coming out of stran-

training in drilling, and they are then sent to the Iskra for another six weeks, during which a cruise is taken in October of every year.

That first cruise usually does much toward showing the cadets what sort of life they have chosen, and helps them decide whether they will stick to it. For the cruise is invariably in the North Sea, and the worst spots and stormiest weather are purposely chosen for the trip by the officers in charge.

Needless to say, the students don't like the first cruise very much. They are not expected to, and the fact that most of them, never before afloat, get violently seasick for a time is fully expected. Those who survive the first cruise are naturally the more hardy boys. They are then ready to go on with their training, hav-



Iskra At Sea

ge harbours. With the motor Iskra is capable of making an average of six knots, with the motor and all sails set about 10 knots.

She carries 56 officers and men normally, and 27 cadets. Regular lessons are given at sea and in port, no matter where the training vessel may be. All of the officers teach, some navigation, some small-boat sailing, each officer being assigned to the subject he knows best.

The Polish Navy dates back to 1920, when the Iskra's present commander, Captain Nahorski, and a few others gathered all the boats they could find of any type, armed them with such small guns as were available, and beat off the Bolshevik attack, which did much to turn the tide of the whole war.

From that time on, enthusiasm for the Navy gathered force, and more and more boys applied for admission to the naval training academy. The entrance examinations are open to all boys who have received their matura or matriculation degree.

Of 200 applicants annually, only 20 are accepted. The examinations are severe, and extend over a period of three weeks.

Then follows the real training of the future naval officers. There are six weeks of preliminary

ing been shown in advance that life on a beautiful white vessel in a calm harbour is not always the same thing as life aboard the same ship in a heavy sea.

Back on shore after the first cruise, the cadets remain a year and learn their lessons from books. After one year of theory the long cruise is undertaken, beginning in May and lasting until October. Following this long cruise, on one of which the Iskra is engaged at present, the final eliminations take place, and those who remain are definitely committed to a life in the Polish Navy, at least for as long as they wish.

Commander Nahorski is one of Poland's most famed naval heroes. He was educated at the Russian Royal Naval College at St. Petersburg. During the World War he served with the Russian Asiatic Fleet in the White Sea.

After the Treaty of Versailles he came back to Poland and joined the navy, or what little of it there was at the time. Following the Bolshevik invasion of 1921 came the historical incident when he and other officers in Warsaw commandeered all available boats, mounted them with small guns, sailed up the river to Plock, and there met the Russian attack.

Nahorski was in command when

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OBSERVER IN A BAR

LOCAL WRITER'S IMPRESSION

SHIPS THAT PASS

The following paragraphs extracted from an article by Andrés U. Cellini, which appeared in a recent issue of El Día, are printed here by permission of the editor of that newspaper.

«To sit at a bar, any bar, any corner of the world, is common pleasure. The pleasure comes from observation, from psychological study that one makes by watching the people.»

«People of every kind, cosmopolitan people, whose port of call we do not know, people that without leaving a trace and awake a complete tangle of strange thoughts.»

«An artificial platinum smile with languid eyes, sickly and concave breast drags words with an accent studies the wings of cheap theatres talks a mass of nonsense. She taken three whiskies and, as does not know who will pay bill, speeds up the rhythm of incongruent talk and seeks to catch herself to one of her partners, the one who looks the best fool.»

«She speaks of Biarritz and Monte Carlo, of the Hotel Sior on the Lido; she talks of snows of Saint Moritz, says she does not like Ostende that her great passion is Paris. She affirms that Cairo is better and that Bombay is a charming country, while Shanghai is dusty and ill-smelling. She not know yet whether she stay in Europe. In the latter her uncertainty oscillates between the Riviera and Capri.»

«Well, one should hear her ten minutes we go round the bar and come back to the bar, foolish face is full of admiration its little eyes shine with enthusiasm for such a woman. There no doubt that he will pay for and perhaps invite this divinity to a little supper, easy is Paradise to reach.»

«Here we are in the bar at this table they are not missing parties. No. Here the scandal-mongering.»

«Here, as in all bars, in groups, scandal is talked everyone. Scandal is talked the good and the bad; friends and enemies. Alcohol solves smooth tongues by putting them into a thick and coud sauce of scandal.»

«I drink coffee and watch excited faces, shining bloodshot eyes, rivers of words, a hot atmosphere of intoxication.»

«Drunken men sing and drunken women wink and loudly. The Swedish gentleman takes his eighth gin-and-tonic and swears to all the world you are his best friend.»

THE NORMANDIE'S RATTRAPS

THREAT TO GIANT SHIP'S LIFE

PARALYSIS

One rat with a spark of ambition could paralyse the whole life of the Normandie, the present holder of the Atlantic «blue ribbon», and render that floating palace uninhabitable.

All that the rodent would have to do would be to commit suicide by electrocution, choosing the right place for the purpose. The right place is known as «set E».

Set E, consisting of a switchboard with its attendant meters, indicators, transformers and so forth, does not look to the untechnical eye any different from the many other such sets distributed about the ship. The expert can tell it at a glance by the fact that it possesses a 220 volt, 20,000 ampere transformer, the most powerful of its kind ever built.

From this master switchboard is controlled the supply of current for fifty-one lifts, eighty-one induced draught ventilators, ninety-one forced draught ventilators, eight capstans, fifty motors, thirty more motors in the kitchen, thirty hydraulic pumps with distant control, eleven other pumps from fifty to 300 tons each, thirty-five automatic safety doors, sixty-one cold storage chambers and refrigerators, the water supply for every bath, shower, wash-basin and sink, and every safety lock on board.

The suicidal rat would merely have to walk into set E and either put one foot on a terminal and another on a bare wire, or gnaw through a bit of insulating material.

From that moment, and until the resulting damage could be repaired, not one of the lifts would work, and there would be no ventilation either for the de luxe cabins or for the holds. Nothing that should turn would turn, from the capstan to the electric coffee-mill and spit in the kitchen.

So the electrician in charge of set E sets rat-traps every night, just like any careful householder who suspects the presence of mice in the larder.

This precaution is really necessary. And that in spite of the fact that the Normandie is «ratproofed», like all really up-to-date vessels having electric propulsion.

Rats coming and going among the switchboards and leads can play havoc on such vessels. So not only are all their insulators made specially tough, but the various pieces of electrical equipment are carefully isolated from each other.

All the rest of the Normandie's electric gadgets are ratproofed, but set E was installed by a different firm which apparently neglected that part of the job. Hence the rattraps.

AMAZON EXPLORATION VESSEL'S VISIT TO PALMA ON HER MAIDEN VOYAGE

SUCCESSORS OF COLUMBUS ABOARD ON TRIAL TRIP OF FLOATING LABORATORY

The motorship Artabro, which is to sail for Brazil next Autumn with the Iglesias expedition to the Amazon, arrived in Palma from Valencia at 8:30 a.m. last Saturday on her maiden voyage.

Captain Llopis, acting commander of the vessel, had with him Captain Iglesias of the Spanish air force and eight other members of the projected expedition. There were also on board, besides the crew of sixteen men, four reporters and two press photograph-

ers representing Valencia newspapers.

Commander Don Luis G. de Ubieta was among the expeditionaries on board. He is to command the ship on the voyage to Brazil, and will take her over from Captain Llopis, who represents her builders, when her tests are completed.



Captain Don Francisco Iglesias

Photo Torrents

ers representing Valencia newspapers.

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Captain Iglesias and his companions made the usual visits of courtesy to the local authorities, and the Civil Governor and acting Military Commander made return visits to the ship during the afternoon. The Artabro, which had been berthed during the day just beyond the Muelle de la Comandancia, left at 8 p.m., in a blaze of searchlights and amid the saluting screams of ships' sirens, on the return voyage to Valencia.

The cruise to Mallorca and back was a trial trip, and the tests are

stated to have been entirely satisfactory. The ship's speed, nine and a half knots, was higher than that calculated by her designers.

Captain Iglesias informed reporters in Palma that he hoped to leave for Brazil on October 12, though no date had been definitely fixed yet. If possible, therefore, the expedition will start on the anniversary of the sailing of a previous Spanish voyage of exploration, commanded by Christopher Columbus.

the Amazon, Señor Iglesias explored some hundreds of miles of the upper Amazon and its tributaries in a small native dugout canoe, which is now to be seen in a museum in Madrid. It was in the course of that journey that he first met his adopted son Aristides, the Indian youth who accompanied him on his previous visit to Palma a few months ago.

The explorer is returning to his labours in a floating laboratory specially built for the purpose by the Spanish Government. Her plans were drawn up from Señor Iglesias' specifications, and she represents the last word in scientific efficiency and in comfort for the expeditionaries.

The Artabro was built in the shipyard of the Unión Naval de Levante at Valencia, and was launched there on February 16 of this year in the presence of President Alcalá Zamora and the Ministers of Marine and of Public Instruction. In the absence of Señora de Alcalá, Señorita María Luisa López, daughter of a naval officer, christened her with the name of the original inhabitants of North-Western Spain.

The ship has a displacement of 1,000 tons, a length of 52 metres, a beam of ten metres and a maximum draught of two and a half. The latter can be reduced considerably by partly emptying her huge ballast tanks for navigating the upper reaches of rivers.

The first object which caught the eye of those who visited her in Palma harbour was the rectangular deckhouse aft which is to serve as a hangar for two small seaplanes. In them the two pilots, Señores Iglesias and Vives, will be able to make observations supplementing the data collected by the surface craft.

Certain long cylindrical objects along the sides were the extra fuel tanks, which can be dropped overboard by one movement of a lever in case of fire. The Artabro will carry large quantities of liquid fuel, most of it in her double bottom, both for the 'planes and for the Diesel engines which propel her through a double electric drive.

The sides of the Artabro are continued upwards in her midships section, presenting a solid wall of steel to the height of her boat deck. This feature, like the extra large ballast tanks, was introduced by her designers in view of the Atlantic crossing to be made before entering the Amazon.

Storms every bit as fierce and dangerous as any that occur at sea may be met with when the expedition is on the lower reaches of the Amazon, where both banks may be out of sight at the same time. Another peril will be the dangerous bore raised by the Atlantic tides.

SUBMARINE INVENTOR

DOCUMENTS FOR SPAIN

WIDOW'S OFFER

The Spanish Government has been offered the opportunity of buying a collection of documents, plans, correspondence and relics forming a complete historical record of the successful submarine designed and constructed by Don Isaac Peral in the eighties, and of his attempts to secure recognition for his invention.

The collection was shown at the Hispano-American Exhibition in Seville in 1929, and has been there ever since. The offer comes from Doña Carmen Cencio, widow of Peral.

Don Isaac Peral y Caballero, son of a captain of marines, was born in Cartagena in 1851. He entered the navy and fought with distinction in the Cuban troubles of 1872 and 1882 and elsewhere.

He handed the plans of his proposed underwater craft to the Ministry of Marine in 1885. Her keel was laid in the Cartagena naval yard in 1887, and she was launched in the following year.

His was by no means the first attempt to navigate under water. Disregarding Bushnell's hand-driven «Turtle» and the steam-propelled craft which Fulton offered to Napoleon, there had been the vessel constructed in Barcelona by Don Narciso Monturiol, which submerged and reemerged successfully in the neighbourhood of that port and of Alicante in 1859.

The *Submarino Peral*, however, astonished the experts by cruising on her course all the time and coming to the surface precisely at the spot prescribed in her sailing orders. Further tests carried out during the years 1889 and 1890 were equally successful, and admirals, ministers, and senators vied with the press and public in encouraging the young officer whose engineering feat bade fair to make Spain the first nation to possess the new and deadly maritime weapon.

The experimental ship was driven by electric power when under the surface, and in other respects anticipated the general design of modern submarines. She submerged by using vertical screws, after reducing her buoyancy almost to nil by increasing the amount of water ballast in her tanks.

The practical development of Peral's invention, however, was held up by ministerial red tape and by a violent campaign of propaganda, which represented the ship as a useless danger to the lives of her crew, and the inventor as making his country a laughing-stock abroad. It was largely in order to be free to answer his detractors that Peral resigned from the navy, with the rank of first lieutenant, in 1891.

LATEST WORLD NEWS IN BRIEF

LONDON

A considerable stir has been made here by a letter addressed by Admiral Spencer de Horsley to «The Times», in which he advocates the return of the former colony of German East Africa to Germany on the sole condition that Dar-es-Salaam be made a free port. The Admiral declares that Germany should be afforded some possibility of expansion.

PARIS

Mr. Anthony Eden arrived here on Thursday morning from Rome and had his first conversation with M. Laval at 11 a.m. Further meetings between the British and French Ministers are expected to take place within the next twenty-four hours.

They are resuming the conversations which concluded last Saturday. The British Minister reported the results of the previous Paris talks to his Government over the weekend, before leaving for Rome.

The report included certain questions addressed to Mr. Eden by M. Laval, in particular reference to the Anglo-French declaration of February 3. Replies to these questions, of which the most immediately important relate to the project for a Western air Locrano, are now in Mr. Eden's possession and will be communicated by him to M. Laval.

Meanwhile it is expected that

the French Premier will be anxious to consult Mr. Eden, who as the result of his visit to Rome is fully informed regarding Signor Mussolini's aims in Ethiopia. The London newspapers reflect the serious view of that situation which is taken there.

«The Times» says that Signor Mussolini is obviously determined to deal on the most «comprehensive» lines with the Ethiopian Emperor, and to demand a special position at Addis Abbaba, which that monarch is unlikely to concede. In this matter, the paper adds, nothing has come of the gallant attempt which the British Government, so far unaided, has made to induce a more peaceable frame of mind, though in other respects M. Eden's visit to Rome seems to have produced a better understanding.

The «News Chronicle» writes that Mr. Eden can only report to Paris that the squabble over a frontier incident has now grown into a definite demand by Italy for concessions which would imply the complete subjection of Ethiopia.

The passage in M. Laval's speech to the Foreign Affairs Committee of the French Senate, in which the Premier declared that the door was still open for negotiations with Germany, has aroused considerable interest in

the Berlin press.

Under the headline «Laval Throws Out A Feeler?» the *Berliner Tageblatt* cites the following sentence from the speech; «If there is a possibility of a Franco-German rapprochement on the basis that the integrity of all states be respected, the leader of French policy will not hesitate to do everything he considers to be his duty in the interest of the pacification and reconstruction of Europe.» It is no coincidence, the *Tageblatt* points out, that this sentence is so carefully worded, and is susceptible of various interpretations.

It is, so the paper declares, a typical feeler, but it is not certain whether it is addressed to Berlin or to London. The *Tageblatt* refers in this connection to the British Cabinet's reply to M. Laval's inquiries as to the lines of future Franco-British cooperation, which is unofficially understood to be to the effect that while taking no steps prejudicial to the spirit of the Franco-British common policy, the British Government reserves to itself the right of acting independently.

This attitude would have serious consequences in certain cases for French policy, future cooperation between the two countries taking the form of parallel but independent action. The likelihood of this development, concludes the *Berliner Tageblatt*, is probably the explanation of the sentence quoted from M. Laval's speech.

prevailed for several days all over Germany, and particularly in Berlin, shows no sign of abating.

A temperature of 38.° Centigrade, that is, over 100.° Fahrenheit, in the shade was recorded on Thursday by the official meteorological bureau at Breslau. This is the highest temperature known there since 1791, and the temperatures of the surrounding district on Thursday were probably the highest in Europe.

The thermometer marked 35.3.° C.—about 97.° Fahr.—in the shade in Berlin on Wednesday, which thus achieved the distinction of being the hottest June day on record here. On Thursday the mid-day newspapers mournfully registered the fact that 30.° C. were already prevailing at 10 a.m., and were looking forward to the establishment of a new heat record.

Nor is any consolation in the shape of an anticipated break in the phenomenal summer weather forthcoming for the perspiring Berliners. The barometer remains motionless.

Fortunately the schools have already closed for the summer holidays. The only people who apparently are satisfied with the heat wave are the icemen and brewers, the consumption of beer having naturally increased by leaps and bounds.

Meanwhile, the long-suffering inhabitants of the German metropolis seek in vain a breath of

cool air in the numerous parks on the banks of the various suburban lakes, and hope that a refreshing thunderstorm will soon or later clear the sultry atmosphere.

A terrific explosion took place here on Thursday when lightning struck two large tanks full of alcohol at a large distillery, all windows in the neighbourhood being smashed and many people receiving slight injuries. Forty thousand gallons of the alcohol were lost in the blaze, which was prevented by the fire brigade spreading to other buildings, were it would have caused further explosions.

The Cabinet has adopted a making universal labour compulsory.

An Italo-Swiss commercial agreement has been signed, terms being similar to those of agreements previously signed between Italy and Greece and Denmark respectively.

BERLIN

Moscow

Four peasants charged with the assassination of a high official of the OGPU named Gantimuroff were sentenced to death, and six others given terms of imprisonment varying between three and ten years, by the supreme military court at Semipalatensk, in the Autonomous Republic of Kazak. The death sentences have already been carried out.

PARIS

In the third plenary session of the Congress of the International Chamber of Commerce here discussion of the effect on world prosperity of the hindrances to the free movement of goods and capital was continued. All the speakers agreed that there could be no return to normality until these obstacles to free movement disappeared.

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The Isle of Scandal

Within the past few years Mallorca has begun to be known in certain quarters in England as the place where life is exciting, riotous and fairly scandalous among the foreign colony.

Without doubt the impetus for this reasoning comes from the London press, which of course makes much of any scandalous event. Such news is what the average person wants to read, and it is the business of a newspaper to supply it.

If people in England read item after item about scandalous goings-on in Mallorca, it should not be a surprise that they conceive of a time of Mallorca, as an island combining some of the best and of the worst features of the Riviera and similar resorts.

What is overlooked by the average newspaper reader and even the average foreign resident here is that there is a large and preponderant portion of the Mallorcan foreign colony which leads a normal, quiet life.

One doesn't read about them in the newspapers. One doesn't see them or hear of them in the local papers night after night. And because they are not in evidence, because they are normal and quiet, one is inclined to forget their existence.

Events such as the unfortunate occurrence of last week do not happen every day. Not every foreigner who arrives on these shores must be watched by the police with an eye to eventual deportation. But those few who are disturbers of the peace in one way or another necessarily stand out in a small place as the Isle of Mallorca.

Life here, despite the gossips and the scandal-mongers, is normally and quietly lived by hundreds of foreign families who have earned the respect and friendship of their Spanish hosts and neighbors. If this small fact could be remembered as well as the details of the latest scandal, there would be a more sane, rational and thoughtful idea abroad of life among the foreigners in Mallorca.

Out Of My Head

by HARRY GALLAND

Every time one of the big tourist ships drops anchor in the bay and discharges a few hundred globe-trotters who rush ashore, rush into cars, rush around Palma and rush out again, I wonder what, if anything, they think of the place.

Rushing globe-trotters are not always American. The last crowd I remember having seen careering about the Calle Conquistador and up and down the Borne was British. I wondered all over again what impressions of Spain and Mallorca they would carry away with them after their few hours on these shores.

Most hurry-up tourists get what they have come for. It all depends on the individual, but individuals in a crowd are pretty much alike anyway. In France they want to sit on the sidewalk at cafés and watch the girls go by. In Germany it is a case of drinking beer as soon as they have stepped off the train or boat and continuing to drink it until they step back on again.

But what the run-around travelers expect to see in Spain besides a few bull-fights and dark-eyed señoritas I have never been able to find out. I am speaking, of course, only of those tourists who come to Europe expecting to visit eight countries in six days, and visiting them.

Some day I shall succeed in getting an experienced courier to tell me the story of his life and work, and what a grand book that will make! I know one young man who is a capable lawyer in New York during the normal winter months, who suddenly sheds his everyday personality when the summer months come round and takes to showing Europe to groups of young people at the rate of seventy miles an hour, with a day in London, two days, three hours and twenty-two minutes in Paris, eight hours in Budapest, thirty-two minutes in Venice, and so on—or so it seems. But I have never succeeded in getting a lucid tale of his adventures from him. He has to round up his flock and take a train somewhere every time I get him just about started.

To get back to Palma and its fly-by-night visitors, however, it is noticeable that the minute one has been resident here for a week, one looks with disdain and disgust at the tourists who stay but a few hours.

Their clothes, their talk, their efforts to be understood by waiters and shop-keepers, seem utterly foreign. For after all, if you have been in Mallorca a week or more, you begin to feel like a native in some respects, and the attitude toward tourists is one of the respects. As you sit at ease sipping your drink and watching the funny tourists just off the boat, it is hard to realize that you are a funny tourist yourself, when all is said and done.

TURNING THE PAGES

by Bibliófilo

MUSIC AT NIGHT, by Aldous Huxley. *The Albatross Modern Continental Library, Vol. 260, 6 ptas.*

This is a book for those who like books of essays, and likewise for those who like Mr. Huxley's writing. For the essay in Mr. Huxley's hands fulfils the precise purpose of that literary form, and in his essays Mr. Huxley is quintessentially Mr. Huxley.

The privilege of the essayist is to treat of whatever he chooses, and the author of *Music at Night* has richly availed himself of this privilege. He is equally at home writing of «Tragedy and the Whole Truth», of «Foreheads Villainous Low» or of «The Beauty Industry», to name but a few of his themes.

The traditional tactic of the essayist is to open with something which has nothing, apparently, to do with his subject, or even to leave the reader guessing for a paragraph or two as to what in

No essayist worth his salt fails to trot out come pet aversion and make an Aunt Sally of it for the entertainment of his readers. Mr. Huxley's Aunt Sallys are legion.

«Music at Night», which in spite of giving its title to the book, is tucked away towards the end of the first of the latter's four sections, takes a mighty crack at the programme writers who pretend to explain in words what music is about. Such confused thinking is anathema to the author, who goes through the world like an iconoclast, cracking the idols of confusion wherever he finds them.

If it were permissible to accuse the writer of such a collection of having had a purpose—and anything is surely permissible in such a connection, so long as it is sufficiently paradoxical—one might describe the book as a plea for lucidity. And the means that Mr. Huxley has chosen for that purpose are just lucidity, lucidity and more lucidity—of the vivacious



the world his subject may be. Having thus got his victim in his toils, he is free to lead him into any paths he likes, provided he finally lets him go somewhere where he had not the least notion of arriving.

Mr. Huxley plays this trick on his readers often enough, and he has a whole bag more of them. And he uses them, as often as not, to lead us into places where a considerable deal of hard, though not dull thinking is required to follow him.

Sometimes the trick is in the title, as when the amusing but unilluminating phrase «Squeak and Gibber» is used as bait to lure the unsuspecting into a discussion of the vicissitudes and transformations of the notion of survival after death. Sometimes it is a frivolous opening, like the able exposition of the pleasures of ignorance which begins the «Meditation on El Greco».

In that essay the author plays a scurvy trick on the reader—that of leaving him guessing precisely what trick has been played on him. For after constructing for the poor bewildered wretch an entire new universe—the «visceral» universe in which he supposes the Cretan painter to have lived—he harks back to the beginning in such a way that we are not sure whether we have been led up the garden, as the author almost plainly declares, or whether he is trying to deceive us into thinking that we have.

ous kind which is so dear to every modern mind that is at once really modern and really a mind.

No skittle is safe when Mr. Huxley starts bowling, not even such firmly wedged marks as the dogma of the all-inclusiveness of Shakespearian tragedy, which goes down in his first half-dozen pages. Nor does his iconoclastic hammer respect his own tribal gods, which fare but ill in his discourse «On the Charms of History and the Future of the Past».

The reason why is set forth in «Selected Snobberies», wherein it is to be learned that the author considers all snobberies, including culture-snobbery, as things morally unacceptable though unavoidable, and indeed socially necessary. «A society with plenty of snobberies is like a dog with plenty of fleas;» he declares in one of his illuminating similes; «It is not likely to become comatose.»

When it comes to selection, however, there is no doubt as to the side on which Mr. Huxley stands. He prefers culture-snobbery, not as more pleasant, but as more useful than possession-snobbery or stupidity-snobbery. He can see every possibility of civilisation being swallowed up by Fordism, but he hopes not.

There is much more material for thought in «Music at Night» than a reviewer can hope to touch on in two columns, even were he gifted with the author's power of compressing a philosophy into one luminous phrase.

BY HOOK OR BY CROOK

Barcelona District Court N.º 14 has received notice of an action for damages against two local doctors who operated on the plaintiff for appendicitis. He is suing on the grounds that they left a pair of spectacles inside his abdominal cavity, thereby causing an illness which lasted nine months and made two further surgical operations necessary.—*The Palma Post, June 23.*

Seems a lot of fuss to make about a little thing like that. Especially as the plaintiff might have made much more money by just holding another pair in his teeth and hiring himself out as opera glasses.

Besides, anyone can make a mistake. There was another case in Barcelona a few years ago, where a man had to have one of his kidneys removed.

His medical advisers gave him six months to live as he was, with one diseased kidney and one sound one. They assured him, however, that with the diseased one removed, and working on one cylinder as it were, there was no reason why he should not last for years with reasonable care.

So he had the operation, and it was quite successful. And then the surgeon said he was sorry, but they'd made a little mistake. They had taken out the wrong kidney.

That man certainly had something to complain about, and the court thought so too. He got his damages, and I only hope that when the case was concluded he still had time to spend some of the cash in the short span of life remaining to him.

But what's a pair of spectacles in the abdominal cavity? Doctors leave things like surgical scissors and instruments inside people all the time, and all it means is that they have to go to all the trouble of opening them up again, and serve them right for not being more careful.

And after all, there is always the solution proposed by the patient who exclaimed, as he was being wheeled into the anaesthetising room for the seventh time; «I say, doctor, don't you think it would be a good idea to fit me with a zipper?»

I always thought, however, that there was some exaggeration in the story of the operating table that went missing from the hospital where Mr. Septimus Global went for some intestinal repairs. But last week Mr. Global happened to be in Palma for a day on his way to I forget just where.

He was breakfasting in a certain café when they pointed him out to me, and I just sat and counted the ensaimadas he put down. Boy, what a cavity!

El Gancho

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ON THE ISLAND

By The Wayfarer

(Continued from page 1)

GUESTS:—

Your exhausted correspondent, trying to get the names of everybody who was invited to attend Mrs. Doris Cameron's bottle party on the terrace of her Puerta Santa Catalina home on Friday, lists the following and thereupon calls for a long, cool drink: Mr. and Mrs. Robert Gavett, Mrs. Seymour Burt, Mrs. Hazel Crockwell, Señor Martin, Mr. and Mrs. Peter Owen, Mr. and Mrs. Hugh Rose, Mrs. Lindeman, Mrs. Killi, Mr. and Mrs. Lollier, Señor Jaime Vich, Dr. Rover, Dr. Miró, Don José and Sra. de Casanova, Miss Billie Copperman, Mr. Turner, Signor Umberto Bisi, Mr. and Mrs. Torrandell, Mrs. Fulton Leser, Mlle. De-ghilage, Miss Eugenia Lewis, Miss Stephanie Wagner, Mme. Cabibbe, Mr. and Mrs. Lambert, Sr. Luis Luib, Mr. Knobe, Mme. Lowrie, Miss Edith Lawrence, Miss Valerie Gorska, Lena, Miss Kuylenstierna, Miss Eda Urbani, Sr. Martorell, Mr. Edgar Stirling, Miss Asta Holthe, Mr. Noble Clay, Mrs. Pamela de Prizer, Dr. V. Peñaranda, Dr. E. Peñaranda, Mr. and Mrs. Ernest Brierley, Mr. Henri Total, Sr. L. Villalonga, Sr. Fausto Gual de Torrella, Sr. Rossignol, Sr. Eusebio Pasquale, Mr. Kenneth Craven, Sr. Toni Ribas, Sr. Formiguera, Mrs. Peter Thompson, Mr. and Mrs. Leonard Leibling, Sr. and Sra. de Vidal-Quadras, Miss Morrison, Mr. and Mrs. Talcott Camp, Mr. Rolf Memison, Mr. Bernard Fey, Sr. Fermin, Mr. and Mrs. Wilkens, Mr. Burgess, Sr Ferdinand Truyol, Miss Dickie Scoville, Sra. Lamé, Don Miguel Extremis, Miss Angela Schuylenhuch, Sr. Fernando Cosmelli, Major Grant-Smith, Capt. Jacques and Sra. de Homar Formiguera, Mrs. Gladys Kidd, Mrs. Lowry, Miss Madeleine Le Rouyer, the Señoritas Formiguera, Sr. Pedro Bonet, Sr. Homs, Sr. Garau and Dr. Foggit.

ANOTHER:—

With the long drink downed, it is possible to say that Mrs. Cameron is giving another bottle party toward the end of July. The neighbours loaned their chairs and tables for last week's party, although the pink electric lanterns and the flowers belonged on the terrace and are to be seen there normally. The party was, in both senses, a huge success.

HOME:—

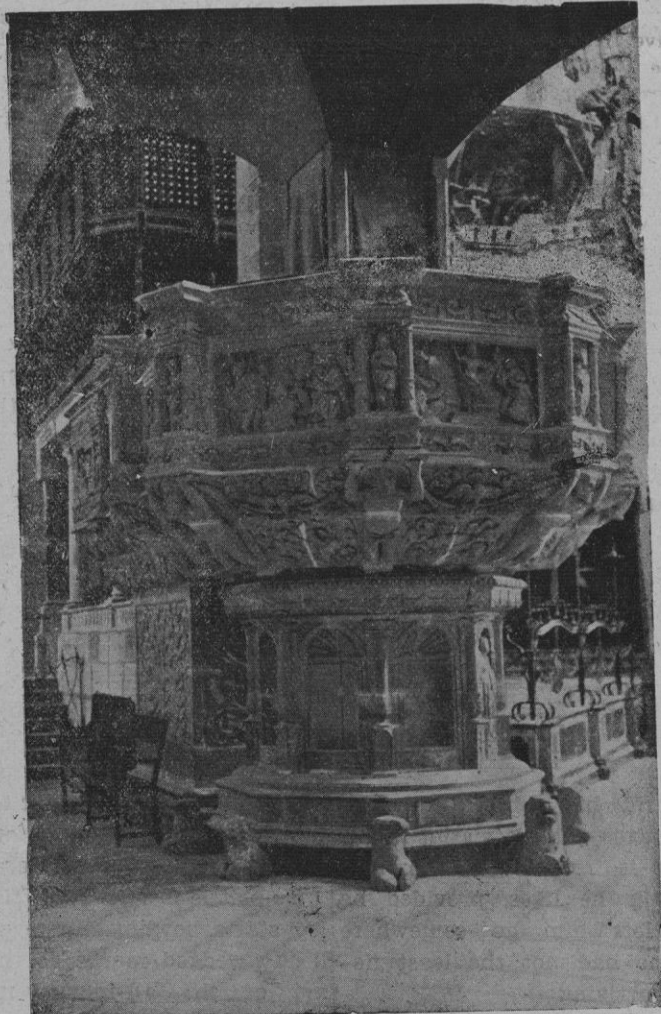
Faith Bennett and Nancy Pawley, the English stage and screen

actresses, left for Barcelona, Paris and home on Thursday night's boat. Following a three week stay in Cala Ratjada they came to Palma for three days. They saw the sights, invaded the shops, and departed sunburned and happy, having dazzled with their smiles those who met them. Miss Pawley will start work on a new movie a few days after her arrival in

geon's work was described as both delicate and successful.

HURRY:—

All of the foreign colony who are bullfight fans, and there are many, are hurrying to get their reservations in for the big corrida next Sunday, July 7, when the idol of Spain, Juan Belmonte, ap-



The Altar Of The Cathedral

Photo La Esperanza

London, while Mrs. Bennett will also soon be busily following the director's instructions.

FOUND:—

The whereabouts of Sr. Miguel Baeza, who has not been seen in Palma for some time, have been ascertained. The genial sportsman, popular as a referee, announcer and general adviser for the boxing events here, has opened a restaurant at Maravillosa, near Arenal. He is serving excellent meals to the famished tourists who invade the beaches nearby on Sundays and fiestas and ordinary days.

THROAT:—

Don Fortunio Bonanova, Mallorca's gift to Hollywood, has had an operation on his throat performed by Dr. Moner. The sur-

POLLENSA:—

Mr. and Mrs. Fritz Lyons were hosts at their C'an Anet in the Puerto to Mr. and Miss Harris, Mrs. Morse, Mr. and Mrs. Tatton, and others during the week. On Sunday another party is being given by the same hosts at the same place to celebrate the opening of their new tea garden.

IDEA:—

Something new in the way of ideas is being started at Tito's in the Plaza de Gomila, Terreno. According to the plans of the proprietors, a kind of public bottle party is being tried. It works this way—you bring your own bottle of lemonade or iced tea or what you will, and you pay an entrance fee of three pesetas. For that you have the use of the place, free ice and siphons. If you wish you can buy your bottle at Tito's, from the stock of the Epicerie Central, at less than the usual price. Do your drinking in gay surroundings, at no more than it would cost you at home. That seems to be the idea, and it should appeal to the drinkers and those with thin pocketbooks. And haven't we all?

TOUR:—

Under the direction of Professor Szczepkowski and two local guides, the twenty-odd cadets of the Polish naval training ship Iskra are seeing something of Palma on Sunday afternoon. Starting with Bellver Castle, they will go to the Lonja, the Cathedral, the Cloisters of San Francisco and other points of interest in the town. A group of the officers is being taken to Barcelona to see that city by one of Palma's native citizens, while the rest are to be seen here and there around town, seeing what there is to be seen.

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 Gibraltar-Plymouth-London arrives and leaves Palma: July 27, S. S. OTRANTO.
 Marseilles-Port Said-Port Sudan arrives and leaves Palma: July 5, S. S. SAGAING. July 19, S. S. BURMA.
 Gibraltar-U. K. arrives and leaves Palma: July 13, S. S. CHINDWIN. July 26, S. S. KEMMENDINE.
 Genoa-Port Said arrives and leaves Palma: July 13, S. S. USSUKUMA.
 Lisbon-Southampton-Hamburg arrives and leaves Palma: July 10, S. S. WATUSSI.
 Marseilles-Naples-Alexandria arrives and leaves Palma: July 5, S. S. EXOCHORDA, July 19, S. S. EXCALIBUR.
 Málaga-Boston-New York arrives and leaves Palma: July 12, S. S. EXCAMBION, July 26, S. S. EXOCHORDA.

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 PALMA-TARRAGONA, Tuesdays; dep. 7 p.m. TARRAGONA-PALMA, Wednesdays; dep. 7 p.m.
 PALMA-MAHON, Thursdays; dep. 8 p.m. MAHON-PALMA, Fridays; dep. 8 p.m.
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SUICIDE OF TOURIST

(Continued from page 1)

been touring in Spain, came to Palma from Barcelona, where she had stayed for some time. Before leaving the mainland city she had telegraphed to the doctor, who was likewise touring and was then in Ibiza, saying that she was anxious to see him, and asking him to come to Palma.

He did so, arriving in Palma on June 17. The lady arrived two days later and stayed at the same hotel, being given a room adjoining his.

The Guatemalan visitor retired to her room about 1 a.m. on Tuesday, remaining there until the Swiss followed her example, which he did at 2 p.m. Soon afterwards she left her room, appearing somewhat excited, and knocked several times at his door, without effect.

The shot was heard half an hour later.

After the judicial inquiry was adjourned the body of the unfortunate visitor was removed, by order of the court, to the Municipal Cemetery. It was placed in the mortuary there to await the autopsy which is legally necessary in cases of violent death.

On Wednesday morning Doctors Don Marcial Garcia Roglá and Don Bernardo Obrador made the examination, certifying that death was due to a bullet wound in the heart, apparently self-inflicted. The burial took place immediately after.

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AIR ACCIDENT

(Continued from page 1)

The machine in which Señor Gardel, Mr. Schwartz and their companions were travelling had made a stop at Medellín for lunch. As it was taking off to continue the flight, a gust of wind caused it to collide with the Scandia plane, which was preparing to alight.

The accident was witnessed by a large crowd which had gathered to take leave of Señor Gardel, and which was swollen to about 50,000 people when the news of the catastrophe spread. They were kept from invading the aerodrome by soldiers who were rushed to the field and formed a cordon round it.

Señor Gardel, who was engaged in a concert tour at the time of the accident, was better known by his voice than by name in English-speaking countries, through his many gramophone records of tangos. His films and personal appearances had won him great popularity in Spanish-speaking countries, including Spain, where he had given a number of concerts in Madrid and Barcelona.

Carlos Gardel was born in Toulouse, but he was Argentine by descent and also by education and feeling. As a child in Buenos Aires he first learned the popular Argentine tunes which he brought out of their retirement on the pampas and made known to the world, and which in return made him famous.

His first film, made when he was already in the limelight as a singer, was «Luces de Buenos Aires» in which he played with the Argentine artists Sofia Bozán and Gloria Guzmán, in the Paramount studios in Paris. His American productions include «Tango on Broadway» and «Tango Bar».

FATAL ACCIDENT IN PALMA

(Continued from page 1)

Workmen sent by the Gas and Electric Company rigged up lights to assist the rescuers, whose work was rendered difficult by the hardness of the clay soil. Don Bernardino Segui, contractor for the Mutuallidad building, and several workmen fainted from the effect of the heat and their exertions.

Sebastián Serra was dug out at 10:20 p.m., and Juan Castillo about ten minutes later. Doctor Solivellas examined the men and found that both were dead. They were then removed to the Municipal Cemetery by order of the police judge of the Lonja district, Señor Romero Amorós.

Experts who were interviewed on the scene of the accident attributed it to vibration caused by passing traffic. They declared all the usual precautions had been taken.

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ISKRA

(Continued from page 2)

the little fleet was caught between a cross-fire from the Soviets and their own on the opposite bank. But somehow or other they managed to survive and beat back the attack, and the Soviet retreat began. Commander Nahorski is given much of the credit for the eventual establishment of Polish independence.

Palma visitors to the ship, expecting to be greeted with a flow of swift Polish or perhaps to be spoken to in French or halting English, have been surprised to find themselves addressed by a genial man who not only speaks perfect English, but speaks it with an American accent.

Recovering from their surprise at seeing an American on a Polish government vessel, they will find he is Professor Josef Szczepkowski, which isn't as difficult to pronounce as it looks—when it is pronounced by a Pole.

The professor teaches languages to the cadets, and in addition is the right hand man of the commander in ports where English is needed for transacting the business of the Iskra. Born in New York of Polish parents, he was educated in the United States, saw service during the war in the United States Navy, and then received the first fellowship for study in Poland offered by an American university.

He married a Polish girl, and was offered a position at the Polish Naval College. He accepted and has been active there since. The present cruise of the Iskra is his sixth, and he is something of an established seadog now, one of the most popular men aboard.

The Iskra's personnel is the same as it was last year, with the exception of the Captain and the Doctor, neither of whom has been in Palma before. Commander Nahorski, however, and the rest of the officers consider themselves almost Palmans, and have a wide circle of friends here.

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