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DOINGS OF THE WEEK

NEWS REVIEW OF CURRENT EVENTS

Coolidge Startles Nation by Renouncing Chance of 1928 Nomination.

By EDWARD W. PICKARD

NOT in many years has the United States had a political sensation equal to that caused by President Coolidge's statement removing himself from the list of candidates for the Republican nomination next year. The statement, handed to the correspondents at Rapid City without comment, was merely: "I do not choose to run for President in 1928." Obviously this is susceptible of several interpretations. While it is generally accepted that Mr. Coolidge does not seek or desire the nomination, many believe that if his party insists on "drafting" him he will not decline the honor. However it is evident neither he nor his supporters will make a pre-convention campaign, and therefore the field is open to all.

As to Mr. Coolidge's reasons for this unexpected action, one guess is as good as another for he has vouchsafed no explanation. The Middle West agricultural group are satisfied that he became convinced that he had not won over the farmers to his views on farm relief despite his vacation among them. Others think that, being a profound traditionalist and a good judge of political trends, he became impressed with the danger of setting a third term precedent, as it might be considered, and that his popularity might wane with this; also perhaps he could foresee the end of the great reductions in public expenditures, in the probable new navy costs and in the necessity of putting out huge sums for flood relief and farm relief. In yet other quarters, especially in European capitals, it is thought that the main reason for the President's renunciation was the failure of the naval limitation conference in Geneva.

Every Republican politician who has called on Mr. Coolidge at the summer White House has assured him that the nomination was his for the asking, and to none of them had he intimated that he did not desire the honor. Mrs. Coolidge is said to have known of his intention and to have urged him to retire while at the height of his popularity and at the peak of his mental and physical strength.

Supporters of a dozen potential candidates for the Republican nomination got into action swiftly on the announcement of the President's decision. Of the possibilities, Frank O. Lowden had the best start, his friends being organized in various states. Next to him, perhaps, stands Secretary of Commerce Herbert Hoover, whose nomination is advocated by many party leaders. Both these men are popular in the South, Middle West and West, and neither is to be considered weak in the East. Vice President Dawes, an advocate of the McNary-Haugen farm relief measure, would have strong support if he went after the nomination, his personality making him very popular. But Mr. Dawes will not be a candidate so long as Mr. Lowden has a chance. Conservative Republicans in considerable numbers might be expected to favor Speaker Nicholas Longworth or Charles E. Hughes. Senator William E. Borah of Idaho must be considered among the possibilities, and the radical Republicans of the old LaFollette group are being lined up by Senator Brookhart for Senator Norris of Nebraska. In Ohio the Coolidge following turned to Senator Simeon D. Fess.

Probably the President's action will have no great effect on the contest for the Democratic nomination. However, if he is not nominated in spite of himself, the Democrats will be deprived of the "third term" issue, which might have been useful to them in the campaign.

JAPANESE delegates to the Geneva naval conference made a last hour attempt to save the parity by suggesting a compromise on cruisers and what amounted to a navy building holiday until 1931. But this was not acceptable to the British and little more so

to the Americans, so with the plenary session on Thursday the conference came to an inglorious end. Since the British would not yield in their demands, which meant continued supremacy on the seas, the American delegates, especially the naval experts, were glad to have the conference close without their having to make humiliating concessions for the sake of reaching an agreement. At the final session each delegation made a formal statement, a joint communique was issued by the conference as a whole, and the delegates left for their homes without ill feeling.

It is stated unofficially that President Coolidge will call another naval disarmament conference before his term ends, early in 1929, and that he will ask that it hold its sessions in Washington.

GOV. ALVAN T. FULLER of Massachusetts, after his long and careful investigation of the case of Nicola Sacco and Bartolomeo Vanzetti, decided that the condemned murderers should be executed on August 10. He said he was convinced that the two men were guilty of murder, that no evidence had been produced that warranted a new trial, and that their previous trial was fair and without prejudice. He could find no ground on which clemency could be claimed or granted. In reaching these conclusions the governor was aided by the advice of President A. Lawrence Lowell of Harvard, President Samuel W. Stratton of Massachusetts Institute of Technology and former Probate Judge Robert Grant. This commission arrived unanimously at a decision that was the same as that of the governor. Mr. Fuller spared no pains in his inquiry, interviewing the condemned men, the witnesses, the jurymen and Judge Thayer, who presided over the trial and who was accused of prejudice in its conduct. He also talked at length with Celestino Madeiros, the condemned murderer who made a confession that was designed to clear Sacco and Vanzetti of the charge against them. This confession, the governor was convinced, was false. The only remaining hope for the two men was that President Coolidge might intervene, but at Rapid City it was stated that this was not expected, since the President had always held that the case belonged wholly within the jurisdiction of the Massachusetts courts.

Word of Governor Fuller's decision was sent immediately to all American consulates and extra guards were provided in foreign cities where demonstrations in favor of Sacco and Vanzetti have occurred in the past. Radicals here and abroad, who have always held the men were convicted because they were radicals, tried to stir up disturbances in various places and it was announced that a general strike would be declared throughout Argentina. The radical press in Paris was enraged and undertook to create a sentiment there against the American Legion which is to convene in Paris.

PRESIDENT AND MRS. COOLIDGE journeyed to Deadwood Thursday and 300 Sioux Indians in full war paint and feathered headdresses welcomed him as the great white father and a big chief in their tribe. They kicked up their knees and bent their heads forward as the tomtoms beat out the message into the surrounding mountains that a new chief awaited their crown of eagle feathers, and Mr. Coolidge, equally pleased over his novel experience, looked forward to taking away with him the title of "Chief Leading Eagle."

Well to the fore were Chief Chauncey Yellow Robe, his daughter, Rosebud, and Chief Standing Bear, who were chosen to perform the coronation, and with them were Chiefs Kills a Hundred and Crazy Horse with a coronation speech in the Sioux language that was translated to the assembled crowd.

The celebration which President and Mrs. Coolidge attended, of which the Indian coronation was a part, was a reproduction of the frontier days in 1878, when Deadwood was the center of the Black Hills gold rush.

FIFTEEN planes are entered in the great aerial race from San Francisco to Hawaii for the \$35,000 offered by James D. Dole. The race starts on August 12 and the prizes go to the first

two to land on the island. Three of the aviators will make the flight unaccompanied. Among the others are two women, Miss Mildred Doran of Flint, Mich., and Mrs. W. P. Erwin of Dallas, Texas.

Another attempt of British aviators to make a nonstop flight to India failed when the plane piloted by G. R. Carr and E. C. Dearth was forced down in the Danube river near Linz. Neither man was injured.

After a lot of quarrelling, Charles A. Levine and Maurice Drouhin, the French pilot, reached an agreement concerning the pay the aviator is to receive for flying the Columbia back to the United States and the insurance for his wife and family. It was understood the flight to New York might be started within two weeks.

For the benefit of the air mail service, Clarence Chamberlain made a successful test of taking off from a platform constructed on the deck of the Leviathan when the vessel was 80 miles out from New York. It was demonstrated that several hours could be saved in the landing of European mails.

SEYMOUR LOWMAN was sworn in as assistant secretary of the treasury in charge of prohibition enforcement, succeeding Lincoln C. Andrews. He said one of his greatest tasks would be the curbing of the radicals, both wets and dries, indicating that he would endeavor to pursue a middle ground policy. Next day he announced a shift in the machinery of his office. Positions of five zone supervisors were abolished. Maj. H. H. White was transferred from the post of assistant commissioner of prohibition to a new position known as general supervisor of field offices. Having just completed the reorganization of the Washington office of the prohibition bureau, Major White will now undertake the reorganization of branch offices throughout the country. Shakeups in some of the districts are in prospect.

IGNORING the walls of New York, Philadelphia and other Eastern cities, Tex Rickard decided last week that the Dempsey-Tunney prize fight for the heavyweight championship should take place in Chicago. The South park commissioners there agreed to lease the Soldier Field stadium to the promoter for \$100,000 for the one night. At first September 15 was selected as the date of the battle, but Jack Dempsey said he would not be ready before September 22, owing to his wife's illness and other matters, so the latter date was agreed upon. It is expected that the fight will draw a gate of at least \$2,000,000.

GOVERNOR DONAHAY and other Ohio officials were on edge all week with the prospect of serious trouble due to the determination of the coal operators of the state to reopen their mines on a non-union basis. The authorities at all mining centers were ready to do their best to keep the peace, and the governor was ready to send troops into the field as soon as it was evident civil authority had fallen down. He urged the miners and operators to reconvene their wage conference which ended in a deadlock at Miami last spring, and asked the co-operation in this plan of Governors Small of Illinois, Jackson of Indiana and Fisher of Pennsylvania.

AMERICAN tourists in Italy had a fine time witnessing the eruption of Mount Vesuvius, and throngs of them climbed to the summit of the volcano for a closer view of the sublime spectacle. Meanwhile the inhabitants of towns threatened by the outpouring of lava were abandoning their homes, though the director of the Vesuvius observatory thought the volcano would soon return to normal.

DOWAGER QUEEN MARIE of Rumania was put on the Rumanian pay roll at \$125,000 a year by the national council. The boy king, Michael I, was granted \$110,000 a year. Small grants were made to other members of the family of the late King Ferdinand.

Premier Bratiano has become virtual dictator of the country, for the regency is composed of three weaklings. Politically and militarily the premier is taking the fullest measures to frustrate any plans Prince Carol may have for gaining the throne.

Seattle to Chicago, nonstop in 18

hours. The plane, designed by Itoy Akers, who years ago had one of the first successes with gliders, will carry 750 gallons of gasoline. Turnquist stated.

Black was one of the first night flyers and was a lieutenant in the air service during the war. Skene also was a war flyer and is a graduate of the government school of aerial navigation. Turnquist is a real estate broker and is secretary of the Commercial Aircraft association.

WHY JEAN WAS BLUE

(By D. J. Walsh.)

JEAN LEMAN was blue as indigo. As a matter of fact, she was jealous—hopelessly, heart-breakingly jealous. She stood at the ranch house window, watching Perry ride off with Phyllis Sharmon, the baby-faced eastern girl, who had arrived to be "Pa" Leman's paying guest for a month. Phyllis was clad absurdly in a smartly tailored broadcloth habit and was riding Jean's own special pony. Moreover Jean had not been consulted in the matter, so it was simply adding insult to injury, Phyllis was or pretended to be, a novice at riding, and seemed to require considerable instruction from her escort. Perry had been Pa Leman's right-hand man at the ranch for six months now, and had spent most of his spare hours during that time with Jean. And yet he appeared to Jean's hurt and bewildered eyes to be absolutely delighted with his new role of guide and instructor to the pertly attractive stranger.

Jean's eyes grew misty with tears and her heart felt pitifully heavy as she thought of the difference between her present depression and her excited happiness just twenty-four hours earlier. The evening before she had gone with Perry, as she had gone dozens of times, to see that the horses were safe for the night. Just before they returned to the house Jean had stumbled and was suddenly held tight in Perry's strong arms. The very remembrance of the kiss that followed made Jean's heart beat faster even now. It was her first kiss, and though no words had been spoken, Jean had lain awake far into the night, thrilled with vision of a wedding and a possible honeymoon in that far visionary city of New York. And now, this—Perry had gone to meet the eastern girl before Jean was up that morning and had been with her constantly ever since. He had no right to take it for granted that Jean's pony should be the one for Phyllis Sharmon to ride. She wished the girl had stayed in the East, where she belonged.

Jean went to bed before the riders returned. Perry's laugh and a giggle from Phyllis floated up to her just as she was dropping off to sleep and kept her miserably awake for hours. Perry stopped her next morning to ask:

"Not angry, are you, Jean?" And such a lump came into Jean's throat that she was helpless to answer and turned back to hide her tears. Then Phyllis claimed his attention, and Jean didn't see him alone all day.

And so it went on for days, until Jean was just an aching bit of hopeless misery. Wanting desperately to conceal her unhappiness from Perry, yet utterly unable to be her old natural self, she answered him so shortly when he did speak to her that he soon avoided her altogether. Sometimes she fancied she saw a hurt, questioning look in his eyes, but always became convinced later that it must have been her imagination. Certainly he seemed to get along famously with Phyllis, and Jean's resentment toward the other girl grew into a bitterness that was more than dislike.

One evening Perry had ridden over to a neighboring ranch on some business for Pa Leman. Jean was just feeling a grim satisfaction in the thought that at least Phyllis couldn't be with him, when the eastern girl came in, dressed for riding. She spoke to Jean, coolly patronizing.

"Saddle my pony, will you, Jean. I'm going to ride over to meet Perry. The rage that suddenly surged into Jean's heart frightened her. She went out of the house to the stable. She hated the pretty eastern girl with her plucked eyebrows and her too-red lips—what right had she to steal away Jean's whole life's happiness?

"My pony," she said. It was Jean's pony. Phyllis had appropriated the pony as coolly as she had the man. Jean's eyes fell on the little horse that Pa Leman had recently brought home for Perry to break in. It was almost a counterpart in size and color of Jean's own pony. He was becoming accustomed to the saddle, but Pa Leman had forbidden Jean to ride him. Jean's lips were set in a determined line, and her eyes gleamed dangerously. Phyllis would never know the difference between the two ponies in the dusky light of approaching darkness. Let the patronizing little eastern heartbreaker ride the forbidden pony and test the value of the riding lessons that Perry had given her. She saddled the horse without much difficulty and led him with beating heart to the house, where she helped Phyllis to mount and stood watching her ride off. She was all right while the pony was walking, but let her try to keep her seat once the horse broke into gallop.

Then when the waves of anger which had enveloped her had subsided Jean was simply overwhelmed with remorse. She thought she had suffered before, but her former misery was nothing compared to the despair that filled her heart as a succession of pictured disasters passed before her mental vision. How could she have been so utterly insane? Phyllis would be killed and Jean would be responsible. Should she saddle her own pony and ride after her? But that would be a confession. There was nothing else she could do. It was quite dark now and she stood in the doorway, straining her eyes to see across the sage brush, just waiting and waiting—for what, she hardly dared to think.

When, at last, she heard some one riding toward the house she turned cold with apprehension. It was Perry—Perry, holding a limp figure on the saddle before him! Jean could scarcely force herself to walk down the steps to meet him as he came toward her with Phyllis in his arms. Her voice was faint with terror—

"Oh, Perry! She's not—killed?"

Perry shook his head and pushed past her into the house. Jean followed him up the stairs and watched in terrified silence while he laid the unconscious girl on the bed. Then Perry dashed off for the nearest doctor and Jean sat beside Phyllis in an agony of suspense, sending out little wordless prayers for the girl's recovery. It was terrible to think that, loving Perry as she did, she was perhaps responsible for the wrecking of his happiness. How could she ever atone?

Perry and the doctor came at last. The minutes dragged into hours while Jean and Perry waited outside the bedroom door. Then, when the doctor opened the door and gave Jean a reassuring smile Jean's face went white and she swayed unsteadily. Perry looked at her surprised—

"Why, Jean, did she mean so much to you?"

The doctor told them that Phyllis was badly bruised, but there was nothing serious, and left them.

Jean turned to Perry—"If you only knew!"

Perry said hesitatingly: "It was sort of lucky that I happened along when I did. Miss Phyllis had dismounted and was walking too close to the cliff above the river—"

Jean's eyes widened and she clutched at Perry's hands.

"Do you mean that the horse didn't throw her—that she fell herself?"

Then as Perry nodded she sighed, deeply in relieved thankfulness and went on:

"Perry I know now that I only want you to be happy—"

Perry's face lighted up, and he put his arms quickly around her.

"Well, Jean, I guess you know what I need to make me happy."

"But I thought—that Phyllis—"

Perry laughed joyously. "Why, you little goose—do you mean to say that you've been jealous? And all the time I thought you were angry because I kissed you!"

And so, with their second kiss, all of Jean's "blue devils" faded away to parts unknown and life took on a rosy hue once more.

Nothing to Brag Of

At a plantation on the Savannah river, where he was a guest, Dr. S. Weir Mitchell and his host were enjoying their after-dinner cigar and commenting on the beauties of the scenery, when the moon rose over the bayou. The doctor exclaimed:

"Look at that great, mellow, warm, tropical moon, big as a cartwheel. Up in Vermont that moon wouldn't be bigger than a pint cup and it would be all hung over with icicles."

Doctor Mitchell gazed rapturously on the moon and continued:

"I don't wonder that the South develops temperament, that poets and artists and orators come from the South when you have that beautiful mellow moon to look at."

The colonel gazed sadly on the moon and replied:

"You like that moon, doctor? You just order seen that moon befo' the wah."

The New Science

Secretary Parker Moon, of the New York Academy of Political Science, was discussing the enormous campaign expenditures of certain candidates.

"These chaps," he said, "don't seem to understand political economy."

Then he laughed and went on:

"A boy said to his father:

"Pop, what's political economy, anyhow?"

"Political economy?" said the father. "Why, any fool ought to know that political economy is the science of not buyin' any more votes nor payin' no higher for 'em than wot you actually need."

Garrulous Spouse

Brown—"It's a good rule to think before you speak."

Jones—"Yes, but fortunately it isn't compulsory or my poor wife would have brain fag."—Boston Transcript.

WHAT TO SEE IN TOKIO



A Studious Tokyo Newsboy.

(Prepared by the National Geographic Society, Washington, D. C.)

TO GET a mental picture of Tokyo one must hold clearly in mind that Japan's capital is not really a city but a collection of towns and villages, grown together. These settlements preserve their entity in the 15 "wards" frequently mentioned in dispatches relating events in the city.

Tokyo has a peculiar sentimental tie with our own national capital, because the Japanese cherry blossom trees in Potomac park, in Washington, constituted a gift to us, which was recognized by sending to Tokyo a consignment of American dogwood trees. There they form an annual magnet for thousands of Japanese residents at the time of their blooming.

When one sails up the bay of Tokyo to Yokohama, and buys a railroad ticket to Tokyo, he senses the distinctive group form of Japan's capital. For the ticket reads "Shinagawa," or "Shinbashi," not "Tokyo."

The Imperial palace is in the aristocratic ward, or "Ku," known as Kojimochi-Ku. In this palace, originated by Ota Dokwan in 1456, formerly lived the Tokugawa Shoguns. This palace bears witness to the frequent casualties of Tokyo; it often was burned, the last time in 1873. It is not accessible to the public. A Japanese guide-book naively says, "Ordinary people are allowed to approach only as far as the end of the first bridge outside the outer gate." The palace grounds are surrounded by two moats; the perimeter of the outer one is about five miles. In this ward also is the central railway station, with buildings occupying two acres. One of four entrances is reserved for the use of the imperial family.

The Latin quarter of Tokyo lies in Kanda-Ku. Here is the Tokyo Higher Commercial school, the first school of that kind established by the government when it launched upon a policy of adopting western business methods. Upon the grounds of this school grow pine trees which are survivors of the grove standing there when the school tract was part of the Shogun's pleasure park. This ward also is famous for a willow-tree thoroughfare, its second-hand clothes stores, and a Shinto shrine which dates to the Eighth century.

It is an "Official" City.

While each ward retains distinctive characteristics of the time when it was a separate town, and each has its own business section, Tokyo as a whole has a distinctive individuality. It is an "official" city, and frankly so.

Official hours, official guides, official guide books and official seasons for various sights and scenes are officially proclaimed. You come away with a sense of having been officially conducted through a fairland of cherry blossoms, of noisy lotus flowers that bloom with a detonation, of doll's festivals, of Geisha girl dances.

The old survives alongside the new. The Geisha girl continues to perform though the cafeteria has made its advent in Tokyo. The Geisha girl is an institution hard for the western mind to comprehend. Her most comparable functionary in the western world was the court jester—long since passed away. She is a modern prototype of the private entertainers of wealthy medieval nobles. She is of a class different from the women of Japan who cling to their semiseclusion amid the inroads of modernism; but she is not of the type which westerners class as the demimonde.

Restaurants and tea houses in Tokyo still have their Geisha girls. The Japanese business man, student,

official, or visiting farmer are the patrons. More often it is a party of men friends whom the Geisha girl entertains with song, dance and monologue, and for whom she acts as a sort of hostess.

Custom does not fill these restaurants with husbands and wives, men and their fiancées, or friends of opposite sexes, as in America. But the wish to have members of the other sex present is just as strong in Japan as elsewhere. Hence the Geisha girl.

Outside the pervading sense of official regulation there is infinite variety in Tokyo. Exclusive Kajimachi is very different from bourgeois Kanda. Busy, bustling Mihombashi, with its "Broadway" and "Billingsgate" is a far cry from Shiba, village of the tower gate and giant hill, native restaurants and distinctive dances.

Easy To Find Your Way Around.

For the humble traveler by the tram, it is exceedingly difficult to get lost in Tokyo. Each car bears the number of its route and inside, at the place where, in America, one would see hosiery and washing powder advertisements, there is a comprehensive map of the city criss-crossed and circled by lines of many colors corresponding to the numbered routes. A knowledge of the language is superfluous. From the guide-book map, or better from the free map furnished by the Japan Tourist bureau, which seeks to make Japanese travel delightful, one locates the place he seeks and the place where he stands. Then it is a mere matter of matching numbers and colors to any spot within the circular railway which forms the rim of the transportation wheel.

This idea of placing a map of the city in the cars themselves instead of on some sequestered wall around the station may rob the traveler of the cultural advantages of tempting pictures of butter and motor cars, but it makes it easy to wander from village to village within the city limits with the minimum of delay and sign language.

Nihombashi is a principal business quarter of the city, although each of the wards is more independent, commercially, than the various sections of most cities. The center of Nihombashi and of Tokyo, is the bridge which in olden times was a measuring point for distances to places throughout the empire. Formerly it was wood; it was rebuilt in 1911 of granite. It is the thoroughfare from each end of this bridge which popularly is known as "Broadway."

In Nihombashi is the Bank of Japan, occupying a building especially designed to be earthquake-proof. One part of the building has three stories underground for strong boxes, and this part can be flooded as protection against fire. In this same section of modern banks and office buildings is a Shinto shrine where charms are dispensed which are supposed to be efficacious in such diverse emergencies as shipwreck, child delivery and being the victim of a liar.

"Newspaper Row" is in Kyobashi-Ku. Here are practically all the principal journals. Shiba-Ku contains the mortuary temples of the Tokugawa Shoguns. A concession to foreign visitors is indicated by the announcement, "Boots need not be taken off, as covers are provided to slip over them."

In Azabu-Ku is a Buddhist temple, memento of the years before Shintoism took firm hold. Shintoism has been kept alive in Japan from the dawn of the empire. Tokyo, as Japan's capital, became a stronghold of Shintoism because officialdom of Japan support it ardently.

Three Chicagoans Plan Flight Around World

Around the world in 20 days is the hope of three Chicago men who plan to start about October 1. They expect to fly east from Chicago in a plane designed there by a Chicagoan, and to come back to Chicago from the west.

The pilots are John H. Sayre Skonings, thirty, and Nimmo Black, thirty-two. They plan to carry with them a passenger, Theodore Turquist, who

is fifty-one. None of them is married.

Their itinerary as announced is: Chicago to London, nonstop in 42 hours.

London to Moscow, nonstop in 20 hours.

Moscow to Tobolsk, Siberia, nonstop in 20 hours.

Tobolsk to Nicholaiievsk, on the Kamchatka peninsula, nonstop in 30 hours.

Nicholaiievsk to Seattle, nonstop in 48 to 52 hours.

Seattle to Chicago, nonstop in 18

hours. The plane, designed by Itoy Akers, who years ago had one of the first successes with gliders, will carry 750 gallons of gasoline. Turnquist stated.

Black was one of the first night flyers and was a lieutenant in the air service during the war. Skene also was a war flyer and is a graduate of the government school of aerial navigation. Turnquist is a real estate broker and is secretary of the Commercial Aircraft association.