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HAPPENINGS OF THE WEEK

NEWS REVIEW OF CURRENT EVENTS

Sino-Russian War Clouds Denser Over Manchuria—Senate Tariff Bill.

By EDWARD W. PICKARD

WAR between China and Soviet Russia became increasingly probable during the week, and China let the world know that if it did come, Russia alone should be blamed. Several weeks ago it was said in these columns that the basis of the Manchurian trouble was the incurable itch of the Russians to sovietize the rest of the world, and this fact is emphasized in identical communications delivered by China's envoys to the governments of all nations signatory to the Kellogg pact. The note handed Secretary of State Stimson by Minister Wu makes the flat charge that the Union of Soviet Socialist Republics has been plotting to overthrow the Chinese government and says the latter has the documents to prove this accusation.

Since 1927, the Chinese government declares, Russia has been conducting communistic propaganda in China, using the funds of the Chinese Eastern railway to finance these activities. These involved, it is charged, not only the overthrow of the Chinese government but the destruction of China's political and economic system.

These activities, it is added, have progressed to a point where the safety of China is endangered. China also charges Russia with sponsoring a policy of wholesale assassinations, one of the purposes of which was to bring about a world wide revolution.

In the present crisis on the Manchurian frontier Russia, the Chinese say, has been making warlike threats involving not only firing into but the operation of military airplanes over Chinese territory. China, says the communication, still hopes for peace. It adds that "should such acts of provocation on the part of the Soviet government result in unavoidable clashes arising out of China's determination to defend her own rights the responsibility for disturbing the peace of the world must entirely rest with the Soviet government."

During the week there were repeated clashes between Chinese and Russian troops which in one or two instances amounted to real battles. Each side accused the other of invasion, but the dispatches indicated that the Soviet forces were the more aggressive in making border raids. The Nanking government continued to hurry heavy reinforcements to the Manchurian frontier, and recent cablegrams from Tokyo said Russian troops had already completed mobilization and were soon to march on Harbin, the Manchurian railroad center. It was asserted this advance was to be a "punitive expedition" and that the Soviet government was determined to force China to comply with its demands regarding the Chinese Eastern railway but would make no formal declaration of war. Several trains on the Chinese Eastern were dynamited recently and Soviet agents were arrested charged with the crime.

REPUBLICAN members of the senate finance committee completed their draft of the revised tariff bill and made it public, and immediately was started the battle of words that is certain to be continued with increasing fury when the senate begins consideration of the measure. Senator Reed Smoot, chairman of the committee, gave out figures as proof that the bill drawn up by his conferees represents a scaling down of duties from the house bill rates.

The comparisons showed equivalent ad valorem for the senate committee bill, the house bill and the present law. It was indicated the senate committee decreased rates in ten of the fifteen schedules from the duties of the house bill. In four schedules the revision was upward and in one there was no change.

The revised bill represents increases from the present law in twelve schedules, decreases in two and no change in one. The equivalent ad valorem were obtained by estimating revenues under the different

measures and figuring what the total duties by schedules would represent in percentages of total values of imports.

It was estimated the customs revenue under the senate bill would amount to \$605,498,469, as compared with \$646,014,546 under the house bill and \$516,512,930 under existing law.

The figures showed a reduction in the agricultural schedule from the house bill, which was somewhat of a surprise.

The equivalent ad valorem of rates of the agricultural schedule in the senate committee bill was listed as 32.90 per cent as compared with 34.09 per cent in the house bill and 22.80 per cent in the present law.

The senate reconvened on August 19 with only about thirty members present and decided to hold perfunctory sessions twice a week until September 4, when the tariff debate would begin. The leaders planned passage of the measure about the middle of October. The house will reconvene September 23 and will mark time until the tariff bill is passed and ready for conference.

The Republican members of the senate finance committee approved a compromise provision for delaying two years the shift from a foreign to a domestic valuation basis, and settled several other administrative tariff controversies. Democrats of the committee made ready the numerous amendments to the bill which they will offer.

WHILE the representatives of the allied nations at The Hague were still disputing over the division of German reparations, with small prospect of immediate agreement, Dr. Gustav Stresemann, German foreign minister, informed them that, whether or not the Young plan was ratified by September 1, Germany could pay, beginning on that date, only the reparations called for by the scheme devised by Young and the other experts, namely, \$487,900,000 a year.

Premier Aristide Briand of France replied that since the Young plan has not been adopted the German government must continue to carry out the treaty in force—the Dawes plan—which the reichstag had ratified.

Philip Snowden, British chancellor of the exchequer, said he considered the Germans must continue their payments according to the Dawes plan, which is the only recognized scheme for reparations.

British and Belgian troops were preparing to evacuate the second zone of the Rhineland, but Premier Briand said the evacuation of 60,000 French troops from the occupied territory hurriedly would be difficult since barracks were lacking in France to house them. It was understood that by January 1 the allied troops of occupation to the number of less than 20,000 would be out of all but the last zone, the Mayence bridgehead.

As for the split of reparations, London dispatches indicated that Morgan and other American bankers might have a good deal to do with forcing a compromise. The British press and, on the surface, the British government uphold Snowden in his refusal to accept a reduced share of the German payments, but it was said Prime Minister MacDonald was much impressed with the arguments of the financiers.

THE Graf Zeppelin completed its momentous voyage from Friedrichshafen to Tokyo in approximately 102 hours, circled over the Japanese capital and landed at the Kasumigaura flying field forty miles away. For several days the passengers and crew were feted by the wildly enthusiastic Japanese while the dirigible was being refueled and overhauled, the emperor himself taking a leading part in the entertainment of the visitors. As the big ship was being taken from the hangar for its start across the Pacific two struts were broken, and the take-off was delayed a day. Then the Zeppelin soared into the air on its way to Los Angeles and Lakehurst.

Oscar Kaeser and Kurt Luescher, young and comparatively inexperienced Swiss aviators, took off from Portugal for a flight across the Atlantic ocean to the United States. By the end of the week it was believed they had paid the penalty of their rashness with their lives. From the time when they were seen above Terceira Island in the Azores all trace of them was lost.

Children Lose Grades by Impaired Hearing

The use of an audiometer in the Williams school at Chelsea, Mass., revealed that eighty-four children, whose total of repeated grades was 156 years, had defective hearing.

As it costs \$50 a year for a child's education there, the total cost of retardation for which deafness was at least partially responsible was \$9,360.

While experts do not assert that impaired hearing is the only cause

of failure to progress normally in school, studies at Rochester, N. Y., have revealed that hard-of-hearing children repeat grades three times as often as do children from all other causes.

Apparently the eighty-four cases of impaired hearing had not hitherto been suspected, even by the children themselves.

The audiometer can test forty children at a time. The receiver is put first on the right ear and then on the left. In upper grades a whole room-

Miss Marvel Crosson of San Diego, one of the contestants in the women's air derby from Santa Monica, Calif., to Cleveland, Ohio, met her death in western Arizona. Her body was found crushed against a boulder and a hundred yards away was the wreckage of her plane. Evidently she had leaped for her life but her parachute had failed to open.

Mamer and Walker in the plane Spokane Sun God accomplished the feat of making a refueling non-stop flight from Spokane to New York and return. They were in the air five full days and traversed 7,200 miles.

One of the British entries for the Schneider cup races, a super-marine Rolls Royce six piloted by Flying Officer Waghorn, made in tests the fastest flight ever made by an airplane. The tremendous speed of 350 miles an hour was reached, without an assisting wind. Lieut. Alford Williams was having a lot of trouble with the American hope for the Schneider trophy. During one of his attempts to get it off the water he was made unconscious by fumes from the engine.

UNCLE SAM decided last week to make a loan of \$6,900,000 to help promote the building up of the merchant marine. The administration notified the shipping board that it saw no objection to such a loan to the American Export Steamship corporation under the Jones-White act. The company wishes to build four vessels, and this work may prevent unemployment in the Camden yards of the New York Shipbuilding company. Secretary of the Navy Adams also signed a contract with the last named concern for the construction of one of the cruisers in the fifteen-cruiser program, the cost to be \$10,903,200.

Relief for agriculturists of several classes is actively under way through the federal farm board. That body approved loans aggregating more than \$9,000,000 to be expended through co-operative groups for the stabilization of the California and fresh grape industries. The two principal groups concerned are the Sun-Maid Raisin Growers and the Federal Fruit Stabilization corporation. In addition to cash credits granted, the board, it was announced, will assist the Sun-Maid Raisin Growers in whatever way possible to insure the growers "the undisturbed use and control of the valuable Sun-Maid trademarks, the modern plants, and the international sales organization," which the raisin growers of California have built up over a period of years.

It was announced by the board that it would probably make advances of from five to ten millions to supplement the assistance not given Southern co-operative associations.

GERRIT JOHN DIEKEMA, a banker of Holland, Mich., and a former member of congress, has been appointed minister to Holland to succeed Richard M. Tobin of California, who resigned. Mr. Diekema, whose parents were born in Holland, speaks Dutch and has long been a student of the affairs of the Netherlands. Between 1901 and 1907 he was a member of the Spanish treaty claims commission.

NEW YORK has formally abandoned its plan to hold a world's fair in 1933, leaving that year to Chicago, whose Century of Progress exposition is fast being brought into concrete form. The New Yorkers decided to wait until 1935 and "then show them how to put on a world's fair right." The Chicago exposition has the advisory patronage of the National Research council, the backing of President Hoover and the national government and a united civic support.

BRITISH cotton manufacturers having agreed to arbitrate the dispute with their workers, the great strike in the Lancaster mills came to a close and half a million hands returned to their jobs. The arbitrators then decided that wages should be reduced 6.41 per cent, which is one-half the cut demanded by the operators. Both sides accepted the decision.

Determination of strikers that the Clinchfield textile mill at Marion, N. C., should not reopen with non-union men necessitated the calling out of two companies of the National Guard. (© 1929, Western Newspaper Union.)

ful can be tested in fifteen minutes.

Last year an audiometer showed 151 of the 1,907 school children with defective hearing, nearly one in each dozen. An ear specialist gave the children advice. Many of them were at school again this year and took a second test. The result was a two-thirds improvement.

Wax in ears was found to interfere with the hearing of thirty-seven. Need of attention to tonsils and adenoids was the cause of trouble in seventy-seven.

THREE PERFECT DAYS

(© by D. J. Walsh.)

MARGARET GRANT'S pose had a restful effect on her fellow passengers when she entered the dining car. The nervous little woman with the fretful baby relaxed somewhat as Margaret sat down beside her. Richard Adams, across the aisle, unpuckered his forehead and seemed to think better of the caustic criticism he was about to address to the ebony attendant about the length of time it took to broil a steak. Two children being piloted out stopped instinctively to smile up into the brown friendliness of her eyes and were started again on their way by impatient parents.

The nervous little voice of the nervous little woman rasped out a commonplace sentence and was answered by Margaret's velvety contralto, which made Richard Adams smooth the last faint wrinkle from between his eyes and sigh contentedly.

She did not notice the extreme deliberation which enabled him to finish just as she rose from the table, and the keen look which followed her bronze head would have been lost on her if the train had not given a sudden lurch just as she reached the door. Some one of the line waiting in the vestibule had loosened the catch that held the door, and only a quick brown hand thrust against it prevented it slamming on Margaret's fingers as she regained her balance.

"Oh, thank you," frankly looking up into a pair of surprisingly blue eyes, which would have been stern if they had not been crinkled at the corners by the action of the sun without and a sense of humor within. She felt his strong hand steady her for a necessary moment and only that.

"Making up time, I guess, and none too smooth a rounded to do it on," she heard above the roar of the train as they crossed the space between the two cars, with his flimsy, accordion-like cover. Then he seemed to draw into himself with a reserve equal to her own. His seat proved to be opposite hers in the pullman.

She sat quite motionless, entertaining herself with mental pictures of the end of the journey, a sure-enough holiday in California, after a year of exacting hospital duty, following her graduation. The doctors whose opinion made it flattering, insisted on having her as their "special" when they could. Now she had only Jack's eager face before her and she blew him an airy radio kiss, though her hands remained idly clasped in her lap, hands whose every firm curve said, "Let me help you."

She was barely conscious of the man opposite, though she had taken a nurse's satisfaction in the ease with which he had swung his heavy Gladstone bag up before him and when he burrowed for the book which now absorbed him. Poor Jack! Never well, but so debonair and appealing that she had to love him and promise to marry him when he was better.

The next day was passing and Richard began to inwardly curse the conventions that kept them apart. "Hang it all! I suppose if I were a young sheik and she a flapper we wouldn't be miles apart. I could walk right over and tell her she is the first woman I ever really saw."

She seemed so oblivious of him, friendly only with children and never tiring of them. Her seat became a mecca for all the little chaps in her car and adjoining ones. Over the corner of his book Richard saw the most amazing toys involved from candy boxes and paper, bits of string and the most unpromising material that the children produced.

At last he could stay out of the charmed circle no longer. "I could whistle those handles a bit and then they would stay in the wheelbarrow," he volunteered, carefully adjusting the milk bottle top which served as a wheel.

"That's just what we need, isn't it, Billy?" she said, admitting him without demanding a countersign, an accurate account of his genealogy, or a letter of introduction as he felt that she might.

I saw a ship a-sailing, a-sailing on the sea, and oh it was all laden with pretty things for me.

she crooned to a waiting five-year-old as she ballasted a half walnut shell with softened wax and adjusted a tiny sail on its toothpick mast. There were combs in the cabin and apples in the hold, and the masts were made of stick and the masts were made of gold.

he finished, and they smiled in absurd freemasonry over the shared nursery rhyme.

"Why do people look for ships which they have never sent out?" she wondered.

"Because we all want the impossible," he replied, "then we are not

bored by our wishes coming true too soon."

"But isn't it ironical of fate to produce what one has always longed for, when the freedom to take it is gone?" She had an odd and almost uncanny sensation of having known this man before, of having always known him. All her twenty-seven years, or at least as long as she could remember, she had wanted and expected a playmate with exactly this comradely smile she saw opposite. A year ago she had given up his ever coming, and had more than half promised herself to Jack Dunston when he left the hospital after a long illness. Now she could see that what she satisfied in her was the desire to mother something. But, oh, if she had only not let him care as he did.

When Richard Adams found she was going to California he anathematized the luck which he had just been blessing, that made his immediate presence necessary in the Imperial valley for the biggest engineering project he had yet undertaken. He must see her long enough to establish a bond that would hold until he could find her again. His practical soul scoffed at love at first sight. But his mystical side admitted the answer to her call. She summoned his right, he recognized her right. No one in his thirty years had ever imitated it.

When they left El Paso after a flying visit to Juarez their acquaintance had extended to the point where an unfinished phrase carried an electric thrill of understanding.

At Tucson, where he was to change, she walked along the platform with him to rest from the cramping monotony of the train. "Violet rays will never feel magnetic to me again!" she thought as her hand touched his, and the bronze and blue of his rare smile upturned to her suggested the sea or the open spaces of the desert as he helped her down the steps.

Suddenly he said: "Why, there's Brooks and his wife." A man and woman coming toward them stopped in pleased amazement and the latter exclaimed: "Why, Dick Adams; walking right out here to Arizona with my paragon after saying you never cared to meet her!"

The Los Angeles train was ready to leave.

"You must come to the Imperial valley and spend the winter with us, Margaret," insisted Mrs. Brooks, "after you have seen Los Angeles." But Margaret gave no promises. Richard Adams was content to wait.

"Hasta manana," he said as they parted, and "Hasta manana," she answered, but in her heart she felt it was "Adios."

Los Angeles and Jack came all too soon. She knew just how his eyes would caress her and envelop her. "His future and even his life may depend on me," she thought as she struggled to put out of her life forever the dream of three perfect days.

But Jack avoided her straitforward look as he piloted her to his beautiful car, and in an instant she sensed the reason. Curled up in the front seat with a charming air of possession was the most entrancing bit of flapperdom she had ever seen.

"Carol, this is Miss Grant," Jack announced, and then they proceeded to the hotel.

"Margaret, I've been a cad. Here you were expecting—" She turned a radiant face toward him, cutting him short.

"Jack, dear, I was expecting and hoping to find you well, and I am more than glad that you do not need me. I can stay only a week. Alice Brooks expects me back in Arizona for a long visit. She says it is frightfully lonely with only those tiresome engineers about."

"Well," said Carol as he swung into the seat beside her, "the old dear took it cheerfully."

"Yes," agreed Jack. "Margaret is a good sport, but, honestly, I hated to break her heart after all she did for me."

Term Long in Use

In the early days of the railroads it was customary for a train to be stopped near a stream when water was necessary for the engine. The crew carried the water in leather buckets. The practice was called jerking water. As villages sprang up where trains merely stopped for water, they were known as jerk-water towns, and small, relatively unimportant railroads became known as jerk-water railroads.

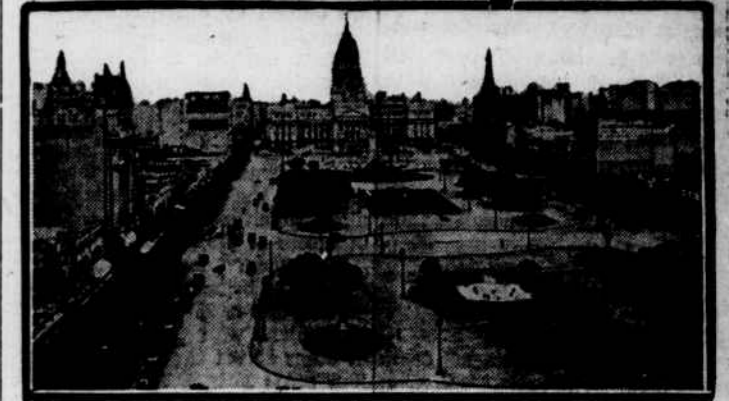
Real "Sootless Town"

Berlin is the cleanest large city in the world. All things that tend to disturb this perfection are forbidden. One is not allowed to throw things upon the sidewalk, nor even in the sacred precincts of one's own property to have disorder or litter of any kind whatsoever. The result is cleanliness and comfort and order.

Jordan's Bridges

There are two bridges over the Jordan. One below Lake Merom is the one over which the road passes from Damascus to Gallilee.

Two Great Capitals



Capitol of Argentina and Congress Square, Buenos Aires. (Prepared by the National Geographic Society, Washington, D. C.)

ON OPPOSITE sides of the wide estuary of the Rio de la Plata, only a few hours steaming distance apart, lie two of South America's greatest cities, Buenos Aires, capital of Argentina, and Montevideo, capital of Uruguay. Buenos Aires means "good airs," or "delightful breezes." If one is willing to translate less literally, the city is not merely the capital and chief port of a South American republic. It is a world center—a city of superlatives, contrasts and paradoxes.

Its population of slightly more than 2,000,000 makes it, by a wide margin, the metropolis of South America and the southern hemisphere. It is the greatest of Spanish-speaking cities, having nearly three times as many inhabitants as Madrid. It is greater than any other Latin city except Paris. In the New World it shares third place with Philadelphia; only New York and Chicago surpass it. And now that Petrograd and Moscow have shrunk while Vienna is marking time, it probably ranks or soon will rank as the eighth city of the world, led only by the three metropolises of Europe (London, Berlin and Paris), the two of North America (New York and Chicago), and Tokyo and Osaka in Asia.

This great city is the focus of the culture, thought, politics, economics, and social life of Argentina as well as the funnel through which pour the millions of pounds of dressed meats and the millions of bushels of wheat which make up the contribution of the republic to the hungry peoples of the Old World. Its language is the language of Spain, but many other things Spanish have been thrust aside. Its inhabitants would laugh at the idea of a midday siesta—so generally observed in most Spanish-American countries. The rapid development of Argentina has made innumerable fortunes, and the stream of gold has been poured lavishly into the lap of Buenos Aires. In no other city, perhaps, can one see so strikingly displayed the evidences of extreme opulence.

Making a Marvelous City.

In progress and the possession of vision the people of Buenos Aires are unsurpassed even by the restless builders of North America's greatest cities. For centuries after its establishment Buenos Aires was without a port. Ships anchored miles from the shallow, sandy shore and all freight was handled in lighters. Within the last twenty-five years the municipality has constructed the largest artificial docks in the world. These provide adequate facilities for the thousands of ocean vessels and coasting craft that put into its port annually.

The narrow checker-board of streets in the business center which the colonial Buenos Aires bequeathed to the world-city of today has been a constant embarrassment in the face of the demands of modern business. The municipality has widened some of these narrow ways at a cost of many millions of dollars, into stately and handsome avenues, and is carving other arteries of traffic diagonally through the closely packed squares.

In the newer parts of the city streets of ample width and numerous broad avenues have been laid out. Many of the avenues are lined with the costly palaces of Argentina's multimillionaires. It is in this part of the city and in such semi-business avenues as the tree-trimmed Avenida de Mayo with its mile or more of fine hotels, clubs, cafes, and business buildings de luxe, that Buenos Aires reminds the traveler of Paris. The comparison is forced on the observer again when he drives in the afternoon through Palermo park, the Bois de Boulogne of Buenos Aires, and becomes a part of the seemingly interminable procession of smart equipages bearing their throng of well-dressed men and women.

The men of Buenos Aires are up-to-date in all things; but its women are even ahead of the times. They wear the latest Paris creations even before they are donned by the Parisiennes themselves.

Montevideo, on the northern shore of the estuary, presents in its tempo something of a contrast to Buenos Aires. Physically, it is situated, so that it is one of the healthiest cities in the world, and it has an equable climate which makes it a delightful place to live in. In addition it possesses an atmosphere free from the bustle and noise of the more modern and commercial Buenos Aires and the more metropolitan Rio. Because of these features, Montevideo has become the resort city of South America's Atlantic coast. Thousands of wealthy South Americans are to be found there at nearly all seasons of the year, participating in the carnivals, gambling in the great government-owned casinos that may be compared to those of Monte Carlo, or merely enjoying the restful life of this city which still clings to the Spanish habit of looking to "manana." Since Montevideo is in the southern hemisphere its seasons are the reverse of those in the United States.

Detached impressions of Montevideo will bring to mind many cities and contrasts with better known cities. Like New York it covers a narrow strip of land from shore to shore, in this case a peninsula. But in architecture it is the antithesis of the North American metropolis, being made up of a seemingly vast number of low stone buildings, a few two or three stories in height, the great majority of them but one story. The principal thoroughfare, "The Avenue of the Eighteenth of July," extending along the ridge of the peninsula, with its colonnades and sidewalk cafes, gives a touch of Paris. And as a great packing center for the live stock produced on the unsurpassed pastures of Uruguay, Montevideo is comparable to Chicago or Kansas City. Evidence of this fact is sometimes wafted on the winds when they blow to the city from the seat of the gigantic industry across the bay.

Clings to Old Customs.

In physical equipment Montevideo is modern. It is well lighted, well watered, adequately supplied with transportation facilities, and most admirably drained. Socially it clings to the past, following more faithfully than any other large city outside of Spain and the Orient the old Spanish-Moorish traditions of society's proper attitude toward women.

Courting is still carried on by smitten swains parading below the balconies of their señoritas and whispering sweet nothings to them—from a safe distance. Ladies go freely on the streets but not in the company of men. "Society is mainly a matter of family parties. Even at the opera there are separate galleries for men and women, and unless a Montevidean family man can afford the price of orchestra seats he must view the production from one level while his wife looks on from another.

A cloistered life can hardly be said to have affected the appearance of the women adversely. Throughout South America Montevideo has the reputation formerly possessed by Budapest of harboring the most beautiful women of its continent.

Montevideo has nearly a score of daily newspapers, and the voices of a small army of newboys are heard constantly except during an hour and a half at midday when a "siesta" is enforced by law for all business. With the voices of the newboys mingle those of youths and derelict adults hawking government lottery tickets or boxes of matches from the sale of which the government also obtains revenue.

Just as Uruguay is free from physical extremes—it is without mountains or gorges, deserts or jungles—so Montevideo is without social extremes. It has no squalid slums and no ostentatious "millionaires' row." It may not inaptly be dubbed a comfortable bourgeois paradise.

Montevideo is famed for its port which is one of the best on the Atlantic coast of the Americas. The city has a population of approximately 450,000, more than a quarter of the population of the entire 72,000 square miles of the republic.