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News Review of Current Events the World Over

Drouth Commission Gets Data for Program—Britain Moves to Protect Her Shipping From Spanish Fascists—German-Russian Break Threatened.

By EDWARD W. PICKARD
Western Newspaper Union.

CHAIRMAN MORRIS L. COOKE and other members of the federal great plains drouth commission are holding a series of meetings in the drouth blighted states for the purpose of formulating a relief and control program and are calling in the farmers to consult with them. At the first of these sessions, in Bismarck, N. D., officials and agriculturists of Montana, Wyoming, Nebraska and North and South Dakota heard O. W. Roberts, federal meteorologist, give the encouraging promise that "greater than normal precipitation is anticipated in those states next spring on the basis of light precipitation this fall."

Reports of existing conditions, however, showed that the situation is serious. Gov. Walter Welford, of North Dakota, told the conference that water levels throughout his state are seriously diminished, constituting a major problem for the state and federal governments.

Another official declared that North Dakota's live stock situation is "most deplorable," that virtually no live stock is left on ranges in western sections of the state and that feed is seriously scarce in all sections.

THE Mississippi Valley association, meeting in St. Louis, adopted a resolution calling for rejection of the St. Lawrence seaway treaty unless the crown colony of Newfoundland and Anticosta island are ceded to the United States by Great Britain. Of course no one thinks for a minute that Britain ever would do that.

"The position of Newfoundland, astride the mouth of the St. Lawrence, is an insuperable obstacle to the treaty in its present form," the resolution said, "inasmuch as Newfoundland is a crown colony of Great Britain and is entirely separate from Canada."

"This crown colony as well as the St. Lawrence plug of Anticosta Island should both be ceded to the United States to guarantee our safety in case of war."

The new president of the association is Arthur J. Weaver, former governor of Nebraska and now president of the Missouri River Navigation association.

ONE thousand banqueters in Washington celebrated the hundredth anniversary of the American patent system and an announcer from a transport air liner gave them the names of America's "twelve greatest inventors" as selected by a secret committee of prominent men. These are the inventors and their inventions:

Robert Fulton, steamboat; Eli Whitney, cotton gin; Samuel F. B. Morse, telegraph; Charles Goodyear, vulcanized rubber; Cyrus Hall McCormick, grain reaper; Elias Howe, sewing machine; George Westinghouse, airbrake; Alexander Graham Bell, telephone; Thomas Alva Edison, electric lamp, phonograph, motion pictures, and many other devices; Ottomar Mergenthaler, linotype; Charles Martin Hall, process for making cheap aluminum; Wilbur Wright, co-inventor with his brother, Orville, of the airplane.

SEATTLE has a habit of recalling its mayors when they are not satisfactory. One was thus ousted in 1911 and another in 1931. Now a movement has been started for the recall of Mayor John F. Dore, who is accused of inciting acts of violence in a labor dispute. Formal charges of misdemeanor, malfeasance and violation of the oath of office were contained in a petition signed by fifteen women and eleven men. It asked the corporation counsel to draft the charges in condensed form so that an effort could be made to obtain the 24,000 signatures necessary for a special recall election.

Dore, fifty-four, was elected in March over Arthur B. Langlie, can-

didate of the New Order of Cincinnati, an independent organization of young voters seeking better municipal government.

JOSEPH E. DAVIES, wealthy lawyer of Washington, has served the Democratic party in various ways for many years and has contributed liberally to its campaign funds, and now he has been rewarded. President Roosevelt has appointed him American ambassador to Soviet Russia, to succeed William C. Bullitt, who was transferred to the Paris embassy.

Mr. Davies, whose wife is the former Mrs. Marjorie Post Hutton, heiress of the big Post cereal fortune, is a native of Wisconsin and practiced law in that state until 1913, when he went to Washington. He was chairman of the federal trade commission under President Wilson in 1915-'16, and was taken along by Wilson as an economic adviser to the Versailles conference. Before that he had served as western manager of Wilson's campaign and as secretary of the Democratic national committee and he was offered in 1918 the ambassadorship to Russia, to Italy and the governorship of the Philippines.

GREAT BRITAIN asked Gen. Francisco Franco, leader of the Spanish rebels, to establish a safety zone for neutral ships in Barcelona harbor which the Fascist chieftain had declared blockaded. Franco's reply was not satisfactory, and besides, one of his vessels sank an unidentified ship off the capital of Catalonia. Therefore the British government promptly started a considerable number of warships toward the Mediterranean, cruisers and submarines being included. Foreign Minister Eden already had assured parliament that British shipping would be protected on the high seas with all the might of the British navy—which is something to give the Spanish Fascists pause. France took the same stand, but warned its merchantmen to conduct themselves "with extreme caution."

Excitement over the torpedo attack on a loyal Spanish cruiser by a submarine which the Madrid government more than hinted was a German vessel was allayed by the report that the undersea boat was a Spanish submarine that had gone over to the rebel side.

Madrid was being continually hammered by rebel shells and bombs, and there was intense fighting daily in University City, the northwest section of the capital, where the insurgents had penetrated. The American embassy was closed on orders from Washington and Eric C. Wendelin, charge d'affaires, gave protection to those Americans who wished to go to Valencia to board a United States warship. The German and Italian embassies, abandoned by their staffs, were seized and sealed by the defense junta and a number of Fascist refugees were arrested in the former. Berlin scoffed at this action but Rome called it banditry.

E. I. STICKLING, a German engineer, was sentenced to death in Russia for sabotage which he was said to have confessed. Hitler had his ambassador in Moscow make earnest demands for postponement of the execution, and then suddenly announced that if the sentence were carried out Germany would sever diplomatic relations with the soviet government. Great Britain feared such action would seriously aggravate the European war situation and so Prime Minister Baldwin interceded. He asked German Ambassador Von Ribbentrop to urge Hitler not to bring about the open break with Russia, and he instructed the British ambassador at Moscow to appeal for mercy for Strickling. Thereafter the Soviet government commuted the German's sentence to ten years in prison. Several of his fellow plotters were shot.

The agreement directed against the communist internationale, which angered Russia, was signed by Japan and Germany in the Berlin foreign office. Under it the two nations are to co-operate in a campaign against communism, and they invite other nations to join them.

REPORTING on its annual survey, the National Child Labor committee says the improved business activity has been accompanied by a general increase in the use of child labor, with "appalling conditions" in some industries.

"It appears to be hard for the individual who sees business and trade reviving," the report said, "to pause to consider the extent to which this process of creating wealth is being built upon the backs of children who need to be in school instead of having their youth ground out of them at labor."

KARL VON OSSIETSKY, German pacifist who has been imprisoned by the Nazi government after being convicted of treason, has been awarded the Nobel peace prize for 1935—and the Nazis are exceedingly indignant, looking upon the award as "an impudent challenge and insult to the new Germany." Ossietzky, who is seriously ill, was released from prison recently but is under guard by the secret police. His "treason" consisted in printing an article some time ago saying the German army was secretly rearming.

The peace prize for 1936 was given Carlos Saavedra Lamas, Argentine foreign minister, recently president of the League of Nations assembly and active in ending the Chaco war between Bolivia and Paraguay.

ORIS P. VAN SWERINGEN, the Cleveland financier who, with his late brother M. J. Van Sweringen, created a great railway empire, died suddenly while on a railroad trip to New York. In his 57 years of life he rose from being a newsboy to a commanding position in American transportation. The great depression almost ruined the brothers financially, but Oris was well on the way to complete financial recovery.

DICTATOR JOSEF STALIN, in one of his exceedingly rare public speeches, presented to his fellow countrymen the proposed constitution which he himself has written for the U. S. S. R. The document promises many new liberties and privileges to Russian citizens. These include equal suffrage, the secret ballot, the right to work, leisure, material security in old age, education, equal rights for women, universal equality of citizenry, freedom of conscience and the right to worship, freedom of speech, press, assembly and meetings and the right to organize into any group except political bodies.

THAT work relief as administered by the federal government be gradually discontinued is the recommendation of the board of United States Chamber of Commerce. The board adopted a report of a committee headed by John W. O'Leary of Chicago which held that the work relief "proves in operation to fall far short of its purposes and to create new problems."

J. W. O'Leary, "The committee," said the report, "does not propose sudden and instantaneous stoppage. Those gradual steps should be taken which are always essential when adjustments have to be made upon a considerable scale."

"There is at present danger that, ceasing to have work for unemployed persons as its function, this activity will undertake to replace some of the functions of private enterprise in advancing recovery. There can be no substitute for private enterprise in the development of improved economic conditions."

NEW YORK'S state's unemployment insurance law was upheld by an equally divided United States Supreme court, Justice Harlan Fiske Stone being absent on account of illness and taking no part in consideration of the case. There was no formal opinion and no announcement of the lineup of the court.

In the opinion of legal experts the court's action has wide implications affecting not only state employment insurance and other social legislation, but also the administration's social security program.

BY A vote of 21,679 to 2,043 the convention of the American Federation of Labor approved the action of the executive council in suspending the ten union that are with John L. Lewis in his Committee for Industrial Organization movement. However the convention accepted the advice of President Green and voted to renew the council's offer to talk peace with the rebel unions and to give the council power to call a special federation convention and expel the rebels.

The convention approved the executive council's decision that no steps should be taken to form a labor political party.

Officer Demoted; Failed to Kill Dog

Detroit.—Sergt. Alex Kennedy is without his stripes now because he failed to apply the "coup de grace" to a wounded mongrel dog.

The dog had taken a piece out of Kennedy's trousers. Kennedy shot it, but ignored a woman's plea to put the dog out of its misery with another bullet.

The veteran police officer was demoted to a patrolman when Mrs. Sophia Liaca, owner of the dog, complained before the police board.

FREED OF MURDER; FACES STARVATION

Released From Prison, Once Wealthy Man Is Broke.

Marseilles, France.—Death—not by the guillotine—but by starvation faces Jean-Baptiste Sarrazin, a penniless old man, who was recently cleared here of a nineteen-year-old conviction of murder.

Sarrazin was sought by police in 1915, accused of the murder and robbery of the wife of a wholesale butcher of Paris; but, before he could be caught, fled to Panama. A sentence of death by default was passed against him.

In Panama Sarrazin built up a thriving perfume business and became wealthy.

Finally, after eighteen years, his identity was established by the French police, an extradition order brought him back to France.

For long months he remained in prison while his case was reopened and rethought in the courts. At last it was determined he had nothing to do with the murder. He was acquitted by the court and exonerated of all suspicion of guilt.

Since then, as a free man, he has been trying without success to get back the property taken from him at the time he was thrown into prison. As the property of "doubtful origin," it is still being held by the state.

Without home or funds, Sarrazin is up against it—he has neither money enough to get back to Panama, where his perfume business is practically on the rocks, nor the means to continue living where he is.

So—an aged man—the death that once threatened in the form of the guillotine returns again in the guise of slow starvation.

Girl, Asleep Since 1932, Shows Signs of Rousing

Chicago.—Patricia Maguire smiled and winked broadly at her mother to assure her that she is rousing—slowly—out of the strange sleep into which she dropped in February, 1932.

The grip of the sleeping sickness is still overpowering, but she is "a whole lot better" now than at any time since she was taken ill, Patricia's mother, Mrs. Peter Miley, said.

"Pat is more alert and seems more interested in what's going on around her. She is more attentive." Mrs. Miley sat at her daughter's bedside in the room where intimate friends are allowed to visit occasionally. She asked the "sleeping beauty" to raise her hand. Pat raised her hand, wearily.

"Now wink at me," Mrs. Miley said, taking her daughter's head in her hands. Pat shook her head free, smiled and winked.

She appeared interested for a moment when her mother spoke of her illness. Then she yawned, turned aside, and dropped back to sleep.

Patricia's increasing alertness is most evident during her daily baths, feeding, massage and being propped in a chair for exercise.

Her sweetheart visits her weekly.

Freak of Nature Appears to Be Cat-Rabbit Hybrid

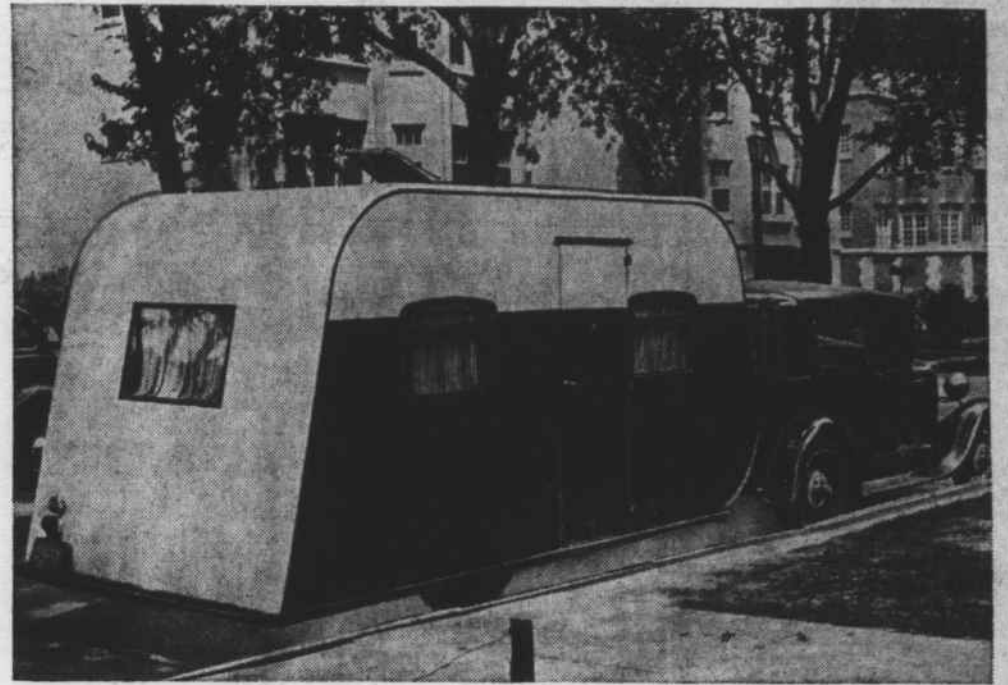
Chicago.—Motorists stopping at Ed Wesemann's filling station in Udina, a small hamlet four miles west of Elgin, look at his three-month-old pet and ask in astonishment, "What is it?" Ed shakes his head, admits he's puzzled and then says he guesses it is a cross between a cat and a rabbit.

Ed, Jr., twelve years of age, has adopted the strange animal as a pet. It was found hopping about the prairie by some other children.

The front quarters and head of the animal are those of a tabby cat; the rear those of a rabbit. It has the forepaws of a kitten and the long-jumping hind legs of a rabbit. It walks awkwardly, but hops about like a bunny. Mrs. Wesemann says the pet meows like a cat and drinks milk, but also relishes lettuce and cabbage. It is white with yellow spots and a cotton tail.

COVERED WAGON URGE REVIVES

"Home, Sweet Home" Has an Odor of Gasoline These Days as Gypsying DeLuxe Captures Fancy of American Public.



Home, Sweet Home As the Poet Never Imagined It.

By WILLIAM C. UTLEY

AMERICA must be moving in cycles, for we're back to the covered wagon days again. But such covered wagons!

There are those, to be sure, who will say that pioneers have lost their salt since the prairie schooner has gone streamline. But the real hit of this year's automobile shows in both New York and Chicago is the trailer. The sudden craze of the American people to become nomads—albeit, of the de luxe variety—may soon bring \$100,000,000 in annual business for the automobile trailer manufacturers.

Already you'll find thousands of these 1937 prairie schooners with shower baths making camp in as many places in the United States every day—by rippling streams, in sylvan dells, at Aunt Molly's Bid-a-Wee Tourists' Haven, on cliffs overlooking the Grand Canyon, the great ditch's awe-inspiring silence broken only by the swing music which blasts from the home on wheels.

A recent issue of the New Yorker magazine reports that there is even a family living in a trailer in a parking lot off Broadway. The daughter of the house is a pretty photographer's model, fond of going out in high-heeled slippers and evening gown when the Gay White Way lights up. Boy friends in silk hats bid her good night on the doorstep of the family trailer. All she has to do to lose a too-attentive beau is persuade dad to move the family hearth to some other parking lot.

Statistics Are Unavailable.

Roger Babson, the eminent statistician, not long ago voiced his prediction that Americans were destined to become more and more a nomadic people. The apparently haphazard growth of the trailer industry from a fad that pleased the fancy of a few to an important industry seems to indicate a trend which may bear him out.

So rapidly has the business grown—and so surprisingly—there are few statistics to measure it. Just what the saturation point for the trailer industry may be, not even the manufacturers themselves can be sure.

For one thing, they have not had time to do any figuring. For the last two years they have been too busy filling orders. But with the interest in the life of the open road intensified by the trailer exhibits in the current automobile shows, they are now attempting to plan for the future.

There is really no mystery to the beginning of the movement. It probably started something like this: Joe Doakes, a mechanic over on Avenue B in Americantown, who likes to go touring with the wife and kids in the summer, got tired of pitching a tent and decided to build himself a little cabin with four solid walls that could be set upon a chassis and towed by the family flivver.

Many Factories in Garages.

Being a good mechanic, Joe did a pretty good job of it and spent an enjoyable summer. His accounts of the trip impressed some of the neighbors. Probably the Smiths, down the street, got him to build them a trailer. Then the Joneses and the Browns. It came to pass that the fees Joe was receiving for his labors were more remunerative than his regular shop. So he quit his job and started a little trailer "factory" in his garage and went

a buyer of a trailer is between forty and fifty years, says another manufacturer, who admits there are quite a few sales to persons of seventy-five.

There is virtually no limit to the variety of the trailers. In the New York show there were exhibited some 50 different models, the products of half that many factories. Displayed ingeniously in attractive, if synthetic, rural settings, they gave the spectator a real idea of their usefulness on the road.

Some of the less expensive trailers were merely carriers for baggage, folding tents and beds. At the top of the cost chart are the palatial "land yachts" with real beds, kitchenettes, refrigeration and radios. Some have even air conditioning and structural insulation.

Price Determines Luxury.

Trailers are usually 18 to 20 feet long. One type, which ranges in price from \$495 to \$1,015, has Pullman type windows in double groups with sashes and frames of steel. The body is mounted on a steel chassis and running gear, with tongue and groove flooring. Concealed in the rear of the interior is a kitchen which boasts a combination cooking and heating stove, table high, porcelain sink, work tables, cupboards and a refrigerator. Adjacent to the kitchen are Pullman seats; when a folding table is assembled they make up an attractive dinette. These also make up into a double bed. A studio couch converts into another double bed.

Most of the remainder of the models exhibited are variations of the one just described. Their differences often lie in mechanical improvements. Some have two rooms, with a door in each. They likewise vary in degree of streamlining. Some of the cheaper models are hardly more than box-shaped, but the more expensive ones are designed to cleave the air with the greatest of ease.

Quite comfortable models are available at less expense than the uninitiated would suppose. One line, which starts at \$275, has streamline design, air conditioning, modern interiors designed by women, adjustable road clearance for wilderness driving, low floor level and overall height, chrome molybdenum springs, rubber mounted, and metal cabinets. Pastel shades are used in the decorating and windows in some models are of the run-down type used in automobiles.

The cheapest model at the show cost \$119.50, but it was not a cabin type trailer. It has air mattresses and pillows for two. The top, when opened may be converted into a waterproof tent.

A far cry from this is a palace on wheels which sells for \$12,000. Six persons can sleep in it. It has everything you would expect to find in a small modern home. There are shower baths, radio, telephone communication with the driver, heating systems and accessories such as card tables, foot rests, speedometers and altimeters.

Even the automobiles themselves have begun to show the influence of the trailer. Two of this year's models are so constructed that the seats may be folded into beds for "camping out."

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