

News Review of Current Events

DEALS WITH DICTATORS Chamberlain Planning Anglo-Italian Agreement and Four-Power Pact . . . France in Dilemma



Chancellor Hitler delivering the sensational speech in which he defied the world, declaring Germany was not afraid of war. Above him is seen General Goering. This is a radiophoto from Berlin.

Edward W. Pickard SUMMARIZES THE WORLD'S WEEK

Anglo-Italian Plans

SUPPORTED by a large majority in the house of commons, British Prime Minister Neville Chamberlain moved rapidly toward realization of his plan for European appeasement, the basis of which was to be a speedy truce with Italy, to be followed by a four-power pact including Britain, France, Italy and Germany. Chamberlain abandoned entirely the British foreign policy based on collective security. He got rid of Foreign Secretary Anthony Eden, putting in his place Lord Halifax, outspoken friend of Nazi Germany, and defied the opposition of the Labor party in parliament.

The earl of Perth, British ambassador to Rome, had conversations with Italian Foreign Minister Ciano and was then called to London for further instructions. It was said Perth and Ciano agreed the following points must be discussed and, if possible, made a part of the London-Rome treaty:

Britain must recognize the Italian conquest of Ethiopia. An Anglo-Italian Mediterranean pact should be arranged to include Italian naval parity with Britain in the Mediterranean, reduction in Italy's troops in Libya, and British assurances that the Suez canal will be safeguarded against closing or air attack.

Immediate cessation of anti-Italian propaganda in the British territories in the Near East in return for which Italy will guarantee not to include anti-British propaganda in its Bari radio broadcasts.

Withdrawal of foreign "volunteers" from Spain was to be demanded by Britain, and it was understood in London that Chancellor Hitler of Germany had agreed to that, and that Italy would not refuse, although Mussolini especially wishes that Franco be granted belligerent rights.

France in Tight Place

FRANCE, it was expected, would adopt a course parallel with that of Britain, for, as Foreign Minister Delbos said, she might otherwise find herself isolated in Europe. However Premier Chamberlain served notice on Chamberlain that the French would join in the proposed four-power pact only if protection were assured for Czechoslovakia and Austria. The French secret defense committee met to organize an arms expansion program involving \$85,400,000 and to lay plans for defending the Czechs against German aggression.

The Chamberlain plan leaves out Soviet Russia, an ally of France; and the French also seemed likely to lose another ally, for Poland, it appeared, was about to enter into an agreement with Germany against Russia. Field Marshal Goering, Hitler's right-hand man, was in Warsaw, entertained by President Moscicki, Foreign Minister Beck and Field Marshal Smigly-Ridz, head of the Polish army. That soldier and other leading Poles believe war between Germany and Russia will break out before long.

They don't like the Germans but fear that if Stalin lost the war Hitler would proceed to grab Poland.

Isolationists Cheered

AMERICAN isolationists saw in the new European developments the eclipse of the internationalism fostered by President Roosevelt and Secretary Hull, and were greatly encouraged in their determination to keep the United States free from foreign entanglements. At the same time the proponents of powerful national defense were elated and the administration's big navy program received a great boost. The house naval affairs committee was about ready to report favorably the billion dollar navy construction bill, which may include provision for the establishment of more naval bases, mainly in the Pacific.

Hitler Defies the World

POLITICAL turmoil spread over Europe after Reichsfuehrer Adolf Hitler, in an address to the reichstag, declared his intention to make Germany one of the most powerful nations in the world, gave warning that it was re-arming and did not fear war though it desired peace, and demanded the return of Germany's lost colonies. Furthermore, Hitler upheld the aggressive actions of Italy and Japan, and asserted that Germany would not tolerate ultimate victory of the loyalist faction in Spain over Franco's rebel forces.

The Fuehrer told with gratification of his success in compelling Chancellor Schuschnigg to give the Austrian Nazis representation in his cabinet and to permit them to act as a political party. He gave no assurance that the independence of Austria would be preserved. He openly threatened similar action against Czechoslovakia unless the Germans in that country were granted "political liberty."

Hitler's speech might be summarized as a declaration that Germany will ignore Great Britain, France and other western powers in carrying out her international policies, will continue her efforts to destroy the last vestiges of the general settlements which followed the World War; will insist that the "have not" nations must be restored to a basis of equality with the "have" powers, and is prepared to defy any combination of powers which may be formed against her.

Green Hits Lewis' Plan

MOVING to stop John Lewis and his C. I. O. from gaining political control of Pennsylvania, the American Federation of Labor revoked the charter of the state federation. President Green announced that action with a declaration that the votes of 400,000 "loyal" federation members in Pennsylvania "cannot be delivered" by "self-constituted labor leaders, ambitious for political power."

McNutt Hullabaloo

PAUL V. McNUTT, high commissioner to the Philippines, came home to report to the President, and as soon as he arrived in Washington his enthusiastic friends staged a big reception for the purpose of boomer him as Democratic nominee for the Presidency in 1940. All experienced politicians agree that this is most premature, and in the capital it was felt that it was decidedly distasteful to Mr. Roosevelt, who doesn't wish to be hurried in picking his possible successor. No member of the cabinet except Secretary Roper and no important man of the administration attended the reception.

McNutt said he was not a candidate for any office, but Senator Sherman Minton, Governor Townsend and other leading Democrats of Indiana insist he should be nominated in 1940, and no one doubts that he would like to be so honored.

Crop Insurance Manager

ROY M. GREEN of Missouri has been made manager of the \$100,000,000 federal crop insurance corporation, the agency created under the new farm law to insure wheat growers against crop failures. The appointment was made by the board of directors, which also selected Cecil A. Johnson, formerly of Ames, Iowa, as its secretary. Green has been chief of the Agriculture department's division of finance in the bureau of agricultural economics since 1935.

Coal Prices Revoked

FACED with growing litigation, the national bituminous coal commission announced it had taken the advice of producers and labor unions and voted unanimously to suspend its schedule of soft coal minimum prices, marketing rules and regulations. The prices had been set aside by the courts in numerous cases.

Rumania Goes Fascist

RUMANIA is now a Fascist corporative state of guilds patterned after Italy. This was settled when King Carol proclaimed the new constitution, which provides for a parliament composed of guilds of farmers, workers and intellectuals. Both the chamber of deputies and the senate are reduced in size and election of members is to be by trades and professions, not by political parties. The king will appoint half the senators and will have veto power over all legislation. All Rumanians are declared equal, with radical distinctions, and religious freedom is granted with the Orthodox Rumanian church as the state religion. Trials by jury are abolished and the death penalty reintroduced for certain crimes.

The constitution was created by Rumania's powerful crown council, a special body established by King Carol to define general policies.

Franco Regains Teruel

FRANCO'S insurgent forces recovered possession of Teruel, Spain, and continued their progress toward the Mediterranean coast. In the recaptured city they took more than 16,000 prisoners and buried 9,000 government dead. Rebel warships bombarded the coastal cities of Valencia and Sagunto and were in turn attacked by government bombing planes.

Hungary Offers Pay

JOHN PELENYI, minister from Hungary, revealed that his government has proposed a readjustment of its "war debt" whereby it would repay the United States the full amount of its original loan but without interest.

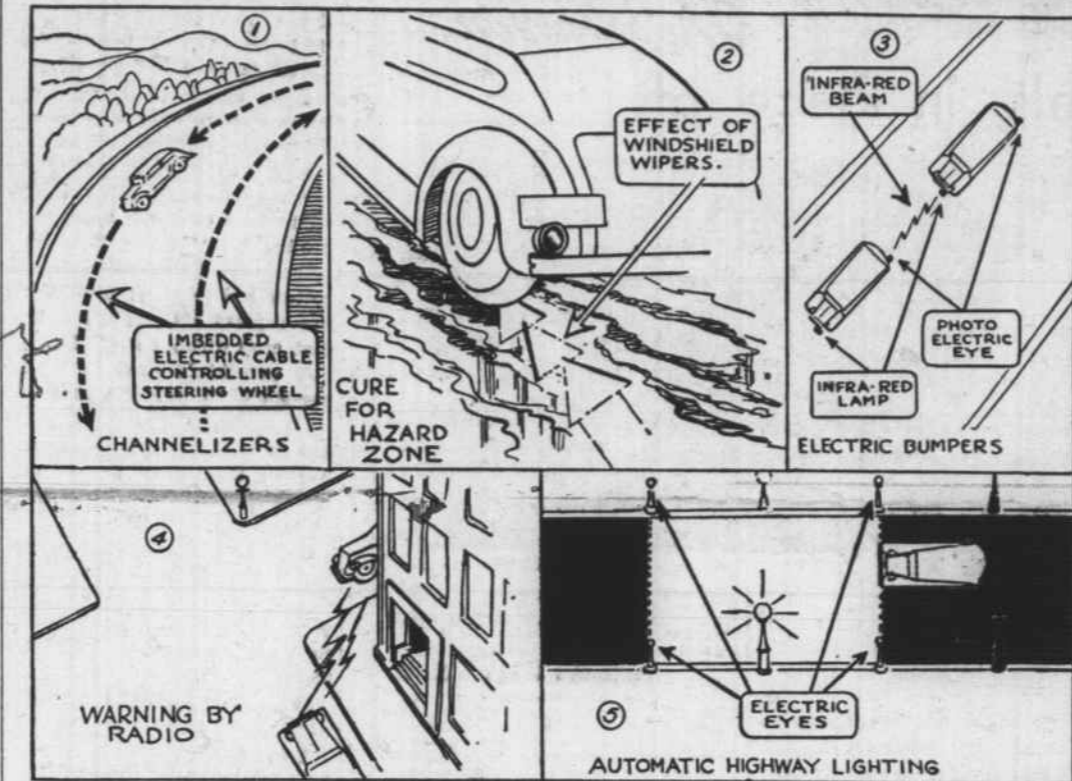
Parker Gilbert Dies

S. PARKER GILBERT of New York, who at the age of thirty-two won fame by his brilliant work as agent general for war reparations, died of heart disease. After completing his job in Berlin he became a partner in J. P. Morgan & Co., dealing especially with matters of international finance.

Army Planes' Great Flight

SIX bombing planes of the United States army air corps successfully completed an epochal mass flight of 8,000 miles from Miami, Fla., to Buenos Aires. The only intermediate stop was at Lima, Peru. From there the bombers roared over the snow-capped Andes and landed at the Argentine capital, where thousands cheered the aviators. The planes carried 48 men besides the flight commander, Lieut. Col. Robert Olds.

Safety Workers Recruit Science In Battle on Highway Fatalities



Automatic Gadgets Will Eliminate Human Element in Autos of the Future, Say Pioneering Engineers—Read and Gasp at Their Elaborate Precautionary Plans!

By JOSEPH W. LaBINE

Automobile accidents dealt sudden death to 39,700 persons and cost the nation two billion dollars last year.

That is not news. It is an all-time record and a disgrace which should be emblazoned in letters of fire along every highway of the land, although it already has screamed from many headlines in the last few weeks.

But today, for the first time, there is a definite, organized war being carried into every corner of the United States by an army of 8,000,000 who, with their families, make up a quarter of the nation's population, in an effort to drive the grim reaper from the highway once and for all.

THAT IS NEWS.

And scientists today are able to predict confidently that the time is in sight when science will take over the control of a moving car when it is not safe to leave the control in the driver's hands—and restore that control to the driver at times when nature would ordinarily take it away from him.

THAT IS NEWS, TOO.

Twelve far-seeing national, civic, educational and business organizations are recruiting the troops for the war on death.

One would expect to find lined up in such a campaign the American Automobile association, the Automotive Safety Foundation, the Highway Education board, the International Association of Chiefs of Police, the National Automobile Dealers' association and the National Safety council—and so they are.

But it is encouraging to learn that the banner is also being carried by such ordinarily independent groups as the American Legion, the General Federation of Women's Clubs, the National Congress of Parent-Teachers and the National Grange. Particularly the National Grange, for in the rural areas more automobile accidents result in swift and horrible death, relatively, than in the more crowded thoroughfares of the cities.

Science Takes a Hand.

And it is especially heartening to discover that two active groups represent the scientific resources of two great universities. These are the Traffic Safety institute of Northwestern university in Evanston, Ill., and the bureau of street traffic research of Harvard university at Cambridge, Mass.

Two "crystal-gazers" of science—Dr. Miller McClintock, director of the Harvard bureau, and Prof. John M. Lessells, of Massachusetts Institute of Technology—recently started the automotive world with visions of the day science will make highway accidents next to impossible.

Dr. McClintock speaks of the day to come when invisible "electric bumper" rays will prevent one motorist from colliding with another, no matter how careless he may be.

"It is possible to lay in the pavement itself electrical cables which, when a car comes to a dangerous curve or around an obstruction, would automatically take the steering from the driver by radio control and thus center the car over the curve and steer it safely around the curve or obstruction," Dr. McClintock explains.

Pointing to the success of "in-

Here are traffic developments predicted for the future: (1) Guiding cars automatically by invisible rays from cables in a street. (2) Ending motoring's "hazard zone" with—in effect—a battery of windshield wipers through non-skid methods. (3) Infra-red rays from car to car to slow down vehicles approaching too rapidly. (4) Radio beam warnings from one car to another. (5) Electric eyes to control highway lighting so that any given area is illuminated only when traffic requires it.

However, the future is not as black as it might seem, for engineers are already at work making driving along the highways safer. Plans for complete separation of opposing traffic, and provisions for eliminating of intersections, with adequate roadside protection and no cross streams of traffic, are among the projects for tomorrow's "super-highways."

Except for the relatively few heavy traffic routes which are properly lighted, the inadequate systems used for illuminating the highways, and the blinding glare of headlights on the road, are two chief reasons given for rural roads being the scene of most fatal auto accidents.

Science is developing a new system of highway lights for certain areas which will supply long-range visibility without glare—illuminating the road so that a driver can see as far ahead as in clear daylight.

Glareless Headlights.

Because the taxpayers would groan if all highways were floodlighted by this new lighting system, traffic experts say that glareless headlights will be necessary on 90 per cent of the highways. Here, too, science has the answer in development of polarized glass for headlights and windshields to eliminate glare without reducing the amount of light on the road ahead.

The car of the future will continue to reshuffle the life of the country by moving more of the population away from cities and congested areas, say the prognosticators. Traffic congestion and parking problems are expected to greatly influence the trend away from city life.

Looking to the car of the future itself, the public is assured by the auto makers that the cars of the next few years will make the present models look more antiquated than the first horseless carriages.

A crystal-gazing picture of what kind of a car today's driver may be riding in tomorrow, is given by Capt. Eddie Rickenbacker, World War ace, and engineering "prophet."

Captain Rickenbacker predicts: "It will be an attractive car to ride in. In size and appearance the interior will be like a small living room. It will be air-conditioned and there will be no noise or vibration."

"You will have to look twice to find the engine. It will be less conspicuous than in cars today. It may be x-shaped or it may be radial like certain airplane engines. It may be in front or it may be behind. In any case, it will be lighter and more compact but just as powerful as the engines you are used to."

Western Newspaper Union.

Cow Causes Motor Wreck and Perils 12

Sacramento, Calif.—Plenty of things happened when a car driven by Theodore J. Hartman of Vallejo struck a cow. Mrs. Hartman suffered a sprained leg. The cow had to be shot. The auto was wrecked. A bus plunged halfway off the Sacramento river levee. Ten bus passengers were badly frightened. The bus, closely following Hartman's car, attempted to avoid a more serious wreck by swerving off the road. Only its rear wheels remained on the levee.

SPECTER MOOSE IS MAINE SENSATION

Lengthening Lore of Forest Begun in 1901.

Bangor, Maine.—For more than a generation Maine has had a "specter moose." There was one 36 years ago, another in 1917, still another in 1932 and now he is stalking again, this time in the Chesuncook region along the west branch of the Penobscot river.

Always hunters get near enough to be appalled by this gigantic beast, but seldom within range for an effective shot. In the accumulating lore of the forest he is described as ten to fifteen feet high, "dirty white" in color, brandishing immense antlers.

Not only his ghostly hue but also his keen scent, acute hearing and seemingly magical power of instant disappearance have built up the legend of a wraith. Skeptics say there "ain't so scy critter," but a man named Houston brings the story of the latest visitation.

On his way to camp after a timber cruise around Chesuncook lake, Houston came to an open bog of about 30 acres where 16 moose were feeding. Standing just inside the edge of the timber within 80 yards of the herd, he noticed three big bulls.

He almost had the ague when he saw that two of them were like pygmies beside the third, monarch of the herd, which he declared was a monster. Besides the spectral coloration, there were the antlers again, 20 points on one side, 21 on the other, with a palm at least 18 inches wide in the velvet.

This giant moose, or one of his progeny, has been a wonder and a mystery of the Maine woods since the fall of 1901, when M. A. Cushing, a Boston sportsman, reported sighting him near Chairback mountain in the Katahdin region.

In the years since then Gilman Brown of West Newbury, Mass., and Granville Gray, a Bangor taxidermist, have been among those who have shivered at the apparition in the dusk.

Can't Stare Down a Bull; Farm Youth Finds It Out

Manitowoc, Wis.—After reading a magazine article that said "One need have no fear of animals, unless perhaps the brown, polar or grizzly bear, that is, if you show no signs of fear of them," Joe Brennan, a farm youth, went out in the barnyard and looked a four-year-old Guernsey bull in the eye. Although badly injured, Brennan was able to escape. He now refers to the magazine story as a "lot of hooey."

Judge Finally Manages to Express Self to Transient

Omaha, Neb.—James D. Upham, transient charged with disturbing the peace, interrupted the judge's lecture to complain he couldn't hear. The judge began to write a message that would suspend a 15-day sentence if he promised to behave, but Upham interrupted again to say he couldn't read.

"Then get out!" shouted the judge. Upham left the courtroom while spectators roared.

Pet Sparrow Returns to Cage for Its Daily Meals

St. Louis.—Thirteen-year-old Lorraine Decker's pet sparrow, Pritzy, is still wild but enjoys all the comforts of a home—including three square meals a day.

Every morning Lorraine releases the sparrow from its cage. Promptly at 11:30 a. m. Pritzy returns for dinner. At 4:30 p. m. it returns again, is fed and placed in the cage for the night after a day spent among wild friends.

Spoon Used 500 Years
Ravenna, Ohio.—A 500-year-old butter ladle, handed down through eight generations, is owned by Mrs. T. O. Griffith.