

# THE ALAMANCE GLEANER

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## News Review of Current Events

### O. K. FOR PUMP PRIMING House Passes Three Billion Spending Bill With Only Few Alterations



Congresswoman Mary T. Norton of New Jersey, chairman of the labor committee, affixes her signature—the first one—to the petition which was signed by 217 other house members to force house consideration of the revised wage-hour bill. With Mrs. Norton are, left to right, Congressman E. J. Welch of California, J. Burrwood Daily of Pennsylvania, Arthur Healey of Massachusetts and Edward Curley of New York.

### Edward W. Pickard SUMMARIZES THE WORLD'S WEEK

#### Three Billion Bill Passed

BY A vote of 328 to 70 the house of representatives passed the President's three billion dollar spending bill and sent it on to the senate. This action came during a turbulent session.

A motion to send the bill back to committee so that state administration of relief might be substituted for federal supervision was defeated.

In addition to direct appropriations calling for the expenditure of 2 billion 519 million dollars, the measure carried authorizations to spend an additional 635 millions of dollars, making a total of 3 billion 154 million dollars which may be spent by the administration in an endeavor to fight the depression.

The biggest fight came on a move to strike from the bill a section allowing states and municipalities to exceed their constitutional debt limitations. This motion was defeated, 90 to 86.

The farm bloc put over two amendments. One makes farmers eligible for relief whether or not they are found to be in need if they can prove they are out of work. The other provides that farmers need not be in needy circumstances to benefit from free fertilizer provided by the WPA.

At the last moment the members added 100 million dollars to the authorizations in the bill to be spent for rural electrification projects.

#### British Policy Attacked

FROM two sources the British policy of "realism" followed by Prime Minister Chamberlain and Foreign Secretary Halifax was

fiercely attacked in the meeting of the League of Nations council at Geneva. The recognition of Italy's conquest of Ethiopia, asked by Britain, and the "desertion" of loyalist Spain, both implicit in the Anglo-Italian agreement were denounced and

Haile Selassie Viscount Halifax could make but a weak reply in defense.

Haile Selassie, former emperor of Ethiopia, was present in person to address the council, and he handed in a long note purporting to show that his country was far from conquered by Mussolini, less than one-quarter of it being occupied by the Italians.

No vote was taken on the question of recognizing the Italian conquest, but Chairman Wilhelm Munters of Latvia, summing up the declarations of the member nations, said:

"The great majority of members of the council, despite regrets, considers that it is the duty of members of the league to determine individually their own attitude in the light of their own situations and responsibilities."

Haile Selassie strode from the chamber without a word. His last chance was gone.

Julio Alvarez del Mayo, foreign minister of the loyalist Spanish government, also attacked the policy

of Britain, and of France, and denounced the absurdities of the international accord for nonintervention in the Spanish war.

He proposed that the league send a committee to investigate charges of Italian and German aggression in Spain. In this he was supported by W. J. Jordan, New Zealand delegate, and Maxim Litvinov of Soviet Russia.

#### Hull Not to Resign

SECRETARY OF STATE HULL characterized as "absurd and fantastic" published reports that he would resign because of rumored dissatisfaction over President Roosevelt's recent statement praising the spirit of the Italo-British pact.

#### Japanese Take Amoy

JAPANESE naval forces seized the important port of Amoy, South China, 600 miles south of Shanghai. All foreigners there were said to be safe, but American and British warships were rushed to the island on which the city is situated to protect their nationals.

The Japanese also reported new gains on the Shantung front where they were moving steadily toward the Lunghai railway despite stubborn resistance. Their airmen raided Suchow, killing many Chinese.

#### Revenue Bill Enacted

THE 300 million dollar revenue act of 1938, as patched up by senate and house conferees, was finally sent to the White House for the President's signature. The compromise measure retains a vestige of the undistributed profits tax, enough to save the administration's face. But the tax is limited to the calendar years 1938 and 1939 and it is expected to die then.

Under the act, corporations earning more than \$25,000 will pay a maximum rate of 19 per cent if no earnings are distributed in dividends and a minimum of 16 1/2 per cent if all earnings are distributed.

#### Rail Wage Cut Announced

RAILROADS of the nation and the Railway Express agency served formal notice on chairmen of rail brotherhoods of their intention to reduce basic rates of pay 15 per cent on July 1. The carriers through this action hope to reduce their annual payroll by \$250,000,000. Approximately 925,000 railroad workers are affected by the move.

The "long-anticipated announcement brought a defiant warning from the Railway Labor Executives' association that:

"We will fight the action with every resource at our command."

#### Oil Production Cut

TEXAS and Oklahoma, the two major oil states of the midcontinent, reduced petroleum production drastically to prevent a price collapse. In Texas wells were ordered shut down on Saturdays and Sundays to effect a reduction of 16 1/2 per cent. Oklahoma oil men were ordered to cut production during May 81,000 barrels daily, to 405,000 barrels.

#### Insuring Farm Mortgages

INSURING of farm mortgages has been begun by the Federal Housing administration under Steward McDonald, administrator. Amendments to the national housing act passed in February permit the administrator to insure mortgage loans made on farms on which farm houses or other farm buildings are to be constructed or repaired provided at least 15 per cent of the loan proceeds is expended for materials and labor on buildings.

Farmers who operate their own farms, individuals who rent their farms to others, and farm tenants and others who contemplate the purchase of farms are all eligible to borrow from approved institutions.

#### Wheat Loan Program

ONLY a major crop disaster like a nation-wide drought can prevent the United States from having the largest supply of wheat this summer in the country's history. Consequently the Department of Agriculture is preparing to announce a huge wheat loan program designed to prevent prices from falling to extremely low levels. Under the new crop control act loans are mandatory if the 1938 yield exceeds domestic needs and estimated export needs, which are put at about 740,000,000 bushels.

At the same time Secretary Wallace, as head of the AAA, was contemplating the prospect of asking the wheat growers of America to make the heaviest reduction in plantings ever proposed. This reduction may be as much as 37.5 per cent. Growers who this season planted approximately 80,000,000 acres would be asked to reduce their operations to about 50,000,000 acres—the smallest since before the World War. Allotments then would be 12,500,000 acres less than for 1938.

Government estimates place the crop at between 925,000,000 and 950,000,000 bushels. The winter wheat estimate is between 740,000,000 and 750,000,000 bushels while the spring wheat crop is expected to reach 200,000,000 bushels.

Added to this will be a carry-over of 150,000,000 bushels or more from last year's crop of 874,000,000 bushels. The total supply is expected to reach an all-time high of approximately 1,100,000,000 bushels.

#### Wage-Hour Bill to Pass

WHEN 218 members of the house of representatives signed the petition to discharge the rules committee from consideration of the administration's wage-hour bill it became virtually certain the measure would get through the house easily. Chairman Mary T. Norton of the house labor committee and other proponents of the bill predicted it also would be approved by the senate, but admittedly it faces a bitter fight there, for the southern senators are angered by the omission of differentials favoring the South.

In its present form the bill provides for minimum wages of 25 cents an hour to be raised to 40 cents an hour over a three-year period and maximum hours of 44 a week to be reduced to 40 hours in two years. It would be administered by the Labor department and enforced by the Justice department. It carries no differentials between the different sections of the country.

#### Deal of the Dictators

IN THE absence of official statements, the foreign correspondents were forced to guess at the results of the meeting of Reichsfuehrer Hitler and Mussolini in Rome. They felt certain that the friendship between the two dictators was strengthened, that Hitler assured Il Duce Germany would not try to absorb the German minority in South Tyrol, and that Mussolini promised Italy would not interfere with the Nazi plans affecting the Sudeten Germans in Czechoslovakia.

Mussolini was believed to have received from Hitler recognition of Italy's economic and political interest in central Europe, and a promise the Italian port of Trieste would not lose all its Austrian traffic as a consequence of Austria's absorption by Germany.

#### Davies to Belgium

JOSEPH DAVIES, wealthy lawyer, was nominated ambassador to Belgium by President Roosevelt. Davies will be transferred from Moscow which he and his wife, Mrs. Marjorie Post Hutton Davies, found boring because of the lack of social life among the soviets.

## Uncle Sam's Air Mail Service Marks Its 20th Anniversary

### Spirit of Pioneering Flavored Early Development of America's Fastest Postal Transportation; New York-Washington Route Was First

By JOSEPH W. LABINE

The scene was Mineola, N. Y. The date, sometime between September 23 and 30, 1911. An excited postmaster lifted his eyes to the heavens and saw mail pouches plummet toward him from the cockpit of an early model army airplane.

That was the start of air mail, a national institution which currently observes its twentieth birthday anniversary. Officially, air mail dates back to May 15, 1918, when the first scheduled flight was made between New York and Washington under post-office department supervision. But in 1911 the intrepid Earle Ovington made history by carrying about 37,000 pieces of mail from Nassau boulevard airport, Long Island, to Mineola, where he dropped the pouches and flew back home.

In 1911—and even in 1918—it was considered an impractical stunt. Today, in 1938, giant silver airliners glide to every corner of the nation day and night, carrying the written word of man to distant destinations in incredibly fast time. Last year 760,000,000 letters were flown by a service which has become an all-important factor in American business and industry.

Such an institution would bring joy to the heart of a man named John Wise. Mr. Wise rose from his seat in congress back in 1843 to propose legislation regarding the carriage of mail by aircraft. But Mr. Wise might also have aged prematurely had he realized the setbacks confronting aviation and air mail before it reached its 1938 stage of development.

For air mail has not been a smooth and successful venture. It has weathered storms far more severe than those of a wintry Rocky mountain night at 10,000 feet.

#### War Speeded Air Mail

The World war sped adoption of air mail because aircraft had been used so successfully in France. In the beginning the postoffice department had complete supervision over the work and army fliers in army planes handled the transportation. But late in 1918 the post-office department dropped its army affiliation and bought its own planes.

As in 1938, the economic rule governing air mail expansion in 1918 is that such service becomes a necessary utility when it operates between points farther apart than a night's journey by train. With that in mind the postoffice department began planning a transcontinental route from Atlantic to Pacific.

The route was composed of four distinct sections. The first, flown May 15, 1919, was between Cleveland and Chicago. The second was established July 1, 1919, between Cleveland and New York. On the anniversary of the first section, May 15, 1920, the third division was opened between Chicago and Omaha. And the following September 8 the fourth section between Omaha and San Francisco was inaugurated.

#### Night Flying Experiments

But this was daylight flying, necessitating the sending of mail by train at night and materially lessening the usefulness of air transportation. For several years the post-office department conducted experiments in night flying with radio, ra-

ship reached Omaha at midnight and Knight was told the hop to Chicago was canceled because of bad weather. Even the next pilot had left the airport.

Knight, realizing the flight's importance, volunteered to take off for Chicago, a route he had never before flown, and under difficult weather conditions. He took off for Des Moines, passed over that city without incident and headed for Iowa City where he was due to take gas. Storms and low visibility hampered him until he reached Iowa City, where he circled 20 minutes seeking the airport. The field crew there had been told the flight was cancelled at Omaha and had left for home. Only a blessed watchman was on duty and he finally heard Knight's motor, igniting a flare to help the beleaguered pilot land.

The system began rapid expansion. To supply the transcontinental line with proper loads, feeder routes were established between Chicago and St. Louis and Chicago and the Twin Cities.

Private operators prospered in 1926 when the rate of pay for air mail was changed to a poundage basis on a fixed rate not exceeding \$3.00 a pound for the first 1,000 miles. Immediately began an aggressive advertising campaign to popularize the system.

#### Profits Excessive

Changes were soon made to provide for the granting of air mail "certificates" which permitted car-

dio beams and airway lights. On July 1, 1924, the first scheduled night flight was successfully completed, but as early as 1921 a day-night flight was made across the continent to demonstrate its practicability to congress.

Behind this venture was Otto



Jack Knight, one of air mail's pioneer pilots, as he appeared in the aviator's costume of 15 years ago, shortly after his epochal night flight from Omaha to Chicago. Knight, now retired from active flying, is with United Airlines in Chicago.

Praeger, former assistant postmaster general who pioneered the expansion of aviation. Praeger felt a day-night flight would win congress over to the value of a progressive view on air mail. At 4:30 a. m., February 22, 1921, an eastbound plane left San Francisco loaded with mail that landed in New York City at 4:50 p. m. the following day.

#### Trouble Over Iowa City

It was on the central portion of this flight that Jack Knight ran into such trouble as had seldom plagued an air mail pilot, but he came through with flying colors to give day-night flying a good name. Knight's portion of the flight was from North Platte to Omaha. The

riers to apply for contracts. By 1930 profits became excessive, according to the government, and charges were changed from a pound basis to the space-mile basis.

In 1933 came the dark hour for commercial aviation, when four major companies resulted through a merger of operators. It had been expected that the act of 1930 would produce keen bidding for contracts but the mergers resulted and the major operators in turn entered into gentlemen's agreements about which routes each should seek.

That state of affairs led to cancellation of all air mail contracts by the post office department in February, 1933. The army air corps was ordered to fly the mail. But army pilots were ill trained for cross-country and instrument flying. Twelve deaths and great loss of property resulted.

Aviation's story since the 1933 affair is a complex one, filled with legislative investigation and new congressional acts. It will suffice that public denunciation of the government's unsuccessful operation resulted in a return of contracts to private operators.

#### Rates Have Dropped

Today the United States probably has an air mail service superior to that of any other nation in speed, dependability and economy. Its history is one of constantly decreasing costs. Oldtimers who dispatched mail in that first historic pouch from New York to Washington may remember they paid 24 cents an ounce, compared to the present rate of 6 cents.

Such is the brief story of Uncle Sam's latest venture in speeding the mails. Who can say that the pony express, colorful symbol of an earlier era, held more adventure than the night flights of pioneer birdmen who flew above the same trails several decades later?

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#### "Suicide Club" Joke

##### Halted by Crocodile

Wyndham, North Australia.—The "Suicide club" of this city has been abandoned as a result of the discovery of the fact that the name and practices of the club might not be a joke after all.

The constitution of the club was based on the assumed principle that a crocodile will not attack human beings in the water. The young men members of the club swam in the crocodile infested waters of the gulf here.

All went well until an 18-foot reptile made a dash for a member who was swimming some 20 yards from the jetty.

#### FARMERS TOIL FOR DAYS TO SAVE DOG

##### Terrier Caught in Hole in Ground Chasing Fox.

Farley, Iowa.—A man's loyalty to his dog resulted the other day, in the rescue of the animal from a crevice 23 feet under ground, where it was entombed for nearly 11 days.

Spotty, a little black and white fox terrier, ran into a hole in the ground while chasing a fox on the Chester Baker farm near here. Another fox terrier, Tuffy, followed Spotty into the hole. Tuffy came out but Spotty didn't. No trace of the fox was found.

The imprisoned dog's master, Emmet Simon, a tenant on the Baker farm, and companion hunters, immediately set about to dig the animal out of the limestone rock. But they found the hole much deeper than they had expected and winding down through the rock.

Nevertheless, Simon vowed he would not give up until Spotty was found—dead or alive. His sister, Hilda, seven years old, kept a tearful vigil at home beside the bed she had fixed for her pet when he was found.

Simon enlisted the aid of his neighbors and friends and rounded up a crew of 12 men. They worked night and day in three shifts of four men each, digging and blasting their way down the path on which Spotty disappeared. They could hear the little dog's bark, seemingly urging them on to the rescue.

Then for a day the dog's barks were not heard. For a while it was feared he had died of thirst or starvation, but Simon and his men kept on.

Shortly after the next day the workmen reached the point where they could see Spotty wedged in an opening six inches wide. Tender hands picked up the ten pound dog and carried him to safety.

Spotty was still in good condition although quite weak. He showed his appreciation before a large crowd on hand to witness the rescue by wagging his tail and barking feebly.

Hilda was summoned from her classes in school to see her pet. She raced home and hugged the little dog as she exclaimed: "I'm so happy Spotty is safe, but I knew brother would bring him back to me."

#### Long Lost Diamond Ring Is Recovered From Sewer

Spokane, Wash. — Repeated dreams of burglars stealing her \$50 diamond engagement ring so worried Mrs. Joseph Ryan seven years ago that she pinned the ring inside the clothing of her four-month-old daughter, thinking it would be safe.

Mrs. Ryan forgot to remove the ring once when she washed the baby's clothes. The pin came open and the ring went down the drain. Mrs. Ryan notified the sewer department and for several days city employees searched fruitlessly. Among the workers was Tom Higgins.

Years passed. The Ryans moved to Seattle and Tom Higgins continued to dig out sewers. A month ago Higgins' eyes caught the glitter of a diamond in some muck he was shoveling. He remembered the search for Mrs. Ryan's ring. The woman was located in Seattle and the ring returned.

#### Birds Sit on Town Clock Hands; Time Goes Haywire

Bellefontaine, Ohio.—The time here has gone haywire recently because flocks of starlings have been using the hands in the Logan county courthouse clock for a merry-go-round.

The birds use all four faces of the clock as a perch. Then, when the minute-hand starts its up-swing, groups of them hop aboard and ride until a hand approaches the hour mark.

They then return to their perches and await another upswing. The practice has kept the "clock doctor" busy each morning getting the hands back "on time."