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Weekly News Review

Big Asia May Be Too Small For Stubborn Russia, Japan

by Edward W. Pickard

Foreign

Joseph Stalin, once said Russia wanted "not one inch" of foreign soil. Last week Japan decided Dictator Stalin had either changed his mind or was at last throwing open support to beleaguered China. But best explanation of all was that big Asia is still not big enough to hold two stubborn powers.

Since 1931, when Japan marched into Manchuria, American newspaper readers have heard periodically that Tokyo and Moscow were "on the brink of war." Only Russia's autonomous Siberian army kept land-hungry Japan from moving into Soviet territory. But even that was not enough to prevent periodic

bought a large block of land in his home state. When TVA's expansion required the land, Senator Berry tried to sell out for \$5,000,000, finally heard a court decide the property was worthless. The stunt placed him in Franklin Roosevelt's disfavor.

Last week George Berry fell in his own state's disfavor. From Memphis the powerful Crump political machine swept over Tennessee, nominated one Thomas Stewart for senator in the Democratic primaries. Also defeated was Gov. Gordon Browning by a political amateur, Prentice Cooper. Republicans, still hopeless in the South, held no primary.

Franklin Roosevelt had kept his hands out of the Tennessee family squabble. But as America went to the polls last week in other states, first returns to reach New Deal headquarters showed the score tied 2-2:

● In Virginia, Sen. Harry Flood Byrd's machine defeated two "100 per cent New Deal" congressional aspirants, William E. Dodd Jr., and R. Bruce Shafer. Winners, who will probably be elected next November, were Rep. Howard W. Smith and ex-Rep. Colgate W. Darden, who beat both Shafer and the incumbent Norman R. Hamilton.

● In Missouri, Sen. Bennett Champ Clark was renominated after helping scuttle the Roosevelt judiciary and reorganization bills. Most important result, though, was Gov. Lloyd C. Stark's successful challenge of the Pendergast machine's supremacy. Stark's candidate for the state Supreme court, Judge James M. Douglas, easily floored the Pendergast nominee.

● In Kansas, New Dealer George McGill won renomination to the senate. But chief interest centered in Former Gov. Clyde M. Reed's successful G. O. P. senatorial fight against Radio Evangelist Gerald B. Winrod.

● In West Virginia, New Dealers Jennings Randolph, John Kee and Joe Smith won congressional renomination hands down.

Crime

When youthful Thomas E. Dewey became New York's district attorney, Manhattan expected fireworks. Many a bombshell has fallen in pre-trial accusations against Tammany's James J. Hines, one-time New Deal patronage distributor and alleged political fixer for the late Dutch Schultz's policy ring. Last week came two more bombshells.

First was an agreement that J. Richard (Dixie) Davis, disbarred attorney and alleged mouthpiece for the Schultz gang, would turn state's evidence and testify against Hines. Second was a bill of particulars in which Tom Dewey's predecessor, William C. Dodge, felt one more the lash of New York's ambitious crime buster. Not waiting until August 15 for the opening of Hines' trial, Dewey presented his particulars last week before famed Justice Ferdinand Pecora. One particular: That ex-District Attorney Dodge was among public officials "influenced, intimidated or bribed" by Jimmy Hines.

Tom Dewey's mistake apparently lay in insufficient particulars. Because the bill admitted there were other alleged intimidation victims

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One reason was that United States cinema audiences have not been enthusiastic, but a more important reason was her clash with the internal revenue bureau. To her suite on the Normandie went a tax collector to be certain Simone Simon had paid \$4,000 due on last year's earnings. Kneeling on her bed the homing actress crooned: "I have paid my tax and I wouldn't get you in trouble for the world."

Almost unnoticed on the same boat was blonde Ariane Borg, also bound for France with the story that an American producer had spent \$70,000 "grooming" her for pictures that were never made. Having learned to speak English, ride, fence, walk and dance, twenty-two-year-old Miss Borg wondered what she would do with her skill.

● One-time cinema actress Pearl White thrilled an earlier generation by jumping from trains, changing airplanes in midair, bouncing from madly running horses. Her most noted serial: "The Perils of Pauline." Last week at American hospital in Paris, Pearl White, 49, died.

● At Richmond, Va., tobacco heir J. Louis Reynolds won court custody of his year-old son from Helen Fortescue Reynolds, sister of Thalia Fortescue Massie, who once figured in a Hawaiian murder case.

Domestic

Up through Panama canal and homeward last week sailed Fisherman Franklin D. Roosevelt aboard the U. S. S. Houston, where last week he played Good Samaritan for Machinist's Mate Oliver W. Halliwell of the escort destroyer, McDougal. Stricken with appendicitis, Halliwell was shifted to the Houston on presidential orders, later going under the knife of White House Physician Ross T. McIntyre.

If Franklin Roosevelt had his fill of fishing last week, he did not have his fill of traveling. Announced at the White House was a list of speaking engagements that will keep him jumping until late September, from Georgia to Ontario, from New York to Michigan, from North Dakota to Tennessee.

Politics

Long before Tennessee Valley Authority was a household term, Tennessee's Senator George L. Berry

Miscellany

Dead two hours after smothering under blankets in his parents' car, three-month-old Robert Didier of Chicago responded to adrenalin injected by a surgeon at Wheeling hospital. Next day Robert was home, chortling happily in his crib.

● Meeting at San Francisco last week, Women's Christian Temperance Unionists held daily "fruit juice hours" as a challenge for society to forsake its cocktail hours.

Business

Last week as Russia and Japan moved to war, American dollars and gold moved over the Atlantic. When nervous European capital scurried for cover, gold soared from \$34.77 to \$34.94 an ounce, a new 16-month high. In two days, continental hoarders absorbed \$26,715,000 in yellow metal.

Sports

Several months ago fabulous Byron (Whizzer) White turned down a \$15,000 offer to play professional football with the Pittsburgh Pirates next autumn. Reason: Whizzer's combined scholastic-athletic accomplishments at the University of Colorado had won him a Rhodes scholarship. He would accept it immediately.

But last week after careful deliberation Whizzer White found a way to have his cake and eat it. Rehearsing for a radio program at Denver, he took time off to announce acceptance of the Pirate contract and postponement of the Rhodes scholarship until next January.

Elated, Manager Art Rooney forecast a National league championship for his Pirates. From Washington, where the Redskins had just signed Sammy Baugh to a three-year contract at the biggest salary in professional football's history, Owner George Marshall wired Rooney that it might be wise to hire the Pitt stadium for the Pirate-Redskin game October 2.

People

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LONDON OVERNIGHT!

—Doesn't Sound Strange After This Year's Ocean Flights

By JOSEPH W. LABINE

In New York a hard-boiled prize fight announcer led his audience in prayer. Throughout America one hundred million minds were focused on some vague spot over the briny Atlantic where Charles A. Lindbergh was piloting his "Spirit of St. Louis" to Paris and fame.

That was in 1927, only 11 years ago.

A few days ago another transatlantic flight ended and only a few hundred people bothered to read about it. Of more than 50 such trips being planned this summer, only two are attracting much attention, those of Howard Hughes and Douglas Corrigan, the "mistake" flier.

The ocean flight that made people hold their breath a decade ago has now become commonplace, and rightly so. This does not dim the accomplishment of Lindbergh; it merely means that transoceanic aviation has grown up, that science has begun to capitalize on its carefully planned program of conquering the Atlantic.

The Hughes trip was but a forerunner of this summer's transatlantic travel, a back-and-forth series of journeys that will keep the waves humming for weeks to come. The airships of four nations are flying from Europe to New York over different routes in a series of "survey" flights. Great Britain started things off a few weeks ago when the Mercury, unique pick-a-back plane, soared away from the mother ship, Maia, over Foynes, Ireland. The Mercury landed at Montreal 22½ hours later.

Takeoff Load Problem.

This "mother-and-papoose-on-her-back" composite ship has attracted more attention than any aviation development in recent years. British engineers worked on the well-founded theory that a ship can fly easily carrying excess weight but it can't take off with much extra load. Especially is this true of seaplanes, which are held down by suction of the water on their pontoons. So the Maia and the Mercury, locked together, rise from the airport as a single unit and separate in mid-air. The Maia is a land ship, the Mercury a seaplane.

Flying a different route—from the Azores to New York—the Germans are working with three seaplanes, Nordwind, Nordmeer and Nordstern. The ships belong to Deutsche Lufthansa and are making 14 round trips this year preparatory to starting regular transatlantic mail service. Germany's answer to the takeoff problem is the catapult. The three seaplanes are shot off steamships at New York and the Azores,

Until a few weeks ago the ceiling for commercial planes was 20,000 feet. Since engineers have long known that Atlantic weather disturbances could be overcome by high altitudes, they have been seeking some means of reaching these heights under practical conditions. Although oxygen equipment has been available to facilitate great elevations, it weighs so much that pay loads would be cut too low.

But from Sweden has come word of a new airplane motor capable of sustained performance at altitudes up to 59,000 feet. If it lives up to its claims, the motor will facilitate flights through the stratosphere where weather is always calm.

U. S. Service Ready.

Whatever may have happened to her supremacy on the high seas, America need take no back seat in transoceanic service. While France, England and Germany are busy with their "survey" flights, Pan-American is preparing to inaugurate regularly scheduled service from New York to London in her mammoth Boeing "clipper" ships. Just

LEFT—Douglas Corrigan, whose "mistake" flight from New York to Dublin recently was frowned upon with good reason by U. S. department of commerce officials. BELOW—Here's Pan-American's new Boeing Atlantic clipper which will carry 40 passengers across the Atlantic in luxurious comfort.



London newspapers, one day old, were sold by this newsie in Times Square, New York City, a couple of weeks ago. The papers were carried across the Atlantic by England's pick-a-back plane, Mercury.

thereby permitting extra loads.

France is experimenting this summer with the Lieut. de Vaisseau Paris, one of the largest flying boats in the world.

Stunt Flying Banned.

There is more to this story of aerial navigation than meets the eye. Transoceanic flying hasn't been merely a matter of building one ship larger than the last and seeing how far it would go without refueling. Since Charles Lindbergh first dreamed about it during his New York-Paris hop, the best minds of aviation have been working to develop fool-proof ships that will run mechanically.

Until such ships could be perfected, the United States was justified in frowning on stunt Atlantic ships. That's why Doug Corrigan's request for a permit last year was denied; it's why Corrigan had to depend on a wayward compass to fly his ship to Ireland a few weeks ago.

Outside of the weight problem mentioned above, engineers have found most of their difficulty in conquering the weather. Unlike the Pacific, which is usually calm, the Atlantic is beset with atmospheric disturbances. Especially is this true on the east-west hop, where until last year there were relatively few successful flights.

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Dentist Puts Hand Into Wrong Mouth

OAKLAND, CALIF.—Dr. F. T. Barron, dentist, learned something new about teeth when his hand accidentally slipped into the mouth of a young alligator pet. The attending physician reported he would not lose his fingers but that he had lost all confidence in gators.

CREW TELLS STORY OF HAUNTED SHIP

Vessel Breaks Down 14 Times During Voyage.

SYDNEY.—A strange story of a "hoodoo" voyage in a supposedly haunted ship was told by the crew of the British tramp steamer Stonepool on her arrival here from Cardiff, Wales.

Several years ago a seaman hanged himself in one of the cabins of the Stonepool and members of the present crew blamed the tragedy for some of the evil things that happened to them on the recent voyage. One seaman told of seeing ghastly eyes peering out of the dark, another of having his hands plucked away from the rigging, causing him to fall to the deck and injure himself.

Two of Crew Injured.

Two of the Stonepool's crew, both in a critical condition, were taken to hospital as soon as the vessel reached here. One, a Maltese fireman, underwent an operation for appendicitis. When he was taken ill three weeks before, there was no ice aboard to make packs to relieve his pain and he suffered severely until the Stonepool reached here.

The other hospital case was an engineer, who was temporarily blind, deaf and speechless. His condition, it was said, was due to long hours of work in remedying engine-room faults, which brought on nervous prostration.

Ship Broke Down Often.

The Stonepool broke down 14 times during the voyage and on two occasions the danger lights were hoisted while the vessel floundered helplessly in heavy seas. One night the entire crew worked for many hours flooding No. 4 hold to keep the stern under water in rough seas. The Stonepool was in ballast, with her propellers racing out of the water.

The cockroaches were so bad that we had to paint our quarters," one seaman said. "For five weeks we lived on tinned meats, tinned pears and beans. We thought we'd never reach the end of the world."

Faithful Terrier Guards

Tipsy Owner Even in Cell

DES MOINES, IOWA.—With his little fox terrier, John Dorrain of Des Moines, Iowa, boarded a street car. A few minutes later Dorrain went to sleep in a rear seat, the dog curled in his lap. With white fangs and neck bristles on end he held off passengers and the motor-man who tried to arouse the sleeping man.

At the end of the line the motor-man telephoned police to meet the car on the return trip. Patrolmen John Baldwin and Harry Chambers, hands protected with gloves, seized the snarling dog and transferred Dorrain to a squad car. The man was taken to the police station and booked for intoxication.

The dog repeatedly refused to leave his master. Just as the jail door was being shut he scrambled between the jailer's legs and jumped on the steel-slatted bed on which Dorrain was lying. Soon both were sleeping soundly.

Bull Enters China Shop

And Looks Over Wares

SPRINGFIELD, MO.—A bull walked into a china shop and nothing happened.

A. T. Sechler was taking the bull to market when it jumped from a truck and walked into a five and ten cent store. As customers joined clerks in scurrying under counters the bull walked down an aisle until it came to the china and glassware counter.

It looked the display over, turned and headed back for the front door. Sechler grabbed his halter and the trip to the stockyards was resumed.

Runaway Milk Wagon Nag Pulls Up at Red Light

MILWAUKEE.—During 15 years of drawing a milk wagon over Milwaukee streets, Frank a 21-year-old horse driven by Henry F. Votapek, has learned the spectrum of traffic signals so well that it even halted in the midst of a runaway when a red light flashed at an intersection.

