# Weekly News Review

# Big Asia May Be Too Small For Stubborn Russia, Japan

by Edward W. Pickard.

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 students.

two stubborn powers.
Since 1931, when Japan marched into Manchuria, American newspa-per 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



JAPAN'S KAZUSHIGE UGAKI He wanted less lawlessness.

outbreaks along a thousand miles of ill-defined border, where last month the five-year "secret war" crept into the open.

At 8 p. m., one night last week, eight Soviet tanks stormed over a hill near Changkufeng at the rough-ly-defined junction of Manchukuo, Russian Siberia and Japanese Korea. Behind them in a pall of smoke came Soviet infantry, while over-head soared planes that severed rail connections between Manchukuo's inland Kirin and coastal Yuki. At battle's end, Tokyo boasted 800 Russ casualties. Moscow admitted 68.

Next day, while eastern Japan went under emergency regulations, the war started again. By night-fall the third day, Russia claimed undisputed capture of Changkufeng but it appeared the fun was just starting. Tokyo rushed 35,000 men and 400 war planes to the frontier while the Soviet pointed war trains eastward along its Trans-Siberian

Neither nation appeared to be giving an inch, which supported the theory that one or the other must eventually get out of Asia. At Tokyo, Foreign Minister Kazushige Ugaki daily sent fresh instructions to his Moscow ambassador, demanding that Russia prevent "re-currence of lawlessness." Moscow simply sent back the same de-

ment hoped it would end in armed truce. In Paris, the foreign office said Russia had sent assurance that "actual warfare" would develop. And by week's end a ray of hope appeared in Japan's proposal that time out be taken for peace

 Japan's other war pushed closer to Hankow last week as China once more moved its government west-ward, this time to ancient Chungking, 1,500 miles from Shanghai. At Hangchow, Jap troops methodically walked into a British owned hospital, removing 103 wounded Chinese soldiers. What happened to them, nobody knew.

#### Domestic

Up through Panama canal and op through Panama canal and homeward last week sailed Fisher-man Franklin D. Roosevelt aboard the U. S. S. Houston, where last week he played Good Samaritan for Machinist's Mate Oliver W. Halliwill of the escort destroyer, McDougal. Stricken with appendicitis, Halliwill 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

# **Politics**

Long before Tennessee Valley Au-thority was a household term, Ten-nessee's Senator George L. Berry

William Dodge thundered: "This out-rageous and malicious assault upon my character is unjustified!"

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 dis-

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 pri-maries. Also defeated was Gov. Gordon Browning by a political am-ateur, 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 he polls last week in other states, first returns to reach New Deal head-quarters 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-Colgate W. Darden, who beat both Shafer and the incumbent Norman R. Hamilton.

In Missouri, Sen. Bennett Champ Clark was renominated after help-ing scuttle the Roosevelt judiciary and reorganization bills. Most im-portant result, though, was Gov. Lloyd C. Stark's successful chal-lenge 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.

When youthful Thomas E. Dewey became New York's district attor-ney, Manhattan expected fireworks. Many a bombshell has fallen in pretrial accusations against Tam-many'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 predeces-sor, William C. Dodge, felt once 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 ticular: 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



WILLIAM C. DODGE

"not at present known," because Dodge and two New York magis-trates were not specifically charged with a crime, Justice Pecora next day directed the district attorney to show cause why it should not be

barred. Unintimidated for the moment,

#### Miscellany

Dead two hours after smothering under blankets in his parents' car, three-month-old Robert Didier of Chicago responded to adrenalin In-jected 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 Temper-ance Unionists held daily "fruit juice hours" as a challenge for society to forsake its cocktail hours.

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 16month high. In two days, continent-al hoarders absorbed \$26,715,000 in yellow metal.

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 accom-plishments at the University of Col-orado had won him a Rhodes scholarship. He would accept it immedi-

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 an-nounce acceptance of the Pirate contract and postponement of the Rhodes scholarship until next Janu-

ary. Elated, Manager Art Rooney forecast a National league champion-ship for his Pirates. From Wash-ington, 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.

Back to her Parisian home last week via the Normandie went petite Simone Simon, her one-year contract with a Hollywood producer at an end. While ship's photograph-



SIMONE SIMON She may never come back.

ers snapped, Simone Simon pointedly announced she may never come back to the United States.

One reason was that United States cinema audiences have not been enthusiastic, but a more important ternal 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 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 ictures 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 Paul-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.

# 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 transatlan tic 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 dif ferent 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 Föynes, 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. Espe cially is this true of seaplanes. 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 startice. Germany's answer to the takethree seaplanes are shot off steamships at New York and the Azores,





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 de-velop fool-proof ships that will run mechanically,

Until such ships could be per-ected, 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

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

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 mam-moth 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. depart-ment of commerce officials. BE-LOW—Here's Pan-American's new Boeing Atlantic clipper which carry 40 passengers across the At-lantic in luxurious comfort.

how soon the service will start, nobody knows.

It's just possible that in a few

weeks you may be able to slide about \$450 across the counter at New York and buy an air ticket for London, arriving there less than 24 hours out of Port Washington, Long Island. Similar accommodations on the liner Queen Mary would be \$316, plus tips, plus several days extra. Passengers, mail and express will

be shuttled between the two conti-nents in the new 83,000-pound flying boats (P. A. A. has ordered six of them) that offer everything from a

dining lounge to a bridal suite.

The new "clippers" are twice as large as those now making regu-lar, uneventful trips across the Pacific, being far and away the most luxurious aircraft ever built. The first of them was launched last April and is now undergoing test flights on the Pacific coast. It is larger than the Santa Maria in which Columbus crossed the ocean, and three times the size of the average commercial air transport. It has a wingspread -and hold your breath on this one -just half a city block long, or 152

# Two Deck Airliner.

From stem to stern, the new boat has been built to parallel an ocean vessel. It even has two decks, a top one for navigation and lower one for passengers. Up on the flight deck a large crew will be on duty. Ahead, in the cockpit, the smallest part of the deck, are the pilot and co-pilot whose work is largely left to robot instruments. Behind them in the navigation room are the radio man and the navigator, the former in touch with land at all times.

Back of the navigator is the engineer, possibly the busiest man on the ship. He handles throttles, checks engine performance and goes out in the wing to repair an ailing motor if it needs treatment. The pilot is the engineer's eyes; the en-gineer is the pilot's hands.

And supervising all these men is the flight master, corresponding to the captain on an ocean liner. He is an administrator, pilot, engineer, navigator, radio operator and sea-man rolled into one. In the entire Pan-American organization there are only 11 masters.

# Luxury Over the Waves.

Down in the passenger deck modern voyagers enjoy all the com-forts of home, and more. Except for a slight vibration and the muf-fied hum of four powerful engines, there is no perceptible sign of flight. Eight rooms are at the public's dis-posal; one of them seats more than a dozen persons comfortably and the others, though somewhat smaller, have big seats against the wall. Thus far it looks like they'll have to omit only one gadget; nobody can figure out where to put the

swimming pool!

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# Dentist Puts Hand

Into Wrong Mouth OAKLAND, CALIF .- Dr. F. T. Barron, dentist, learned some-thing new about teeth when his hand accidentally slipped into the mouth of a young alligator pet. The attending physician re-ported he would not lose his fin-gers 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 Stone-pool on her arrival here from Car-diff, 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 or some of the evil things that happened to them on the recent voy-age. 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 him-

#### 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

The other hospital case was an engineer, who was temporarily blind, deaf and speechless. His con-dition, it was said, was due to long hours of work in remedying engineroom 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

"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 motorman 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 noth-

ing 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 its 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 Mil-waukee 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 inter-

