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News Review of Current Events the World Over

Hundreds Perish in Hurricane That Hits Florida—Liner Stranded on Reef—Italy Accuses Ethiopia Before League Council.

By EDWARD W. PICKARD
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FLORIDA was the victim of another terrific hurricane that swept up from the Caribbean across the keys and along the west coast and into Georgia. The total of fatalities was uncertain at first, but the number of dead is estimated at more than 500. Of these perhaps 300 were war veterans in labor camps on the keys where they were employed in construction work. All buildings on many of the keys were demolished, but relief expeditions were quickly sent by the Red Cross and other agencies.

The towns along the west coast reported extensive property damage. Responding to assertions that the great loss of life in the veterans' labor camps was due to lack of preparation against such a disaster, President Roosevelt ordered a thorough investigation by Brig. Gen. Frank T. Hines, administrator of veterans' affairs.

Caught in the fury of the storm, the Moroccan liner *Dixie*, bound for New York, was driven aground on French reef, about 60 miles south of Miami. Her passengers and crew, numbering 372, were in great peril for three days, but various steamers and coast guard cutters rushed to the rescue in response to her SOS call and as soon as wind and seas abated enough all were taken off the stranded vessel and conveyed to land, most of them to Miami. Passengers on the *Dixie* warmly praised the gallant work of the ship's officers and crew.

OFF the coast of Portugal the *Curand-White Star* liner *Doric* was in collision with the *Frederic* or *Formigny* and so badly disabled that she called for aid. The British steamers *Orion* and *Viceroy* of India went to the rescue and took off the *Doric's* passengers, numbering 736. The crew was rescued. The *Doric* was returning from a cruise to the Mediterranean. Wireless reports said the *Formigny* was all right.

LEAGUE POMPEI ALOISI, coed and national president of the League of Nations council in Geneva and presented Italy's case against Ethiopia, denouncing that empire as utterly unworthy to be classed with civilized nations. In addition to his speech, he laid before the council a long memorandum detailing the alleged conduct of Italy that still prevail in Italian colonies and the partition of Italy's empire.

Addressing the council, Aloisi said in part: "Ethiopia, taking advantage of her position as a member of the League of Nations, sheltered behind the treaty of friendship concluded with Italy in 1928, has since that date multiplied provocations, hostile demonstrations, incursions of pillagers, acts of brigandage, and violence against the peaceful population of our frontier."

"The Ethiopian government does nothing to make itself worthy of belonging to the community of civilized nations. Even today that country has not been represented by European advisers in order to make its voice heard in the League of Nations. The Italian government considers, in these circumstances, that a status such as Ethiopia cannot have either equality of right or equality of duties as compared with civilized nations. To elude that which is the duty of a member of the league, it is required to observe rules of the covenant in their relations with members who have always and constantly been outside the league. To elude that which is the duty of a member of the league, it is required to observe rules of the covenant in their relations with members who have always and constantly been outside the league. To elude that which is the duty of a member of the league, it is required to observe rules of the covenant in their relations with members who have always and constantly been outside the league."

NOTEWORTHY among recent deaths are those of Right Rev. Walter T. Sumner, bishop of the Episcopal diocese of Oregon, who was famous also as a crusader against organized vice in Chicago; George C. Hanson, veteran American diplomat, who shot himself to death on a steamer when returning from Greece; and Charles J. Vopicka, of Chicago, who was American minister to several Balkan countries during the World War.

DR. CHAIM WEIZMANN, veteran leader of the Zionists, was elected president of the world organization at the nineteenth congress held in Lucerne. A resolution was adopted declaring against "systematic deprivation of the rights of Jews in Germany, which undermines their moral and material position."

THE German delegation to the congress unanimously voted against the resolution, declaring it did not constitute a "constructive plan" to meet the situation of Jews in the Reich.

SIR MALCOLM CAMPBELL, the English speed demon, satisfied his ambition to run his automobile, the Bluebird, at a rate of 300 miles an hour, on a salt track in Utah. As a matter of fact, he covered the thirteen mile course at an average speed of 201.337 an hour or more than five times as fast as the car one measured mile he ran at the rate of 804.331.

RUSSIA'S reply in America's protest against the subversive plotting of the Communists in Soviet territory was a rejection and a coldly worded reiteration of the old and more than dubious position that the Moscow government is not and cannot be held responsible for the doings of the Communist Internationale. This was considered for four days by special Washington and then it was decided to let the matter drop with another and rather milder warning. The new note sent to Moscow said:

"If the Soviet government pursues a policy of permitting activities on its territory involving interference with the internal affairs of the United States, instead of 'preventing' such activities, as its written pledge provides, the friendly and official relations between the two countries cannot but be seriously impaired."

SENATOR HUEY LONG crowed a lot about the success of his one-man filibuster which killed the third deficiency appropriation bill, but he didn't add to his popularity among the people who looked forward for help from the agencies that are now hampered by the failure of the measure. He admitted that his filibuster rescued the Democratic house leaders from a tight place in the matter of the deficit. W. L. Granfield, secretary of the Senate, said that Huey's determination of Louisiana is going to be investigated by a congressional committee. That committee probably will be headed by Representative William L. Granfield of Massachusetts, who was the author of the election investigation bill, which was found to contain a "little joker." This joker was a provision which gave powers that it can probe into all the facts concerning Long's complete control of election affairs in his state and the methods by which he has attained to the position of a dictator there.

MRS. ANNA WILMARTH IOKES, Harold Iokes, was killed when an automobile in which she and three friends were riding was overturned in a ditch at Velarde, N. M. Mrs. Genevieve Forbes Herrick, well-known newspaper writer, Evelyn Smith, secretary of the Turkish embassy at Washington, and Frank Allen of Gallop, N. M., the driver, were severely injured. Allen died later.

SENATOR GEORGE NORRIS of Nebraska and Arthur P. Mullica, former Democratic national committeeman for that state, are engaged in a warm dispute that may cause considerable embarrassment for President Roosevelt. The dispute is over a bill carried to the White House a hot project against a \$20,000,000 power project which is sponsored by Norris. He is attorney for two \$7,000,000 power plants which already have been approved by the PWA, and he says there is no field for the enormous amount of electrical energy that would be developed by the three projects, and probably not approved for all of them.

The first project approved by PWA was at Columbus, Neb., 80 miles west of Omaha, and situated on the Loupe river. The second was on the Platte river, 150 miles further west, at Sutherland, Neb. Both were approved in the fall of 1933.

BOWED down by deep grief, the Belgian people laid to rest their beloved queen, Astrid, who was killed near Lucerne, Switzerland, when the automobile driven by King Leopold overturned on a road and dashed against a tree. Astrid's death was crushed and she died almost immediately in the arms of her husband, who was cut painfully by the smashed windshield.

The queen's body, taken back to Brussels, was taken to the cathedral of St. Godelle for the funeral ceremony and then was interred in the royal crypt at Laeken, where lie the remains of the late King Albert. The services were simple, in accord with the characters of Astrid and Leopold.

BECAUSE of the possibility of a continued increase in the importation of live stock and its products, an appeal has been made to 300,000 farmers and ranchmen, stock raisers and patrons of the National Live Stock Marketing association, was sent to President Roosevelt urging that present tariffs and sanitary restrictions on animals, furs, and similar products be maintained.

"Northwest Passage" Awaits Trade



Shown here is a graphic cross-section of life at the new port of Churchill. 1. A ship at one of the wharves in winter. 2. Native Eskimos fishing along the flat, barren coast. 3. The new 2,500,000-bushel grain elevator. 4. An Eskimo dog team, principal mode of travel, with the exception of the new Hudson Bay railway.

For centuries men have struggled, frozen, drowned and lost themselves in attempts to find a Northwest Passage—an all water route through the American continent that would permit European ships to reach the Orient without sailing around Cape Horn.

Much of the exploration and settlement of North America has been directly attributable to the long-enduring search.

What is probably the nearest thing to a practical Northwest Passage that will ever exist is the Hudson Bay route, now undergoing development by the Canadian government. By this route, ships from European ports would sail through Hudson Straits, coming far inland across Hudson bay to the north, but newly improved port of Churchill, far up the bay on the west side.

A Hudson Bay railway, which joins the Canadian National at Le Pas in Manitoba, has been built with its northern terminus at Churchill. This will now allow ships loading at Churchill to transfer their cargoes to railway cars there, which will carry them across western Canada to Vancouver, where they may be placed aboard ship again.

Such a route has several distinct advantages over the recognized routes of today. It is claimed "The distance from Churchill to Liverpool is about the same as that from Montreal, Quebec, to New York, and less than that from New York to Churchill is much farther into the heart of Canada and North America than the route from Montreal to New York."

Needs Oriental Trade. But to make it profitable for shipping companies to pick up cargoes of wheat at Churchill, bound for Liverpool and European ports, their ships must be able to bring pay loads into Churchill as well as take them out. It would hardly be worth while for many ships to enter Hudson Bay only under balance to pick up a cargo for the return trip.

The answer seems to be for the shipping companies to develop the Oriental trade, so that ships can bring European manufactured goods to be transferred by rail to Vancouver and the Orient, and pick up wheat at Churchill for the return trip. That this development will eventually come about is not at all improbable. For the Canadian government has spent more than \$7,000,000 in developing the Hudson Bay route in the past few years and it is doubtful that such an outlay of capital will be satisfied with the handful of ships which have cleared Churchill harbor since the completion of the Hudson Bay railway five years ago.

The history of this development is fascinating because it is heroic. First, there was really not the slightest adventurer to poke the nose of his ship into Hudson straits. It is Henrik Hudson to whom goes the honor of actually discovering the bay which now bears his name. He found it in 1610 and wintered in the part of it known as James Bay. With a few men and a crew he was cast adrift in an open boat and that was the last ever heard of him.

The first real occupation of the site of the present Churchill occurred nine years later and was incidental to the search for a Northwest Passage. There were two ships in his company, but during the winter he was forced to spend at Churchill, all but Munk and the crew. It was virtually impossible to clear in 1629—the same year the *Platina* sailed from Plymouth Rock—the three of them sailed back to Europe leaving at Churchill as evidence of their visit a brass cannon, stamped with the Danish royal mark. In 1693, more than 300 years later, a cairn, built of beach stones, was erected to Munk's honor in Battery park, Churchill.

Two Frenchmen, Tadoussac and Groveliers spent the years from 1600 to 1692 in the country about Churchill and returned home with tales of the wealth in furs that existed there. Falling to interest their countrymen, they told their stories to Prince Rupert of Great Britain, and under his direction the Hudson Bay company was formed. Most of the subsequent exploration was the result of this company's successful efforts to build up the fur trade.

HULL CALLS OFF AMERICAN OIL DEAL

Yank Concerns Cancel Pact With Ethiopia.

Washington.—Retorting American determination to avoid foreign complications, Secretary of State Hull announced that the Standard-Vacuum Oil company will withdraw immediately from participation in all oil and mineral concessions recently secured in Ethiopia by F. W. Rockefeller, the British promoter.

The concessions, said to have been worth \$30,000,000, were held as a wedge that might have forced America into the African mess. Hull said he conferred with George S. Walden, chairman of the board, and S. Dundas, vice president of the company, telling them that it would be "highly desirable" for the company to withdraw from the concession. Hull disclosed he had had two conferences with Walden and Dundas. In his first conference he said he advised them that the oil concession had proved "most embarrassing" to this government and suggested its termination.

Walden and Dundas, he said, conferred at once with associates in New York and later returned to advise the State department that they would withdraw from the concession and would so notify the Ethiopian emperor.

Company Jointly Owned. The Standard-Vacuum Oil company is owned jointly by the Socony-Vacuum Oil company and the Standard Oil company of New Jersey.

Hull's statement follows: "Mr. George S. Walden and Mr. Dundas, chairman of the board and vice president, respectively, of the Standard Vacuum Oil company, called on September 8, 1935, to make known to the department that their company is the owner of an extensive oil concession granted by the emperor of Ethiopia on August 23, last, to the African Exploration and Development company, a subsidiary of the Standard-Vacuum Oil company, and to seek the department's advice on the situation created by the grant.

Told of Embarrassment. "The officials of the above mentioned company were informed that the granting of this concession had been the cause of great embarrassment, not only to this government but to other governments who are making strenuous and sincere efforts for the preservation of peace.

In the meantime, the company officials were informed of the views of this government that it was highly desirable that the necessary steps should be taken at the earliest possible moment to terminate the present concession. The emperor of Ethiopia was later informed by the above officials of the company that the company has decided to withdraw from the concession and is notifying the emperor to that effect."

The United States government will continue to keep "hands off" in the Italo-Ethiopian controversy, Hull said, finally reminding other nations of their pledges to keep peace.

He indicated emphatically that this country would not be entangled into the impending African war by oil concessions.

Bayonets Bring Peace After Mill Riot Killing

Pelzer, S. C.—Bayonets of National Guard troops brought peace to the embattled sectors of the strike-harassed Pelzer Manufacturing company, where a mother was killed and a score wounded in a gunfire barrage, to the accompaniment of reverberating dynamite.

The two plants, closed after the rioting, opened as usual without untoward incident and with what Superintendent J. P. Blackmon said was a full force of 700 men. The mills, he said, normally employ 1,400, working two shifts. There was no picketing.

Injured Dog Is Flown 600 Miles to Doctor

Seward, Alaska.—An injured pet dog, "Whiskey," which had tackled two husky sled dogs with a reckless disregard for his own safety, took a 600-mile airplane ride to a veterinary, but the "mercy flight" was in vain. "Whiskey" died.

His owner, John J. Crowley, persuaded Pilot John Little to fly the fuzzy little pet from the Muskowinung region to Seward.

Urges City Market to Cut High Meat Cost

Milwaukee, Wis.—Milwaukee will get its retail meat business if a resolution offered by Alderman Carl P. Dietz is approved. "The high prices of meat are depriving thousands of citizens of a staple diet," he said. The resolution provides for developing a municipal meat market.

British Troops Off for Malta Southampton, England.—The British liner *Neutrals* sailed for Malta with 1,800 troops, 300 sailors and Royal Air Force men. Most of the soldiers were members of anti-aircraft detachments of the royal artillery.

More Bremer Suspects St. Paul.—Mortie Eaton and William Weaver, aged 22 persons indicted for the \$200,000 Edward G. Bremer abduction, arrested near Allendale, Fla., were brought here by plane.