

News Review of Current Events the World Over

Lindbergh Baby Kidnaping Brought Near Solution by Arrest—President's Board Offers Plan for Settling the Textile Strike.

By EDWARD W. PICKARD
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WITH the arrest of Bruno Richard Hauptmann in New York city, the government agents and state police appeared to be well on the way toward solving the Lindbergh baby kidnaping and murder mystery. The prisoner, a German alien thirty-five years old, was nabbed after he had given to a filling station man a \$10 gold certificate that was found to be part of the ransom paid the kidnapers by Dr. John F. Condon—"Jafsie"—over a cemetery wall in a vain attempt to get the baby returned. In Hauptmann's garage in the Bronx the police found \$13,750 which was identified as part of the \$50,000 Jafsie had paid. Then circumstantial evidence rapidly was gathered to prove Hauptmann was one of the guilty men, and he was partially identified by Doctor Condon, as well as by a taxi cab driver who said the prisoner was the man who gave him \$1 eleven days after the kidnaping to carry a note to Jafsie.

Officials of the department of justice announced that Hauptmann's handwriting tallied with that of ransom notes sent by the kidnapers.

Police Commissioner John F. O'Ryan, who made the official announcement of the developments jointly for New York and New Jersey authorities as well as for the federal Department of Justice, declared that Hauptmann admitted under severe questioning that he had been employed as a carpenter near the Lindbergh home at Hopewell.

O'Ryan also asserted that police had established that Hauptmann had had access to the lumber yard in which lumber was found bearing a peculiar mark, similar to that found on the ladder left at the scene of the kidnaping. Hauptmann, he added, is in this country illegally. He is married and has a ten-year-old son.

Colonel and Mrs. Lindbergh, who were in Los Angeles, were said to have known in advance that the arrest was expected. They secluded themselves and would say nothing for publication.

FEDERAL JUDGE W. CALVIN CHESNUT of Baltimore handed down an opinion holding that the farm moratorium amendment to the federal bankruptcy act passed by congress last June is unconstitutional. This amendment, known as the Frazier-Lemke law, authorizes debt-ridden farmers to go into federal courts and reduce their obligations. The judge held that it violates the rights of creditors as outlined in the fourteenth amendment to the Constitution and that it seeks to supersede the rights of state courts.

The court pointed out that each state has laws to protect both the creditor and the debtor. The Frazier-Lemke act, it was stated, wiped away the safeguards for creditors and amounted to confiscation of property.

PEACE in the textile industry was almost in sight after the President's special mediation board reported to him its plan for ending the bloody



Gov. Winant

strike that has been going on for weeks. The report was carried to Mr. Roosevelt at Hyde Park by Secretary of Labor Perkins and Gov. John G. Winant, chairman of the board. It proposed the following four point program:

1. Appointment by the President of a textile labor relations board of three members to settle all questions of union recognition at the several textile mills and to handle all other employer-employee disputes in the industry.
2. An investigation by the Department of Labor and the federal trade commission of the textile industry's ability to meet the higher wage payments which the union is demanding.
3. A moratorium on the "stretch-out" system, whereby, the union claims, employers are adding to the work load of their employees; during the moratorium the textile labor relations board shall appoint a textile work assignment control board to plan a permanent control of the stretchout.
4. An investigation by the Department of Labor into the various classifications of work in the textile industry and the wage scale for each classification.

President Roosevelt was highly pleased with the 10,000-word report of the board and expressed his hope that it would show the way to end the strike. F. J. Gorman, leader of the strike, submitted to the union's executive council the question of having the workers return to the mills pending final arrangements.

Immediately preceding these developments the mills had been reopening under military protection, and in consequence the strikers had resumed their acts of violence. There were numerous bloody encounters between them and National Guardsmen in New England, New York, Pennsylvania, Georgia and the Carolinas. In Connecticut the disorders abated and the state troops were being demobilized.

Carrying out his plans for extending

the strike to all branches of the textile industry, Gorman sent out orders for 20,000 dyers to quite their jobs.

The union workers were still enraged at Gen. Hugh S. Johnson, NRA administrator, for his attack on the strike at a meeting of code authorities in New York. He charged that the walkout was in "absolute violation" of an agreement made by the United Textile Workers with the government last June. This the union leaders flatly denied, and they demanded the resignation of Johnson. Gorman said:

"We will not join in submitting any issue to the NRA as long as General Johnson is administrator or occupies a position of determining influence in the recovery administration. We said he ought to resign and we meant it. Since that is our view, we could not join in any submission to the NRA while he has the power to make NRA decisions."

If present plans are carried out, a quarter of a million cotton garment workers will go on strike throughout the country on October 1. This strike is called, according to the union leaders, because the manufacturers refused to comply with NRA's order to reduce the weekly working hours from 40 to 36.

ONE of the sharpest thorns in the side of the Roosevelt administration will not be in the next congress to give pain to the New Dealers.

James M. Beck of Pennsylvania, leading authority on the Constitution, has announced he will not seek re-election because congress has become "a rubber stamp." He had been renominated, but prefers not to run. However, the administration will not be relieved from his attacks, for he intends to continue them in the courts.

"I am not retiring from public life," Mr. Beck explains. "This is no time for any citizen to lessen his activities in defense of our form of government. I am retiring from congress because I believe I can help in this great cause more effectively in the federal courts, where I have practiced for more than fifty years, than in congress, where the minority is gagged and reduced to impotence."

"Our form of government can only be saved by restoration of the Republican party to power, and I hope with my pen and voice to serve that party as effectually in the ranks as in congress."

WISCONSIN'S state primary was especially interesting because of the fact that the Democrats polled the largest vote by a wide margin, the La Follette Progressives and the Republicans trailing. The Democrats re-nominated Gov. Albert G. Schmedeman, vigorous supporter of the New Deal. He will be opposed by Phil La Follette, who received the Progressive nomination without contest, and Howard T. Greene, Republican, who defeated former Governor Zimmerman and J. N. Tittmeyer.

John N. Callahan, former national committeeman, was named for the senate by the Democrats, and John E. Chappelle was the unopposed choice of the Republicans. Senator Robert M. La Follette, Jr., was of course nominated by his new party.

RUSSIA was duly admitted to membership in the League of Nations, only three votes in opposition being cast, and then was given a permanent seat in the council of the league. Maxim Litvinov, Soviet commissar for foreign affairs, pledged his nation to work through the league for world peace.

Declaring flatly that Russia would give up no attribute of its social system, Litvinov warned the assembly that "peace and security cannot be organized on the basis of shifting sands and verbal promises." It should be established, he said, "that any state is entitled to demand reasonable security from its near and remote neighbors." This, however, should never be interpreted as distrust, Litvinov added.

Next day, after a debate on plans to end the war between Paraguay and Bolivia, spokesmen for Russia privately asserted that the danger of war in the Far East has lessened, relations between Japan and Russia having improved.

NOME, the once famous gold city of Alaska, lies in ruins, having been swept by flames with damage estimated at \$3,000,000. Four hundred persons were rendered homeless, and most of the food supplies were burned up. Relief vessels with food and medical supplies were rushed to the place and there was no fear of shortage. The government at Washington granted \$50,000 in direct assistance and planned other relief measures. The citizens were hurriedly procuring lumber and other materials in the hope of at least partly rebuilding the city before it is isolated by winter ice.

JAMES A. MOFFETT, federal housing commissioner, announced that on November 1 he would begin releasing funds for the construction of at least a million new homes.

Concerning the home modernization and repair phase of the program, the administrator declared that more than 1,000 communities have set up or are setting up committees to direct the program locally. He predicted that by Thanksgiving more than 5,000 municipalities will have established such committees.

Financial support, he said, has come from 7,000 banks, and such loans have been made in all states but three.

"From field reports we estimate that one million dollars a day of loans are being made under our plan; and from experience in past community modernization campaigns we are sure that double that amount of cash business is being done."

TOBACCO, which is the third largest crop in the United States, has always been without an organized futures market. But it has one now, for the New York Tobacco Exchange, Inc., on Broad street, has opened for business after two years of preliminary organization work in which the federal department of agriculture cooperated.

The contract basis is United States standard fine cured type 12, grade BAF. There are nine types and numerous grades deliverable under specified differentials under the form of contract that has been adopted. The unit of trading is 10,000 pounds and quotations are in cents and five one-hundredths of a cent per pound. Delivery points have been established to date at Norfolk and Newport News, Va., and Louisville, Ky.

NEW YORK'S city assembly has adopted a lottery scheme for the purpose of raising relief funds, a way having been devised to circumvent the law. The business men and the clergy are protesting violently.

PREMIER MUSSOLINI repeatedly asserts that Italy wants no more war, but he is taking no chances. In an order designed to make Italy an "armed nation," his cabinet has directed that all males above the age of eight and below thirty-three, shall receive military training.

At the same time it was revealed that Italy's farming industry will be brought into strong national organization under the corporative state system, to be inaugurated November 10.

The working class will be welded together in one group and the owner-manager class in another. The two classes will be united in the central corporations.

Two major national co-ordinating bodies have been created for the separate groups. These are the Fascist Confederation of Agriculturists, for the owner-managers, and the Fascist Confederation of Agricultural Workers.

If Italy does have a war in the near future, it is likely to be with Yugoslavia. Just now the two nations are quarreling bitterly. Mussolini is especially vexed because Yugoslavia is harboring 2,500 Austrian Nazis close to the border and not curbing their plans for another putsch.

AUSTRIA is thoroughly aroused by seemingly authentic reports from Brussels that former Empress Zita intends to establish her residence in Austria, along with her eight children, including Archduke Otto, pretender to the thrones of both that country and Hungary. It was asserted that this Hapsburg family had been granted permission to return as plain citizens if Otto would promise not to seek in any way to bring about restoration of the monarchy.

Quite unofficially, it is said restoration of the Hapsburg monarchy would not be opposed by either France or Italy, but the British foreign office scouted the idea. The little entente nations would be strongly against it but might not hold the Vienna government entirely responsible.

In Vienna a spokesman for the foreign office said that the return to Austria of the Hapsburg family, even as private individuals, is "still impossible."

Some member of the Hapsburg family may be allowed to return to represent the family in the long pending lawsuit over the Hapsburgs' properties, he said; but this is not likely to be Archduke Otto, because of the danger that disturbances might result from his presence. Socialists and labor unions would surely start trouble.

C. A. COBB, chief of the cotton production section of the farm administration, announced that the third cotton "parity" payment due in December would be combined with the second rental payment and that both would be distributed in October. The total thus to be paid out will approximate \$72,500,000.

Mr. Cobb said that tenants and share croppers had an interest in the "parity" payment and that to put off payment until December, the usual season for many tenants and renters to move to other farms, would cause unnecessary complications.

LAWSON LITTLE, a husky San Francisco youth, has accomplished the feat of capturing the British and American national amateur golf championships in one season. This has been done only twice before. Little easily defeated David Goldman of Dallas, Texas, in the finals of a national tournament at Brookline, Mass.

Washington Digest

National Topics Interpreted
by William Bruckart

Railroad Legislation

Washington.—As plans for the expansion of the New Deal program go on, it becomes more and more evident that the session of congress convening in January is due to take up the question of railroad legislation. Its nature is yet undetermined. Its scope is still veiled in secrecy. There is the certainty, however, that the Roosevelt administration is prepared to present far-reaching proposals dealing in a new way with the railroads of the country.

The first intimation of this probability came recently through a visit to the President by Joseph B. Eastman, federal co-ordinator of railroads. Mr. Eastman let it be known after an extended conference with the President that railroad legislation was being drafted and that it would be presented to congress with the request that it be placed near the top of the "must" legislation desired by the President. Since Mr. Eastman's visit to the summer white house at Hyde Park, New York, however, it has been next to impossible to discover additional facts respecting the railroad program being worked out by the brain trusters and Mr. Eastman.

On unquestioned authority, nevertheless, it is made to appear that Mr. Eastman, or his professor aides, have an idea that there ought to be another member of the cabinet and that this member ought to be the secretary of transportation. On equally good authority it can be stated that the present plans—programs under the New Deal have proved to be like railroad time-tables, subject to change without notice—are designed to give the federal government additional supervisory authority over the railroads. Indeed, some insiders claim that Mr. Eastman may go as far as proposing that the government buy the railroad properties and lease them back to the railroad corporations for operation. This phase of the program remains wholly undisclosed beyond rumor and gossip, but it seems proper to say that, thus far, there has been no denial issued from any responsible quarter.

It is my understanding that numerous groups in the country are organizing for a bitter fight. It is well known, of course, that the railroads themselves have reorganized their associations into one solid and substantial agency which is to act as their spokesmen. Indications are that out of the movement by the railroad managements will come a trade body to be known as the American Railway Institute, which will serve as the spokesman for all of the railroads. Plans call for establishment of headquarters in Washington where the group will be in close contact at all times with the shifting trends of governmental maneuvers respecting the railroads.

Coupled with the certainty that there will be railroad legislation considered by the forthcoming session of congress is a strong renewal of activity among advocates of government ownership.

In previous letters, I have reported ownership advocates in and out of the administration were said to be working on plans for legislation designed eventually to result in federal ownership of the transportation systems. How far this has gone cannot now be stated. It can be said definitely, however, that the movement is gaining force and observers well acquainted with the undercurrent of government plans insist that the railroads have a battle on their hands that is larger than the immediate prospect of additional restrictive legislation.

In some quarters in Washington we hear the expression that the administration plans to seek enactment of regulation for the bus lines and other carriers that are in competition with the railroads. This has been tried several times before, but nothing has come of it because congress heretofore has refused to be serious about legislation for control of the bus lines operating over state and national highways. It is to be recalled, though, that congresses heretofore have not been as subservient to the Chief Executive as has been the case since the New Deal became operative a year and a half ago. So, the extent to which the administration will or can go respecting control of the bus lines seems at this writing to be highly problematical. Authorities tell me, however, that the Eastman plan, which must be assumed to have Presidential approval, will be comprehensive and of itself, should give an indication of the severity of the fight that is to come.

The argument that, I am told, is going to be advanced for further federal encroachment on private management of the railroads has to do with the sorry state in which it is claimed the roads find themselves as a result of the depression. They have borrowed about \$400,000,000 from the Reconstruction Finance corporation, thus using government credit to tide them over. As a result of these borrowings a belief has sprung up that the railroads are unable to finance themselves longer. Railroad corporation statements, however, seem to dispute this belief, but it is always difficult to offset argument of that kind. Government ownership ad-

vocates are using the argument and railroad executives find their ease is difficult to prove, because the average individual does not understand the ins and outs of such financial problems.

On the side of the railroads, the argument is being advanced that the carriers for the most part are in fairly good financial shape and that as soon as there is any sign of recovery they will benefit by an increased volume of traffic which, of course, means more revenue. The railroads claim further that there is too much restrictive legislation anyway, and that additional steps by the government in the nature of supervisory control is going to make their job more difficult if they are to earn sufficient revenue to pay their expenses.

There is still another phase of the railroad question that is causing some concern among students of the problem of transportation. It is that, if the present set-up of Interstate Commerce commission control over the railroads is disturbed, the chances are great that politics will again become involved. I think most persons agree that the railroads have kept out of politics to a large extent in the last ten or fifteen years, but the students of transportation insist to me that if such an office as secretary of transportation with cabinet membership is created right then the railroads again will be in politics up to their ears. Politicians will not long overlook the opportunity to dig their fingers into such a luscious situation. They will see how they can manipulate freight rates to the benefit of their own districts or states or other areas, they will likewise see numerous jobs, and politics without jobs sinks to a low ebb. It is thus made to appear, and in this statement I am voicing the consensus of numerous observers, that we are on the verge of a crucial decision. It is one that may mean as stated above, transfer of a gigantic industry into the hands of politicians or the framing of a scientific policy for the future. The forthcoming congress must decide.

The Agricultural Adjustment administration has just published a treatise on the plan and philosophy of the New Deal for American agriculture in the form of a 52-page booklet which is entitled "Achieving a Balance in Agriculture." In issuing the booklet the Adjustment administration at the same time released a statement describing the treatise as a statement "in popular language of the principles of economics and social welfare which the Agricultural Adjustment administration has followed in carrying out the adjustment program in agriculture." The booklet is being distributed in numbers running into the tens of thousands as a means of getting the story over to the people. It was printed at government expense in the government printing office.

The responsible officials in the Adjustment administration say the booklet is intended to place between two covers a complete story of "what we are trying to do." Observers in Washington freely are saying that it is one of the most elaborate documents to be released as a means of disseminating to the public the theories upon which a governmental activity is based.

Five chapters treat the historical backgrounds of American agriculture, the development of the country's economic system and emergency of the situation which brought forth the agricultural adjustment act. These sections are followed by an exposition of the powers of the Agricultural Adjustment act, and an attempt then is made to summarize the gains claimed to have resulted from this experiment.

"The agricultural adjustment act," the booklet says, "is based on the experience of the past; it was framed to treat the farm problem as a whole and to treat it in relation to the other basic elements in our national life."

"The long time goal, the national policy of which these measures were an increasingly clear expression, is a balanced agriculture. There must be balance between the production of the farmers' fields and the consumption of their product. There must be balance between the income of the farmers and the income of their neighbors in the cities and towns. Insofar as we are successful in achieving and maintaining such a balance, we shall insure a fair share of our national income to the producers of the farm commodities on which our basic national welfare to a large extent depends."

The Department of Agriculture has made a complete compilation of statistics showing that farm production in the United States during 1933 was valued at \$5,985,000,000, or approximately \$655,000,000 greater than in 1932. But the farmers received an additional \$271,000,000 in cash payments from the government for co-operation in restricting production in 1933, so that the gross income was around \$6,256,000,000.

The department's statistics indicate that the farmers, after paying their production expenses, had net income in 1933 of about \$2,027,000,000 whereas their income, after expenses, in 1932 was only about \$1,465,000,000, showing a definite improvement in the farmers' financial status.

Co-operatives are being organized among cotton growers in China. Horses that sweat freely, authorities say, seldom suffer from sunstroke. Farmers own and operate 29 per cent of all the motor trucks. Of every steer weighing 1,000 pounds, 875 pounds is used commercially.

Less Milk Used When Not Fresh

Adequate Cooling, Bottling, Will Cause Cream to Rise Faster.

By A. C. Kimrey, Extension Dairyman, North Carolina State College—WNU Service.

The rapid souring of milk handled carelessly has been given as a chief reason why milk consumption is low on many farms.

Unsanitary and slightly soured milk is not palatable and it is easy to see why farm families whose milk is not cared for properly do not use as much milk as they should.

To keep milk clean and fresh, it should be strained through at least three thicknesses of fine cheese cloth immediately after milking. It should then be poured in standard-size quart milk bottles and sealed with standard bottle caps.

Then the bottles should be placed in the coldest water available and allowed to cool. The water should be changed as often as necessary to bring the milk rapidly to the temperature of the water.

On farms where ice is kept, the milk should be placed in the ice box after it has been cooled by water. Where ice is not kept, the milk should be left in cold water until it is to be used.

The cream can be poured from the bottles and kept for churning or other purposes. The rapid cooling of milk in bottles will cause the cream to rise more quickly and completely than is the case when milk is not cooled and where it is stored in large vessels, such as buckets or cans.

Milk thus handled is completely sealed from dust, odors, or other form of contamination. It will be found much more convenient for the housewife to handle in bottles than in the usual way.

Grading, Packing, Adds to the Tomato Profits

Careful grading and packing of tomatoes may mean the difference between profit and loss for growers, says J. W. Lloyd, chief in fruit and vegetable marketing at the College of Agriculture, University of Illinois.

Some tomatoes may look much alike on the vine, but their appearance after reaching the market may be quite another thing. In fact, it is not unusual for well-graded and packed tomatoes to sell for twice as much as ordinary stock on the same market.

Furthermore, well-graded tomatoes deserve careful handling and packing, points out Lloyd. This vegetable is a tender product, easily bruised and crushed. The juice is likely to spread over others in the pack and make the whole package unsightly and unsavory. This reduces the market value.

To avoid crushing, tomatoes should be placed only in shallow packages, preferably those in which the tomatoes are packed only two layers deep. These include the shallow "tomato box" of about one-third bushel capacity, the four-basket tomato flat formerly used extensively in shipping early tomatoes, and the shallow splint baskets used in shipping hot-house tomatoes. The excellent appearance of the tomatoes after reaching the market has popularized these containers.

Berry Likes Acid Soil

The huckleberry, of which 40 varieties are known in the United States, goes also by many names which include tangleberry, whortleberry, blueberry, farkleberry and others. Usually it is found in an acid soil, in fact, treatment with acid results in a crop of berries often approaching the cherry in size. Because of their tendency to soften under weight and warm temperatures, the huckleberry does not find its way to market as readily as other types. The berries, if kept at temperatures around 50 degrees, will remain fresh for several weeks after being picked, however.

Soy Beans for Paint

The soy bean growers have a new outlet for their product, for it has been found that the bean is valuable in the mixture of paint. Manufacturers of paint have found that a certain amount of soy bean oil can be blended with linseed oil in the preparation of paint and excellent results obtained. It has been found that soy bean oil makes the paint film glossier, tougher and more durable. The bean oil is semi-drying.

Horse Has 40 Teeth

In order to help the purchaser of horses to determine to some extent the age of the animals being bought, the Department of Agriculture has issued a bulletin which illustrates the shape and condition of the teeth of the animal from the milk teeth on to the age of twenty. The male horse has 40 teeth if equipped with his full complement, while mares for some reason have four less.

Agricultural Matters

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