

News Review of Current Events the World Over

Germany Enraged by Her Condemnation by League Council—Work Relief Program Going Forward—Compromise Bonus Measure.

By EDWARD W. PICKARD
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GERMANY was thoroughly enraged by the action of the League of Nations council in adopting the tri-power resolution condemning the Reich for violating the treaty of Versailles by rearm-



Adolf Hitler

ing, and it was expected Reichsfuehrer Hitler would make a defiant retort. As a first step he sent from his Bavarian retreat instructions to Secretary of State Von Buelow to protest "England's defection at Stresa and Geneva." This Von Buelow did, delivering the message to Ambassador Sir Eric Phipps for transmission to London. The German press was loud in denunciation of the league action and Litvinov, the Soviet delegate, came in for most of the abuse because he delivered the chief speech in support of the resolution at the council session. Just recently Germany granted to Russia credits amounting to \$50,000,000. Poland also was assailed for "abandoning" Germany, but in Warsaw it was said by officials that Poland was still the friend of the Reich. One newspaper there said quite truly that the complaint against Germany was "a formal matter because the discussion could not result in any actual solution of the problem, but only bring something like emotional relief."

Strange as it may seem, the Jews in Germany are warmly supporting Hitler in this controversy. The following message was sent to him: "The League of National German Jews stands unshaken in its loyalty to the Fatherland, and hopes the government's defense policy will not be changed on account of the Geneva proceedings."

German resentment against Great Britain is especially warm because she feels she was deceived in the recent negotiations. Consequently she thinks Britain's prestige as a mediator in continental affairs is destroyed.

During the council's discussion Tewfik Arras, the Turkish member, arose and stated flatly that if any changes in the existing treaties were made or tolerated, his country would claim the right to fortify the Dardanelles in violation of the treaty of Lausanne. He even hinted that the Turks might follow Hitler's example and not wait for permission. Sir John Simon's immediate and sharp reply was: "I feel sure my honorable colleague will not expect me to say any more at this stage than that I must naturally make all reservations regarding it."

Laval of France and Baron Aloisi of Italy supported Simon in his rebuke of the Turkish revisionism.

Laval carried back to Paris a draft of the mutual assistance pact with Russia for submission to the French cabinet. Litvinov was still insistent that the two countries should enter into a real military alliance, and it may be that he will carry his point. In the opinion of many observers such a treaty would be declared invalid by the League of Nations.

WHEN the administration's great work relief program gets under way one of the most important parts of it, the purchase of material supplies, will have to be started at once, and it is expected that this will absorb about \$1,700,000,000 of the total sum. According to authoritative sources in Washington, this part of the program will be supervised by Rear Admiral Christian J. Peoples, now procurement officer in the treasury. Peoples entered the navy supply corps in 1900 as assistant paymaster and later developed the navy's present purchasing system. When Franklin D. Roosevelt was assistant secretary of the navy he and Peoples became close friends.

The admiral presumably will have full charge of drafting the regulations for material purchases but it is understood the actual buying of supplies for work relief projects will in most instances be handled by the states and other co-operating agencies. However, certain commodities, like cement, that will be needed in immense quantities, probably will be purchased centrally.

way officials, advised a congressional committee recently that states were prepared to wipe out 4,053 dangerous crossings if as much as \$461,881,500 was made available.

SEVEN agencies of the government are organizing to combat the damage done by the constantly recurring dust storms. They are the AAA, farm credit administration, emergency relief administration, soil erosion service, bureau of plant industry and bureau of agricultural engineering.

The efforts, officials said, will include shipping feed, food and water into the stricken areas of Texas, Oklahoma, New Mexico, Kansas and Colorado, starting work relief projects on roads, private lands and the public domain, planting of fast-growing and hardy crops as ground cover in areas where moisture conditions permit, and "listing" operations. This latter work is an attempt to prevent soil blowing away, by making alternate ridges and furrows.

PRESIDENT ROOSEVELT called Senator Pat Harrison of Mississippi to the White House for a conference concerning the veterans' bonus bill, which already has passed the house. Harrison is chairman of the senate finance committee and the administration looked to him to devise a way to spike the measure which is so objectionable to the President in its present "greenback" form. Other majority leaders in congress also were busy with the problem, and the result was the introduction in congress of a compromise bill which it was believed the President would accept if it were passed.

This measure would make bonus certificates mature in 1938, instead of 1945. They could be converted immediately into 3 per cent bonds. Veterans who wanted cash right away could sell the bonds, losing only the interest they otherwise could obtain until 1938. Harrison said this would cost \$500,000,000 more than the present bonus law, but far less than the Patman bill, passed by the house, to pay the bonus with \$2,500,000,000 in new money.

Milo Warner, vice commander of the American Legion, said this bill was "absolutely not acceptable" to that organization. Heads of veterans' organizations and various others were invited to testify at committee hearings on the bill.

SENATOR HUEY LONG called together his complaisant legislature in Baton Rouge and ordered it to pass some new laws that would give him complete control of city finances, elections and expenditures of federal relief funds. Secretary Ickes went right up in the air and announced that if the laws were enacted Louisiana would get none of the public works money; whereupon the Kingfish told him he could go to the nether regions, since the PWA money had already been deposited to the account of the New Orleans sewer and water board.

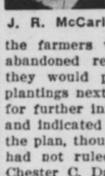
"The state court very properly recognizes our men as that board now, so how is Ickes going to get his money back?" Long asked. "When he starts that, we'll show him what a smart man he ain't. If Ickes and the balance of the brain trust cabinet hold their breath until we send for them, there'll be several corpses and the country will be better off."

OVER in Turkey the women, until recently, were forced to lead lives of seclusion in the harem and to go veiled when in public. But all that is changed. The other day the twelfth congress of the International Alliance of Women for Suffrage and Equal Citizenship opened in Istanbul with about thirty nations represented and Mrs. Corbett Ashby of England in the chair, and the women of Turkey, unveiled and in modish European garb, were the proud hostesses of the hundreds of delegates. Among the questions discussed were: The situation and rights of women; the position of women in the liberal professions; the political and civil rights of women; the means women can use to prevent war.

Under Kemal's rule the women of the republic of Turkey have been granted parliamentary and city votes and have entered enthusiastically into all branches of life, civic, professional, industrial and sporting.

KING BORIS of Bulgaria has foisted another attempt to force him from his precarious throne. Upon discovery of an alleged Fascist plot, he ordered that three prominent political leaders be arrested and held in jail. Their friends sought to free them by storming the jail but were repulsed. Those seized are Alexander Zhanhoff, leader of the Democratic entente; Kozma Georgieff, head of the Macedonian party, and M. Natcheff, former police president of Sofia.

JOHN R. McCARL, the able, efficient and independent comptroller general of the United States, has annoyed the New Dealers on several occasions. Now he threatens to block the plans of the AAA for lifting the restrictions on spring wheat planting and at the same time continuing to pay the farmers for crop reductions that would not be called for. Declaring they wished to avoid shortages due to the dust storms, the officials of the AAA said the farmers would be paid for the abandoned reductions in acreage if they would promise to curtail their plantings next year. Mr. McCarl asked for further information on this matter and indicated he could not approve of the plan, though AAA men declared he had not ruled definitely against it. Chester C. Davis, AAA administrator, might not be content to abide by such a ruling if it were made, and the administration might refuse to accept it.



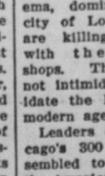
J. R. McCarl

Mr. McCarl, a Republican, holds his office under a law which specifies that the comptroller general shall be appointed to a 15-year term and can be removed only by death or impeachment. Nevertheless Attorney General Cummings, it is understood, gave it as his opinion that, like any other Presidential appointee, he could be removed at the pleasure of the President. He based this opinion on a ruling of the Supreme court in the case of a postmaster who was ousted by President Coolidge, the court holding that the President was within his rights under Article 2 of the Constitution. So it may be the New Dealers will seek to have Mr. McCarl ousted before his term expires in 1936.

It is interesting to read that the Nebraska Progressive league, made up of liberal Republicans, is planning the organization of "McCarl for President" clubs in that state and afterward in all others. George W. Kline, its chairman, says he was asked to support McCarl for President in 1936 by friends of Senator George W. Norris. The comptroller general is a graduate of the University of Nebraska law school and for years was Mr. Norris' secretary.

ALLEGED teaching of Communism in some of our universities and the adoption of that cult by a large number of half-baked young men and women in those institutions has long been debated and denounced by patriotic citizens. Student strikes and small riots have been frequent, and there have been many demands for the suppression of these reds and plunks. The latest big institution of learning to be brought into the lime-light in this matter is the University of Chicago, whose faculty contains several decidedly radical instructors and its student body many youthful followers of Marx and Lenin. Because of charges made by a prominent drug store magnate the Illinois senate has just adopted a resolution calling for a "thorough and complete investigation" by a senatorial committee of five to determine whether any foundation exists for charges that "subversive Communist teachings" are going on in "wholly or partly tax-exempt colleges and universities of this state."

SIR OSWALD MOSLEY, chief of the British Fascists, has committed his organization to a policy of anti-semitism fully as severe as that of the Hitler Nazis. At a riotous meeting of his Black Shirts in Leicester, Mosley said: "For the first time I openly and publicly challenge Jewish interests in this country. Commanding commerce, commanding the press, commanding the cinema, dominating the city of London, they are killing industry with their sweatshops. These great interests are not intimidating and will not intimidate the Fascist movement of the modern age."



Sir Oswald Mosley

Leaders of more than 200 of Chicago's 300 Jewish organizations assembled to indorse the campaign of the American Jewish congress for consolidation of all organized Jewish action. The chief speaker was the famous Rabbi Stephen S. Wise, national president and founder of the congress. In the course of his address he said: "I want the day to come when no Jew shall live in Germany—not one. I want the day to come when the Jew shall not live to see it—when the Jew will be a regretted memory in Germany, just as their presence was a blessing and an ennoblement in every sense."

ROBERT GORDON SWITZ of New Jersey and his wife, who had been in jail in France for about 13 months on charges of espionage, were finally tried and found guilty, but were set free by the court because they had turned states evidence and helped in the apprehension of their accomplices. Twenty-two others were convicted and given prison terms of varying length.

Cites Many Cows as Unprofitable

Expert Asserts Majority of Dairy Herds Too Thin to Earn Feed.

By Prof. W. J. Fraser, Professor of Dairy Farming, University of Illinois.—WNU Service.

About three-fourths of the dairy cows in the United States are too thin to produce milk and butterfat at the most economical and profitable rate under present feed prices. In some sections as high as 90 per cent of the cows are too thin.

With feed as scarce as it is now, dairymen should do just the opposite of what many of them have been doing. Instead of milking more cows in an effort to bolster a scant income, dairymen should get rid of all but their better cows.

If the cows that are naturally poor producers were sent to the butcher and the feed thus saved given to the underfed good cows, they would produce so much better that the herd profits frequently would be doubled and trebled. Yet many farmers continue to feed their good and their poor cows alike, even with feed scarce and high-priced.

The fact is that the fewer the number of cows required to produce a given amount of milk, the lower the cost of maintenance for the whole herd and the more profit for the dairyman.

One of the large costs of keeping dairy cows is for the maintenance, which all goes simply to keep cows alive. It takes just as much feed to maintain a cow that produces only 2,000 pounds of milk in a year as it does to maintain a cow of the same weight that produces 8,000 pounds.

Whatever ration is fed, the maintenance of the cow must first be taken care of before any milk can be produced. Furthermore under average farm conditions a cow must produce at the annual rate of 4,000 pounds of milk containing 4 per cent fat, or 160 pounds of fat, to pay for all overhead expenses before there is any milk or fat left for profit. This means that only the better producers that are properly fed can pay a good return to the herd owner.

Urges Generous Use of Lime for Alfalfa, Clover

The time has come when much larger use of lime for clover and alfalfa can no longer be put off, according to Prof. A. F. Gustafson at Cornell. To do so, he said, would result in failure or low yields of these high-protein hay crops. Clover and alfalfa are important aids in maintaining yields of other feed crops and in economical feeding of dairy cows.

Even the ancients knew something about the benefits of lime on certain crops, and it is not a new practice in New York state. The soils of a large part of the state need lime at the present time for good growth of red and alsike clover, and for such crops as alfalfa, sweet clover, cabbage, and cauliflower.

In 1921 New York farmers used 134,000 tons of soil liming materials. By 1930 this had climbed to 191,000 tons, but since then the annual lime tonnage has declined rapidly to 95,000 tons, partly estimated, in 1934. Economic conditions explain this severe drop in the use of lime.

Minerals for Hogs

Tests have shown that when pigs are fattened on forage, where corn alone is used as the grain supplement, each pound of suitable minerals used in proper proportion, exclusive of salt, will save approximately six pounds of grain. Under no circumstances does this mean minerals can be substituted for grain. It does mean, however, that live stock need suitable minerals. In addition to free access to salt, even when they are on good forage or pasture. For most conditions, a good practical mineral mixture, and one easy to remember is 100 pounds of steamed bone-meal, 100 pounds of ground limestone, 50 pounds of salt, or, if needed, approved iodized stock salt. Mix three pounds of this with every 100 pounds of grain used. Excessive use of minerals has no advantage and might prove harmful.—Rural New Yorker.

Deep Furrows

Nearly 100,000 people have settled on farms in Canada in the last three years. The average farm in Idaho has 21 acres, or 9.2 per cent of its area, in woodland. Bad crops in Egypt forced the government to import 34,000 tons of wheat from Austria. A total of 580,000 acres of winter wheat for harvest in 1935 has been planted in Idaho. Most of the breakage in the leather parts of harness starts from cracks. Well oiled leather will not crack. New York state has nearly four and one-half million acres in farm woodlands. Creston, in southern British Columbia, boasts of a hog which weighed 449 pounds and when slaughtered gave 60 pounds of lard. Soy beans are the only forage seed crop which is more plentiful this year than last. Production for 1934 was approximately 904,000,000 pounds which may be compared with 653,000,000 pounds for the previous year.

Transportation



Blowing Up Skins Which Buoy a Yellow River Raft.

Prepared by the National Geographic Society, Washington, D. C.—WNU Service.

STREAMLINE trains and giant airliners recently have been in the spotlight in America; Italy is still applauding an air-minded son who sped through the air more than 400 miles an hour a short time ago; and Great Britain is just quieting down after celebrating the victory of her flyers who won the London-Melbourne air race. In Germany streamline trains are linking additional cities as quickly as the new type transportation equipment can be manufactured.

Modern transportation, this. But one can still find types of transportation facilities, even in the world's largest cities and their rural neighborhoods, that were in use decades and even centuries ago.

There is not a sizable town in the United States in which one cannot hail a taxi, and in many of them charter a plane; yet the top-hatted cabbie, whose pompous figure held sway over traffic on boulevards in the gay nineties, has not been entirely shelved. These "taximen" of another era have jealously watched as new traffic lights have been installed, traffic lanes have been painted to keep modern motorists from crushing bumpers and fenders, and streets have been widened and trees sacrificed to make room for more of their rivals; yet they still constitute something of a traffic problem.

Ox-Drawn Vehicles.

Within sight of concrete, 40-mile-an-hour highways, and less than a hundred miles from Washington, D. C., and Annapolis, Md., ox-drawn vehicles still lumber along; while in the isolated mountain regions of the West, sure-footed burros and pack mules continue to be the only companions of many rugged prospectors.

Millions of visitors arrive at Atlantic City by automobile, airplane and train, yet to see the "sights" along the Boardwalk, they hire three-wheeled rolling chairs. Others arrive at Bermuda aboard palatial steamships but take to bicycles and horse-drawn carriages to tour the island.

On the corners of modern, wide thoroughfares of Shanghai, Hongkong and Canton, China, the traveler hails a riksha and weaves perilously through a maze of motor and pedestrian traffic. In the alley-like back streets of the native towns, however, he may prefer a sedan chair to avoid jostling men and women and stumbling over children to whom these mere byways are playgrounds.

What traveler leaves Durban, Natal, without employing a Zulu rikshaman? The dark-headed tribesman in gay-feathered headdress and scant clothing, is one of the colorful features of the South African city. In remote Szechwan province, China, wheelbarrows, which are the local transports, have worn ruts in flagstone pavements; in Sumatra, if one goes native, he must travel in a buffalo-drawn cart whose thatched top is shaped like a sway-backed horse, and is pointed at each end. In Palermo, Sicily, the purely Sicilian way to get about is by native cart, a two-wheeled vehicle on whose side panels are gayly depicted Bible scenes and Sicilian panoramas; and in Ireland, the Irish jaunting car on which passengers sit back to back and face outward lends atmosphere to a tour of the Emerald Isle.

Liamas still carry loads in the Andes, and elephants still are favored among the tiger hunters of India. In spite of progress in Belgium, the morning milk is still delivered by dogcart at many a doorstep, and dog sleds are yet the most dependable transportation in the icy wastes of the Arctic and Antarctic. The tired explorer enjoys comfortable travel in a hammocklike chair borne by native porters in central Africa; the mountaineers of northern India and western China employ the yak as their beast of burden; the camel still plods the caravan routes of north Africa, Arabia and central Asia; and the carabao (water buffalo) is the dependable draft-animal of the East Indian islands.

"Floating Population."

Land transportation is of no interest whatever to millions of Chinese. Children are born, grow up, marry, carry on their lives, and work aboard the sampans of China's floating cities. Most of the great river cities of southern and central China have such a "floating population," but the boat dwellers of Shanghai and Canton form large communities in themselves. A traveler of sufficient energy could laboriously progress for miles by jumping from the deck of one sampan to another.

Like the Dutch canal boat dwellers, these river folk are a race unto themselves, apart from the common run of their fellow men. In many cases their mode of life has been handed down from father to son for generations. When China's teeming acres became

overcrowded and expensive, and a growing commerce demanded river transportation in even larger volume, many ingenious Chinese combined business with economy and took to living aboard their tiny craft.

Although business might call far and wide along the numerous rivers and canals it was the large commercial centers at the mouths of mighty streams that offered the most lively carrying trade. Hence these cities early became headquarters for the water dwellers.

The riverman often made long voyages up country, but he always came home to roost. Hence the dirty, evil-smelling stretches of river and backwash surrounding such centers as Canton and Shanghai, and even around Hongkong and Singapore, became the native death of an army of sampan dwelling Chinese, who from childhood have known no other life.

The visible means of support of these communities is the carrying trade from wharf to wharf, and from bund to steamer or junk, across river and up canals.

Barnyard Afloat.

Some sampans house petty merchants and peddlers who carry on a small trade in the necessities of life from boat to boat within the water colony itself. Occasionally a craft is filled to overflowing with huge white ducks which fatten in the daytime on the tidal mud flats or harvested fields, and at night walk a ganplank back to their floating barnyard. They proceed, one by one, in a quacking and pushing single file, each hurrying not to be the last duck aboard. The returns home in the evenings is sometimes hastened, it is said, by giving the last duck a sharp crack with a switch. The awkward procession soon learns not to be the unfortunate tail of the procession.

Chinese sampans are marvelously easy to handle, being the product of generations of adaptation to environment. They dart like water spiders here and there amidst the harbor traffic, clustering like barnacles around the great steamers anchored offshore. With lightning swiftness, they flee in droves before an approaching storm, each knowing as if by instinct his own place in the quiet reaches of sheltered water. There is no mistake, no confusion, each bit falls unerringly into place like a gigantic picture puzzle. When the high wind arrives each craft is in place, with not a sampan left over, or a vacant square of water big enough to hold one.

In spite of the shifting needs of commerce, family life aboard proceeds about its daily routine as usual, albeit in rather more cramped quarters. Clothes, vegetables, and babies are washed side by side in the stream and the cooking is done above a diminutive brazerlike stove. Growing children help with the handling of the boat and cargo, and grandmothers in blue cotton ragged garments smoke long-stemmed pipes. At night all draw together and neighborly chatter from boat to boat sounds like that of a newly arrived flock of blackbirds. The river folk are poor but extremely cheerful, especially over the evening meal.

Lights from great modern liners shine across the harbor and music from an occasional gaily decked pleasure barge floats from the mid-stream channel. In few other places lurks so strongly the spell of the East.

Raft Transports.

On the shallow, shifting Hwang Ho, or Yellow river of China rafts are the principal means of transport, especially for freight cargoes. There are two types of raft: one using as buoys inflated sheepskins, and the other, large ox-hides which are stuffed with wool and then tied up to keep them water-tight. The sheepskin rafts vary in size, according to the use for which they are intended, ranging from as few as 12 to 15 skins on the small one-man rafts. For the large rafts some 120 ox-hides are used.

The ox-hides are carefully treated on the inside with salt and oil. This treatment not only preserves and waterproofs them but also keeps them flexible. There is no extraordinary technique required in the construction of a raft. Poles are lashed together, forming a framework to which the hides or sheepskins are fastened.

Moslem Chinese who form a considerable percentage of the population of Kansu province, are the raft men on the Yellow river. A sturdy people, they stand well the hardships of river life. It is far from an easy life with all the contrasts of heat and cold and the strenuous labor involved in handling the clumsy transports through the rapids; or freeling them, once they have been stranded on a sand bar. The men, however, are happy and friendly.