

The Dallas Post

ESTABLISHED 1889 TELEPHONE DALLAS 300
 A LIBERAL, INDEPENDENT NEWSPAPER
 PUBLISHED EVERY FRIDAY MORNING
 AT THE DALLAS POST PLANT
 LEHMAN AVENUE, DALLAS, PA.
 BY THE DALLAS POST, INC.

HOWARD RISLEY General Manager
 HOWELL REES Managing Editor
 TRUMAN STEWART Mechanical Superintendent
 The Dallas Post is on sale at the local news stands. Subscription price by mail \$2.00 payable in advance. Single copies five cents each.
 Entered as second-class matter at the Dallas Post Office.
 Members American Press Association; Pennsylvania Newspaper Publishers' Association; Circulation Audit Bureau; Wilkes-Barre-Wyoming Valley Chamber of Commerce.

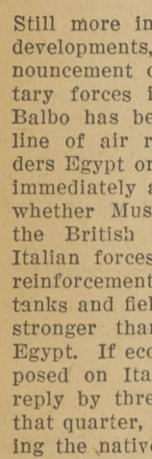
News Review of Current Events the World Over

Crisis Nears in Italo-Ethiopian Embroglio—Mussolini Defiant, Great Britain Ready—Committee of Lawyers Hits Labor Relations Act.

By EDWARD W. PICKARD
 © Western Newspaper Union.

MATTERS in Geneva were rapidly approaching a crisis—a crisis for Italy and Ethiopia, for European peace and for the League of Nations itself.

The Italian cabinet, in which Mussolini holds eight portfolios, announced in Rome that Italy would accept no compromise and would not retreat from the course it has laid out in East Africa; that its military preparations were being intensified, and that its forces were adequate "to respond to any menace whatever."



Benito Mussolini

Still more important, in the light of developments, was the cabinet's announcement of strengthening its military forces in Libya, where General Balbo has been establishing a strong line of air reposts. This colony borders Egypt on the west, and there was immediately a lot of speculation as to whether Mussolini planned to attack the British empire in that region. Italian forces in Libya have received reinforcements of 40,000 men with tanks and field artillery, and are much stronger than the British forces in Egypt. If economic sanctions were imposed on Italy, Mussolini might well reply by threatening Great Britain in that quarter, by invasion and by arousing the native population to revolt.

Premier Laval's speech before the League of Nations was exceedingly clever but did not clear the situation sufficiently. While he gave assurance that France would abide by the league covenant and fulfill its obligations, he hinted that his government would demand in return that Britain enter a definite engagement to carry out the program agreed upon in London on February 3—an air Locarno with automatic enforcement and the conclusion of Danubian and Baltic security pacts.

One after another the nations represented in the league announced their support of the British stand against Italy. If the British do not back down—and that seems unlikely—and if Italy persists in its adventure, the league will be called on to apply article 15 of the covenant. This requires the submission of any dispute, likely to lead to a rupture, to the council which must then try to effect a settlement. The council also will adopt as its own the report of the committee of five, which has failed to find a solution acceptable to Italy. The parties to the dispute are obligated to keep the peace for three months in any event, which would prevent an Italian campaign before the rains set in again in Ethiopia.

If in the next three months either side accepts the council's decision, the other party is automatically outlawed if it starts a war at any time in the future. In that case, the penalties against an aggressor as provided in article 16 must take effect automatically.

"Take a look at this," virtually said Great Britain to Italy as she massed a great fleet of powerful warships in the Mediterranean. Many of them were at Gibraltar, others at Malta and Alexandria and yet others at the entrance to the Suez canal. Practically the entire north Atlantic fleet was concentrated in the inland sea, and there was a chain of fighting vessels all the way from there to China—and every one of them was ready to defend the supremacy of the empire. The royal air force, too, was fully represented at the naval bases, and the shore garrisons were reinforced. This was John Bull's reply to Mussolini's defiance, and it might well give him pause.

"UNCONSTITUTIONAL" is the verdict of the American Liberty league's committee of 58 lawyers on the Wagner-Connelly labor relations act.

"It is our belief," said the opinion, written in the form of a brief, "that the statute unnecessarily and arbitrarily infringes upon the individual liberties of the employer and the employee and is therefore invalid."

This is the first of a proposed series of opinions on recent federal legislation by the committee of lawyers. It was formulated by a subcommittee consisting of Earl F. Reed of Pittsburgh, chairman; Harold Beacom, Chicago; Harold J. Gallagher, New York; D. J. Kenefick, Buffalo; Harrison B. McGraw, Cleveland; Gurney E. Newlin, Los Angeles; Hal H. Smith, Detroit, and E. Randolph Williams, Richmond, Va.

Copies of the opinion were sent to

all members of the full committee and dissenting opinions were invited, but none were offered.

Raoul E. Desvergne of New York, chairman of the general committee, denied that it was "packed with Republicans," but he did not explain why no labor lawyers and no attorneys with New Deal leanings were appointed to serve.

Frank E. Morrison, American Federation of Labor secretary, said: "This committee simply represents the views held by special privilege and big business, which have always opposed every piece of legislation introduced in congress and the states to bring a little more happiness into workers' homes."

A. E. MERCKER, who used to be secretary of the Interstate Early Potato committee, has been made head of the potato section of the Agricultural adjustment administration, and his troubles are just beginning. Control of the potato crop is considered a natural sequence in the policy that is being followed by the AAA, and, like other parts of Secretary Wallace's agricultural plan, it is earnestly and as seriously condemned. Among those who oppose potato control is Porter R. Chandler of Geneseo, N. Y., a gentleman farmer. He has advertised extensively his intention to grow and sell potatoes in defiance of the federal potato control act and invites prosecution.

Now, co-operating with Mr. Chandler, comes Norman C. Norman, a New York jeweler who some time ago defied the jewelers' code. He sent to the gentleman farmer an order for six or more bushels of "strictly illegal potatoes," and the order was filled at once. Norman suggested that the potatoes be routed through New Jersey to make the offense interstate, and offered to make more than one purchase, "as it is my understanding that the second purchase will entitle me to go to the penitentiary."

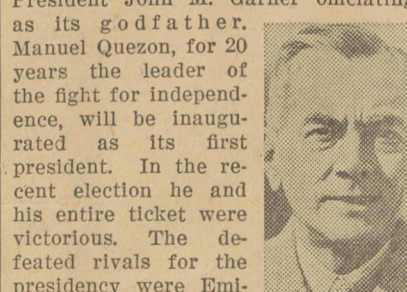
WHILE all the nation was celebrating Constitution day, the citizens of Pennsylvania went to the polls and voted overwhelmingly against the calling of a Constitutional convention for the purpose of "modernizing" the state's basic law which was adopted 61 years ago. Since the proposed changes were to have a decided New Deal trend, the Republicans looked on the result of the referendum as a victory of national significance. The revision was strongly supported by Governor Earle and the state Democratic organization and also by organized labor.

New Mexico voters turned down a proposal to boost their property exemption to \$2,500, along with four other suggested amendments to the state constitution.

WHEN the new Philippine commonwealth is formally born on November 15 in Manila, with Vice President John M. Garner officiating as its godfather, Manuel Quezon, for 20 years the leader of the fight for independence, will be inaugurated as its first president. In the recent election he and his entire ticket were victorious. The defeated rivals for the presidency were Emilio Aguinaldo, who led the rebellion against American rule years ago, and Bishop Gregorio Aglipay. They were virtually snuffed under.

Sergio Osmena was elected vice president, and victory of Manuel Roxas, Quintin Paredes and Camillo Osias assured the new president ample leadership in the unicameral national assembly, where he also will have a clear voting majority.

Quezon's term of office is six years and his annual salary will be \$15,000. The commonwealth will be a ten-year prelude to complete independence from the United States. Quezon, who is largely of Spanish blood, is fifty-seven years old. He has numerous friends and acquaintances in the United States and for a long time has been a frequent visitor in Washington in his endeavor to gain independence for the island archipelago.



Manuel Quezon

SEEN and HEARD around the NATIONAL CAPITAL By Carter Field

Washington.—Latin-America seems to be following the example of the administration with respect to utilities—particularly utilities owned by the same general interests in the United States so vigorously attacked by President Roosevelt.

Mexico's president has called for government ownership of telephone, telegraph and railroad lines—the last an extra added feature, not on the New Deal agenda. Chile is making trouble for American and Foreign Power, having caught it trying to smuggle funds out of Chile back to American investors. And so it goes all the way down the line from the Rio Grande to Cape Horn, with just a few exceptions, notably Brazil.

Senators just back from Cuba report that not only is there little likelihood that the Cubans will be able for some time to come to pay interest on the big bond issues floated for public improvements, but there is little disposition to pay. Privately these senators think this particular investment has just been wiped out, as far as American bondholders are concerned.

Tons of literature containing the attacks made on American holding companies in the utility fight have been circulated through Latin-America. It is blamed by some students of the situation for stirring up the present movement. Central and South American officials figure that it gives them a splendid excuse for stepping in, nationalizing the utilities, and keeping the profits—if any—in their own companies instead of sending dividends back to the United States.

Latin-American officials are quoting glibly from the attacks sponsored by the administration, demanding why their people should be taxed to pay dividends on watered stock, and to pay service charges by holding companies out of all proportion to the service rendered!

Coercion Not Expected

They feel confident that no strong arm methods will be used to coerce them, or to protect these American interests if the plants are taken over by the government. Further, they feel that the Roosevelt administration will not be harsh about it if the values fixed in the condemnation proceedings are very low indeed. In fact, they think it would be rather difficult for Secretary of State Cordell Hull to frame a strong argument against valuations so low that the American investors would think they were being murdered.

But that isn't all the gloom from the investor's standpoint. Plans fairly under way in some of the Latin countries contemplate making payment for such utility plants as may be taken over by governments in bonds, issued of course by the government, federal or local, which takes the plant over.

No stockholder in any of the big American companies with investments abroad would throw his hat in the air over the idea of taking payment for anything in bonds of the foreign country concerned. Market for any such bonds is at a very low ebb, without much prospect of improving. American investors have taken such a beating on foreign bonds in the last few years that they do not hanker for any more.

All of which presents a very gloomy picture indeed to a good many American shareholders. And bondholders.

It is a repercussion of the administration's policy, which was not foreseen by anyone. It is made possible not only by the domestic policy inside the United States with respect to utilities, but to the strong stand taken by the administration in denouncing "dollar diplomacy," and making it perfectly clear that ill treatment of American investors is not necessarily a matter that might lead to warships.

But there is another complication. Great Britain has a good many similar investments. She has railroads in Mexico, which may be taken over. And whenever the present trouble between Italy and Ethiopia is over Britain may be much more interested in what happens to her investors than the American government is in its.

Which would bring the old Monroe doctrine up for another dusting off.

Textile Troubles

A net loss of \$438,062.92 despite the largest sales in the company's history, nearly \$29,000,000 while taxes amounting to \$1,874,765.62 were paid, is alleged to be typical of the entire textile industry. This is the report of the Pepperell Manufacturing company, with headquarters at Biddeford, Maine, regarded as one of the most successful textile concerns in all New England.

These operating results, Treasurer Russell H. Leonard said, are "typical of the industry as a whole for the same period" (fiscal year ended June 30 last), and moved him to ask the stockholders "wherein lie the reasons for an essential industry remaining profitless under a governmental plan presumably dedicated to its rehabilitation?"

tion of cotton textiles has not been far below normal.

"This economic principle was, in fact, at work in our industry for some years," Mr. Leonard's report continued. "But the National Recovery act upset the working of this principle and facilitated—indeed encouraged—increased production. Paradoxically, shortening the weekly running time to 40 hours expanded the output. Because the overhead costs of a mill on one shift of only 40 hours weekly operation became increasingly burdensome, mills running one shift per week were forced to increase to two shifts in order to compete with mills already on a two-shift basis."

A single shift of 50 hours, Mr. Leonard contended, could supply all the consumptive needs of the country.

This statement is highly interesting in view of the fact that the American Federation of Labor is even now preparing to do battle in the next session of congress for a 30-hour week law, a fight which it abandoned in the last session because the Federation for its own reasons was much more interested in concentrating on the Wagner Labor Relations act.

Great Handicap

Mr. Leonard also paid his respects to the AAA and processing taxes. "The market prices of cotton goods during the year were so low," he said, "that it was not possible to pass all these taxes on to our customers. This recovery measure therefore was a great handicap to recovery in our industry."

"The floor stock taxes and processing taxes paid by this company since the agricultural act went into effect have amounted to about \$4,000,000.

"Spindle capacity must be reduced or production of existing capacity controlled," Mr. Leonard continued, "if the industry is to become even reasonably profitable over an extended period."

"Possibly some method to solve the latter problem may yet be devised, but it becomes increasingly difficult, after surveying the maze of such experiments under the National Recovery act, to determine how even governmental planning, or planning under the sanction of the government, can make uneconomic principles work for any extended period. It is difficult for even an omniscient government to thwart economic law! Assuming that two shifts of 40 hours weekly were continued, the soundest solution that has come to our attention would be to eliminate the surplus spindle capacity. There is some disagreement as to what this amounts to, but the figures are probably around six to seven million spindles out of a total in place of about 31 million.

"A great deal has been said about the industrial problems of New England and inability of its manufacturers to compete with those in some other sections of the country in production of cotton textiles. It is certain that they cannot compete indefinitely unless the total costs, including labor, are on a competitive basis. The solution of the problem lies with the people of New England. If it costs more to produce a yard of the same cloth in Maine than it does in the South, then, eventually, the goods will be produced in the South."

Guarding Roosevelt

The shooting of Huey Long is expected to result in much more elaborate protection being forced on President Roosevelt by the secret service, whether the President likes it or not.

Present protection, officials say privately, is excellent against cranks, and has proved satisfactory for the most part because as a rule that sort of danger to Presidents comes only from cranks. The man who killed Huey Long may have developed a persecution mania, but he is not classified as a crank under the standards considered when officials are protected.

As a matter of fact, while no secret service official would say this publicly, they do not believe the shooting could have happened—that way—if secret service operatives had been on the job instead of Senator Long's bodyguard.

Had Baton Rouge been Rome, and had Long been Mussolini, the attacker could not have been in the chamber through which Long was passing. It would have been impossible. In fact, best judgment of our own officials, who have studied Mussolini's protective service, believe that he could be killed only by a rifle fired from a considerable distance.

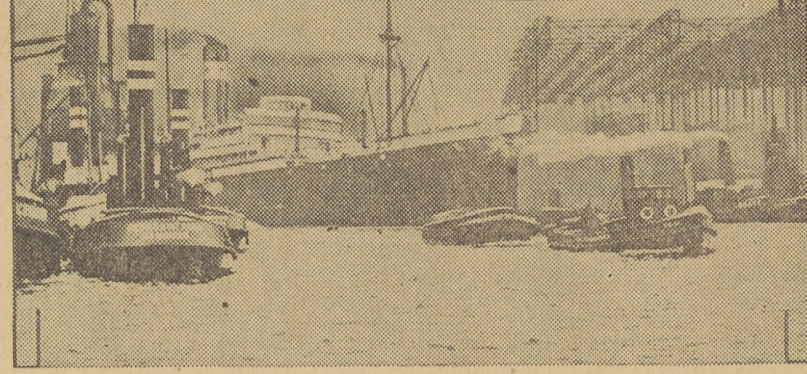
This writer attended a session of the Italian senate, back in 1927, which Mussolini attended. The writer rode to the building in an American embassy car, with the late Warren Delano Robins, then counselor of the embassy, and later minister to Canada.

Although the embassy shield was on the door of the rather distinctive car, guards about the senate entrance were not only nervous but impatient when the chauffeur attempted to stop.

How Italy Does It

The first consideration of Mussolini's guardians was that this street must be kept open. No chance for the first car to start a block was tolerated. So even an embassy car, driving up to the normal entrance to the diplomatic gallery of the senate, was not permitted to pause. Shouted directions, more or less menacing, kept it moving.

HAMBURG, Great Seaport



View of the Port of Hamburg.

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

HAMBURG thinks in terms of ships, of fish, and trade with far-flung places. Overseas news, especially news that affects trade for better or worse, means more to it than all the politico-social twaddle of Berlin or Munich.

Since the days of sail, its sons have scoured every nook of the world to barter, buy, and sell. Many now extensive German colonies in South America and the Orient began as small groups of traders and clerks first sent from here. Some marry foreign women, retire well-to-do, and bring their families back here to educate the children.

This close tie with distant lands accounts for Hamburg's well-known study of tropic economics and diseases. Its researches into new uses for imported raw materials, the world-wide work of its trade groups, and the desire of its young people to learn foreign languages and to travel abroad. Visit in any Hamburg home, or any industrial museum where foreign products are seen, and at once you are struck with youth's eager interest in men, events, and things overseas.

During the years when endless shiploads of immigrants left Germany for the New World, Hamburg was the port from which millions of them sailed, including those from middle and eastern Europe.

Many a Hamburg sitting room is cluttered with curios and quaint mementoes brought back from distant voyages by father, uncle, or brother. Always, Hamburg shares its sons with the sea—many never to return.

From here red-faced crews in smelly oilskins and high boots sail each season to fish the wind-swept North sea, working as far away as Iceland. The loss of life, ships, and nets in this trade is recorded in many a North sea ballad. Herrings they harvest in countless millions, herrings being to the North sea what bananas are to Central America. Special fish cars, gaudily painted like circus trains, run at high speed from North sea fish ports to fish-hungry cities as far away as Vienna.

What the "Free Port" Means.

That phrase, "the Free Port of Hamburg," means what? Only this: Away back in 1180 Frederick Barbarossa (the Red Beard) gave Hamburg its "free charter." Though a state now in the German republic, it still enjoys a peculiar degree of independence. Its ancient senate still functions in traditional Spanish dress. While Hamburg joined the German customs union in 1888, the senate cannily maintained its free-trade rights by holding back a part of its harbor area as a free port. Shut off by a high iron fence, this section is a city within itself, free from the plague of duties and customs inspectors.

Here are mammoth warehouses piled high with China silk, frozen meats from Argentina, coffee from Brazil, farm machines from the United States, many waiting shipment to strange-named Baltic ports, none to pay a cent of customs duty to Germany. Here many of the world's huge ships are built; here are foundries and machine shops. Here, too, flocks of factories profit by the free use of imported raw material and easy shipping facilities.

Hamburg, as a German state, has tariff protections, but this part of it enjoys free trade in all its enormous transit commerce. This benefit is shared by American firms who have warehouses here.

Like Manhattan island, crowded Hamburg uses tunnels. Between St. Pauli and the Steinwarder side of the Elbe, in the harbor sections, a double tube leads under the river. It is similar to the Hudson tunnels at New York, except for approaches. So crowded are the river banks that no space could be spared for inclines; hence, at each end, men and vehicles use elevators, which lift and lower them 77 feet below street level. Domed temple-like structures house these elevators, whose high windows pour daylight down to the bottom of each shaft.

Pig-iron weights hold the tubes from shifting. The tunnels, their walls faced with glazed tiles and decorated with sculptured reliefs, are brilliantly illuminated. On bad days, when fog or ice slows down the Elbe ferries or crowds the bridges, pedestrians and cyclists all prefer the dry, warm tubes.

Many Languages There.

Hamburg is a polyglot port. Shopping street window cards read "English Spoken," "Se Habla Espanol," "On Parle Francais," Syrian cafes display sidewalk dinner signs in "fish-worm" writing. The hoariest newspaper joke tells of one store whose sign read, "German spoken here."

English words and phrases "five-o'clock tea," "sport," "morning coat," "gentleman," even "boule dogue" for

bulldog—are often sandwiched in German speech and news text. "Jazz" is pronounced "yotz." At the theater one sometimes hears the phrase "Echt Amerikanische Yotz Bandt," meaning "real American jazz band!"

Germans take their pleasures seriously. Sport is highly organized so that fun-making may function smoothly, like electric cargo cranes in the harbor! Hamburg crowds leaving for winter sports take every conventional article advertised in fashion journals.

Watch the Luft Hansa planes, whose pilots can't start till uniformed air policemen come with orders; or observe the race crowds on Derby day, where many wear monacles and London sport clothes, and see with what clocklike precision all events are clicked off. In busy cafes waiters keep count of beers served by the number of paper coasters stacked under each guest's glass.

Go out in Mecklenburg to shoot, and servants carry your coat, lunch, gun, shells, even a stool to sit on, while others drive the game past you, in easy shooting range.

In a vast St. Pauli pleasure palace you see dinner dancers suddenly scurry from the floor when uniformed attendants rush in, as if raiding the place, dragging mats, rugs, poles, wires, and all the gear of aerial acrobats. In a jiffy this is set up, and girls in tights are flying through the smoke or swinging out over the tables by trapeze. Just as magically, all this spectacle vanishes; again the jazz band plays, and back to the floor the diners rush to dance again.

Alster Lake in the City.

Alster lake is set in Hamburg like a reflection pool in some ornate exposition grounds. Imagine Times Square, in New York city, as a tree-bordered lake, alive with toy ferryboats, rafts, pleasure craft, floats, and swans. Hamburg's Alster lake is like that, only larger. A river, the Alster, on its way to the Elbe splays wide as it reaches the city. A dam divides the lake, cutting off one end, the Inner Alster, in Hamburg's busiest quarters; so that hotel guests, department store and office building workers can look down on cafes and canoes and watch huge flocks of swans fed at troughs like pigs. Gulls are tame; they fly past and peck bread from your extended hand.

Neat white cafes, with glassed-in verandas, fragrant with potted plants and window flower boxes, stand along the promenade that runs about the lake. Crowds gather here to sit, and sup, and listen to the band or watch boat races, but are politely blind to open-air love-making in cozily cushioned canoes that drift by, often with gramophone playing.

Riding to Hamburg in a third-class coach affords a quick flash of life among the masses. Through snatches of salty dialogue overheard run the themes about which working people think: Jobs, wages, the price of food and clothes, what the government ought to do, politics in its many variations—the same here as everywhere. Also, you hear many poor are leaving the city to save rents and try to live on the land. Some men in the coach, returning from visits with country kin, carry a goose, a sack of fruit or potatoes.

"It was better before the war."

"Ach, ya, the good old peace times!" Peace, war; fires, floods, and cholera—Hamburg has known them all since Charlemagne first laid out the place as a fort from which to fight the Wends, the Swedes, and other half-wild pagans hereabout, whose descendants later helped people England, Danes, French, Russians—all have struck their blows at Hamburg. But, from the day that Rome soldiers built the first hut and sounded their bugle blasts over the swamped Elbe lands down to the steam-siren chorus of today, Hamburg has slowly grown in power and influence, till now she is the greatest seaport in continental Europe. Heiress of the Hanseatic league, Germans call her.

As in olden days her sailing ships pioneered the Seven seas, so now her liners, freighters, and tankers follow every ocean lane and her voice is the sound of steamers whistling.

First Artificial Teeth

The first artificial teeth were made white, and dentists were obliged to stain them to suit their clients; nowadays they have no trouble of that kind, for they have no fewer than 30 different shades from which to choose, and there is no tooth in the world that cannot be perfectly matched. The variety in shape is equally wide. In all, the dentist has a choice of something like two thousand different shapes. Artificial teeth are made of a special porcelain, which is about as perfect a material as can be imagined. Before this was discovered they were sometimes carved out of solid ivory.