

Sherman County Observer

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LEGGE, CHAIRMAN OF NEW FARM AID BODY

Stone, Vice Chairman; Others Accept Appointment.

Washington.—Alexander Legge, president of the International Harvester company, has accepted the appointment of President Hoover to the federal farm board and will become chairman of that body, it was disclosed at the White House.

James C. Stone of Lexington, Ky., will be vice chairman of the board, it was announced. C. G. Teague of California also has accepted membership in the White House statement said.

The President stated that when it is considered that Mr. Legge will give up a salary of \$100,000 a year as head of the Harvester company to accept one of \$12,000 a year in the public service, it should be accepted as evidence of a sincere desire to be of aid to the American farmer.

There remain two more places on the board to be filled. Mr. Stone represents the Harley Tobacco Growers Co-operative, and Mr. Teague, the California Fruit and Walnut Co-operative. Other appointments thus far made include C. B. Denman of Missouri, president of the National Live Stock Producers' association, and Carl Williams, Oklahoma farm editor and representative of the cotton growers. Mr. Teague's acceptance is understood to be on the basis that he will serve for only one year.

Mr. Legge was born on a farm in Dane county, Wis., in 1860 and lived on a farm until 1881, when he entered the employ of the old McCormick Reaper company, according to a biography of the future farm board chairman, issued at the White House. In the reaper concern he was advanced successfully until he reached his present post as president of the International Harvester company seven years ago.

During the war, according to excerpts from "Industrial America in the World War," also made public at the White House, Mr. Legge was one of the "dollar-a-year men." Out of a list of twelve names of "coming men," says Grosvenor B. Clarkson, author of the publication and secretary of the council of national defense, Bernard Baruch, chairman of the Wilson war industries board, who had never before heard of the harvester executive, chose Mr. Legge as manager of the allied purchasing commission when one of the associates of the administration vouched for the Chicagoan as a man who "knows business nature, is a shrewd trader, straight as a die and an unbeatable fighter."

"So Legge came to Washington," the author continues, "from the troubles of a corporation to those of the world. His remarkable success in the larger field partly was due to his wide experience in international business but more to his profundity of perception and comprehensiveness of analysis."

Later of Legge became head of the requirements division of the war in industries and in 1918 he went to Europe with other experts for consultation on shortages in materials.

It was indicated at the White House that difficulty had been encountered in selecting a man to represent growers of wheat and other small grains. The membership of the board probably will be completed within the next few days.

Ten Drowned as Life

Guards Save 3 Others

Grand Haven, Mich.—Ten persons were drowned, at a municipal bathing beach there, all at virtually the same time.

While life guards struggled to rescue four persons swept off a pier by wind-lashed waves at Lake Michigan, one of whom drowned, nine bathers nearby were carried out into the lake by an undertow.

The bathers were swept far out into the lake as they attempted to swim to shore from a float anchored off the bathing beach.

Guards, after pulling the first three from the water, launched a boat to attempt to rescue the bathers, but in the heavy surf which pounded the beach the craft was swamped.

Family of Five Burned to Death in Automobile

Angola, Ind.—Five members of a family were burned to death when their automobile collided with an other near here and burst into flames. The dead are: Mrs. Otha Trosper, twenty-seven, 5124 Baden avenue, Detroit, Mich., her three children, Iona, seven, Eleanor, five, Robert, three, and Henry Trosper, fifty-three, Plainfield, Ind.

Marine Commandant Dead

San Francisco.—Major Gen. Eli R. Cole, sixty-two, commandant of the United States marine corps, Department of the Pacific, died at Letterman General hospital after a brief illness.

Gets Army Shoe Order

Boston.—The R. P. Hazard company, of Gardiner, Mass., has been awarded the contract for 150,000 pairs of army shoes, believed to be the largest order received by a New England manufacturer since the war.

Orders 299 Airplane Motors

Washington.—Contracts for \$2,000,000 worth of airplane motors have been approved, F. Trubee Davison, assistant secretary of war for aeronautics, announced.

SANDINO TO MEXICO



Augustino Sandino.

Mexico City.—Augustino Sandino, former Nicaraguan rebel leader, has been granted refuge by the Mexican department of the interior, which announced that he planned to reside in Yucatan.

WORLD BANK CREDIT VALUES EXPLAINED

Lamont Statement Cites Its Need in Reparations.

Washington.—Continuing stability of the world credit situation demands the facilities which will be created by the bank of international settlements proposed by the reparations experts at Paris, Thomas W. Lamont said, in a statement issued through the American section of the International Chamber of Commerce.

Mr. Lamont's statement is published in the current number of World Trade, the official journal of the International Chamber. He says:

"Like so many other institutions which, in due time, have become familiar figures in finance, the bank of international settlements had its inception in the need for an organization which would perform a specific and limited set of functions.

"It was a natural and necessary evolution from the facts of reparation settlement. If, in years to come, it takes on broader functions, it will be because, and only because, there is practical and specific use for it in branches of economic life which are not now served."

"Early in the discussions at the Paris conference, it became clear that some sort of organization external to Germany had to be set up to deal with the annuities which Germany has agreed to pay. The new experts' plan is based upon the principle that Germany should be freed of all political controls, that the relations of the reparation commission with Germany should be terminated and that the office of reparation payments and its associated organizations in Berlin should be retired."

"In accordance with its provisions, Germany will assume the responsibility for raising and transferring the annuities, but it was necessary to set up new machinery which should take care of the work involved in their receipt and disbursement."

"It was first suggested that a clearing house would serve this purpose, but it soon developed that the functions necessarily devolving on the proposed institution, particularly those which should effect the distribution of large sums of money throughout the world, with the least possible disturbance to the foreign exchanges, required a different sort of organization from that ordinarily recognized as a clearing house. Accordingly, the institution was set up as a bank, the function of which should be primarily that arising from the special conditions of reparations receipt and distribution."

Longest Mail Route by

Air Is to Open July 16

Washington.—The longest air mail route in the world will be opened July 16, linking Miami, Fla., with Santiago, Chile, a distance of 5,474 miles.

In announcing inauguration of this new service, W. Irving Glover, second assistant postmaster general, declared the new route would make available 22,000 miles of continuous air mail lines in the two continents.

From Montreal, via New York and Miami, the distance to Santiago, he pointed out, is approximately 10,000 miles, and all air mail routes of the United States are interlinked.

California to Celebrate

Monterey, Calif.—California will celebrate its romantic and historical past at its first capital here from August 15 to 18, according to plans.

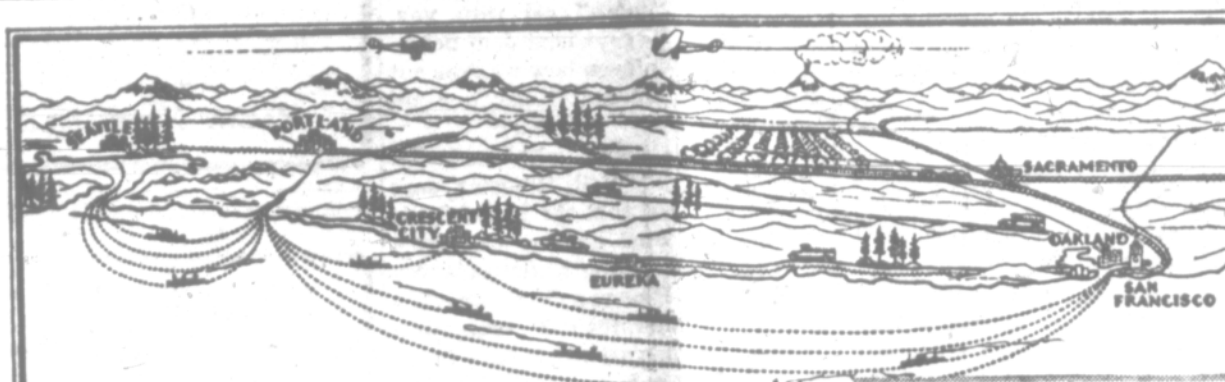
Good Crops in Russia

Moscow.—The commissariat for trade reports harvest prospects more favorable than last year. It was said good crops are expected in the Ukraine and central black soil district and the northern Caucasus.

Pope to Hold Consistory July 15

Vatican City.—Pope Pius will hold a secret consistory on July 15 for the creation of new cardinals, and a public consistory on July 18, it was declared in Vatican circles.

FIGHT FOR FREIGHT IS KEENEST ON COAST



SEA RULES RAIL RATES.—J. T. Saunders, freight traffic manager for Southern Pacific, who says three steamship lines handling two-thirds of north and south freight, tramp steamers and truck ships, as indicated on map, make coastwise competition the most difficult faced by railways

MORE than a million tons of freight annually borne in the holds of coastwise steamships between ports of California and the Pacific Northwest ports exceeds north and south rail traffic by a margin in excess of 100 per cent, according to J. T. Saunders, Freight Traffic Manager for Southern Pacific company.

Not only do three steamship lines handle twice as much freight as is rail-borne between California and the northwest, but the railway also faces competition of numerous motor truck carriers operating upon the public highway. These truck lines now radiate to almost every community upon the Pacific slope, carrying annually thousands of tons of freight formerly handled by the railroads.

Climate, much advertised as a tourist attraction, adds to the competitive difficulties of Pacific Coast railways. Every day in the year is a good travel day for Pacific Coast motorists and fine paved highways have made automobile travel so easy that railway passenger revenues annually decline to the tune of millions of dollars.

"No railway anywhere," Saunders said, "faces competition so strong as

that met by Southern Pacific. Five major transcontinental railways, air routes, four coastwise steamship lines, many tramp steamers and traffic motor-borne upon the highways all compete with our lines.

In four representative months—January, April, July and October of 1927—three steamship lines alone moved 319,685 tons of freight between California and Portland and the Puget Sound ports. In the same period rail traffic north and south between California and Oregon was only 151,453 tons.

"An average of 75,000 pounds a week is moving by steamer from California ports to Crescent City, California, whence it is delivered to destinations in Grants Pass, Medford and other Oregon cities.

"Separately and jointly trucks and steamships are moving thousands of tons of freight which once moved by rail.

"In order to meet this competition Southern Pacific since the World War, has spent over four hundred million dollars for construction of new and rehabilitation of old lines, new equipment and betterments.

DREAM VILLAGE SOLD AT AUCTION

Proceeds of Sheriff's Sale Go for Taxes.

Pawhuska, Okla.—The dream village of an auctioneer's hammer has started the small village of Herd in Oklahoma's vast Osage district toward a place in the realm of "ghost cities."

Virtually the entire town, twenty-five miles north of here, has been auctioned off on the steps of the county court house. Behind the sale is a story of a shattered dream of "Old Bill" Easley, territorial rancher and landowner who envisioned the village.

Hardly had the echo of the village's hoofs died away than the then new Oklahoma town sprang into existence. The Santa Fe promised a railroad through the vast Easley ranch. The road agreed tentatively to build a station on a section of the proposed townsite.

Visiting a city on his ranch, Easley mortgaged his land and invested a small fortune in the town of Herd. He induced a few grocery stores, a lumber yard and other businesses to locate there.

But railroads are no respecters of individual fortunes and plans were changed. The road never came through.

A detailed survey by the Santa Fe disclosed that Herd had been built on a grade which would be costly to cut through.

Easley became embittered toward the railroad company. He fought the building of the right of way through his ranch at all. Armed with a rifle he guarded fences on his ranch from workmen. He was jailed for violation of a court order.

Three years ago the ranchman died. His property was mortgaged, taxes were not paid and the village had become a place of empty buildings.

The sheriff's sale was to satisfy mortgages and collect taxes. A Sunday (Kan.) bank took five whole blocks, twenty-five scattered lots over the town and an undivided half of a land allotment, which Easley had owned, for its assessed valuation.

The 415 acres which had composed Easley's home estate was purchased by a Pawhuska man at \$5 an acre. Thirty-two other lots went to scattered bidders at prices ranging from \$1.50 to \$7 per lot.

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GAS SMUGGLING IS NEW PROBLEM

Nebraska May Have to Guard Her Borders.

Lincoln, Neb.—For the first time in history, Nebraska will be faced shortly with a "custom" problem, a problem which may make necessary the guarding or patrolling of two of her boundary lines, that dividing the state from Kansas on the south and the Missouri river separating Nebraska from Iowa on the east.

The reason is that the lucrative practice of smuggling gasoline across from Kansas and Iowa has begun with the four cent gasoline tax law, according to Dr. T. W. Bass, collector of the gas tax here.

While the Nebraska gasoline tax was two cents a gallon, Doctor Bass said, there was no smuggling trouble, because the rate was either the same, or higher in the bordering states. But when the Nebraska tax went up to four cents and the tax in Iowa and Kansas was boosted to only three, it made possible a smuggler's profit of a clear cent a gallon for hauling the petrol across the state lines.

In South Dakota, Wyoming and Colorado, Doctor Bass said, the tax is four cents, so that there is no trouble on the borders.

"But we have already received several reports of smuggling on the Kansas line, and also across the river from Iowa," Doctor Bass said. "It seems likely that the problem will have to be met by putting a man or men in the field to patrol the border and to intercept the smugglers."

"There is a good profit in it for them. We hear that they are hauling gasoline in from Kansas, filling to report the purchase in that state, and selling it here at four cents a gallon above the normal retail price. They pay no tax in Kansas and get the benefit of the tax here, they cheat both states and make a handsome profit."

The movement to save whales from extermination should be generally supported. We shall always need one whale, so the fisherman can say it got away.

Scientists have found that milk contains some of the chemical elements used in making fireworks. Maybe that's why the youngsters occasionally get the way they do.

The New York Post recalls that years ago the popular song was "Up in a Balloon, Boys, Up in a Balloon." But since then the airplane has come along and punctured it.

The "Dawes plan" has been superseded by the "Young plan." In commercial relationships there is still evidence of the courteous old assurance, "It is no trouble to show goods."

One rather attractive possibility in recent gravel by plane is that there probably won't be an earnest pedestrian out every morning doing an 18-lap constitutional around the deck, and colliding with his fellow man at each turn.

Another rather awful interlude in the dignified young lady's life, usually at the age of four, is when the high chair is too high, and an ordinary chair brings her chin just up to the cats.

Plans Plane to Fly 600 Miles an Hour

London.—Breakfast in London and lunch five hours later a New York—such will be the speed of modern air transport if W. D. Verschoyle's gravitation conquering air machine will work.

The inventor has just applied for a British patent on an invention which he claims will make possible the construction of a machine capable of flying 600 miles per hour, or from London to New York in less than five hours.

Briefly the theory behind his invention is that gravitation is similar to magnetism—and is therefore controllable by electricity.

If Verschoyle is able to equate gravitation his air machine will arise and descend vertically, thus dispensing with large and frequent landing fields.

There will be no planes, gas bags or helicopters, the motors being able to attain a speed of 200 miles an hour after conquering gravitation.

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LAST TO SIGN PACT



Hirohito.

Tokyo.—The Japanese emperor has signed the Kellogg antiwar pact, which becomes effective as soon as Japan's ratification, the last among the signatory nations, is deposited at Washington.

WILL DEMAND NAVAL PARITY WITH G. B.

Hoover's Plan When Reduction Conference Is Held.

Washington.—Naval parity between the United States and Great Britain will be one of the major objects sought by the Hoover administration when the next naval reduction conference is held, Secretary of State Henry L. Stimson disclosed. Mr. Stimson defended the doctrine of naval parity as a preventive of war and declared that when the navies of two nations are of equal strength the danger of war is minimized.

"The doctrine of parity," Mr. Stimson said, "in my opinion is of very great importance as a means of determining not how two nations are to shoot at each other, but as a means of helping them to agree not to shoot at each other."

"The first step which people take when they are going to shoot at each other is to try to outbuild each other in the shape of navies. The minute they agree not to outbuild each other, they are taking one of the longest steps possible towards not having a war. That is why we are laying stress on the doctrine of parity."

The Coolidge administration stressed the necessity of equality in naval strength between this country and Great Britain above virtually all other factors.

The present administration has placed much stress on the necessity of effecting a real cut in naval strength, in the interests of peace and economy.

Secretary Stimson's statement was interpreted as indicating that the President is desirous of making it clear that the United States will insist on parity when the next conference is held.

Official circles here deny the accuracy of the Cologne report that occupation authorities have given consent to the Germans to build three new bridges over the Rhine, but acknowledge that negotiations to this effect are proceeding satisfactorily.

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BRITAIN TO DESERT RHINELAND SECTION

Army Order Calls Off Summer Maneuvers.

London.—A speedy evacuation of the Rhineland by Great Britain, whether France and Belgium withdraw their troops or not, seems envisaged by orders transmitted to the Rhine army headquarters at Wiesbaden ordering the abandonment of the regular summer maneuvers.

The evacuation, mooted for some time, is understood likely to occur soon, and when it was learned the troops were ordered not to go under canvas for the regular summer training which has been part of the army of occupation's regular program for more than ten years that they have been stationed in the Rhineland, it was immediately considered the government's plans for withdrawing the soldiers was far advanced.

An attempt will be made, it is said, to set a record for speed and thoroughness in accomplishing the evacuation. An enormous amount of work is involved. In Wiesbaden alone the contents of more than 1,000 buildings occupied by the British must be inventoried and claims for compensation filed before the troops leave.

"Barracks, billets and public buildings in other parts of the 20-mile bridgehead radius must receive like attention. It is the intention of the army to avoid a repetition of some of the unpleasant features of the evacuation of Cologne."

A full division is to be moved, consisting of six infantry battalions, a brigade of field artillery, a regiment of cavalry, a section of the tank corps, engineers, signaling service, royal army service corps, royal army ordnance corps, medical and nursing staffs, four hospitals, and the division's work shop.

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