WHO'S NEWS THIS WEEK

By LEMUEL F. PARTON

NEW YORK.—Just a year ago, Will H. Hays noted a possibly regrettable tendency of the movies toward "escapism." This led to suggestions that he was succumbing to the verbal enchantments of the Hollywood intelligentsia. That all blew over, but here is Mr. Hays today frankly proclaiming himself a eudemonist. Our somewhat conservative dictionary is a bit vague about it, but, in his rough outlines, a eudemonist seems to be one who believes in fairies.

Billy Hays Now A Matter of Fact Eudemonist

In his annual report as president of the Motion Picture Producers & Distributors of America, Mr. Hays cites with satisfaction the record box-office success of "Snow White and the Seven Dwarfs," and is happy that "there are still a number of eudemonists left in the world." There is no disparaging or invidious reference to non-eudemonists, but, since Mr. Hays also reports with gratification that there are no "isms" and no "social significance" in "Snow White," it is perhaps a fair inference that such black witchery is the dramatic antithesis.

Practicing law in Sullivan, Ind., the homespun, sagacious Mr. Hays was no rising young eudemonist. That came later. He was, however, a rising young Republican politician and a Presbyterian elder, one of the deftest inner-circle technicians of the Indiana party tournaments, where professional standards and scoring are high. That led him inevitably to what statesmen of his earlier day used to call "political preferment," and, as postmaster general in President Harding's cabinet, he exercised political power of wide range and penetration.

For seventeen years now, he has headed the moving picture industry.

'Czar' Is Out, Prefers 'Bill' As His Handle

A round of eight "silents," when he left his cabinet post, and now about 28 companies putting out highly vociferous films—no wonder he believes in fairies. He doesn't like to be called "czar," preferring just plain "Bill," if there is any call for an informal salutation. Hearing him wind up in an address, or even in casual talk, one could understand how he could be a eudemonist, as he invokes the founding fathers or the palladium of our liberties, against this or that, but he usually coppers such oratorical bets with a remark like this: "And, after all, it probably wouldn't work." Thus he is revealed as what might be called a pragmatic eudemonist.

In his county seat town, he inherited his father's land-law business. A fragile man, with a slight limp and outstanding ears, he has the mannerisms of the country lawyer, and he wins over opposition, as he used to win juries, with a winsome and disarming smile. He is at times a euphemist, as well as a eudemonist—insisting, for instance, that censorship is merely "self-regulation." Several years ago, he was worrying because the movies were going "masochist."

Sullivan, Indiana, is still home base for Mr. Hays and he is the town's favorite son, in spite of his philological flare-up.

IT WOULD be fine if we had a cash register which would ring up a true prophecy when it was turned in. About a year and a half ago, George Messersmith, assistant secretary of state, former consul-general at Berlin, called Adolf Hitler's next moves as clearly and accurately as a spieler for an old-fashioned barn dance. He turned in to the state department a precise statement of what der fuehrer had on his mind, now fully validated and certified. Naturally, it got little attention because it was obviously incredible.

Messersmith Called Hitler's Moves Early

The Nazis can't say it was a prejudiced opinion. When Hitler was emerging, Mr. Messersmith thought "evolution would follow revolution," and everything would work out nicely. He changed his mind. When Dr. Albert Einstein suffered certain indignities in getting his passport, Mr. Messersmith was unjustly accused of responsibility. This was all straightened out and President Roosevelt upped him as minister to Austria.

He returned to his present post in July, 1938. He was for 14 years superintendent of the Delaware schools before entering the consular service.

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First Gold Columbus Found

One of the places in Rome which interests American visitors is the Church of Santa Maria Maggiore whose gilded ceiling designed by Sangallo is covered with the first gold which Columbus brought from the New World.

Carving the Lettuce

The "etiquette" of not using a knife to cut lettuce in salad probably is a hang-over from days when lettuce would turn old-time steel knives dark.

'The Most Eventful Horse-Race In History' Run in Oklahoma Just 50 Years Ago This Month

A part of the crowd of 50,000 that massed on "The Line" awaiting the signal to make the "Run."

By ELMO SCOTT WATSON

© Western Newspaper Union.

FIFTY years ago this month occurred "the most eventful horse-race in history."

On April 22, 1889, an army of more than 50,000 Americans from nearly every state in the Union had gathered along the borders of a long-forbidden territory. At noon came the signal which sent them on their mad rush into the Promised Land and when a new day dawned they were already busy transforming a wilderness into a land of cities and farms.

Never before had America witnessed such a scene and it is not likely that it will ever see it again. But out of the dust and confusion and turmoil of that day arose a new commonwealth and Oklahoma, "the land of the red people," added a new star to the American flag.

Back of this historic horse-race—or "the run," as they refer to it in the Oklahoma of today—is the age-old story of a land-hungry people. Soon after the Creek and Seminole Indians, assembled in a great Indian council at Fort Smith, Ark., in 1866, ceded their lands west of the ninety-eighth meridian to the United States government, the agitation for opening this country to white settlement started.

In a few years came the railroads and in their wake the "boomers." Between the two there was a close connection, at least in the initial stages of the movement.

In 1870 the M., K. & T., the first railway to enter the Indian Territory, began laying tracks southward from the Kansas border. Its construction was rushed across the Cherokee, Creek and Choctaw nations, and thence across Red River into Texas. The A. & P. (Frisco) built its line across the Shawnee and Wyandotte reservations, entered the Cherokee nation and affected a junction with the M., K. & T. at Vinita in 1872.

The Boom Begins

In 1884 the Santa Fe line began building straight through the center of the territory from north to south. This line, completed in 1887, passed directly through the coveted "unassigned lands" and its coming was the last clarion call to homeseekers. The big boom—the irresistible cry for the new lands for white colonists—swelled into a national demand.

The outstanding figure among the "boomers" was Capt. David L. Payne, who had been a scout during the Indian wars on the Southern plains in the sixties and seventies. As early as 1880 Payne led a colony to the North Canadian river and attempted a settlement near the present site of Oklahoma City. He was arrested and his colonists conducted back across the border. Within a month Payne was back with another colony, which met the same fate.

But he never relaxed his efforts. Colony after colony was organized under his leadership and pushed across the forbidden borders, only to be met by the bayonets of Uncle Sam's soldiers.

Payne was finally indicted by a federal grand jury, but his death at Wellington, Kan., in the midst of another forward movement, removed this industrious captain of the "boomers" from the scene. His work was taken up and carried on by William L. Couch. The last invasion was in the fall of 1885, when Couch was placed under arrest, and his people removed from the territory.

By this time the federal authorities at Washington were beginning to get busy. Bill after bill authorizing the opening was debated and defeated. At last after a bitter fight, participated in by Indians and Indian agents, cattle barons and special interest lobbyists, the Oklahoma bill passed the house in February, 1889, failed in the senate, finally was tacked on as a rider to the Indian appropriation bill and became a law March 3, 1889. President Harrison issued a proclamation setting the date of the opening on April 22, 1889.

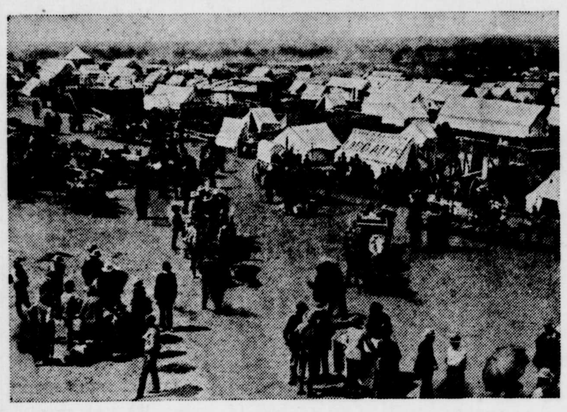
Like wildfire the slogan "On to Oklahoma" again swept through the country and the prospective homeseekers, now clothed with legal powers, began everywhere to assemble for the grand rush. Two million acres in the unassigned lands were surveyed and staked into quarter sections and townsites.

Detachments of cavalry were deployed to patrol the borders of the new lands. Registration offices were opened at Guthrie and Kingfisher. Arrangements were made with the railroads to run as many trains as possible into the new territory on the day set for the opening.

The Great Day Dawns

A graphic account of what took place on that historic April 22 is given by Carl Coke Rister in his book, "Southern Plainsmen," published recently by the University of Oklahoma Press. He writes:

"The morning of the eventful day dawned bright and clear. For many miles along the northern boundary of the land to be opened thousands of homesteaders were camped, and hundreds of others were coming in hourly. Soldiers patrolled the southern side of the line to keep back any overly ambitious contestant, yet a majority of those who were present accepted such restrictions without complaint and a spirit of good cheer and friendly banter seemed to prevail. Still, as the morning wore away, the waiting people became restless, and long before the time came to start they were arranging themselves in line along the boundary.



A view of the town of Guthrie a few days after the "Run."

"A signal officer, with a flag in one hand and a bugle in the other, took a position where all could see him. Promptly at twelve he sounded the note which sent thousands in a mad headlong dash towards the south; and other officers stationed at intervals along the boundary relayed the signal down the line. The din and confusion which followed is indescribable. Many horses hitched to vehicles became frightened with the sudden noise and clamor and broke away in runs, overturning vehicles and spilling their contents on the prairies; a choking cloud of dust enveloped the racers making it difficult for one to see another and thereby imperilling the lives of heedless contestants; the speeding trains disgorged their shouting and exulting passengers, who were sent sprawling on the ground or who struck the earth running; and horseback riders, leaning low over their laboring mounts, were strung out across the prairies or they raced side by side, and their loud oaths, laughter and shouts accentuated the thundering hubbub.

"Along the southern boundary of the land to be opened the confusion was almost as great. Thousands of contestants had congregated at Purcell and at other points on the southern bank of the Canadian river. This silt-filled river was an effective barrier which made the work of patrolling soldiers easy. Several days before the opening, desirable crossings were located, and before the start was made long lines of horseback riders followed by vehicles were opposite Purcell, on the north bank of the river.

A Tense Moment

"A short time before the starting signal was to be given Lieutenant Adair of the Fifth cavalry, mounted on a white horse, took his station on a hill where all could see him. The atmosphere seemed to be charged with excitement and tenseness as the watchers saw him lift a bugle to his lips; and it is reported that even before the notes of the instrument were heard along the south bank, reckless horsemen were plunging into the turgid waters of the stream, making for the opposite bank, and that vehicles, in some cases loaded with families and household effects, were following closely behind them. Some of the vehicles mired in the quicksands, but the drivers unhitched their teams, mounted their favorite horses and continued the race. Within an hour the prairies on the northern side of the river were covered with excited homeseekers, some pegging down stakes on their claims, some engaged in heated controversies over priority rights, and some speeding on to other sites."

No less an amazing spectacle than this epic "run" was the sight which followed immediately, of towns springing into existence on the prairie overnight. It is said that within two hours after the homeseekers had crossed the Canadian, a townsite company was laying out the municipality of Lexington, not more than a mile distant from Purcell. That night Guthrie was a tented city of 15,000 population and Oklahoma City had more than 10,000. All in all more than 100,000 people had entered Oklahoma on that historic April 22.

Not all of them stayed. Thousands became discouraged when they failed to establish claims or became involved in quarrels, fights and litigation over the land they wanted. For them the Promised Land proved to be only a mirage, so they drifted back to their old homes in other states. But many more thousands did stay and, enduring all the privations of life on the last frontier, they helped build the commonwealth of Oklahoma. Today as they join in celebrating the golden anniversary of their state, they look back upon their work and call it good.

This is all there was to Oklahoma City the day before the "Run."

An interesting picture of the stirring scenes which preceded the "run" is given in the following newspaper dispatches:

INDIAN TERRITORY, April 19, 1889.—Within three days the peaceful prairies of Oklahoma will become the arena for the most picturesque race the world ever has seen.

Long cavalcades of canvas-covered wagons have been arriving at Fall Creek all day, where temporary headquarters of the inrushing hordes of settlers has been made. Tomorrow, permission will be granted by the government for settlers to cross the Cherokee Strip to the edge of Oklahoma, so that settlers from the north will have the same show as those now established at Purcell station.

The line as far east as Arkansas City is patrolled by soldiers, and special guards have been detailed to watch every bridge and ford. Guards on the Santa Fe lines will not permit any passenger to alight within the unopened territory.

An Unnamed Town

This town is unnamed. Its streets are formed by wagons. Its population numbers fully 18,000 people, roughly dressed, all armed and all alert for the bugle note on April 22, which opens the territory where no law prevails.

Very few women are in the train. Fakirs who spread their green tables on every vacant spot, and in every available shack, are reaping a harvest from their games with which set-

GEN. WESLEY MERRITT

tlers while away the time. Here one sells a prize package soap; there one has a patent medicine; another offers hurriedly written maps of Oklahoma, on which the most desirable places for settling are said to be shown.

Saloons have their share of faro and stud poker. Only last night a young fellow turned back home, because he had nothing left with which to pay his registration fee for a claim.

The crowds are increasing every hour. Hotels, such as they are, were filled to capacity several days ago, and tonight men are asleep on the bare ground, near their wagons. Blankets are at a premium, for although the days are very warm, the nights are chilly, and many fights have resulted over lost covering.

Shacks which serve as saloons are a bedlam of snores, clinking glasses, and coarse conversation. One blue-eyed, middle-aged man just finished exhibiting his expression of humor on a sign which he took from his wagon, "Chinch bugged in Illinois; cycloned in Nebrasky; whitecapped in Indianny; bald knobbed in Missoury; prohibited in Kansas; OKLAHOMA OR BUST."

Merritt's Report

WASHINGTON, April 19, 1889.—Reports filed today by General Merritt in the Indian Territory state that every precaution is being taken by military authorities to prevent violence on the part of boomers in their alleged attempts to delay settlers on the day of the Oklahoma opening.

Bridges are being guarded, and soldiers are posted everywhere in the territory. Indians in the Cherokee strip were reported in an ugly frame of mind over the encroachments of settlers along the north boundary of the territory.

ARKANSAS CITY, KAN, April 21, 1889.—We newly arrived newspaper men have given the barbers a holiday, boycotted the bootblacks, scorned boiled shirts, and stiff hats, discarded suspenders, buckled on our belts and climbed into long-legged boots, which are as pliable as a strait-jacket. Nevertheless, our tender feet plainly can be seen through our stirrups. Sun-dried boomers shout all sorts of ironical advice as we pass by on our unruly mounts, and cowboys persist in challenging us to a race. Falling back to let us go ahead, they leap forward and as they whirl by us, they lash the tails of our already fidgety mustangs, and we hang on by grasping the saddle horn with both hands, while our sombreros sail away. From the menagerie we had planned to stage, we have become the roaring circus of the camp . . . (From a dispatch by James Morgan to the Boston Globe.)

* * *

All the elements of the frontier are in the throngs here. Some have been in every big boom in the West. And there are young women, frolicking about the camps, who have bravely come out of quiet homes to enter the rough scramble for claims. I saw today a brother and sister, orphans from Missouri, who hope to stake adjoining claims and build a home on the line between. Their combined capital, they admitted, is just $5. (From another dispatch by Morgan.)

Territory Reclaimed by France Termed 'Hell Hole of Creation'

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

As northern Africa recently echoed to the tramp of mobilizing men, French troops made headlines by marching again into a strip of land on the northeast coast of the Dark Continent which had been under French ownership before. The territory reoccupied was a region between Italian Eritrea and French Somaliland. Little more than 300 square miles in extent, it was ceded by France to Italy in 1935 under an agreement which the Italians themselves repudiated just a few months ago.

The area into which the French are reported to have moved has an important strategic location. It commands the southern outlet of the Red sea at the narrow strait of Bab el Mandeb between Arabia and Africa. Furthermore, it is directly opposite, and only about 10 miles away from, the British-fortified island of Perim, off the coast of southwest Arabia.

Holds Key to Trade Lifelines.

Through the bottleneck of Bab el Mandeb sail the ships of four empires, Great Britain, France, The Netherlands and Italy. This strait is the third geographic key, following Gibraltar and the Suez canal, which unlocks the Mediterranean short cut from Europe to east Africa and the Orient. Its treacherous currents have earned it the name "Gate of Tears."

Including the 10-mile stretch of reoccupied territory, the coast of French Somaliland now overlooks the major portion of the Bab el Mandeb gateway. With the exception of its convenient and strategic situation, however, the additional land has little to command it. It is hot, dry, and sparsely settled. Under a blistering sun, temperatures rise so high that the struggle merely to exist is an endurance test.

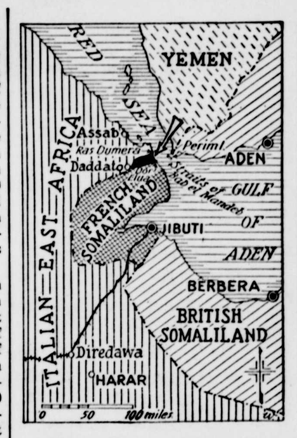
Not a Pleasant Place.

Its barren, sandy shores merge, toward the interior, into dry, rocky plateau land with little vegetation. Waterless, except in time of rare rainy-season floods, river beds are usually little more than deep desert ditches. Although the climate is not considered especially unhealthful for white men, the possibility of sunstroke is a constant menace. One explorer traveling over a route not far away named the entire region "Hell Hole of Creation."

In this northern section of French Somaliland, the inhabitants are largely Dankali, sometimes called "Black Semites," because of their intermingled Arab and Ethiopian blood.

They earn a precarious living as nomadic herdsmen in the uplands and as fishermen along the shores. Pearl diving is also an important coastal occupation.

Fish are plentiful there and are the chief food for many of the natives, supplemented only by rice, dates, and coffee. In the bush, men add to a scanty food supply goats' milk, and an occasional gazelle brought down by expert marksmanship with sling or dart.



The small area in black shows territory reoccupied by France after it had been ceded to Italy under the treaty of 1935, in order to strengthen the defense of Assab. The area covers only about 300 square miles but is of great value for control of the Bab el Mandeb strait.

'Bunch' of Partridges? Heavens, No! It's 'Covey'

Sportsmen have almost developed a language of their own in designating groups of particular animals and birds. For instance, observes the American Wildlife institute, it would be high treason to refer to a bunch of partridges. One should always say a covey when referring to members of the partridge family. Then there is a nide of pheasants, a wisp of snipe, a flight of doves, a muster of peacocks, a seign of herons, a brood of grouse and a plump of wild fowl. Of course there is also always a stand of plovers, a gaggle of geese, a bevy of quail, a cast of hawks, a skulk of foxes, a pack of wolves, a sleuth of bears and a gang of elk in the well-informed sportsman's dictionary.

Hollywood Hoax Finally Exposed; Just a Balloon!

HOLLYWOOD.—The next time a close-up of a snarling movie monster brings Junior yelling out of his seat next to yours at the theater, push him back and assure him it's only a big balloon.

And when the kid brother comes home praising the golden tresses of the screen Loreleis in "Footlight Parade," retort: "Aw, rubber."

For again you'll be right.

H. H. Knudsen, Hollywood official of the B. F. Goodrich company and a seasoned expert on motion picture uses of rubber, reveals that almost anything seen in the movies may be rubber.

For example, most movie monsters are made of rubber. The toothy crocodile in the Tarzan series was 40 gallons of solidified rubber latex with seven electric motors in his innards to make his jaws gape and his tail lash. Remember the dreadful face of King Kong, the mountainous ape? That was rubber, too. And the giant dinosaurs which walked, roared and tore through "The Lost World" were motor-driven rubber latex critters.

As for the blondes, continuous water scenes in the musical wreaked havoc with their coiffures. So Knudsen supplied rubber to make waterproof tresses for the beauties.

The majority of the horses in "The Charge of the Light Brigade" were only rubber equines mounted on tracks and controlled in battle through ingenious mechanical devices, Knudsen reveals. And the figures that come hurtling down from airplanes, precipices and bridges—they are sponge rubber dummies.

Small statues which are bounced off the heads of movie husbands by embattled spouses are made from rubber, as are the guns and knives in G-Man pictures.

Rubber has its prosaic uses in the movies, too. Witness the rubberized underwear supplied by Knudsen to the Alaska-bound "Call of the North" company to ward off colds and give protection against low temperatures and freezing waters.

Most extensive is rubber's use for deadening sound, accomplished by use of sheets of sponge rubber in cameras, rubber flooring on sound stages and parts of sound cameras. Tread-mills used to simulate action before "background" shots are run by rubber belts.

Minorca, Spanish Stronghold Important to World Traders

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

The surrender of Minorca gave the Franco Spain control of the last Loyalist-held island of the Balearics group, off the eastern coast of Spain.

Minorca is the second largest of 15 islands in the Balearics. In an area of less than 300 square miles, it holds—in normal times—some 45,000 inhabitants.

Strategic stepping stones between Europe and North Africa, the Balearics lie in the path of two imperial sea lanes. Minorca, easternmost of the islands, is a geographic halfway mark between France and her North African possessions. To the south runs the British short-cut to India, by way of Gibraltar and the Suez canal. In addition, on both sides of the islands, ships ply direct routes that link the Atlantic ocean with ports of northeast Spain, southern France, and western Italy.

Important in History.

To its position on the crossroads of the Mediterranean, Minorca owes an early place in international history. Two centuries before Christ, Mago, brother of the famous Carthaginian general, Hannibal, founded the island's capital of Portus Magonis, now Mahon.

In the war against Rome, the Carthaginians made good use of the Minorcans' special talent for sling warfare. Eventually, however, the Romans took over the island. The Vandals and Moors followed; after which Minorca, with the rest of the Balearics, became a Moorish kingdom—and a pirate stronghold.

Conquered by James I of Aragon in the Thirteenth century, the island was seized by the English five centuries later. In the struggles that followed, Minorca changed hands five more times. It was shifted from French to English to Spanish possession, then returned to England, and was finally turned over to Spain. After the treaty of Amiens in 1802, the entire Balearics became a Spanish island province.

An Island Melting Pot.

Modern Minorca shows the effect of its varied occupations. English, Spanish, and Arab types persist, despite the general race mixture. Whitewashed houses and garden walls reveal the Arab influence.

The excellent port of Mahon on the southeast coast suggests the English provinces, with its gleaming brass knockers and lace blinds. Visitors to Minorca's country homes tell of seeing Eighteenth century English furniture and French engravings from the time of the revolution.

On the other hand, Ciudadela, former Moorish and Spanish capital on the west coast, is an old Spanish town.

Even the prehistoric past is architecturally represented in Minorca. Mysterious monuments of the earliest inhabitants are the numerous cave dwellings that honeycomb the mountains and the queer-shaped stone structures scattered about the island. In different forms, the latter are known as talayots, taulas, and naus, variously supposed by students to have served as ancient defense towers, as religious, and burial chambers, or as practical storage rooms for grain and fodder and shelter for domestic animals.

Of special interest to Americans is the fact that this little island in the Mediterranean is the ancestral home of Admiral David Farragut of Civil war fame. The father of the admiral, George Farragut, was born in Minorca of the ancient Spanish house of Ferragut, as it is spelled there.