A Rum Runner In the Lime Light

Sinking of the "I'm Alone" Makes "Front Page" Copy But No Law Abiding Canadian Can Take Situation Seriously

A LAWYER TANGLE

[illegible]

… shells had been … hit the ship … I semaphored to … had called to me and … Now, will you heave to … and sink my ship. … to heave to. He opened … rifles and guns. … shrapnel and shell … exploded into the ship … smashing both … to pieces and one shell … the ship.

… called to me: "Will you …" I replied again in the negative. … commenced firing … and shell … came on board, smashing our windows … and occasionally hitting the hull below the water-line. I roughly estimate that about sixty or seventy shots struck the vessel.

"During all this time the men kept firing closer and closer with their rifles, cutting through the cabin house, through the ports in the cabin and around myself and my men gathered aft. None of my men was struck except by splinters, which were flying all round.

"The engineer reported to me then that the water was over the engine-room floor and that the vessel appeared to be settling down. I immediately gave orders to stop the engines and clear away the dories, which although they were of no use, would be something for my men to cling to in the heavy sea. By the time my boats had been put over the side, which was, roughly, ten minutes, the vessel's forward decks were level with the water.

"I told my men to jump into the water and cling to the dories and throw overboard anything that would help float them. I believe I was the last to jump from the ship. My bow was then about twenty feet under water and her stern about ten feet in the air and she was beginning to dive.

"We were all taken on board the cutter just as we jumped from the vessel, none of us without any more clothing than a shirt and trousers. The people on board the cutters treated us very well and gave us dry clothing and allowed us to remain on deck during the day. To my surprise, on going below after supper, I was told that I would have to submit to irons. I remarked to the captain that I did not consider that I was a prisoner of war and had no intention of doing anything rash. But he assured me that it was his orders and … I could only submit to them.

"After that we remained in custody down below until yesterday, Saturday, when we were allowed to come on deck, and we were kept in irons until this morning when we arrived alongside the dock in New Orleans.

"I do not wish to lay any blame on the captains of the cutters for sinking my ship as they assured me that they were acting under orders, but I consider it a most cowardly action to blow my boat to pieces with a gale of wind blowing and a heavy sea running, when any man but a strong swimmer would not be expected to live."

The Coast Guard Statement

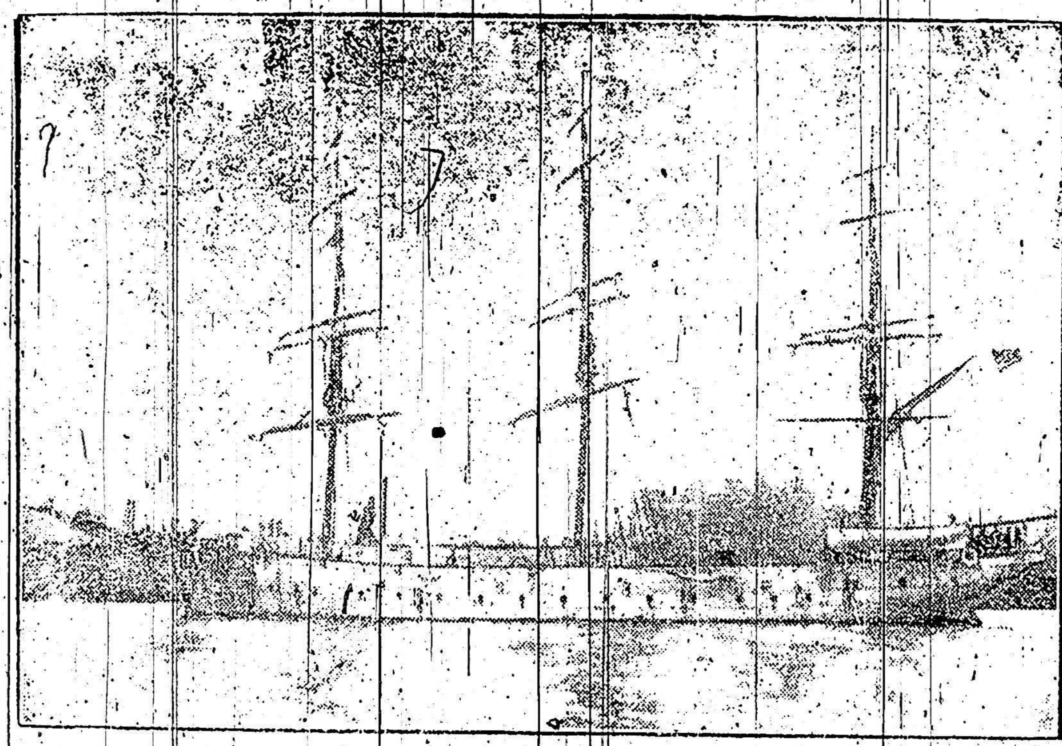
The Alone was a notorious liquor smuggler and has been engaged in smuggling liquor into the United States for nearly five years. The vessel was registered at Lunenburg, Nova Scotia, by the … Company.

[illegible]

… coast … in accordance with this well known doctrine of international law, until the vessel … also again defied the authority of the United States. Under this doctrine the American ship North was condemned by the British Columbian Admiralty Court in 1925, the decision being upheld by the Supreme Court of Canada. The Tariff Act of 1922 states:

"If a vessel registered under the laws of a friendly nation and with a long record of violating the laws of the United States, refuses to stop for boarding by a United States Government vessel, said boarding being authorized by our law, there would seem to be no other course than to compel compliance with American law."

Where Wealthy Man Restores Romance on the Sea



AMERICAN BUYS ALMOST EXTINCT CLIPPER SHIP FOR SOUTH SEA TRIP

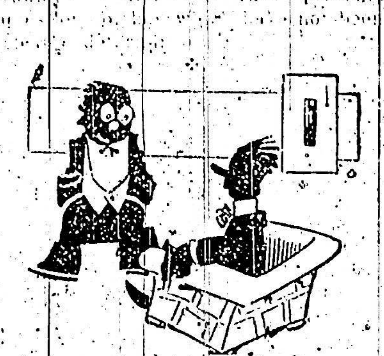
Seven Seas, one of the last of the full-rigged clipper ships, formerly Swedish … Ship, will be equipped with auxiliary engines, after which her new owner, Ingle M. Uppercu, will make a … cruise during the summer.

Press Views

The Canadian and British Governments, according to Albert W. Fox in the Washington Post, also intend to raise "a broad gage question of national affront." Says Mr. Fox:

"The United States will be called upon to inform the British and Canadian Governments whether it is America's intention to claim the right under any circumstances to sink British ships by gunfire on the high seas, put legirons on the officers and manacles on the crew, and carry them for trial to an American port 250 miles distant."

The Toronto Mail and Empire sees something … [illegible]



Tight Little Isle

"Why do they call Great Britain the 'tight little isle?'"

"Because Scotland occupies such a large part of it, I think."

A national election is impending in Mexico, but unfortunately it is not feasible for a newspaper to publish the names of all those who are running.—Chicago Daily News.

Pluck, it is stated, accounts for much of the success in business. But you must first find someone to pluck, of course.

Cars Do Not Run Better at Night

Research Engineer Points Out Fallacy of Popular Impression

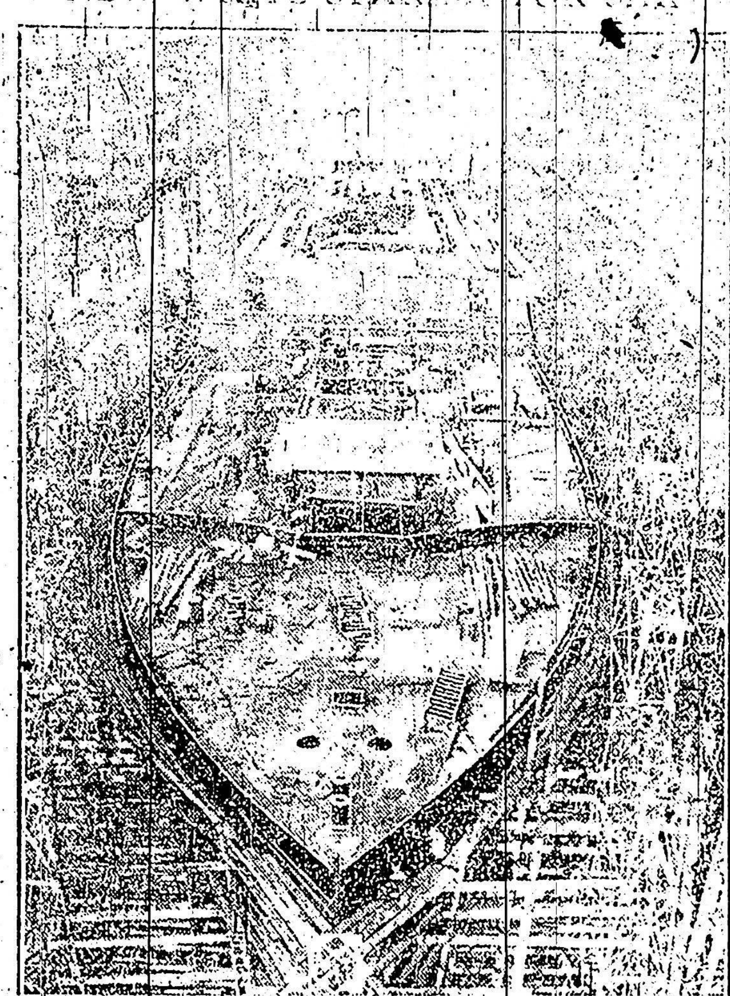
Many motorists are under the impression that automobile engines function more efficiently in the late evening or rainy days than at dry times, but this idea is erroneous, Arthur W. Gardiner, research engineer, says.

[illegible]

… which … is likely to … take the improved power. In spite of this, however, water vapor is relatively ineffective in suppressing detonation.

A further indication of the influence of humidity on engine operation is the fact that approximately 5 per cent more heat is dissipated through the radiator … [illegible]

NEW WHITE STAR MOTOR SHIP



The new SS. Britannic, of which … details of this new White Star motor ship were received recently.

The steamer will be launched in a few months' time and will enter the Atlantic trade in the fall. Her length between perpendiculars will be about 680 feet, 80 feet longer than liners of the type of the Doric and Regina which are in the company's service on the St. Lawrence route during the summer season.

The Britannic will have a gross tonnage of …,000 tons. The motive power to drive this latest motor ship will be supplied by two 10-cylinder Harland B and W double acting motors, while throughout the ship the fullest use will be made of electricity, for navigating and controlling the ship, for cooking, ventilating and for operating the enormous amount of service machinery necessary in a ship of the size of the Britannic.

Designed to carry cabin, tourist third cabin and third class, the Britannic will have a passenger capacity of 1,500. One of the outstanding features of the passenger accommodation is the provision of a large number of single rooms.

The steamer will be used on the Liverpool-New York route, but during the winter of 1930 she will make two cruises to the Mediterranean.

LIMERICK CORNER

Here are a few more letters from readers, some offering suggestions, some asking that the contest be continued as before. We want a real concensus of opinion from those interested and will be glad to hear from others.

Dear "Limerick Corner" Editor:—

Will you excuse the pencil? (Baby filled the ink bottle with water).

Something urges me to answer your appeal in the Thamesville Herald for opinions. It sounds so friendly …

I for one was immensely interested in the Limerick Contest and judging by the way answers poured in upon you "there were others"—It was something definite to fill up those hours "in the stilly night" when slumber's chain had … an hour or two—Let us have more … by all means.

How about some real little verses … harder than … funny … too serious even for the Limerick. I can see it now …

There was a … this week—Verses … seem to be the only suggestion this morning …

Sincerely,

Mrs. …

Dear Sir:—

As I have been following the "Limerick Corner" in the Thamesville Sun with much pleasure and seen good … I was wondering if the idea of giving a prize to the best … sent in would appeal to … Either written or … Have a certain size space … so many words.

Yours truly,

[illegible]

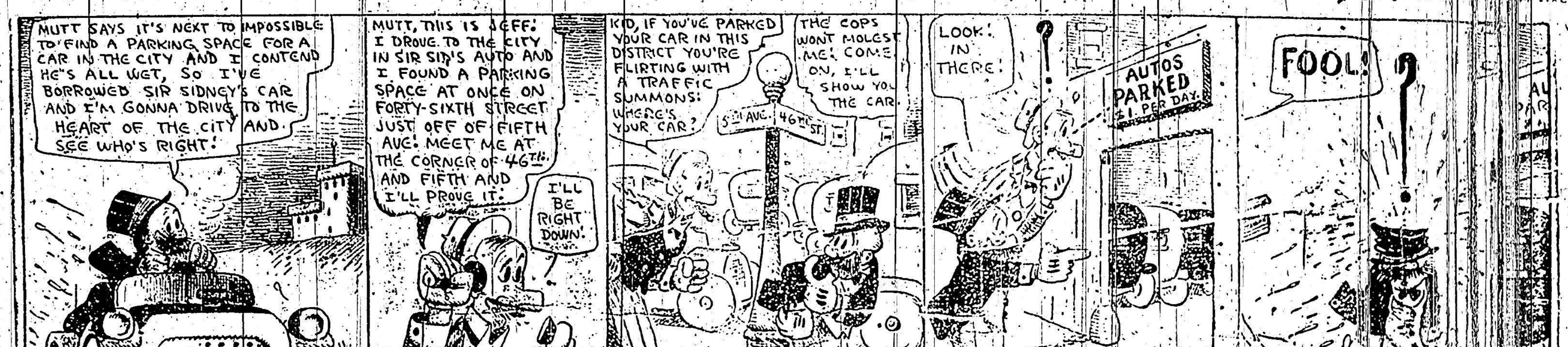
Empire Trade

Ma… Official

FORESIGHT

[illegible]

It was the evening after the night before. "How did you find yourself this morning?" asked one wan participator of another. "Easily," was the reply. "I just looked under the table and there I was."

MUTT AND JEFF— —By Bud Fisher.

Not the Kind of a Parking Space M… Meant.