

Large Group of Communist Leaders Expelled from Soviet Party

Stalin Action Seen Answer To His Critics

Refuses to Heed Pleas for Delay in Program of Industrialization

MOSCOW, Nov. 19 (AP).—With the expulsion from the Communist ranks of a large group of prominent members, among them Gregory Zinoviev and Leo Kameneff, the unquestioned leader of the Soviet regime, Joseph Stalin, has in effect served notice that he would not yield to the increased pressure for slowing up the industrialization and "socialization" of the country.

The hopes held in many sections of the hard-pressed population for a breathing space have been dashed. Stalin has showed his unswerving intention to push forward in both industry and agriculture. The Soviet press and Stalin's associates naturally are minimizing the importance of the new abortive factional move for a new deal in both leadership and policies. It is no secret, however, that the move expressed a viewpoint fairly wide-spread inside the Communist Party.

Clubs for Idle Workers Started in London Area

LONDON, Nov. 19 (AP).—A club for unemployed men has been opened here and a network of similar clubs throughout the metropolis is planned. Membership is free, limited to 100. Newspapers to enable the men to hunt situations, pens, ink, stationery and postage stamps are also free. Provision is made for games and it is hoped to provide facilities for the men to mend their own boots and clothes.

Their proposals for restoring private farming and for turning some of the industries over to foreign capitalists have excited flaming denunciations from leaders close to Stalin, such as Lazar Kaganovitch and Sergei Kirov.

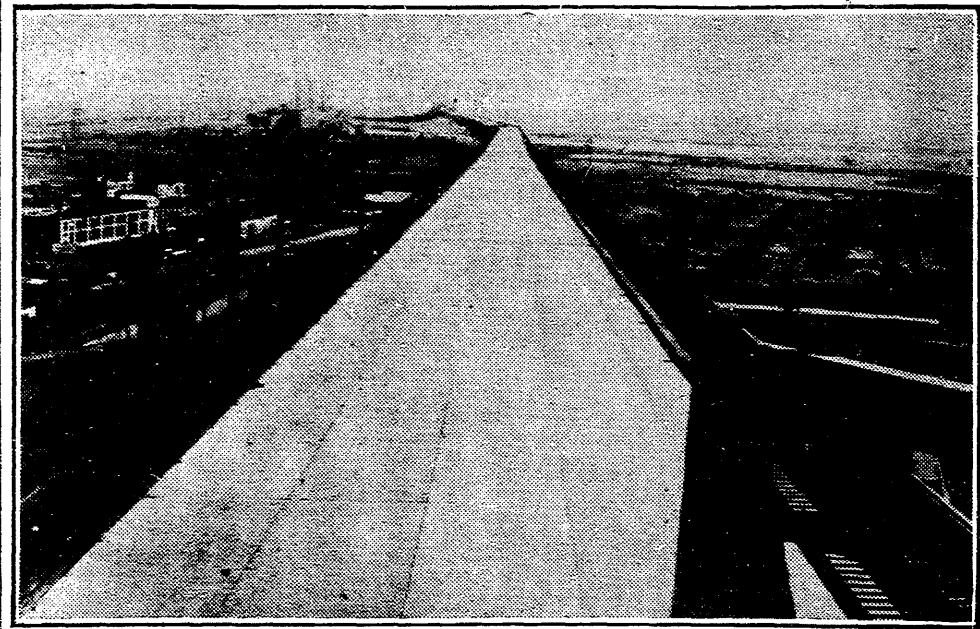
TEXAS UNIVERSITY HALF CENTURY OLD

AUSTIN, Tex., Nov. 19 (AP).—The University of Texas is planning to celebrate its fiftieth year in 1933. When it opened in 1883 there were 220 students. The 1932 enrollment is more than 6,000.

HORSEMAN IS FINED FOR RECKLESSNESS

JOHNSTON, R. I., Nov. 19 (AP).—Howard O. Williams, 19, was ordered to pay \$100 damages for "reckless driving" by District Judge Louis W. Dunn here recently. Williams was the rider of a horse which was in collision with an automobile.

World's Most Expensive Highway Opens Thursday



Traffic barriers will be removed from the elevated super-highway between Newark and Jersey City on Thanksgiving Day following dedication ceremonies on Wednesday. The three-mile stretch has been termed "the most outstanding highway engineering achievement in history" and holds the further distinction of being the most expensive artery of travel in the world. It cost \$21,000,000 to construct. Connecting routes within a 13-mile area of Jersey City represent almost an equal investment. The section pictured is a view from the Passaic River bridge looking toward the Hackensack River.

Dr. Godfrey Cites Records That Indicate Old Johnson Ferry Was Located at Washington Crossing

Contention that Johnson's Ferry, mentioned in Colonial and Revolutionary history was in fact the New Jersey terminus of McKonkey's Ferry at Washington Crossing was advanced in a paper read before the Trenton Historical Society Thursday evening by Dr. Carlos E. Godfrey, director of the State Bureau of Public Records.

Godfrey's article follows: "The location of Johnson's Ferry in Colonial and Revolutionary days has been lost to history, although recognized as being situated along the river somewhere between Trenton and Corvett's Ferry—now Lambertville. "During the military operations immediately preceding the Battle of Trenton in December, 1776, the Hessians in their narratives particularly recognized both Johnson's and McKonkey's ferries as points of strategic importance. These accounts indicate, by inference, that the former ferry was located within the vicinity of McKonkey's Ferry, which operated from the west bank of the Delaware River in Pennsylvania.

"General Stryker informs us that Johnson's Ferry was not McKonkey's Ferry, but that the former was situated about four miles above Trenton. Fifty years ago General Davis said, in his History of Bucks County, that it was questionable whether McKonkey's Ferry and Johnson's Ferry were the same, and intimated that the latter ferry was 'probably lower down' the river. And a recent authority asserts that Johnson's Ferry was the New Jersey end of Howell's, formerly Yardley's, Ferry, operating across the Delaware from Pennsylvania. Thus historians agree in pointing out the exact location of Johnson's Ferry.

"Before proceeding it is obviously necessary to have before us a brief sketch of McKonkey's Ferry. This ferry was situated at the present village of Washington Crossing, Bucks County, Pennsylvania, on a large tract of land taken up in 1682 by John Baker, who established the first ferry there, giving the place the name of Baker's Ferry, by which it was known for nearly a century. Henry Baker devised the ferry site to his son, Samuel; and after the death of the latter, it was purchased by his son, Samuel Baker, Jr., on March 10, 1763.

"By a conveyance made December 5, 1774, the executors of the last-mentioned person sold the property to Samuel McKonkey, when the name was changed to McKonkey's Ferry. On March 1, 1777, Samuel McKonkey disposed of the ferry property to Benjamin Taylor, and it then became known as Taylor's Ferry. It remained in the Taylor family for many years, and when the post office was established there on February 11, 1826, the place was called Taylor's Ferry.

"In history this ferry will always be popularly known as McKonkey's Ferry by reason of the fact that its name was indelibly inscribed by General Washington in his Order of March, which directed his troops to assemble at McKonkey's Ferry on Christmas night in 1776 and there embark on board the boats to the Delaware while en route to the Battle of Trenton.

"In accepting the Hessian version of the story it is apparent that Johnson's Ferry, I suspected that it was none other than the New Jersey terminus of the famous McKonkey Ferry, which place now forms part of the New Jersey 'Washington Crossing Park'. Upon this assumption I conducted my investigations.

"About the middle of the eighteenth century the land in Hopewell Township, Hunterdon County, New Jersey, that extended for some distance along the Delaware River above and below the McKonkey Ferry in Pennsylvania, formed part of a large plantation which was owned by Rut Johnson, of Somerset County, New Jersey. On August 30, 1766, the person devised this estate by will to his son, Garret Johnson, who then occupied the property. Garret Johnson by his will dated January 27, 1766, devised the same to his two sons, Robert and Rut Johnson, by directing that Robert should take the 'north part' and Rut the 'south part' of the plantation.

Dr. Godfrey Cites Records That Indicate Old Johnson Ferry Was Located at Washington Crossing

either owners of leases of the Johnson Ferry tract, according to the chain of title we have before us. Therefore, there can be no doubt that Johnson's Ferry was actually the New Jersey terminus of the McKonkey Ferry, which was owned and operated by interests entirely distinct from those of the latter ferry.

"This assertion is further sustained by the record fact that on September 25, 1766, on the petition of Rut Johnson and others, a public road or highway, three rods wide was laid out by metes and bounds across the petitioners' lands, which extended from the Ferry on Delaware, known by the name of Johnson's Ferry, to the Great Road that Leads from Trenton to Bellmont, at a point about two Chasins North of the Eight Mile Post from Trenton, within the immediate vicinity of Bear Tavern.

"The only historic interest that can be associated with Johnson's Ferry is the fact that it was the place where General Washington and the Continental Army debarked in crossing the river Delaware on Christmas Night in 1776, when en route to combat the Hessian troops at Trenton. Hitherto this distinction has erroneously been credited exclusively to the McKonkey Ferry.

"In view of all the circumstances which I have related it is highly inconceivable that Johnson's Ferry could be lost to history or be confused with other ferries of the upper Delaware, and likewise how the same for generations could be called McKonkey's Ferry, unless, carelessly done by a perversion of the facts communicated by tradition or otherwise."

MUCH COTTON IS RUINED IN STORAGE

ATLANTA, Ga., Nov. 19 (AP).—Cotton farmers lose \$25,000,000 and upward annually because of improper storage of ginned cotton, E. C. Westbrook, cotton specialist at the Georgia State college of Agriculture estimates. Westbrook said the department of agriculture has conducted tests in Georgia to determine the amount of weather damage under various conditions. Losses per bale ranged from one pound for a bale stored in a warehouse to 370 pounds for a bale left flat on the ground.

Bales placed end up, on poles, or placed on poles and covered with tarpaulin suffered least of all left outdoors. The test lasted eight and one-half months.

Sow Loses Fierce Battle With Huge Michigan Bear

MANISTIQUE, Mich., Nov. 19 (AP).—A story of a death battle between a giant bear and a 300-pound domestic sow has been reported by State conservation officers.

The fight took place at a logging camp near here. The sow was the loser, but was able to drag itself some 75 feet to its pen before dying.

Footprints of the bear measured nine inches in length and six inches across, the largest reported hereabouts in years. Compensation for the loss of the sow was paid by the State.

University of Toronto's Student Publication Praises Theatre for Its Omission of National Anthem

TORONTO, Ont., Nov. 19 (AP).—Omission on the part of the Empire Theatre—which has no orchestra—to play the national anthem at performances has aroused favorable front page comment in "TheVarsity," undergraduate newspaper of the University of Toronto.

The article says: "At last a courageous and intelligent theatre management in this very imperialist city has dispensed with the rendering of the national anthem in any of its possible shapes and forms. There is no other place in the whole Empire which makes such a fetish of demanding at every conceivable function the playing of 'God Save the King.'"

"When our present sovereign was very ill a few years ago, and needed to be saved, with all the aid that could be invoked, you never once heard the national anthem in Lon-

don, the very heart of the Empire. I find that in England the love of their king is a very definite truly felt thing, but here in Canada it is very artificial. The constant jumping up and down makes us feel that standing up for the national anthem is just another troublesome action that must be gone through.

"And is there any reason that it has to be done? Let us hope that now someone has broken the medieval custom that it will quickly disintegrate."

TOOK 25 YEARS TO COMPLETE COLLEGE

TACOMA, Wash., Nov. 19 (AP).—A Tacoma enrollee at College of Puget Sound 25 years ago, got his Bachelor of Arts degree only recently.

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