

NOVA SCOTIA VESSEL AND WHISKEY VALUED AT \$200,000 SEIZED

U. S. Coastguards Also Capture Two Speedboats
Unloading Craft Inside 12-Mile Limit Off Atlantic City; Two Shots Fired.

CAPE MAY, New Jersey, Sept. 11.—Coastguard officials say that capture of the British oil schooner, Popocatapetl, with her \$200,000 cargo of fine whiskies, led them to believe that Rum Row was returning in earnest to the New Jersey coast and additional Coastguard reinforcements would be necessary to cope with it.

Customs officials from Philadelphia and Coastguards meanwhile resumed questioning of the men arrested in the schooner and on the three high-speed American launches which were shipping part of the Popocatapetl's cargo for a run to shore when the boats were seized by coastguard patrols Sunday ten miles southeast of Atlantic City.

Prisoners Questioned

Ten of the 20 men captured were questioned during the night and early morning hours. The remaining ten were to be examined yesterday in hopes of uncovering the shore organization of the alleged smugglers. Customs men said the Government would have lost \$70,000 in taxes if the schooner had landed her liquor cargo. As soon as the interrogation of the prisoners is completed later in the day, the men, together with the captured Popocatapetl, will be taken to Philadelphia by customs agents for further action.

Two shots were fired over the Popocatapetl's bow before her crew surrendered peacefully and allowed the Coastguards to board her. The three launches attempted to make a run

for shore but were overhauled by the swift patrol boats.

Twenty men, including Captain Michael Petite of the Popocatapetl, were placed in irons and detained at the Coastguard air base while customs and revenue agents hurried from nearby cities to question the prisoners.

Lloyd's Register lists the Popocatapetl, as a swift, modern schooner of 153 tons gross, equipped with Diesel engines. Her owners are registered as Western Transports, Limited, of Yarmouth, N. S.

The fact that the schooner was inside the 12-mile limit, 10 miles southeast of Atlantic City, was stressed by Coastguard officials. Her capture ended a long hide-and-seek game with the Federal patrolmen who had been watching her from their planes and waiting their chance to pounce when she attempted to transfer her cargo to shore.

Crew Haggard

Many of the prisoners were haggard, apparently from lack of sleep, and wore a full week's growth of beard. Burke made public a list of their names but did not identify them with particular ships. Besides Captain Petite, the other prisoners included Ronald Walsh, Albert Foote, Gordon Sweeney, Irvin Spindle, Carson Welsh, James Hardy, Fred Calyton, Ceazon Amiro, Joseph Gorman, Michael Potts, Charles Adamson, Joseph Wagner, Jr., Thomas Allen, Edward Marable, Alfred Munson, Henry

Butler, William Wright, Robert Walsh and George Chapman.

Commander Burke said the Coastguard got the first information that the schooner was in American waters on Saturday afternoon when Ensign Jeff Ridgley sighted the ship from his Coastguard plane and reported by radio she was in Atlantic City territory.

Burke immediately organized a special patrol of three cutters, and put to sea to scout for the ship. The patrol boat skippered by Lieut. Edward Fahey led the chase and was the first to reach the Popocatapetl.

As he came alongside and hailed the ship, Burke said, Captain Petite shouted: "I am outside regulation limits". When the ship attempted to make headway, Fahey fired two shots across her bow and she hove to.

Speedboats Captured

The speedboats, meanwhile, had darted away, Burke said, narrowly escaping collision with the patrol boat. Leaving the schooner, Fahey gave chase to the fleeing craft and captured them. In each case a Coastguard leaped from the patrol boat to the deck of the speedboat to hold up their crews at pistol point, Burke related.

The two shots Fahey fired attracted the attention of the patrol boats commanded by Lieut. W. C. Hogan and Boatswain C. S. Swanson and they sped to the scene. The prisoners were locked under the hatches of the schooner, which was towed to anchor here and placed under heavy guard.

Commander Burke said one of the speedboats, the Dreadnaught, was owned by Charles Adamson of Atlantic City. An empty rifle was found in his boat. Adamson said he carried it to shoot sharks.

Owned By Yarmouth Firm

YARMOUTH, N. S., Sept. 10.—The schooner Popocatapetl seized early Sunday with a cargo of liquor off the New Jersey coast, is owned by a Yar-

LEAGUE OF NATIONS BALANCE SHEET

League is Credited with Some Accomplishments Anyway! — Reverses and Delayed Projects Cited.

Inquiry in almost any group shows a large percentage who—without being able to document their opinion—believe the League of Nations has been discredited in theory as well as its practice. Many are ready to state without reservation that Geneva has failed more than it has succeeded.

Yet an objective examination of the facts discloses a preponderance of successes. Moreover, most of the so-called failures are really borderline cases where some progress has been made. The charge of failure often arises from a lack of precise knowledge, or from a nonrealistic hope. The hold of age-long maladjustments has been underestimated, and League power—as at present limited by state sovereignty—overestimated.

Finally, it is frequently overlooked that the League is only what its members choose to make it. However, great its potentialities for peace, they cannot be fully realized until state utilize its procedures to the height of their possibility.

ACHIEVEMENTS

Peace has been kept in postwar Europe, largely through League settlement of inflammatory disputes:

Czecho-Polish Frontier: July 28th, 1920, Conference of Ambassadors fixed frontier in Jaworzina region. Czecho-slavkia protested, League Council settled dispute.

Poland-Lithuania: September 5, 1920, Poland appealed to Council to avert war with Lithuania. October 7, 1920, parties agreed to maintain neutrality.

Albania: June 21, 1921, protested to Council that Greek and Serb-Croat-Slovene troops were in Albanian territory. League Commission maintained until 1923, when need had passed.

Aaland Islands: Sweden and Finland disputed sovereignty over inhabitants. League negotiated settlement by convention of April 6, 1922.

Upper Silesia: German-Polish boundary convention, June 3, 1922.

Greece-Italy: Italian commissioner murdered in Greek territory while determining Greco-Albanian frontier. Rome made demands, then occupied Greek island of Corfu. Greece appealed to Council, September 1, 1923. Parties accepted settlement.

Memel: Lithuania refused terms of city's transfer by Conference of Ambassadors. Council convention, May 18, 1924, provided transfer acceptable to Lithuania.

Greece-Bulgaria: October 22, 1925, Bulgarian appeal to League in border clash. Acting President Briand of Council telegraphed parties to withdraw troops until Council had met. They did, 2-12 hours before battle to open. December 7, report before Council, providing Greek indemnity to Bulgaria. Accepted by parties, War averted.

Iraq: Turkey and Great Britain failed to agree on boundary under Treaty of Lausanne. Referred to Council, 1924. Dispute settled, December 16, 1925.

Leticia: Colombia-Peru boundary dispute. Leticia given to Colombia. May 20, 1934.

Saar: Plebiscite under League auspices, Jan. 13, 1935, with international police force, decided rich industrial territory's return to Germany. Disorder or possible war averted on one of thorniest postwar problems.

REVERSES AND DELAYED PROJECTS

It is blatant to call all League activities failures on which substantial progress has not yet been made. The following are major reverses or delayed projects:

Vilna: Seized from Lithuania by Poland during armistice arranged by League. Poland has kept city. Frontier animosity persists.

Manchuria: Japan defied League to seize Manchuria. But League condemned this action in resolution of February 24, 1933, keeping its principles intact.

Chaco: League efforts in the Chaco conflict between Bolivia and Paraguay were hampered by regional American loyalties. Paraguay refused its peace formula and resigned from the League on February 23, 1935. The present truce and peace conference at Buenos Aires were arranged by the United States, Chile and Argentina, after many previous failures by American cities.

Disarmament: 1927—Geneva naval conference fails, 1932 to date—General Disarmament Conference (including non-League members) comes to virtual standstill. Chief reasons: Japanese occupation of Manchuria, 1931-2; Germany's last withdrawal from conference, October 14, 1933; German rearmament this year; fail-

mouth company, and usually operates out of this port.

Built at Meteghan a few years ago, the Diesel-engined craft was used for some time in transporting fish from Nova Scotia ports to the American markets.

She cleared from Yarmouth with a cargo of fish about a month ago.

Zealand Notes

Miss Velma E. London, Jacksonville, is visiting friends and relatives in this place.

Mrs. Belle Morehouse has returned home from Presque Isle, Me., where she was the guest of her brother, Walter R. Christie.

Mr. and Mrs. Herbert Hanson have recently taken up residence at Wilton, Maine.

Mr. and Mrs. Percy Morgan, Fredericton, were tea guests of Mrs. Morgan's parents Mr. and Mrs. Thomas Graham on Sunday.

Mrs. F. B. Dunlap and family of Fredericton were calling on Mr. and Mrs. Aaron Burt recently.

Miss Beulah Morgan, Fredericton, was visiting her aunt, Hazel Graham on Wednesday.

Hattie I. Burt is spending a week in Fredericton, the guest of Miss Jean Adams.

Mr. Amasa Brewer, Brewer's Mills, is staying a few days with his daughter Mrs. Samuel Staples. Mr. Brewer is 90 years old and walked from his home here, seven miles.

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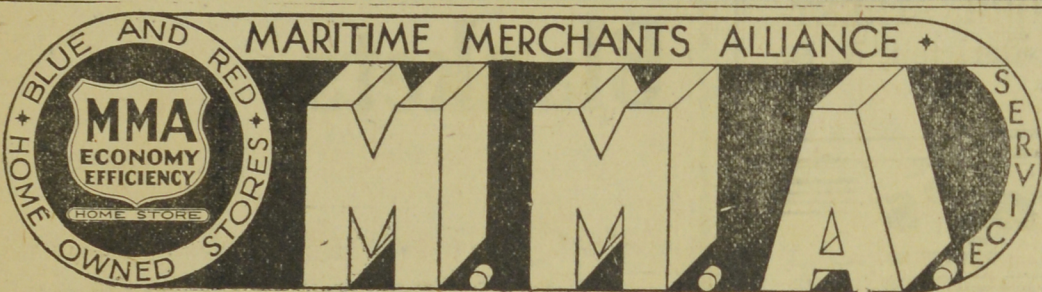
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