

## EDWARD, DUKE OF WINDSOR'S EFFORTS TO ASSIST BRITISH YOUTH EX-SERVICE MEN, AND SMALL LOCAL INDUSTRIES

This is the fourth in a series of articles on the Duke of Windsor, written by H. M. Paint, of The Daily Mail staff. Others will follow.

For some months previous to King George the Fifth's Jubilee Celebration the question of a suitable gift from the Empire had been discussed. It had almost been decided in view of his well-known love for yachting to give him a new yacht. This idea ran into two obstacles. His Majesty was very proud of the Britannia, his famous old racing cutter. Also he did not feel that so much money should be spent on a personal present to him at a time of so much national suffering and unemployment. Edward advised, founded and organized, King George's Jubilee Trust "for the welfare of the rising generation." The money was to be used to found clubs and social centres for British Youth to give boys and girls from fourteen to eighteen, "a decent outlook on life." Edward made a fervent appeal over the radio to start the campaign. \$20,000,000 was contributed. This money was put to a use of inestimable value to the future of the British nation.

One instance among many of Edward's willingness to help small local industries and handicrafts may be given at length. There is a small island in the Shetland group called Fair Isle. The inhabitants live by fishing and grazing sheep. The women spin the wool and knit sweaters to eke out their scanty income. The market for Fair Isle sweaters had fallen off to almost nothing. This matter was brought to Edward's attention. He began to appear in public in Fair Isle sweaters. The fashionable world took note. Fair Isle sweaters became the rage. Prosperity returned again to the remote island homes.

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The war service record of Edward as Captain Windsor is too much a matter of general Empire record to require mention. Much less is known about his efforts to assist ex-service men in the gloomy years of post war depression.

Perhaps Edward was at his best in his constant visits to ex-service men's clubs. He liked them and they liked him. Here he could throw off the burden of ceremony and recall again the days when he had been a young Junior officer. His visits were welcome and it pleased ex-service men many of whom felt that peace had dealt more harshly with them than the war itself, to see that they were not forgotten. They still grumbled for grumbling is a soldier's privilege, but there was a good understanding between them. But Edward did not let his efforts to help them stop with his visits.

He took up knitting and crochet work. In a few spare minutes each day, he worked in his room. The finished work was sent to an Exhibition held in London in his own name. The news flashed around the world. In foreign countries the comment was much less than courteous. No explanation was given to the press.

In England his motive was instantly understood. Many hundreds of blind war veterans earned their living by the slender proceeds of their gales of the knitting and crochet work which they had been taught to replace their former occupations. His action focussed public attention on their efforts. A huge flood of orders began to pour in from the British public to aid these unfortunates.

Many peculiar incidents and little understood oddities of dress may be traced to similar causes.

During the three weeks spent by him on Long Island in New York he was followed about by clothes designers with pad and pencil. They left in disgust when they realized that he had only worn two suits during his visit. Presently however the public's insistent demand made them realize that both suits were British tweed.

It seemed to those about him that no one man could maintain the tremendous working schedules that Edward accomplished. He did so by making every minute count. No one better knew the practice of "How to Live on Twenty-four Hours a Day." He travelled always by air in a plane equipped with a typewriter and worked aboard as he flew.

## SAN FRANCISCO-OAKLAND IS NOW A GREAT METROPOLIS

Gigantic Bridge Spanning the Bay is Aerial Link  
That Has Transformed Two Cities Into  
Centre With 1,307,000 Population

(By Frederic J. Haskin)  
WASHINGTON, D. C.—The gigantic bridge which spans the bay between San Francisco and Oakland is regarded as one of the major public works carried out by the New Deal. It seemed to be more than that. As an engineering work it is being discussed all over the world. Its picture is shown in publications and on motion picture screens from Shanghai to Lima. Of enduring importance to those more immediately concerned is the fact that this aerial link transforms two cities into one great metropolis, for San Francisco and Oakland now have become virtually one.

The opening of the San Francisco-Oakland bridge at this time seems especially epochal, as this year marks the 100th anniversary of the founding. While the Spanish mission of St. Francis of Assisi was established in 1776, the town of Yerba Buena, which was destined to become the present city of San Francisco, was not founded until 1836.

It is customary for Americans to think of San Francisco in relation to its earlier romantic history—the discovery of gold, the Vigilantes, the Barbary coast—little realizing that today the city represents a change to a modern industrial, commercial and financial centre. At the time of the discovery of gold in 1848, the population of the place was about 800. By 1849, it had risen to 20,000. By the close of the century it was near 300,000, and today the metropolis created by the connection of San Francisco and Oakland has produced a metropolitan community of 1,307,000 bringing it within that exclusive confraternity of cities of the world having 1,000,000 or more people, a group numbering only 22.

Although the discovery of gold gave San Francisco its first great impetus and although California remains a leading gold producer, commerce began early. Having one of the finest harbors in the world such an activity was especially favored. Some strange stories go with the development of the commerce of San Francisco. While a few ships had touched there before the gold days, chiefly to collect hides to be sailed back around Cape Horn to the eastern seaboard, the harbor was not thronged. But when the gold rush started the strangest sort of commerce took place.

There appeared the unprecedented phenomenon of a one-way commerce. Practically every ship that came into

the harbor—and they came rapidly—came to stay. By 1850 some 500 ships were lying in San Francisco Bay, abandoned by crews as well as the passengers they had brought. All hands had rushed to the gold hills. Those ships never sailed again. They rotted and sank in the bay.

**Start of Foreign Commerce**  
One of the weirdest chapters of foreign trade which ever has been written concerns the laundry business. With almost every one in the region intent on gold and nothing but gold it was practically impossible to get anything done. Although it was a rich country food became scarce because not one would bother to purvey it. Bread reached \$1 a loaf because no one would stop to bake. There seemed to be not a soul to wash clothes. Some enterprising person, perhaps disappointed in his gold search, hit on the scheme of shipping the community's laundry to China. This was done and started the most extraordinary business. A ship would set forth laden with the soiled garments and, months later, return with the clean. This accounted for the introduction of the Chinese laundrymen into the United States. The Chinese quite naturally thought it would be more sensible to go to the wash instead of having the wash cross and recross the broad Pacific.

Today that foreign trade which had started in so fantastic a manner amounts to more than \$1,000,000,000 a year. The commerce of the city in the course of this tremendous expansion, called for an important banking structure, and today San Francisco is a financial centre of world significance, in touch with every other centre on the globe.

One does not think of the San Francisco-Oakland metropolis as a manufacturing centre as a rule, yet it ranks close after such cities as Pittsburgh and St. Louis. It is the foremost, by a third, of all cities on the Pacific coast. Like the rest of the country, the Golden Gate suffered from the great depression, but, also like other regions, it experienced a year of great prosperity in 1929. In that year the value of its manufactures reached the astounding total of \$1,128,611,246. This was brought far down in the years to 1933, but already has made a strong recovery and soon is expected to pass the 1929 figures.

It is said that the region suffered less from the depression than many other communities because of the nature of its production. In such cities as Detroit, Akron, Grand Rapids and Pittsburgh, where the major effort is given over to the manufacture of one product, serious depression means practically a complete stoppage with accompanying unemployment and distress. The San Francisco-Oakland metropolis has been more fortunately organized. It has no outstanding manufacture in the way that Detroit has in the way of automobiles, Akron, tires, and so on.

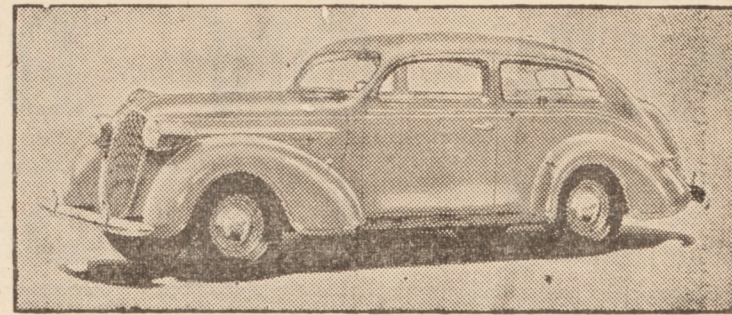
**Vicissitudes of City**  
A great variety of consumers' goods manufactured at the Golden Gate resulted in a spread and left the community in much better position. The refining of petroleum is the largest single industry, but accounts for only ten per cent of the total value. Canning of fruits and vegetables ranks next with six per cent of the total value of manufactures. Printing and publishing, meat packing, baking, brewing, the making of paints, foundry and machine shop products, chemicals and women's clothing follow next in order. Then come a host of miscellaneous small industries, each contributing something to the general value of manufacturing.

San Francisco has sustained a number of disasters which might have been expected to discourage. There have been several large fires, but the earthquake and fire of 1906 constitute the greatest disaster. It has been estimated that the loss sustained approximated \$500,000,000. Yet this loss was repaired with astonishing speed, a finer city rising on the ashes of the old.

The approximate site of a Russian fortress which, incidentally, was the cause of the writing of the Monroe Doctrine the place of a famous Spanish mission, the location of a tiny pioneer village which became a roaring mining camp, San Francisco has seen an extraordinary history. Now, with the completion of the bridge, the San Francisco-Oakland metropolis has been created, to go on to greater achievements than the past has ever known.

One could not better exemplify California vicissitudes than by reference to the story of John Sutter. It was at Sutter's mill that California gold was first discovered. Now, Sutter was not interested in gold. He was a rich cattle man and the governor of the frontier. But prospectors swarmed his ranches in such numbers as to drive out his cattle. He was ruined financially, although one of the biggest gold strikes in world history had been found at his doorstep. He would have died in destitution had not the California legislature later voted him a pension of \$250 a month.

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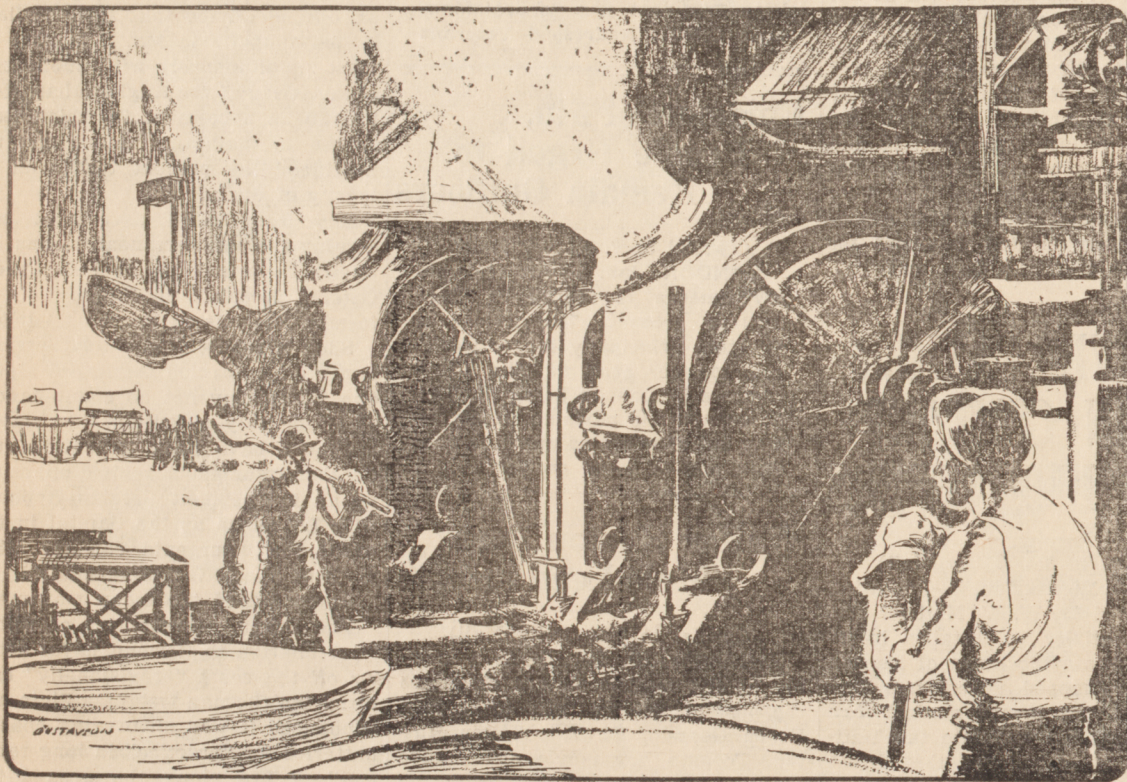
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6 MONTHS .....	1,000 VOTES
1 YEAR .....	4,000 VOTES
2 YEARS .....	10,000 VOTES
3 YEARS .....	15,000 VOTES
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