

All-American Canal Contract

Secretary of the Interior Harold L. Ickes on July 22 announced award of the contract for construction of the Alamo River crossing and two other structures on the All-American Canal to the Atlas Construction Company of Pasadena, California, on its bid of \$269,892.10.

The Alamo River crossing is the last of the major structures to be undertaken along the line of the 80-mile canal. It will consist of a giant culvert across the gorge of the Alamo River just north of the international boundary, about seven miles east of Calexico, California. The crossing will be constructed of reinforced concrete. The culvert will be 32 feet wide at the bottom. A wasteway controlled by radial gates will be constructed in connection with the crossing in order that in emergencies water can be diverted from the great canal into the Alamo River.

In addition to the crossing, the contract also covers construction of the New Briar Canal crossing and the Central Main Canal check and turnout near Calexico.

The successful bid was the lowest of five received and opened by the Bureau of Reclamation at its Yuma office, June 27. The contractor is given 30 days in which to commence the work and 330 days thereafter to complete it.

The All-American Canal is now nearing completion. It is believed that the Alamo River crossing will be completed before the seasoning program in the desert section of the canal has been completed.

Jewish People World Problem

When representatives of 32 nations recently met in France to discuss the refugee problem and attempt to arrive at some sort of a solution, it didn't make headline news. But to the thoughtful observer, the conference served to emphasize the fact that this is one of the most tragic and difficult social problems of the modern age.

Never in modern history has the plight of racial minorities, principally the Jews, been so bitter. The programs of ancient times almost pale into insignificance beside those of today. Germany, of course, is the seat of the Jewish oppression. It is apparently Hitler's desire to completely eliminate Hebrew influence of any kind in Teutonic territory. In Germany, and also in Austria since the Anschluss Jews have been forbidden to engage in most fields of profitable occupation. Even when they are not driven out of business, their stores are placarded, and the German who trades with them comes at once into conflict with the dreaded Nazi secret police. Jewish professional men—doctors, lawyers, writers, teachers—are boycotted. In German schools, the instructors tell their pupils to have nothing whatever to do with Jews, either socially or as a matter of business. Person with as little as one-eighth Jewish blood are classified officially as Semitics, and are consequently ostracized. In brief, the Jew, under Hitler's dream of a



VINCENT LOPEZ WASN'T MUCH OF A SUCCESS AS THE SECRETARY TO A MILKMAN, BECAUSE HE HAD TO WORK TOO NEAR A FIRE HOUSE.

race of Nordic supermen, is regarded as an enemy of the state. Matters would not be so bad were the Jews allowed to leave Germany and Austria with what resources they possess, to seek a place in other lands. But the Jew who is given a German passport is necessarily a bankrupt. His money, his property, even his personal effects, are taken from him. He must leave his home and his occupation with no resources with which to make a fresh start. And, according to late reports, the German government is going even further in the case of rich Jews, and is virtually holding them for ransom. For example, it is said that the release from Austria of Louis Rothschild, head of the Vienna branch of the great European banking house, can only be obtained when and if his foreign friends and relatives give \$10,000,000 to the Reich. A biting commentary on the question is found in the fact that Myron C. Taylor, American delegate and chairman of the 32-nation conference, recently pleaded with Germany to permit refugees to take their personal belongings away with them—and received no answer. Some time ago it seemed that the problem might be solved by the action of England in opening Palestine to Jewish colonization, and setting it aside as a land where the Jews might create a nation of their own. Today that hope is largely gone. The Jews came to Palestin-

They liked it. They proved to be excellent settlers and capable business men. But the Arabs, whose religion is strongly anti-Semitic, immediately began to fight the migration. Hundreds have been killed in guerilla warfare. Arabian sentiment against the Jews has steadily increased, and it is said that there is grave danger that the cause may develop into a holy war. England now has 12,000 troops in Palestine to defend the Jews—and still the rapine, slaughter and pillage continues. The result is that only 12,000 Jews a year are to be admitted to the country—a drop in a gigantic bucket. There are about 1,000,000 Jews remaining in Germany and Austria alone. The 32-power conference took all this into account. Its attitude was extremely sympathetic toward this oppressed people. But talk was about all that resulted. No major country is willing to open its gates wide to the Jew, or to any other refugee. In the case of famous men, there is usually a place—many educators, for instance, have left Germany for England and this country, and obtained suitable occupation. For the rank and file of Jews there seems to be nowhere to go. All the big powers are occupied with unemployment problems. There is not enough work for their own people, and not enough money to go around. Thus, they pity the Jew, they realize the injustice that has been meted out to him—and

they regretfully say, no, when he asks permission to enter. As Oswald Garrison Villard has written, "The man who could show the way out would deserve the greatest rewards bestowed ever upon anybody." That man has not appeared.

ADJUST THE CARBURETOR BEFORE VACATION TRIPS

For peak performance and economy on long summer trips the carburetor should be adjusted properly. It is easy to identify a carburetor mixture that is too rich or too lean, according to the emergency service department of the Automobile Club of Southern California. If too lean, the symptoms will be hard starting, back-firing when the throttle is opened suddenly, and failure of the motor to idle properly. If too rich, the motor will operate unevenly, due to excess fuel; spark plugs will foul quickly; and exhaust gasses will cause a burning sensation when coming in contact with the eyes.

The new constitution for New York will not legalize gambling according to recent action of the Bill of Rights Committee. If you want to gamble in these days of depression, the easiest way to do it is to get married.