

SEEN and HEARD around the NATIONAL CAPITAL By Carter Field FAMOUS WASHINGTON CORRESPONDENT



Washington. — It is gradually dawning on the country that President Roosevelt did not lose his Supreme court fight—he won it. The only question is whether the price he paid for making it was too high. Only time will answer that.

On the last decision day in February the high bench handed down four decisions favorable to labor three of them by unanimous votes. This is merely typical of what has been happening in the court ever since the President began his fight little more than a year ago. In the 13 months that have intervened there has not been a single rebuff to New Deal proposals by the court. As a defense of the rights which the conservatives thought they had that August body has been a broken reed.

The most spectacular case, of course, was the Wagner labor relations act. Most lawyers in Washington believe, rightly or wrongly, that if the President had not started his fight to enlarge the court the decision on that act would have been unfavorable. As it was, these lawyers believe that the court's decision, or at least the casting of the votes of several individual justices, was based largely on self-defense. They thought, these lawyers believe, that it was better to surrender on one decision than to increase the chances of the President's winning his fight to pack the court.

Then came the changes in the court personnel, the substitution of Hugo L. Black for Willis Van Devanter, and of Stanley Reed for George Sutherland.

Certain in the comparatively near future are two more. Justices to be appointed by Roosevelt will take the places of the last two conservatives. Pierce Butler and James C. McReynolds. Washington also expects Justice Benjamin N. Cardozo to retire because of ill health, but that is not figured in the calculations, since Cardozo has been one of the strong liberal group on the court ever since his appointment.

Not All Wounds Healed

As to the price paid by the President it is obvious that the White House has not been able to heal all the wounds. Just a few days ago Sen. Burton K. Wheeler of Montana, outstanding liberal, sounded off in Boston to the general effect that Roosevelt could not be re-elected if renominated, due to the opposition in this country to a third term.

Now no one really believes that Wheeler would have said that if the relationship between him and the White House had been one of uninterrupted cordiality. Nor can Mr. Wheeler's attitude toward the President be blamed entirely on the court fight. Actually it antedated that by several years.

Wheeler was one of the strong "For Roosevelt Before Chicago" men. But for certain reasons he was never rewarded as nearly all of the stars in that galaxy were. The chief reason probably was that Roosevelt was personally fond of Wheeler's chief political enemy in Montana, Bruce Kremer. So bitterness welled up in Wheeler's breast.

It never boiled over, however, until the court fight. Senator Wheeler went so far, at that time, that apparently he did not think it possible for him to get back in the fold. So in a way his present attitude, or certainly his public attitude, grew out of that fight.

Whether this will be really decisive when the national convention approaches, and presidential primaries are being held, depends on many factors. But it is always important that any powerful leader is bitterly opposed to a President's renomination.

Merchant Marine

Ambassador Joe Kennedy's recent pleas for a new system which would permit the establishment of a real American merchant marine may accomplish the spending of some money, but there is no inkling that any of the real difficulties in the path leading to this objective will be removed. At present the two greatest obstacles are: (1) the absurdly high cost of operating a ship under the American flag as compared with any other maritime country, and (2) union labor.

Both grow out of the well-defined policy of keeping the American standard of living high. Both for that reason are commendable, per se. But just as surely they mean that the United States will never be a real competitor in the world's shipping business. To use Woodrow Wilson's illustration, it looks as though Uncle Sam will remain in the position of a department store which uses the delivery systems of its competitors.

The writer has just returned from a cruise to Rio on the Italian liner Rex. Actually this was a good-will tour for the Italian government. When the passengers swarmed ashore in Venezuela and Brazil to see the sights, the ship's officers entertained local politicians and celebrities.

Italian flags were everywhere. The great ship was lit up like a church at night in Rio harbor. Brazilians swarmed aboard, thousands of the more important being served

champagne lunches free; the less important were charged a small fee for the inspection trip.

But Americans Paid

But—the cost of this good-will gesture by Italy, this impressing of the Latin-Americans, was borne by Americans. Of the nearly 600 passengers all except less than a dozen were citizens of the United States. They paid for their tickets. They paid stiff prices for shore excursions. They bought Brazilian millreis at 16.40 for the dollar at the ship's bank, and found they could get almost 20 for the dollar in Rio!

On the day after the Rex left Rio the French liner Normandie arrived, making the Italian record of having the largest ship ever to enter Rio harbor one of brief standing. I don't know about the French efforts to entertain the Brazilians. Generally they are not as smart about such things as the Italians. But whether the French made equal use of the opportunity or not certainly the great liner must have impressed the people of South America generally, just as the Rex did. Such things are intangible.

Now the importance of all this is enhanced by the fact that of all the countries south of Panama, Brazil, for more than 20 years, has been the best friend of the United States. At virtually every Pan-American conference, Brazil has sided with the United States in some of the embarrassing situations which have arisen. Cuba has been just as good a friend, but her friendship has always been discounted by the insinuation that the United States controlled Cuba.

Yet here are two great European powers, seeking to ingratiate themselves with our international pal, so to speak, and doing it with their traveling salesmen's expenses all paid by American tourists!

May Help Business

American business probably will benefit substantially as a result of the British vote of confidence in Prime Minister Neville Chamberlain following the resignation of Foreign Minister Anthony Eden. Mr. Chamberlain happens to be an industrialist at heart, and he favors the reduction of trade barriers in Europe where food shortage is a chief cause of unrest.

If the American theory that more freedom of trade produces national and international prosperity is correct, then England should be more prosperous under the Chamberlain policy. Furthermore, England will prosper in proportion to the removal of the threat of immediate war.

Not only England, but Chancellor Hitler is trying to avoid war. Washington diplomats believe Hitler is determined to get back the lost German colonies but that he wants to do it without war. Now that Mr. Eden and his adherence to the League of Nations are out of the way, they believe, Hitler will succeed in his aim. England's surrender to the demands of the dictators, distasteful as it may seem to many Americans, probably will stave off war for another three years or so. That leaves England free to go ahead with her armament program, which will contribute much to business activity there.

England is by far this country's best customer. And, being busy as she is with armament manufacture, demands even more goods than she normally would. Then too, England's being engaged in rearming herself gives the United States an opportunity to sell goods to countries that have been buying from England.

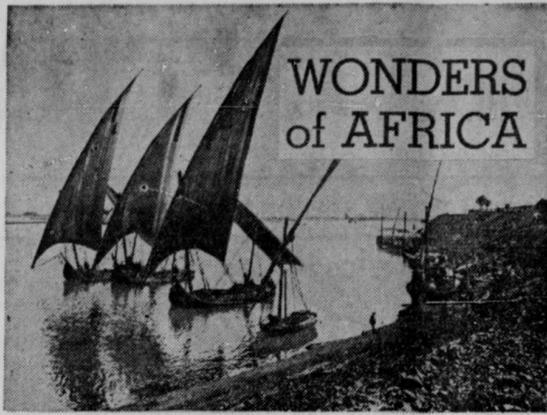
Our Foreign Trade

The United Kingdom will not only buy our manufactures, but will buy our farm commodities. One of the main objectives of the trade agreement being negotiated with England is to sell her more of our agricultural products. The United States has had a great deal of trouble with surplus crops. Sometimes it's wheat, sometimes it's corn, and most recently it was cotton. But farm labor costs, and the American standard of living, make our farm products difficult to sell except at unprofitably cut prices. Stabilization of farm prices by the government has only added to the trouble. Cheap-labor countries start producing in competition against this country as soon as our prices are fixed at high levels.

The United Kingdom and Europe in general buy all the commodities they can get from the low-cost labor countries. Now, in the trade agreement program, this country will cut tariffs on things England sells us, so that England and, of course, other countries, will buy our farm surplus.

American business has been watching anxiously the trend of business in England, which has been holding up under its great arms program. If England should go into a slump it would be bad news for the United States. It looks as if the bad-boy team of Hitler and Mussolini has done this country a good turn, even though the benefits may be temporary.

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Freight Barges on the Nile.

Nature and Man Have Contributed To the Marvels of the Dark Continent

Prepared by National Geographic Society, Washington, D. C.—WNU Service.

IN AFRICA are natural wonders which almost challenge belief. The Sahara, a vast waste of rock, gravel, and sand, is so big it would hold the entire continental United States. The reason it is a desert at all is, simply stated, that the wind blows in the wrong direction—down from the dry heart of central Asia instead of from the moisture-giving ocean. The temperature changes so sharply at nightfall that travelers who have suffered in the blazing heat find themselves shivering under blankets.

This immense area of desolation served as a highly effective shield which long protected central Africa from overland exploration from the north.

The Zambezi river's Victoria falls—whose native name means "Smoke That Thunders"—are almost two and a half times as high as Niagara.

Lake Tanganyika is the world's longest fresh-water lake, and nearby Lake Victoria is larger in area than any of the five Great Lakes of North America except Superior.

The Nile is a river so long that it would reach from New York to far beyond the North Pole. The Emperor Nero sent an expedition to discover its source, but the effort failed and not until 1862 was it ascertained that the White Nile had its beginnings among the mountains and huge lakes of the Congo-Tanganyika borderland.

Four Thousand Miles of Nile
From the source of the Kagera, which flows into Lake Victoria and which may be regarded as the ultimate starting point, Nile river water flows about 4,000 miles before reaching the Mediterranean. Heavy seasonal rainfall at the headwaters of the Blue Nile in the mountains of Ethiopia mainly causes the annual flood which has irrigated the fields of Egypt for countless centuries. The marvelous Nile drains a million square miles.

In its long and useful flow through desert lands the Nile loses so much moisture that only a feeble stream actually reaches the sea. In fact, at low water special dams help to keep the Mediterranean from flooding into the river. Instead of enormous pyramids erected by long-vanished monarchs, modern men, through the enterprise of the British, have built along the Nile huge dams to harness it for irrigation and power purposes. The Aswan dam, in Egypt, impounds more than five billion tons of water. The Congo, draining even a larger area than the Nile and flowing through the heart of the continent, provides, with its tributaries, nearly 11,000 miles of navigable waterways above Leopoldville, and its seasonal variation in volume is less than that of Africa's other great rivers. Rapids and cataracts, however, make it inaccessible to ocean steamers.

The rocky barriers characteristic of African rivers, where they plunge toward the sea, long proved a tremendous obstacle to the exploration and development of the interior. **All Sorts of Natural Wonders.**
A noteworthy victim of river piracy is the Niger, which rises within 150 miles of the Atlantic, yet flows for 2,600 miles before emptying into the Gulf of Guinea. Its headwaters are raided by pirate rivers—short streams fed by heavy rainfall along the coast which cut deeper and deeper inland, year by year capturing more and more of the Niger's watersheds.

From elephants and gorillas to butterflies, there is no end to the wonder of Africa's natural life, still rich, although some of the most interesting species have been decimated by thoughtless hunting. Besides "big game," there are termites that build "anthills" the height of a small house; driver ants, that destroy every living thing in their path; tsetse flies, whose bite gives men sleeping sickness and dooms domestic cattle to sudden death; snakes that eject their venom, aiming for the enemy's eyes to blind him; trees that store up water to tide them over the dry season.

A man-made wonder is the world's deepest gold mine, near Johannesburg. "The City Built on

WONDERS of AFRICA

Gold." Down, down it goes to a depth of 8,360 feet—more than a mile and a half—in quest of the precious yellow metal. Work was begun not long ago on an air-conditioning and cooling system for this abysmal maze of shafts and passages.

An elephant trail through the wilderness, a traffic-filled street in a bustling city, the Pyramids, modern universities, professors, pygmies, whites and blacks and every shade between, a gasoline station in the desert, a motor car's honk, a hyena's laugh—all these are modern Africa.

Over it all, the lines of transport are being constantly improved and extended, as the European powers, which control all but a tiny fraction of this continent as big as three Europes, seek to tap to the full its immense resources of mineral wealth and tropical produce.

Air and Rail Transportation.

Comfortable British air liners regularly fly mail and passengers from London to Capetown, 7,700 miles away, in nine days, while a white hunter on safari in the big-game country, with 40 blacks, takes about the same length of time to travel 150 miles. The French and Belgians are planning to blaze another long air route diagonally across the continent from the Barbary states to the Belgian Congo and far-away Madagascar.

By train one may ride from the Cape to the Congo, or across Africa from Lobito, Angola, on the west coast, to Beira, Mozambique, on the east. On a new railway bridge, one of the longest in the world, trains sweep across the broad Zambezi river at Sena, Mozambique, replacing slow, flat-bottomed ferry boats. A new 316-mile railway in French Equatorial Africa connects the Congo river system's thousands of miles of navigable waters with the sea at Pointe Noire.

The purple of France covers a larger area than the color of any other nation—an empire nearly 19 times the size of the home country—but much of it consists of desert.

Only three areas, comprising about one-fourteenth of the total of Africa, remain as separate native nations—Ethiopia, (in a diplomatic sense) Egypt, and Liberia. With the aid of the famous Foreign Legion, France controls some of Africa's most warlike peoples. The keynote of its policy has been to cause a minimum of disturbance of the customs of the natives. From its far-flung colonies it obtains such products as groundnuts, cotton, palm oil, fruit, cocoa, rubber, tobacco, wheat, timber, wine and hides.

Britain's Colonies Developed.

Both France and Great Britain benefited extensively from the elimination of Germany as one of the colonizers of Africa. The World War raged in many parts of this continent, and even a naval battle was fought in the heart of Africa when enterprising Britons dragged boats through the jungle and broke the German grip on Lake Tanganyika. A glance at the map shows how the territories of Britain have been consolidated, forming a highly important and strategic right of way from top to bottom of the continent, since the British influence is strong also in Egypt. The uniting factor in this string of possessions was Tanganyika, formerly German East Africa.

The British, in possession of some of the richest areas of the continent, have been tireless in their development. In South Africa, gold and diamonds have played major roles. On the Nile, irrigation projects have proved successful, and quantities of cotton are produced in the Anglo-Egyptian Sudan and Uganda. Kenya is growing large quantities of coffee and the West African possessions yield tropical products, such as oil palm nuts, cocoa, copra, and groundnuts; tiny Gambia alone ships more than a million dollars' worth of peanuts a year. The British islands of Zanzibar and Pemba yield the bulk of the world's cloves.

Belgium, third on the list of African landholders, possesses in the Belgian Congo untold resources of minerals and tropical produce, including palm oil, rubber, rice, ivory, cotton, cocoa and coffee. What gold and diamonds have been to South Africa, copper promises for the Congo, and much of the rapid development that has taken place there has been aimed at tapping the rich deposits of the metal.

Floyd Gibbons' ADVENTURERS' CLUB



HEADLINES FROM THE LIVES OF PEOPLE LIKE YOURSELF!

"Whale Overturns Boat"

By FLOYD GIBBONS
Famous Headline Hunter

HELLO EVERYBODY:

Stick close, boys and gals. We've got to make a long trip today, and we don't want anybody to be lost, strayed or stolen. We're popping off for the South Seas. Down there where they do say, the gals wear grass skirts, and men dive down into the water and choke sharks to death.

There'll be some sharks in this story, too. It comes from an old salt who sailed the briny deep in the days when they had iron men and wooden ships. He's Alfred Stuart, of Jersey City. Al is up in the seventies now, but he recalls mighty well the adventure he had almost half a century ago. I get a big kick out of these yarns from the old timers. Some day I'm going to slip over to Jersey City and just sit down with Al Stuart and swap adventures with him.

He shipped on a whaler out of New Bedford, Mass., with a crew of mostly Portuguese sailors, a tough-egg captain, and West Indians as officers. Everybody was a partner on the trip, because the crew received a share of the profits, and were all pretty tickled when they picked up several small whales.

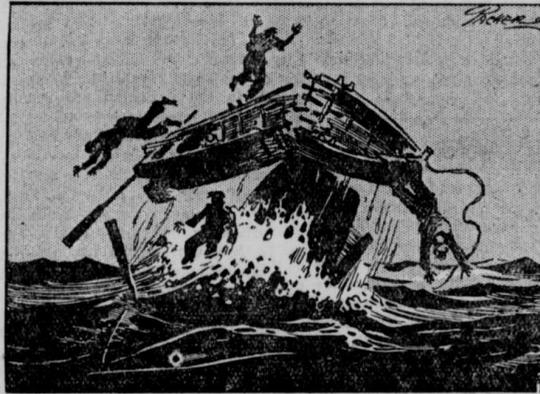
The captain was out for big game, though, and he sailed round and round in the whaling zone, looking for more prizes. It's a long way from New Bedford to the South Seas, and the captain didn't want to start back without picking up everything they could find.

They Harpooned a Big Bull Whale.

He was so insistent about it that once he gave the first mate a raking over the coals for not sticking with a whale after nightfall. Al had harpooned a fairly good sized catch, but when it got dark, they had just "flagged" the whale and rowed their dory back to the ship. The captain had bawled out the mate before the whole crew.

"Very well, sir," the mate said. "It won't happen again."

Well, it wasn't long after that, they spotted a great bull whale, one day about dusk. Here was a beauty, and the boat was lowered to go



Men Went Hurting Through the Air.

after him. Al was up in the bow, and as they approached the great sea-monster, he made a ten strike with his harpoon.

The big steel prong struck deep into the whale's back; then a second was hurled into almost the same place, just ahead of the "hump." Then the fireworks started. That whale was what Al calls a "runner," not a fighter. He started off like an express train for points distant.

They gave him practically all the line they had, and he just jerked that little boat around the South Seas like a wrecking car towing a baby carriage. The dory bobbed around like a cork, and plowed through the waves so fast that the spray nearly swamped it. After several hours, the whale slowed down a bit. They took in the slack line. The mate got out the bomb gun and took a pot shot at Mr. Whale, and was getting ready to let him have another, when the big boy decided to dive.

Down he went; straight down, with everybody hoping he'd change his mind before he pulled the little boat under. Down, down. The line was almost at its limit. Everybody was standing tense.

Smashed the Boat to Bits.

A Portuguese sailor stood by with an ax to cut the line when it became taut. With a few more feet of its seventy-five fathoms to go, the line slackened.

"Watch him now," yelled the mate. "He's coming up!"

There was nothing they could watch for. It was now dark as pitch, and there floated that little band of whalers trying to penetrate the inky night, straining their eyes for a sight of the whale.

Then, suddenly, bang! Crash! Their little craft was thrown completely out of the water. Men went hurtling through the air. The whale had come up directly beneath the boat and tossed it up as though it had been a toothpick. It cracked in two, almost amidships, and the pieces whirled in the fierce eddies as the whale thrashed about.

The men managed to reach the stern half of the boat and to hang on for their lives, fearing all the while that the whale might crash it to tinder by another slap of his immense tail. And then, another, even more terrifying menace faced them. There was a swish in the water nearby.

Sharks Were All Around Them.

"Sharks," shouted the mate. "Everybody tread water!" Everybody started pumping his legs up and down like a reserve football player warming up. And they treaded water for hours.

In the gloom of the night, they could hear the soft swish of water and faintly see the sinister dorsal fins as sharks nosed close to them. More and more of them. Exhausted men desperately kicking out at unseen dangers. It seemed the sea was literally alive with sharks.

Slowly the dawn broke over the eastern clouds. And there, not fifty yards away was the whale floating on the surface. He was dead. But around him the water was seething with the fins of sharks, making a meal of the great hulk.

"That's a big piece of luck for us," was the mate's comment. "If it hadn't been for that whale near us, we'd all have been shark meat long before this."

The ship finally picked up the boat's crew, but it was almost noon before they did it, and most of the men were half dead from exhaustion. You can't stay in the water and keep on kicking for eight or ten hours, even in the South Seas, without feeling it right down to the bones.

They towed that whale in, and it yielded 120 barrels of oil, and that's some whale. Incidentally, Al Stuart got two of that monster's teeth, and he says they're eight and three-fourths inches long and weigh two and three-quarter pounds. How would those babies be for a watch charm? Copyright.—WNU Service.

Beauty in Glass

It has been well said that glass more than any other form of handicraft shows the individuality of the craftsman. The glassmaker of old created products which expressed his own conception of beauty. But no longer does he shape and turn a piece of molten glass on the end of a metal tube into a thing of exceeding beauty. The technique of glass blowing has so completely changed that it may almost be considered a lost art.

Aloes, Medicinal Plant

Among the Greek physicians, aloes was a most important medicinal plant. Centuries earlier, the idea of binding fresh plant leaves of various kinds on burns or other wounds was a favorite of Egyptian surgeons. Homeric heroes bound up damaged skin in the same way with herbs and oil. Roman expeditions found the savage Germans adept in the art. European settlers in America learned from the candy is customarily used.

When Rossini Sneered at Wagner's Opera

Recalling an occasion when Arnold Schonberg, "impressionistic" composer, came to London to conduct a Schonberg program with "explosive" results, Sir John Squire is reminded of Rossini being taken by friends to hear an opera by the new marvel, Richard Wagner. The dialogue, after the show, ran like this:
Disciples—What did you think of it, Master?

Rossini—I don't think it would be fair to express an opinion without hearing it a second time.

Disciples (eagerly)—And when are you going to hear it a second time, Master?

Rossini (emphatically)—Never!

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Ideas are the wellsprings of all the joy and sorrow of our mortal life.—Augusta Evans.

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It is better to fight for the good than to rail at the ill.—Tennyson.

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WNU-U 11-38

Sentinels of Health

Don't Neglect Them!

Nature designed the kidneys to do a marvelous job. Their task is to keep the flowing blood stream free of an excess of toxic impurities. The act of living—life itself—constantly producing waste matter the kidneys must remove from the blood. If good health is to endure, when the kidneys fail to function as Nature intended, there is retention of waste that may cause body-wide distress. One may suffer nagging backache, persistent headache, attacks of dizziness, getting up nights, swelling, puffiness under the eyes—feel tired, nervous, all worn out. Frequent, scanty or burning passages may be further evidence of kidney or bladder disturbance. The recognized and proper treatment is a diuretic medicine to help the kidneys get rid of excess poisonous body waste. Use Doan's Pills. They have had more than forty years of public approval. Are endorsed the country over. Insist on Doan's. Sold at all drug stores.

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