

Floating Log Bore His Weight, So Man Developed a Curiosity



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What an eventful day when man first found that a floating log would bear his weight! What trial and error, what wreck and tragedy intervened even before the first dugout, or raft with clumsy sails of skins or plaited grass actually reached a neighboring shore safely!

Imagine the daring sailors' return from that first of all voyages. Shouting fellow tribesmen crowd about as they beach their craft, excited over the strange fruits and weapons the dusky Argonauts have brought back, and gaze curiously at the lone woman captive, snatched from her coral-beach shelter as the invaders retreated to the sea.

Till then that distant shore, its peak dimly visible only on clear days, had been a region of mystery; now they had landed upon it, had tasted its dangers and delights. "Let us return for more wealth," the excited newcomers urge. "Nay brothers," reply the sailors. "The winds are evil and the waves run high. We must make a bigger raft and take more fighting men, for yonder they have mighty warriors to give us battle."

Contrast pirate pistol and cutlass, hand-to-hand sea-fighting technique with the World War Battle of Jutland, when armored giants hurled tons of projectiles at each other with lightninglike rapidity over leagues of intervening blue water.

Man Becomes Restless

Fighting on the water, perhaps, had less to do with the development of ships than did man's peacetime pursuits, his restless urge always to find and see new lands, and to gain wealth by barter with faraway people for salt, amber, and slaves.

One primitive craft, in use to this day, is the Polynesian catamaran. Anyone who has lived in the Philippines or cruised the waters of the South Pacific know this outrigger sailing canoe and its age-old use in inter-island traffic.

Aboard this catamaran, long centuries ago, dusky adventurers from Asiatic coasts, guided only by stars, the flight of birds, or instinct, sailed for countless watery miles out into the Pacific. Hawaii, Easter island, and New Zealand were all colonized by these daring sailors. There is some evidence that a few of them even reached the coasts of Mexico and South America.

Egypt Started It

Though history records no famous voyages made by Egyptian navigators, it was from early Egypt that shipbuilding ideas spread to Phoenicia, Greece, and later to Rome—even through the Red sea to the Orient.

The Chinese junk bears a strong resemblance to pictures of ancient Egyptian craft, especially in the shape of the hull. Although seagoing ships grew up in the Mediterranean, early Chinese used the compass. Their junks, trading between Canton and the Persian gulf in the Third century, had magnetic iron needles; also, their junks used a rudder mounted on the sternpost. Beyond the junk, however, Chinese shipbuilders progressed little. On canals, rivers, and along coasts, myriad junks and sampans continue to haul much of China's colossal domestic commerce.

Phoenicia, today, is a forgotten land. Yet "merchants of Tyre" cornered the world trade of their day. They sent dried fruit and wine to the then remote British isles, and brought back tin and cloth. They are even believed to have sailed around Africa centuries before Vasco da Gama.

Vikings, bold sailors in their day, ravaged the coasts of Gaul and Spain in their stout oaken vessels centuries before Columbus was born. Living on dried fish and such little grain as they could carry, they later explored the northwest Atlantic; about 1490 A. D., Leif Ericsson voyaged to North America through icy seas.

In each passing century, after Egypt supplied a pattern for seagoing merchant craft, first the seafarers of one nation, then of another, made improvements. Columbus' flagship, for example, was a "modern" boat, compared with Leif's open "long ship." His crew had better sleeping quarters, bigger water

Old as water transportation itself, but still modern! This is a gufa, water transport on the Tigris river, which goes forward by twirling in a circle. Slightly round-about, perhaps, but it gets there!

casks, more dried meats, better arms and clothes, and better navigation charts and instruments.

Human Powerhouse

The Venetian galley was the fighting craft when Christian allies under Don John of Austria defeated the Turks at the Battle of Lepanto in 1571. In that battle larger vessels carried 100 crossbowmen, 40 cannon, and catapults for throwing stones. Power came from 150 galley slaves, chained to their long sweeps and whipped savagely upon their naked backs to make them pull hard, in steady rhythm.

In Greek and Roman galleys oars were arranged in two or more tiers. The Venetians abolished this system, installing all oars on the same level. The rowers, however, sat on two or three different levels, with the benches inclined in such a



If it floats, it's a boat. With canvas unfurled, Miami bathing girls take advantage of both wind and waves in a new sport, surf sailing.

way as to leave each man's motions free from interference by the others. The oars of each group of two or three rowers projected through the same opening or "rowlock." The high bench was nearest the center of the vessel and its occupant pulled the longest oar—sometimes measuring nearly 50 feet in length. The galleys themselves were about 150 feet long.

We look now at models of the tiny caravels of Columbus, and are amazed that in craft so frail he dared so much. We might set his whole fleet, the Pinta, Nina, and Santa Maria, upon the decks of the new Queen Mary and still have room to drill a regiment of infantry. Yet, in their day, these were stout little ships, developed by man after centuries of experience with Egyptian Nile and coastal craft, Chinese junks, Phoenician traders, Arab dhows, and Roman galleys, successive rungs of man's maritime ladder.

Caravels Seaworthy

Despite their small size, often less than 100 tons, caravels became famous for seaworthiness on long voyages; Vasco da Gama used one in rounding the Cape of Good Hope; so did Magellan.

Opening the doors of a new world-wide era of exploration, commerce, wealth, and empire, the little caravel poked its bows into harbors previously unfurrowed by white men's ships, and fled safely from unfriendly shores, easily escaping from the canoes of warlike native tribes.

Among heroic pioneer navigators in this age of exciting discovery was Sir Francis Drake. This English sea hawk sailed around the globe in the Golden Hind at the end of the Sixteenth century, and was the first Englishman to pass through the Strait of Magellan and to explore the west coasts of South and North America. Drake scraped his ship's bottom hard by what is now San Francisco bay, crossed the Pacific to the East Indies, and sailed home around the Cape of Good Hope. Rich with spoils from Spanish ships, he reached England after an absence of nearly three years.

NATIONAL AFFAIRS

Reviewed by CARTER FIELD

President urged to adopt strong course of action that its proponents believe would bring collapse of Fascist and Nazi regimes... Preparedness comes first in this plan, to be followed by a trade war on the totalitarian states... Would undersell these states in South American market.

WASHINGTON.—A very strong course of action is being urged on President Roosevelt with a view to resisting the aggrandizements of Germany and Italy, particularly in Latin America, though the course recommended would eventually, its backers believe, bring about a collapse of the Fascist and Nazi regimes, and remove their perpetual war scare in Europe.

The first essential step of the proposed program is for the United States to be ready to fight if necessary. To this part of the program the President has yielded considerably, as shown in his preparedness message to congress.

The next step, not to be taken until after the United States is so strong that this next move would not provoke a war, would be to start what would amount to a trade war on the totalitarian states. This would mean the selling of American goods at a loss, when our own wage and labor conditions are considered, and it would involve permitting payment for these goods by taking the exports of the nations to the south of us.

One of the advocates of this plan illustrated the idea with Mexican oil.

"I think," he said, "that the Mexican government has the right to take over foreign-owned oil wells. That is within their power. Of course they should pay us for the property so taken. But let's consider what is probably going to happen unless we do a little strong-arm work, so to speak. Mexico will have to sell that oil to Germany, Italy and Japan. It will take in payment for that oil the goods made by what, according to our labor conditions, is virtually slave labor."

Must Sell Goods Cheaper Than Totalitarian States

"Now we simply cannot afford to let that happen. It will mean a strengthening of Japan, Italy and Germany which we cannot contemplate with equanimity if we are hopeful for world peace. As a matter of fact, the progress of this sort of thing will eventually prevent us from either maintaining our standards of living or maintaining peace, no matter how much we may be willing to endure in order to preserve peace. There will come a time when it will be impossible.

"So we must buy that Mexican oil, and we must pay for it with goods sold as cheaply or more cheaply than Japan, Italy and Germany can deliver them."

"We must do that every time anything of the sort happens. Does any one believe that other big investments in Latin America will continue to be safe when every politician south of Mexico sees that country getting away with it?"

"But the important thing for us is to prevent that sort of thing threatening our future by preventing the totalitarian states from taking advantage of it."

"We should have a thorough understanding with France and Great Britain, and the other democracies, and we should go after world trade with a big stick. To do that we must be armed sufficiently to prevent the possibility of trouble. We must subsidize exports to a slightly greater extent than Germany or Italy or Japan. And we must buy the products of these countries."

"It will cost us a lot of money, but it will be cheap in the long run. And the cost will be offset to a surprising extent by the stepping up of production in this country, which will relieve unemployment."

Army and Navy Officers Long Urged Preparedness

In demanding more appropriations for preparedness, both army and navy officers are merely voicing publicly what they have known and been saying privately for six years.

Starvation of the army and navy, so far as new material is concerned began in the Hoover administration, when poor business cut tax returns and pinched the federal exchequer. This has gone on until, with little or no purchasing of new arms, new guns, new ammunition, and even new explosives, there developed a situation which high officials admit might easily have been tragic had some emergency arisen under which the army and navy would have had to fight.

The simplest illustration is that explosives deteriorate. This is true despite the occasional tragic accident when some old shell explodes, as when it is plopped into on a battlefield. But long range firing by big guns is a matter of infinite calculation. When naval or coast de-

fense gunners are trying to hit a hostile ship 10 or more miles away, the quality of the explosive that propels the shell they fire is of tremendous importance.

Incidentally it is usually the explosive in a "dud" shell that hurts someone in an accident. This is not the explosive that propelled that shell. It is the charge that should have detonated when the shell hit its mark. This is also an important charge, of course, but when it comes to hitting the enemy in battle it is the propelling charge that is vital. A slight deterioration could make a difference of a half a mile, more or less, in where the shell landed.

Supply of Explosives Is Allowed to Grow Stale

It would easily make the difference between winning or losing an important naval battle. Present-day naval strategy gives the victory to the first fleet to land a salvo on the target. That is the reason the superior optical instruments of the Germans in the World War made their otherwise inferior fleet such a menace—which made the losses of the British so heavy at Jutland.

Not only has the explosives supply of the United States army and navy been allowed to grow stale and risk its being incalculable for accurate firing in battle, but actually to this day there is not an adequate factory source for its supply.

Machinery is now in preparation for such a supply, and the fact that it is makes an extraordinary revelation of the desperate nature of the picture. About a year ago this machinery was ordered without the sanction of congress and without publicity, at a cost of \$3,300,000. The orders were made possible by a private individual, who guaranteed the orders. In short, he would have been obliged either to take over the machinery himself or to lose his money, if congress should not later legalize the operation.

But the amazing part of the whole story is that these needs were realized in 1933, and that certain army officers obtained enactment by congress, in the first \$4,400,000,000 relief bill (which included NRA) for the mechanization and motorization of the army. But this effort was wasted. Not a cent of the huge relief fund was so spent.

There are those who think there would have been no Munich if it had been.

Modification of Cuban Sugar Treaty Raises Stir

Maine potatoes seem a far cry from Cuban sugar, but no more remote than some of the ramifications which are combining to make trouble for the reciprocal trade agreement policy of Secretary of State Cordell Hull. Half a dozen senators are already clamoring for a full investigation of the proposed modification of the Cuban treaty, which would reduce the rate of duty on Cuban sugar, but not change the quota Cuba is now permitted to ship into the United States.

One of the most outspoken critics of the agreement is Rep. Ralph O. Brewster of Maine. Brewster says that of every \$50,000,000 that Cuba gets or might get from the United States \$49,000,000 goes to Wall Street!

This attack by the sugar producing state congressmen, and others interested in knocking out various items in the reciprocal trade agreements, illustrates also the difficulty involved in any sane consideration of loans to Latin America, or for that matter any foreign loans.

The trouble is when the time comes to pay, either principal or interest. A foreign country can pay a debt, or interest on the debt, only in two ways. It can ship gold, or it can ship goods. We don't want the gold. We have a great deal more than we want now. We don't want the goods, or rather there are various elements in the country which don't want each particular type of goods, for the simple reason that this element wants to produce that type of goods itself, and enjoy the full advantage of the domestic market in the United States without foreign competition.

Buy South American Goods But Don't Lend Them Money

Economists agree that the sane thing for the United States to do, in the present anxiety to do something for South America economically, is not to lend them any more money, but to take more of their goods. If we would agree to take enough products from the South American countries, they would eagerly buy the goods we are so anxious to export.

More important, taking their goods would be a much firmer and surer step toward continued friendship and mutual esteem than lending them money, which will just spell more grief when the time for payment comes.

But it's the old tariff problem all over again. Louisiana and Florida, which produce cane sugar, and the nearly 20 states which grow sugar beets, do not want any concessions on Cuban sugar, although Cuba owes the United States tremendous sums and can pay of course only in goods.

What the domestic sugar producers are most worried about now is not the amount of sugar that may come in, because that is at present restricted by a quota. They are worried lest the new duty still remain on the books at some future time when the quota system may lapse.

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When Eyes Turn Westward



Picture Parade

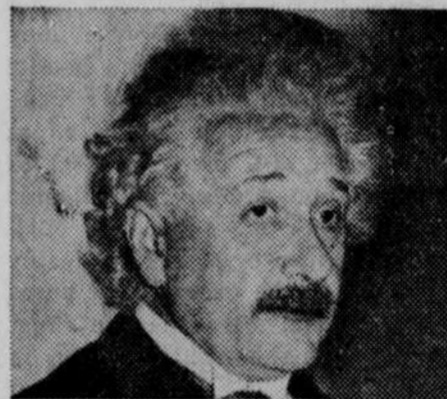
Year	Immigrants
1933	1,324
1934	3,313
1935	4,821
1936	6,073
1937	11,127
1938	17,004

GERMAN IMMIGRATION SINCE JANUARY, 1933

Until this year, Germany's annual quota of immigrants to the United States was 25,957, boosted to 27,370 since Germany took over Austria. As above figures show, this quota was never used up, though in the 12-month period ending last July 1, German emigration to America showed a decided upswing. In recent months this has become even more marked, and today every westbound boat carries more refugees. The current fiscal year's quota is already near exhaustion.



Refugees get their first glance at the Statue of Liberty, wondering what the new land holds in store for them. Once in New York, they are bundled off to refugee headquarters.



America owes many of its most prominent residents to German persecution. Above: Albert Einstein, famous scientist, who has taken out citizenship papers here.



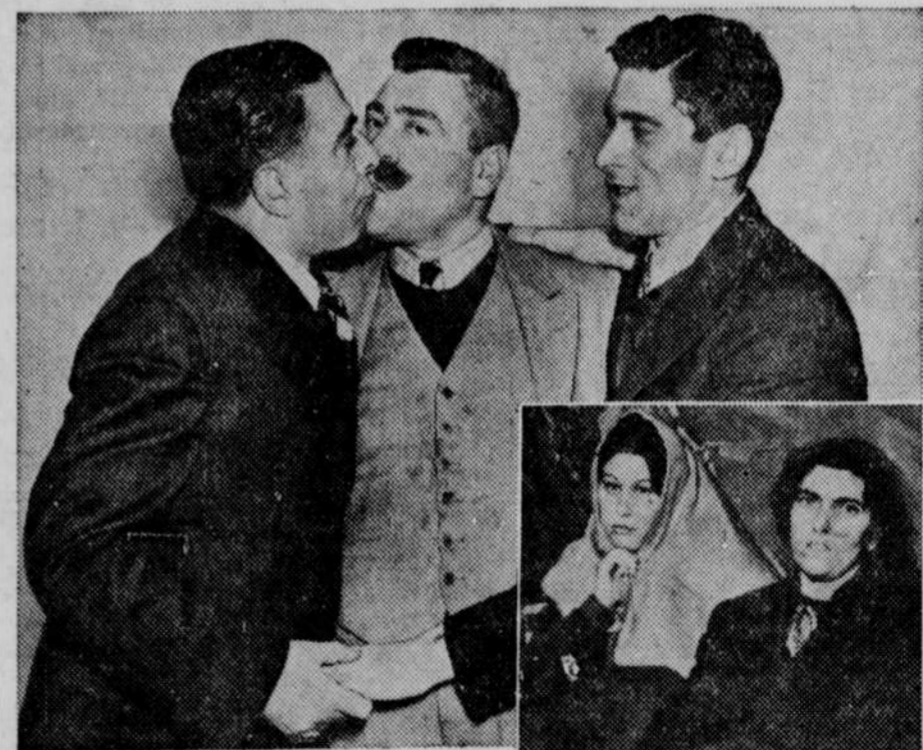
Edouard Benes, resigned president of Czechoslovakia, who is now a visiting professor at the University of Chicago. He was known as "Europe's smartest little statesman."



Max Reinhardt, long an important figure on the stage, who came to the United States two years ago, and is now directing a Broadway play. He is becoming a citizen.



Lotte Lehman, star of New York's Metropolitan opera, is herself "Aryan," but has two "non-Aryan" step-sons. She recently took out first citizenship papers here.



An American citizen (left) greets his Polish Jew brother and nephew as they arrive in New York in search of a haven. But thousands of others (right) still huddle in concentration camps.



Where can these persecuted men and women find a home?

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Pattern No. 1872.

Use this cross stitch and crochet on scarfs, towels and pillow cases and have linens you'll be proud of. Pattern 1872 contains a transfer pattern of eight motifs ranging from 5 by 13½ by 7¾ inches; directions and chart for the filet crochet; materials required; illustrations of stitches.

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Well Supplied
"You didn't have a rag on your back when I married you," he said.
"Anyway," she replied, "I've plenty now."

Hurryin' Along
A chap was seen at 7:15 a. m. running madly along, wheeling his cycle. An acquaintance called out:

"What's up, lad? Have ya gotta puncture?"
The answer was unexpected.
"No, Tom. Ah got up too late this morning an' Ah haven't had time to get on t' bike yet."

Made Over
"I'm a self-made man."
"You're lucky. I'm the revised work of a wife and three daughters."

Small Girl (to customs official searching her mother's case)—
Oh-h-h, you're getting warm, isn't he, mummy?

The Start
Bill—How long have you been working for your present boss?
Jack—Ever since he threatened to fire me.

CONSTIPATED? Don't Let Gas, Nerve Pressure Keep You Miserable

When you are constipated two things happen. FIRST: Accumulated wastes swell up the bowels and press on nerves in the digestive tract. This nerve pressure causes headaches, a dull, lazy feeling, bilious spells, loss of appetite, and dizziness. SECOND: Partly digested food starts to decay forming GAS, bringing on sour stomach, acid indigestion, and heartburn, bloating you up until you sometimes gasp for breath. Then you can't eat. You can't sleep. Your stomach is sour. You feel tired out, grouchy, and miserable. Adlerka gives you the DOUBLE ACTION you need. This efficient carminative cathartic relieves that awful GAS almost at once. It usually clears the bowels in less than two hours. No waiting for overnight relief. Sold at all drug stores.

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