Father Neptune Opens West Coast Bathing Season

When the weather seemed propitious and the water warm enough at Santa Cruz, Calif., Father Neptune came ashore to open the bathing season for that region, including San Francisco, and was greeted by a bevy of lovely swimming girls.

Frog Farming Not Paying "Industry"

Bureau of Fisheries Skeptical About Success.

Washington.—One of the earliest harbingers of spring is the clack and rattle of tiny frog voices from wayside brooks and marshes. Students of nature-study classes go forth to skim jelly-like frogs' eggs from woodland ponds and bring them back to the school aquarium. Then someone always suggests: "Frog legs bring good prices at restaurants, and the skins are used in making book covers and fine glue. Why not start a frog farm?"

"Frog farming has been tried in both Louisiana and Wisconsin, but it is not yet a paying 'industry,'" says the National Geographic society. "Recently the New York state department of conservation warned investors to be on their guard following the publication of commercial circulars urging people to go into the business of raising frogs for the market. The United States bureau of fisheries likewise is skeptical, declaring 'success in artificial propagation on a commercial scale still awaits realization.' It should be kept in mind also that it requires from four to five years for a frog, whose legs are edible, to reach adult size.

Frogs' Eggs Absorb Water.

"A female frog may lay as many as 240 eggs," says a communication to the National Geographic society from Doris M. Cochran. "The eggs are deposited in small masses on water plants or on sticks or leaves lying in shallow water. An egg consists of the yolk—the round black center—and the vitalline envelope—the surrounding transparent membrane—which begins to absorb water as soon as the egg is laid, and thus immediately swells to several times its original size.

"Under favorable conditions, the tadpole hatches on the fourth day. At first it is a minute, flattened, yellowish object, with conspicuous branching filaments, its gills, at one end and a coarse, rudderlike appendage, the tail, at the other.

"The little creature at this stage can barely wriggle away from its cast-off envelope, to squirm upward to the surface of the water, where it instinctively seeks the shelter of foliage and of the shallow water; for at this age it easily becomes the prey of small fish and other ever-hungry enemies.

"Its powers of locomotion are very limited, and it is unable to dart and dodge in the game of life and death, as it will have to do when it is a little older. It grows rapidly, at first living upon the nutriment of the original yolk-sac now stored in its own abdomen.

"In a few days, when its mouth parts have begun to develop, it nibbles the 'scum' of green algae which forms a dense mat over every submerged stone or pebble in the stagnant pond.

Sprouts Legs.

"Before the tadpole is many weeks old a pair of budlike growths sprout near the base of the tail, and shortly these elongate into a pair of hind legs equipped with five toes, which closely resemble those of the adult.

"Some days after the legs appear, the right arm comes out. Now the little tadpole stays near the top of the water nearly all the time and seems very uncomfortable, and no wonder. His left arm is developing just where the breathing pore is located. As soon as it bursts through, his troubles are lessened, for now he can hop out on the bank in true frog fashion and breathe the air freely; for, as we have seen, his nostrils have been functioning for some time as air-breathing organs.

"At the approach of the sharp autumn weather he is about half an inch in length and half-grown. While he has no voice as yet, the mating call of his elders may occasionally be heard in the pool as late as September, for frogs are active over a long period of the year and the breeding season may be said to last from April to September, reaching a peak at several different times, as warm weather and heavy rainfall favor it.

"At the onset of winter everything is silent, but with sleep, not death. Near the borders of the pond, buried under logs and stones in the mud, the little frogs have begun hibernation for the winter. A wise provision of nature slows down their life processes to suit them to this complete inactivity and apparent inanimation.

"In their summer activity, more than a few moments' enforced submergence in water would have drowned them. Now, in hibernation, they can pass a whole winter beneath the mud because they are not breathing."

Lost Graves Yield Bones of Soldiers

Arras, France.—Once bloody battlefields, now flourishing farms and busy factory sites, still are yielding the bones of soldiers from unmarked graves of 20 years.

Many of them are identified to be sent home to rest in the village churchyard. Often a pencil, a watch or a ring is the means of naming them again after two decades on the "Lost in Action" lists. Unidentified bones are placed in a common charnel house with a last brief absolution by the village priest.

A corps of searchers, divided into teams of three, is pacing off nearly every foot of earth where battle was known.

Poison Aids Fight on Heart Disease

Thevetin, Made From the Asiatic Nut, Praised.

New York.—Medical science has turned another deadly poison to its own purpose and discovered a new drug which promises to become mankind's most potent weapon against his greatest scourge, heart disease.

Ancient Chinese healing lore was combined with modern chemistry to wrest from the be-still or yellow oleander nut a drug called thevetin, several times more powerful than digitalis, after experimental tests, which already have been authoritatively termed "extremely satisfactory," writes Edward E. Gottlieb in the Chicago Record-Herald.

Dr. K. K. Chen, noted Chinese searcher and director of pharmacological research in the Lilly laboratories, announced the isolation of the substance recently before the New York Cardiological society. Doctor Chen suspected the poison might have a medicinal value three years ago when a fellow physician reported the deaths of many human beings, particularly children, following a woodland picnic. It is unknown in this country.

Two Nuts Fatal Dose.

Two or three be-still nuts eaten at the same time is a fatal dose.

"One nut," he explained, "contains enough poison to make approximately ten cubic centimeters of the new drug. This is about five times the quantity used for a single injection on human beings.

"The be-still nut is quite hard and bitter. The latter quality is responsible for the fact that there have not been more deaths in Hawaii and in India, where it abounds, from thoughtless eating of these nuts. Our drug, which we have named thevetin, is derived from the kernel, not the shell, of the nut."

Since last September the medicine has withstood rigorous experimental tests under the supervision of Dr. Albert S. Hyman, in charge of the Witkin Foundation at the Beth David hospital in Brooklyn.

Results Remarkable.

Doctor Hyman, an eminent heart specialist, is quick in singing praise to the new drug. He agreed thevetin thus far has shown "remarkable results" and predicted it might become widely used for patients so ill with heart disease that the organ barely beats. He said:

"In such cases digitalis has been practically useless. But thevetin, because of its greater power, might be strong enough to make the difference between life and death."

Thevetin looks like water and may be injected hypodermically into the body. Upon reaching the heart it immediately stimulates its action. Doctor Hyman with this drug has successfully treated 35 men and women suffering from heart disease.

PETIT POINT BAG

By CHERIE NICHOLAS

We hear so much about taffeta. How is this for a beautiful combination? The full skirt is of white mousseline de soie, with which milady wears a bodice of black taffeta topped with the lovely full-sleeved jacket with empress collar, its sprightly fullness achieving the new neckline silhouette. Looks like a feminine season. And since it is, fancy turns to dainty exquisite accessories to wear with evening clothes. Which accounts for the revival of the vogue for the beloved petit point bag which ladies of quality ever admire and covet to possess. The ensemble in the picture is completed with a very choice petit point bag from Vienna, which gives just the right touch of color to the costume.

American Indian Is Not Vanishing Race

Berkeley, Calif.—The American Indian is far from being a vanishing race—there are 26,000,000 full-blooded American Indians now living. The United States, however, has but 322,000 of them, or approximately 1 per cent. More than 96 per cent of the number live south of the Mexican border, according to E. W. Gifford, University of California extension division lecturer.

Centers of highest culture of the race, he added, were not in the United States, but in Mexico, Central America and South America.

Must Sleep in Jail 90 Nights; Free in Daytime

Cleveland, Ohio.—John Garthe, thirty, has to sleep in jail for 90 nights, though he has his freedom in the daytime. Police Judge Stanton Addams imposed the strange decree when Garthe was convicted of driving while intoxicated. Promptly at 11 p. m. daily, Garthe must report at the jail to be locked up until 6 a. m. A fine of $200 and costs also was assessed. The unusual sentence was decreed to permit Garthe to hold his job during the day and continue his studies in art and advertising in the evening.

Girl, 14, Is Minister

Little Rock, Ark.—Eugenia Hilton, fourteen years old, is an ordained minister of the Nazarene church here.

SEEN and HEARD around the National Capital

By CARTER FIELD

Washington.—Now it can be told—who started the depression and why!

It was Australia, many months before our stock market crash, and the why is that a change in fashions played hob with Australia's exports of wool, for the simple reason that women stopped wearing so many woolen garments and men began wearing lighter clothes.

Whereupon, nearly every one in Australia being "poor," and the balance of trade against Australia reaching frightening proportions, Australia clamped on drastic restrictions against imports, especially leveled against automobiles and trucks.

Which, added to the fact that up to then Australia had been the largest single purchaser of American-made automobiles and trucks, knocked over the first card of a distressingly long pile, and each successive falling card knocked over the next one.

All of which, of course, is not really intended to convince anyone that Australia really started the depression, or that the present impasse on world trade would not have resulted if there had been no Australia, but is a highly illuminating telescopic view of the world situation reduced to an easily understood formula.

It is particularly appropriate at the moment in view of the hubbub up over the alleged statement of President Roosevelt that foreign trade is a thing of the past, to which Senator A. H. Vandenberg paid so much attention in the senate.

It is also appropriate with Italy and Poland just having restricted imports of American automobiles, machinery and many other products to one-fourth of the 1934 figures.

Look at the Record

Without attempting to place Australia in the prisoner's dock, therefore, let's look at the record. The big commonwealth "down under" made these restrictions well in advance of the beginning of the depression here. The date of this beginning in America is hotly disputed, but most economists agree that the stock market crash of October, 1933, was merely the result of a collapse in business, which was already well under way before most business men—even those engaged in the industries hardest hit—appreciated it. Nearly every one thought it was just a temporary dip in the production curve. They had heard cries of "Wolf! Wolf!" a dozen times before during the Coolidge administration, but had seen business march on to higher levels later, with stock market prices continually climbing as a result.

But when Australia stopped buying American motors and trucks the avalanche started, though no one thought for the time that it was more than a pebble rolling downhill. For the drying up of motor manufacturing, with its cutting down of buying from steel plants, tire factories, battery makers, upholstery weavers, etc., was well under way by July, 1929, three months before the stock market dive.

What brings all this up for consideration in Washington at the moment is that several very important persons, some from Europe and some from other parts of the world, including Australia, have been in our midst for the last few days, and have been trying to figure out how to end the present international trade stalemate.

Nearly every one agrees that if some nation would just start the upward push, as some think Australia started the downward drive, the world could work out of the present doldrums. But how to get started? Naturally the visitors with one accord say that the United States is the nation to start it. The British say that we should reduce our tariff on textiles, whereupon they would buy more of our cotton, etc. That gets a loud laugh, though with no mirth, in New England, not to mention North Carolina. But it illustrates the difficulty of applying a self starter.

Old Problem Up Again

The old long and short haul railroad rate controversy is due for another airing. This time the subject will be brought up in an effort to help the struggling railroads. Chairman Rayburn, of the house interstate and foreign commerce committee, proposes to try to remove one of the restrictions in the present law which has irked the railroads considerably.

This is the provision that if a through rate is made, which happens to be less than the rate for part of the same distance, the cheaper through rate must be compensatory. Or in short that the railroad must make a profit at the lower rate.

At first blush it would seem that the railroads would have no objection to such a provision. But they have—plenty. Their chief objection is that the Interstate Commerce commission, worrying about this injunction, has been very slow about approving any cheap through rates. It was said, time and again, to some railroad seeking to put one in, that obviously there could be no profit in such a rate, so there was no use considering it.

Whereas, the railroad company involved might be perfectly sure that there would be more dollars in its treasury at the end of any given period if it were allowed to make that rate, whether it could prove that the particular rate would yield a profit on the particular shipments made under it or not.

The point is that it is next to impossible for a railroad to figure whether it makes the profit on any particular shipment. It knows where it stands, within reason, on its entire business. But it is very difficult to break the thing down the way mathematicians would like. For it is not a question of subtracting the cost of an item from the selling price, deducting handling charges, and figuring the profit, as it would be in a retail store.

How It Works

In fact, railroading is almost at the other extreme from a retail store when it comes to figuring what should be charged the customers. To consider a specific case of how this long and short haul thing works, take the three cities of Pittsburgh, Youngstown and Chicago. The Baltimore and Ohio might consider it good business to make a rate from Chicago through to Pittsburgh cheaper than from Chicago to Youngstown, though its trains from Chicago to Pittsburgh pass through Youngstown.

If by this lower rate to Pittsburgh a large number of cars loaded with freight should be added to each train, there would be no doubt about it. For it costs very little more to haul a train of 100 freight cars than a train of 80 cars. Or to haul a train of 50 cars than a train of 40 cars. Even the fuel cost of the trip is not raised anything like proportionately by the additional cars. Whereas, the labor cost is rarely advanced an amount worth considering.

But the law does not take cognizance of this factor. It says that the lower rate must be compensatory. And the I. C. C. has been holding that this means there must be a profit, which can be demonstrated, at the low rate. And this is a hurdle which the railroads have not been able to take.

New Trade Treaties

Trade treaties with Sweden, the Netherlands, Switzerland, and Spain are almost ready. This is the answer to the erroneous statement that the publication of the sensational George N. Peek report proved President Roosevelt was now siding with him in his row with Secretary of State Cordell Hull.

As a matter of fact, on the very date on which the Peek report was made public the President passed on some details with respect to the proposed treaty with Sweden, indicating his general approval of the Hull policy.

Whereas, when asked for comment by newspaper men a few days before the Peek report—in their hands for release later—was printed, the President smiled it off, saying that not even the author could vouch for all the figures!

American match interests have been terribly concerned over this Swedish treaty. Again Japan, the chief target of the protesting textile interests, figures. True, it is the general impression that Japanese matches, like Japanese light bulbs, are not as good as those made in this country, but cut prices spell trouble for better goods, many a time, as every merchant knows.

Now Japan would like nothing better than for the United States and Sweden, in their negotiations for the reciprocal trade treaty, to agree to reduce the American duty on matches. For under the "most favored nation" clause Japanese matches at once would get just as much benefit as Swedish matches.

America is the promised land of match manufacturers all over the world. It is virtually the only country where matches are not either a government monopoly or taxed out of all reason.

Match Market Limited

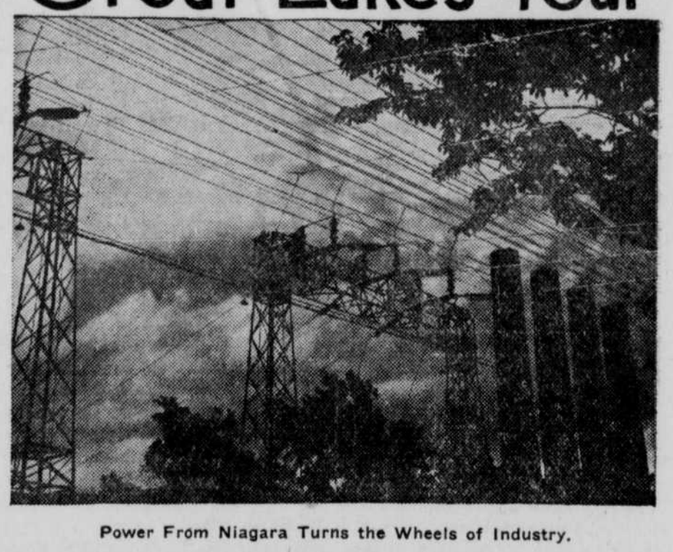
So rich in revenue is the match in most foreign countries that there is a tax on lighters. In fact it is sometimes said that the only public lighter in all France is the one in the lobby of the chamber of deputies!

Obviously the match market of the world is very sharply limited by these artificial restrictions. Just as the cigarette market is restricted by governments anxious for a big revenue.

Experts say that American cigarette manufacturers would drive all others in the world out of business if artificial barriers were removed. But also that the Swedes and the Japs, the first on quality (though they are not as good as American matches) and the second on price, would capture the match market if artificial barriers were eliminated.

Sweden is hanging up a bit of tempting bait to American negotiators, however. She promises that she will reduce duties and restrictions, which would result in the Swedes consuming vastly larger quantities of American fruit and other farm products. Now the agricultural vote that would be interested in this new market is very large. Whereas the vote interested in match production is rather small. All of which indicates that the concessions Sweden wants will be made.

Great Lakes Tour



Power From Niagara Turns the Wheels of Industry.

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

BY CAR or by steamer, a trip around the Great Lakes is a tour of American commerce and industry. If they only lay there, basking in the sun or raging with storms, our inland seas would be impressive. But they have served America as no inland sea has served another land. At every corner of the Great Lakes, and because of them, busy cities have risen. On the banks of a hundred tiny creeks commerce has planted its loading piers or elevators.

Our bridges crossed our lakes as ore before they crossed a river. Scarcely a skyscraper whose framework has not wallowed in the swell of our "Big Sea Water" before combing our urban skies. The story of our Great Lakes is one of unbelievably cheap freight rates, of marvelously active freighters, of fur and lumber, iron and grain.

In the days when the principal crop of America was cold-bred fur, the St. Lawrence was the gateway to our Midwest. Fur was the incentive of Nicolet, Joliet, Marquette and La Salle, to whom the watershed between the Great Lakes and the wide Mississippi basin was familiar while the British were still settling the seacoast.

In 1803 most of this land became ours through the Louisiana Purchase, and the vast territory which fur trade and Indian alliances had won for France gave trans-Appalachian colonization new impetus. For a little less than four cents an acre the young American Republic acquired rich agricultural lands stretching to the headwaters of the Missouri and the Yellowstone.

Around the lakes, fur ceded its primary place to grain or lumber. Hiawatha's "forest primeval" crashed before Paul Bunyan's saw and ax.

Then came iron!

At the northern end of the lakes whole rust-red mountains of ore stood ready for the steam shovels. Coal moved north and iron south, a combination providing profitable return cargoes. Wherever a creek reached the south shore of Lake Erie, coal and ore were tossed back and forth by car tipple and "clamshell."

Buffalo a Busy Port.

Buffalo is a busy gateway to the Great Lakes region. Protected from early traffic competition by the Niagara falls, which were later to furnish its light and power, this rich inland port stands at the east end of the upper lakes and the west end of the only convenient break in the Appalachians. Had an Indian interpreter not made a mistake it would have been called "Beaver," a startling but suitable name for this busy creek-side port.

On June 22, 1933, at Chicago, salt water from the Gulf of Mexico was blended with Lake Michigan water when a flotilla of Mississippi river barges, bearing spices, coffee, and sugar, arrived at Lake Michigan.

The nine-foot channel does today what river and glacier did more than once in the past—links the Great Lakes with the gulf. It took 260 years for Joliet's dream of a lakes-to-gulf waterway to come true.

Four routes to tidewater now exist: the Illinois waterway, with a nine-foot channel; the New York State Barge canal and its branch to Oswego, both with a depth of 12 feet; and the St. Lawrence canals, in which there are 14 feet of water. The deepest artificial link is the new Welland canal, which not only has 30 feet of water on the sills of its spectacular locks, but also accomplishes the steepest lift—326½ feet in 25 miles. While retaining its pre-eminence in the transfer of grain, Buffalo has since become our milling metropolis.

In October, 1839, when the brig Osceola brought 1,678 bushels of wheat from Chicago to Buffalo, it took several days to unload the cargo. Buffalo's 29 elevators could now unload that much wheat in less than nine seconds. Yet, were they empty, it would take eight eight-hour days to fill them to their capacity of 50,000,000 bushels.

Cleveland's Cuyahoga Flats.

Bulk wheat rides from the head of Lake Superior to the foot of Lake Erie for about three cents a bushel. But flour can't be handled in bulk like so much ore or limestone, and, as a consequence, milling has moved east to a center within 500 miles of which lives 80 per cent of our population.

Like Buffalo, Cleveland owed its early greatness to a creek. Chic secretaries, high up in the 700-foot tower of Cleveland Union station, look down in spirit as in truth on Cuyahoga "Flats."

From a tower owned by railways they can easily identify the site of a canal bed buried under a railroad right of way. In the most striking unit of Cleveland's ambitious "City Within a City" they survey the ugly valley which interrupts the plateau along which the city sprawls.

The Cuyahoga is but one of many crooked, slow, slimy, smelly little rivers, iridescent with oil, edged with rust, and crossed by dull black bridges, which obsequiously enter the Great Lakes.

But back of these homely little creeks, reflecting prosaic chimneys and veiled in smoke, are heart-stirring symbols on ticker tape, exclusive homes on many a Lake Shore drive, bridges on the Euphrates and the Irrawaddy, pipe lines across the Syrian desert, and chemical works as efficient and odorous as those of the Ruhr.

Theoretically, the best place to study lake shipping would be from a viewing stand off Alpena, with most of the 2,500 Great Lakes vessels, aggregating 3,000,000 tons capacity, weaving a fabric of traffic up and down the lakes.

But the actual grandstand, if one likes open-water perspectives better than the "Soo" locks, is the lawn of Detroit's exclusive Old club, in St. Clair flats. In 1929, figuring on an eight-month season, 300 tons of traffic passed the Old club every minute of the day and night—more than five times that carried through the Suez canal during the same period.

What city has influenced modern mankind more than Detroit? Its businesslike stoves and oil-burning furnaces have supplanted the romantic hearth. Its drugs have aided healing around the globe. Its electric refrigerators have helped banish the iceman. Most revolutionary of all, it put horse power under the feet of man.

Where Automobiles Are Made.

Most of America's automobile factories are adjacent to the Great Lakes. With 50,000,000 tons a year of iron ore and coal being borne south and north along the Detroit water front, and millions of tons of limestone from Calcite and Alpena passing its wharves, Detroit seems the natural center for automobile production. But the motor magnates emphasize the human side. In King, Olds, Leland and Ford, the city had a group of ingenious, restless brains whose value was immeasurable.

North of Detroit, there is limestone and salt, and enough fish to fill solid cars, which are rushed through to Chicago and New York. There are even at times special whitefish planes which fly the food to distant cities. But with such exceptions as Port Huron, Bay City, Alpena, Calcite, Muskegon, and Gary, the lake shore in summer is largely a playground.

Thanks to the tempting influence of Green Bay, over whose portage Father Marquette and Joliet first reached the Mississippi, Door county is Wisconsin's cherryland.

In the canning factory at Sturgeon Bay neatly aproned operatives wait for the red cascade of cherries to come pouring down into their machines. What between cherries and summer resorts, Door county is a busy place, and from the observation towers of Peninsula and Potowatomi State parks one looks down on a wonderland of forest and water, tourists' resorts, and cherry orchards decorated with signs reading, "Pick your own, one cent a pound."

It is a long jump westward from Cherryland to Duluth-Superior, the huskiest twins on the lakes. Their rivalry keeps alive local spirit, but their combined strength is of world-wide importance.

Two sand pits enclose the most picturesque and remarkable harbor of all those around our inland seas, with 49 miles of frontage and 17 miles of dredged channels. To the northwest a bluff rises so steeply from the water that those who approach over the two main highways suddenly look over the edge of the plateau upon this expanse of city and harbor.