

SEEN and HEARD around the NATIONAL CAPITAL By Carter Field

Washington.—Some very interesting tax plans are being worked out in the Treasury department, and Secretary Morgenthau is waiting for an invitation to appear before the house ways and means committee, which Chairman Doughton, not wanting any more taxes at all, is loath to give.

One of these plans is a flat manufacturers' excise tax. Just a sales tax, to be frank—the kind of thing that would have brought a regiment of lawyers down to Washington to fight it just a few years ago. But meanwhile the processing taxes, which of course were restricted sales taxes, sort of hardened some of the bitterest opponents, and now some representatives of the textile industry, for instance, are saying that if the new tax is generally, or in short if it applies to all their competitors as well as to them, they won't fight it.

Another plan being worked out by the young men in the Treasury department, none of whom, by the way, gives any consideration to political questions whatever, not even considering that this is a Presidential election year, goes for the smaller incomes in a big way. It is more drastic than the proposal of Senator La Follette last year, suggested as a substitute for President Roosevelt's tax program.

To start off with, it boosts the normal income tax rate from 4 per cent to 8 per cent. Then it reduces the exemption of a married person from \$2,500 to \$1,500, and a single person's exemption from \$1,500 to \$750. Further, it boosts surtax rates on all incomes up to \$50,000.

The gentlemen working this plan out must not even have listened to Al Smith's speech at the Liberty league dinner, when he warned that this tremendous burden of debt the government was piling up could not be paid by the rich, because the rich have not enough, but would have to be paid by the people earning \$5,000 or less. When a married man begins paying an 8 per cent levy on all his income in excess of \$1,500, the fifteenth of March is going to be more unpopular even than it is today.

Would Be Too Unpopular

Actually there is not much chance of either of these plans being enacted—this year. The income tax plan would be far too unpopular to be put through by congress just before election. The President would not consider it for a moment. But the fact remains that it is there, and with careful estimates showing that in the opinion of the treasury experts it is just about what is necessary to finance the government.

What will be done, in all probability, will be to impose some excise taxes no more onerous on any commodity than the processing taxes were, but applied to more commodities, for, as was pointed out recently in these dispatches, the actual need, not to balance the budget, but to make up for lost processing tax revenue and to finance the new farm program and the bonus, will be around \$700,000,000 a year.

So that the more drastic taxes, aimed at really balancing the budget, will be around \$700,000,000 a year. Meanwhile, as shown by a few house leaders, including Chairman Doughton of the committee that must frame the revenue bill, senators and members of the house are eager to avoid the tax situation if they possibly can. They would like nothing better than to finance the immediate need by bonds, and let the whole new tax proposal, with its attendant problems, go over until after election.

Roosevelt is convinced, however, that this would be so obviously unsound economically that it would be unwise politically. Hence there will be a new tax bill, though nothing nearly so sweeping as the treasury experts have planned.

Smith Stirs Them

Al Smith's biting criticism that the Roosevelt administration has done nothing toward carrying out its platform pledge about consolidating governmental agencies in the interest of economy has resulted already in several moves coming closer to the surface. They were already in the wish stage, but their backers were afraid. Now they are emerging.

For instance, the Federal Deposit Insurance corporation. For some time it has been looking covetously at the functions with respect to banks exercised by Jesse Jones' Reconstruction Finance corporation. FDIC believes that it, and it alone, should make loans of government funds to banks. It has the power under the law, but just recently it made the first open move, loaning \$2,825,000 to a bank in Bethlehem, Pa.

FDIC's idea is that it should not confine its functions to paying off depositors after a bank has closed, but that it should be in close touch

with the banks all the while to see to it that they are kept sound. Also, that if they need any money for legitimate reasons it is FDIC that should pass on the situation and loan the money.

Incidentally FDIC is on Easy street, financially. Its net losses in two and a half years have been only about \$2,500,000. Its net profit has now mounted to a nice nest egg of \$67,000,000. Under the law it cannot change its assessments on the banks, which run one-twelfth of 1 per cent on deposits each year, payable in two semiannual installments.

It is having an argument inside the organization over whether this present legal rate of assessment is not an unnecessary burden on the banks. Some of its advisers believe that just one more semiannual installment should be levied, and then no more until necessity should arise. Each semiannual installment brings in from \$33,000,000 to \$35,000,000.

More Consolidating

All of which attracts the envious notice of the new heads of the Federal Reserve system. So they want to do a little consolidating of government agencies, complying with the 1932 platform pledge by taking over FDIC, lock, stock and barrel, and turning it into a bureau of the Reserve system.

Director Crowley, of FDIC, sees very little virtue in this suggestion, almost as little as Jesse Jones sees in Crowley's ambitions to take away RFC's grip on a great many banks scattered over the country. Meanwhile great impetus has been given to the old move to unite the investigating bodies of the governments. Virtually every department has one, starting off with the original secret service in the treasury, now very much overshadowed by the bureau of investigation in the Department of Justice.

But virtually without exception every department wants to keep its own service, and insists that much of the value to its particular objectives would be lost if its investigators were made part of a general organization, spread out over the whole government.

Clever Miss Perkins

Just one prominent pro-Roosevelt figure in all Washington showed long range political intelligence on commenting on the Al Smith speech at the American Liberty league dinner. This was Miss Frances Perkins, secretary of labor. And by a strange coincidence it is the first time since inauguration that Miss Perkins has done anything which in the opinion of disinterested observers was really of political benefit to the Roosevelt cause.

What Miss Perkins did was to keep the door open for Smith to come back—and to avoid doing anything to make Smith or Smith's followers any madder than they already were. In short, she not only served notice that the door was open for him to come back, but put out a welcome mat instead of erecting a barbed wire entanglement.

Which latter is precisely what most of the vocal Democrats on Capitol Hill did. And this goes not only for the hot-headed Southerners, like Senator James F. Byrnes of South Carolina and Speaker Joseph W. Byrnes of Tennessee, but for supposedly cold-blooded northern Democrats like Representative John J. O'Connor of New York, chairman of the house rules committee. His remark that "of all people, Smith should be the last to attack Roosevelt," reflects the thought very accurately of most of the Roosevelt insiders, but is not calculated to pacify the Smith following.

And the importance of President Roosevelt's re-election in gratifying the feelings of Roosevelt insiders is not very great. The President has those votes anyway. Highly significant in connection with Chairman O'Connor's remark also is the expected battle to oust James J. Dooling from the Tammany leadership. It has been known for some time that Postmaster James A. Farley wanted a change in the Tammany control. He wanted one of his own men, about whose loyalty to Roosevelt there could be no question, in the saddle at the Wigwam.

Promises Fight

While Southern statesmen, thinking they were doing Roosevelt a favor, were raking up the bitter memories of 1928, and citing Smith's disappointment then and in 1932 as the reason for his present attack on Roosevelt, some New York Democrats, anxious for their own reasons to have a change in Tammany hall, urged the administration to take command, and to prevent Al Smith from even being a district delegate to the Philadelphia convention.

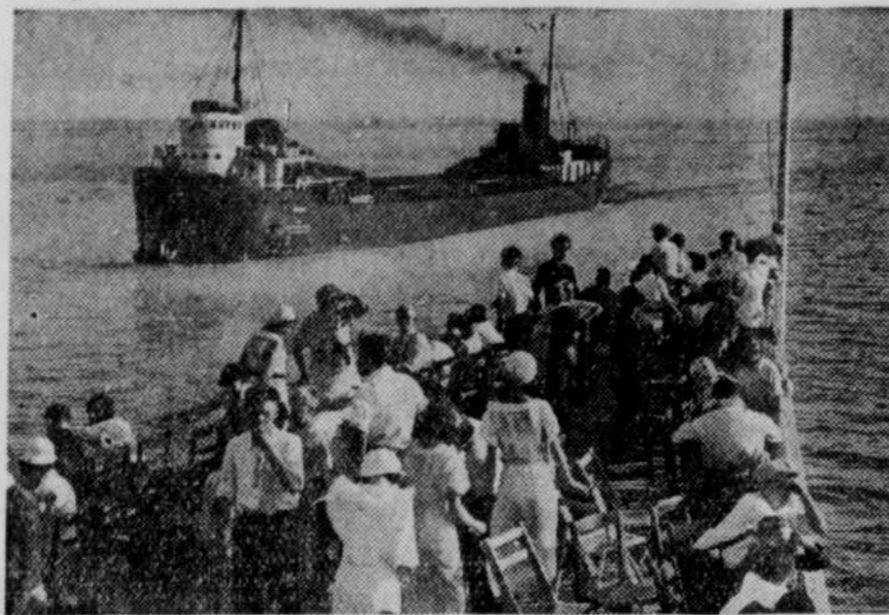
All of which promises a cat and dog fight in Greater New York when the delegates are selected, with more bitterness being churned up than could possibly be quieted by November.

And meanwhile just one prominent Democrat said the thing that was for Roosevelt's best interests in November, instead of aiming at headlines and at increasing the already great bitterness.

Asked for comment on Al Smith's speech by a New York reporter, Secretary Perkins backed away. "Oh, no, he is my friend," she said, and then added: "He will come back."

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Great Lakes



Business and Pleasure Craft Pass on the Great Lakes.

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

BELIEVE it or not, the Great Lakes of North America contain half the fresh water on earth; enough to cover the continental United States 10 to 15 feet deep, or to fill a 30 foot ship canal from here to the sun!

Africa's largest lake, Victoria Nyanza, would cover most of Lake Superior, but it would take 71 Victorias to fill it. Asia's premier lake, the Aral sea, is a bit larger than Lake Huron, but it would take four Arals to fill one Huron. Two Lake Baikals would scarcely reach beyond the edges of Lake Michigan, although they would contain nearly three times as much water.

Our bridges crossed our lakes as one 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 furiously active freighters, of fur and lumber, iron and grain.

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Easy Route to the Midwest.
In the days when the principal crop of America was cold-bred fur, the St. Lawrence was the gateway to our Midwest. While the English went seeking the Northwest passage to the alluring Orient and colonists along the Atlantic were consolidating their positions against the wilderness, French voyageurs and missionaries were following stream and portage to the heart of America.

Colonization was caught between sea and mountain. Exploration paddled its swift canoes on lakes and rivers. Fur was the incentive, and temporal or spiritual empire the dream 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. As early as 1700 one could ride horseback from Portland, Maine, to Richmond, Va., sleeping each night in a village. But the Appalachian barrier held. Meanwhile the French, more nomadic, were spread thinly over a tremendous inland empire.

In 1803 most of this land became ours through the Louisiana purchase, and the vast territory which for 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. Hills of sawdust began to rise like sand dunes, and countless jig-saw verandas embraced American homes.

Then came iron!
Buffalo an Aquatic City.

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. Whenever a creek reached the south shore of Lake Erie, coal and ore were tossed back and forth by car tippie and "clamshell."

Protected from early traffic competition by the Niagara falls, which were later to furnish its light and power, Buffalo, rich inland port, stands at the east end of the upper lakes and the west end of the only convenient break in the Appalachians. Superlatives, which swarm around the Great Lakes, hive at Buffalo.

This favored spot no more suggests the bison than Rome does Romulus or Syracuse Sicily. And, 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. A dozen railways now obscure the fact that Buffalo is not a creature of the plains but an aquatic

city, founded on the creek that still sustains it. Its real greatness began on October 26, 1825, when the Seneca Chief started down the 4-foot deep Erie canal. The news of its departure thundered by cannon-fire from Buffalo to New York 500 miles in 90 minutes—shots which, like those of the Minutemen, were heard around the world.

On November 4, 1825, the canal-boat floatilla arrived at Sandy Hook, where Governor Clinton poured Lake Erie water into the Atlantic near New York city, which "Clinton's Ditch" was to lift to the position of America's premier port.

Connected With the Gulf.
On June 22, 1833, at Chicago, salt water from the Gulf of Mexico was blended with Lake Michigan river when a flotilla of Mississippi river barges, bearing spices, coffee, and sugar, arrived at Lake Michigan. Bascule bridges, pointing like howitzers at the tall-spired phalanx of sky-scrapers, aroused the raucous protests of a chorus of klaxons, and pseudo-Indian war-whoops sounded over the busy waters beside which lonely Fort Dearborn first rose on a swampy shore.

The 9-foot channel does today what river and glacier did more than once in the past—links the Great Lakes with the Gulf. St. Louis has become an export town for northern wheat. It took 200 years for Joliet's dream of a Lakes-to-Gulf waterway to come true, although Lake Michigan water has flowed into the Mississippi basin since 1871.

Try to force your way through underbrush or struggle along on foot beneath such a burden as is easily carried in a light canoe, and you will realize why the French penetrated this continent by following Indian guides upon its rivers.

Canals extended the natural waterways. Then wagon wheels overrode the objections raised by the owners of pack horses and railroads won their share. The motor car, bringing road, smooth highways, set the tax-collecting filling station in the place of the tollgate, and passenger car and truck invaded the steel-webbed empire of the Iron Horse. The Panama canal, opened in time to do its bit in the World war, brought our coasts together.

The new Welland canal and the Illinois waterway are additional transport factors in a region where motor manufacturers, having vied with steam engines, now face competitive traffic problems involving railroads, lake steamers, truck-aways, new car convoys, and widely distributed assembly plants.

Each form of transportation, fighting for its share, now forges ahead, now lags behind. But were traffic stopped on our inland seas, our industrial life would sustain a major shock.

Four Routes to Tidewater.

Four routes to tidewater now exist: the Illinois waterway, with a 9-foot channel; the New York state barge canal and its branch to Oswego, both with a depth of 12 feet; and the St. Lawrence canal, 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.

Even before the war occasional tramp steamers entered the Great Lakes from tidewater, and today ocean bottoms are no novelty. In 1933 over a hundred steamers from overseas ports brought in codliver oil, canned fish, and merchandise from Europe to Detroit, and departed with pitch, wood pulp, and motor cars.

Shiploads of automobiles have been sent direct from Detroit to London and Hamburg. Rumanian oil, coming direct from the Black sea, competes with American gasoline in Detroit. Ships regularly sail from the River Rouge to ocean ports around the world. The economic balance beam is seldom at rest.

Buffalo, welcoming western grain and sending back return cargoes of emigrants and pioneers, helped feed the East with bread and the West with brains and brawn. While retaining its pre-eminence in the transfer of grain, it has since become our milling metropolis.

Who Are You?

The Romance of Your Name

By RUBY HASKINS ELLIS

A Ross?

THIS is the name of a very old Scottish clan that furnished most of the people of this name in America. The name itself is derived from the Gaelic word "Ros," meaning an isthmus or promontory. It was first applied as a name to a shire in Scotland.

The plaid or "tartan" of the Ross clan is very attractive. It is dark blue, red and green, arranged in broad and narrow stripes, producing an effect that is very vivid and pleasing.

The ancient home of this family in Scotland was in the district of Belnagowan, and the founder was William Ross, a great patriot and friend of Robert the Bruce.

William's son, Earl Hugh, was killed fighting for the king at Halidon Hill.

In 1745 the fighting force of the Ross clan was estimated at 500 men.

It is supposed that the first Ross to come to America was Thomas Rosse, who was of the Jamestown



Ross

colony. He settled on the River James, in Virginia. After the massacre of 1622 he was reported dead, leaving a wife and two children.

Descendants of this family are to be found in North Carolina and other Southern states.

Another early settler was Rev. George Ross, who came from Scotland and settled in Delaware in 1703. His son, George, was one of the signers of the Declaration of Independence.

Another settler was John Ross, who went from Scotland to Ireland in 1689. He came to America in 1706 and purchased land in Chester county, Pennsylvania. This property was known as "Ross Common." George Ross, a descendant of this branch, was Governor of Pennsylvania.

The Rosses were noted for their unswerving loyalty to their convictions and for their bravery in defending those principles which made them a clan to be reckoned with. They were of the Presbyterian faith.

Among the many members of the family who have distinguished themselves by outstanding achievements there is Betsy Ross, who was instrumental with the making of the first American flag. She, however, was not a Ross by birth, being the wife of John Ross, who was the nephew of George Ross, the "signer."

In the census of 1790 there were 67 Ross families in South Carolina alone, numerous families in New Jersey, Maryland and other Southern states.

The coat of arms above shown is used by Rosses who trace to Rev. George Ross, mentioned in this sketch.

An Edmonstone?

THIS family originated in northern France, with Count de Edmonstone, a duke of Flanders, whose son William, in 1063, went to Scotland as a special attaché to Queen Margaret, wife of King Malcolm.

The king bestowed upon him the land of Edmonstone and Umot for faithful service.

Archibald Edmonstone was the first of the family in America. He



Edmonstone

patented land in 1689 in Maryland and Virginia, and succeeded his father as commander of county militia in Maryland. He married Jane Beall, daughter of the well-known Ninian Beall.

Through intermarriages the Edmonstones became connected with many prominent families, among them the Ormes, who claim descent from the royal house of Stuart.

Public Ledger, Inc.—WNU Service.

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A budget-wardrobe is a limited wardrobe, one in which each separate item must play more than one role. The shirtmaker is a very good example of this type of frock, for it's just as smart for country as town, and can go any place during daylight hours and feel well dressed. It's right for classroom and office, too, so includes both school and business girls among its wearers. So simple the veriest beginner could make it. Wool or wool-appearing cotton are excellent fabric ideas.

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Smiles

Use Service Entrance
"Hello! City bridge department?"
"Yes. What can we do for you?"
"How many points do you get for a little slam?"—Kansas City Star.

I'll Be Seeing You
Prison Governor (to released convict)—I'm sorry. I find we have kept you here a week too long.
Convict—That's all right, sir. Knock it off next time.—Louisville Times.

That Should Get a Laugh
A theatrical agent persuaded the conductor of a variety broadcast to use Joe Frisco in a five-minute bit. "I got you a five-minute bit on the air," the agent then told Joe. "What can you do in that time?"
"J-J-Just," the stuttering comic informed, "c-c-clear m-m-my th-throat!"
—New York Post.

In Other Words
Wife—You don't love me any more.
Husband—Why, dear, I certainly do.
Wife—You couldn't love a woman with such old clothes as I have been wearing.



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THE FLAVOR LASTS
THE STANDARD OF QUALITY

All Around the House

Cacti plants grown in the house should be given air and light. To water set pots in a pan of water and do not remove until soil has become moist.

Apply paint remover with a brush. When paint begins to curl remove with a putty knife. Remover takes time and cannot be hurried.

Water should never be poured on burning fat. It will spread the blaze. Flour will extinguish the blaze.

If hot paraffin is poured over paint left unused in a can it will not harden.

Tips of canned asparagus may be removed whole if the bottom instead of the top of can is opened.

When poaching eggs let water come to a full rolling boil, drop eggs into it, turn out gas and eggs will finish poaching in the boiling water.

To clean artificial fruit dip it in white soap suds several times, then rinse in clear water to which a few drops of ammonia has been added.

For roasting pork 20 to 25 minutes to the pound is required. Pork should never be roasted in a quick oven.

To tighten springs in curtain rollers, hold roller firmly, put end of spring between tines of fork and turn until spring is tight.

Associated Newspapers.—WNU Service.

Spray Blown 70 Miles
Spindrift, or sea spray, has been blown in gales over incredibly long distances. During a recent storm in England, it drenched and covered with salt a house 70 miles from the coast.—Collier's Weekly.

EXPERT OPINION
"I have won over 300 awards for baking and have used many brands of baking powder. I now use Clabber Girl, exclusively."
Mrs. M. E. Ryerson
Indiana State Fair Winner

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HOTEL SANFORD OMAHA

WHAT PRICE LOSS



"What did father say when you told him you were going to take me away from him?"
"He seemed to feel his loss keenly at first, but I squared things with a good cigar."

There's the Alarm!
White—How's your insomnia?
Black—Terrible. I can't even sleep when it's time to get up.—Answers Magazine.

WRIGHT'S SPEARMINT THE PERFECT GUM
THE FLAVOR LASTS
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