

# SEEN and HEARD around the NATIONAL CAPITAL

By Carter Field

Washington.—There will be plenty of strength behind President William Green's demand that the cost of old age pensions be taken off the workers and placed upon "wealth." When congress meets in January the head of the American Federation of Labor will find himself in alliance, on that subject, with a rather strange assortment of factions.

During the campaign nearly all the Republicans were attacking the social security law, especially the old age pension feature. Very little real defense was made at the time, perhaps the most straightforward having been made by President Roosevelt himself, when, admitting the Republican charge that the pay of workers would be docked for this purpose, he stressed the fact that employers would contribute an equal amount.

But now that the heat of the campaign is over, many labor leaders have been looking over the social security law with a cold eye. No longer is there any necessity for a "hush, hush" policy through any fear that to admit the law was not perfect might induce some voters to vote against the presidential ticket that organized labor had so unitedly endorsed.

Now we find Mr. Green advocating the elimination of the pay-roll tax. Other labor leaders are just as interested. They all realize that the tax paid on pay rolls by employers is paid by labor only to a slightly lesser extent than the tax deducted from the workers' own pay envelopes—that it will, of necessity, be added to the price of everything produced.

The rich man will pay it too, of course, in increased prices, but he will pay a very small part of the total, for several reasons. For one thing, there are very few rich people, in proportion. For another, even the rich are limited as to the amount of manufactured or processed goods they can use.

**Against Change**  
President Roosevelt and Secretary of the Treasury Morgenthau are strongly set against any change in the law, for the time being. But they will find a sentiment in Capitol Hill which just may force their hands.

Moreover, there are not many among the President's advisers who would be greatly disturbed at several sweeping changes in the law. For instance, few of them care about the \$47,000,000 reserve fund except Mr. Morgenthau. Mr. Roosevelt did care about it, but budget balancing is scarcely an issue now. If this phase of the law were changed, and if the pay-roll tax should be eliminated, Mr. Roosevelt could ask for the new taxes to take their places with just as good grace as after the processing taxes were outlawed, and after congress had passed the soldier bonus over his veto.

**St. Lawrence Seaway**  
St. Lawrence seaway advocates, all steamed up with the idea of a deal with the Florida ship canal proponents, are convinced that President Roosevelt will be able to force the senate to ratify the seaway treaty with Canada. They are counting heavily on the prestige of the President since his landslide, and the unwillingness of Democratic senators to oppose the President on anything—certainly not so recent to come.

They now count on 50 votes sure, admit that 24 senators are pretty strongly against the project, and figure 22 senators doubtful. Of these 22 doubtful senators, the must win 14 to obtain the necessary two-thirds majority.

President Roosevelt did not ask for a vote on the treaty last session. The year before the vote was 46 for the treaty, 42 against, 5 not voting and paired. Adding in the pairs, the strength was 48 for and 43 against. It has always been suspected, however, that the strength against was greater—that some of the absentees who did not bother to get pairs were really hoping the treaty would fail, though loath to record themselves against the President.

This was particularly suspected, for example, of Senators Park Trammell and Duncan U. Fletcher of Florida.

The two new Florida senators are way up on the prospect list of the seaway advocates, as are also Senators Walter F. George and Richard B. Russell of Georgia, both of whom voted against the treaty last time. The hope here is based on the Florida ship canal trade, it being assumed that the advantage to Georgia of having the Florida canal would outweigh any possible loss to the port of Savannah.

**Changes in Personnel**  
To consider the prospects of the seaway treaty, however, it is necessary to see if there has been any real change in the motives that actuated the opposition two years ago. There have been many changes in personnel in the meantime, but relatively no change in the reasons

that actuated the senators. In few cases were the votes of senators disapproving the treaty based on their personal inclinations or their own logical deductions. They were based on the senators' knowledge that in their states there was very strong selfish opposition to the treaty.

In the case of the Massachusetts senators, for example, both David I. Walsh and Marcus A. Coolidge were Democrats, anxious to go along with the President whenever possible. But both knew that the port of Boston would suffer to a very definite extent if export business now handled through that port should be diverted to St. Lawrence seaway. Both knew also that the railroads traversing the state would haul just that much less freight, and hence there would be just that much less work for the railroads, employees.

In varying degrees the same thing affected most of the Atlantic coast senators, the only surprise being that the possible effects of this re-routing of export and import business should be calculated to affect business so far south. As to Savannah, for example.

Advocates of the plan are hoping for the votes of both Louisiana senators, figuring that it was the opposition of Huey Long that resulted in both these votes being against the treaty last time. But since the issue has been revived by a conference on the deal involving the Florida canal, the New Orleans Association of Commerce and other civic bodies have started a drive against the proposal, which would make it highly embarrassing for either Louisiana senator to vote for it. Which is very interesting in view of the supposition of some that New Orleans would benefit from the Florida canal.

**Tax Law Changes**  
In view of President Roosevelt's determination to maintain the essential ideas of the tax on undistributed earnings, there is very little prospect of the fundamentals of this law being changed. There never has been any chance that it would be modified importantly in time to affect taxes on the 1936 earnings, but there was strong hope that what Governor Alf M. Landon referred to in his Buffalo speech as a "cock-eyed" law would be repealed some time during 1937.

That prospect went definitely out the window with the election. There can and probably will be changes in the law, but not as to its basic idea. The modifications will be very helpful to corporation with various types of difficulties—paying off debts, replacing equipment tending to become obsolete, etc. Of course the present law permits a degree of replacements, but there is strong feeling among many of the President's advisers that the government should be very liberal about this.

As to the principle of forcing corporations to pay out their earnings, however, some of the President's advisers are beginning to claim openly that a trial of the law for a few years will result in the majority stockholders approving the idea heartily. Even if the law should sometime be repealed, they believe that many corporations would continue the practice of permitting their stockholders to decide what part of the earnings shall be "plowed under," or put back into the business, and what part distributed.

They point to the present flood of extra dividends, occasioned by the law, and question whether the average stockholder is not pleased. There is little doubt, they point out, that were it not for this law the corporations would not be paying extra dividends at this time. In the opinion of most bankers and corporation officials, paying out these extra dividends now is not sound policy. They cling to the view that what the corporations of the country ought to be doing is replacing the reserves that were so largely dissipated during the depression, either by outright losses, or by paying dividends in excess of earnings.

**On the Other Hand**  
But, the New Dealers insist, it is going to be mighty hard from now on to sell that idea to the small stockholder, especially men and women with holdings so small that they do not pay income taxes in the high brackets. Naturally, they admit, the big stockholders, whose incomes go "way up into those brackets, deplore such an "un-economic" policy on the part of the corporations in which they have their investments. They believe strongly that their companies should save "for a rainy day."

In short, they approach the problem not as income spenders, anxious to have more money to buy things they want, but as investors. The two approaches are very far apart. The average banker and corporation official naturally gravitate to the investor point of view. The average big stockholder bends naturally in the same direction. But the little fellow likes to get his hands on the money. If he likes the way the company is doing, if he has faith in the company's future, as the New Dealers have pointed out, he will be inclined to buy more stock if the company needs money for improvements or expansions.

A lot of thought might be given to that idea of "expansion." Under the "planned economy" theory of which we heard so much during the campaign, government control of expansion is an important factor. But we may not hear so much of that for some time to come.

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# CHILE'S CAPITAL



Three Horses Pull the Santiago Cart.

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

**S**ANTIAGO, metropolis and capital of Chile, is seen to great advantage by climbing to the summit of Santa Lucia hill, which rises out of the heart of the city much as the Acropolis is encompassed by Athens.

Let us climb up to the pavilion, built perilously on top of the rocks. At our feet lies a community of a half million souls, dwelling for the most part in one- and two-story houses. But for the moment we have no eyes for the beauties of this fair city. To the east rise the mightiest ramparts of the Andes. As the clouds drift over the sun, lights and shadows pursue one another and one sees the majestic mountains in many marvelous moods.

Morning, noon, and evening they present different aspects; but perhaps one's favorite memory of them is when the shades of evening are gathering. A blue haze veils the metropolis as the sun sinks behind the horizon, and multihued shadows climb higher and higher up the sides of the mountains until finally only the white crests of the loftiest summits are left in light.

At length they, too, must surrender the glory of the sun's light, and one's eyes turn back to the scene below—a vast city wrapped in darkness, but glittering with its tens of thousands of night jewels, made to shine by the hydro-electric engineer, who transmutes the melting Andean snows into light.

One turns in another direction and sees on the outskirts of the city San Cristobal, a conical mountain springing up from the level plain and towering above Santa Lucia, as the latter rises higher than the city at its feet. The distant ridges that separate the valleys of the Mapocho and Maipo from that of the Aconcagua and from the coast, add their beauties to this mountain-walled Eden.

**Striking Architecture of the City.**  
Santiago itself is a city of innumerable domes and spires, which join with the few skyscrapers of the downtown district, the imposing railroad stations, and the great arched arcades to give diversity to its skyline. On the city's outskirts are the new hippodrome, perhaps one of the world's most beautiful racing plants; the Cemetery General; and the famous Parque Cousino and the Quinta Normal.

Past and present mingle strikingly in the capital. Here rises the tower of the Franciscan monastery from which sounded the bells of the curfew in days colonial, and there the steel-framed buildings of the commercial district. The cloister-constructed houses, with their open patios, red-tiled roofs, and stuccoed walls, are overshadowed by the brick and marble buildings of the palaces which share the blocks with them and which radiate the architectural spirit of France and America.

Stretching past the base of Santa Lucia is that magnificent avenue officially known as the Avenida de las Delicias, but popularly called the Alameda. It is, as its name proclaims, truly the "Avenue of the Delights." Once the Mapocho river ran down a part of its length, but the city planners gave to this stream an artificial channel, and thus converted a river bed into a beautiful thoroughfare.

Some one visiting Santiago during the season when the rivers are largely dry, and seeing the numerous bridges spanning the canalized section of the Mapocho, remarked that Santiago ought to sell its bridges and buy a river; but in the flood season the necessity for the bridges is obvious. The Mapocho's waters flow through the city with the rush of a mountain stream, and only a marathon runner could keep pace with a bit of board thrown into the water and carried downstream by the current.

On a charming terrace stands the statue of Pedro de Valdivia, surrounded by flower beds in which the most beautiful blossoms of Chile exude their fragrance to the memory of the hero it commemorates. The inscription tells us that "The valiant Captain of Estremadura, first governor of Chile, in this very spot encamped his band of 150 conquerors, December 13, 1540."

**Beautiful Hanging Park.**  
It was from the top of Santa Lucia, with its sharp cliffs and steep slopes, that Huelen-Huala, surrounded by a gorgeous retinue of chiefs in full regalia, had been accustomed to issue his decrees to his people before the coming of the Spaniards. Now vanquished, he was forced to abandon his rock-bound citadel and dwell ever after in the valley below.

It was not until 1872 that work was begun on transforming this once rugged mass of rock into a magnificent hanging park, for which level Buenos Aires might freely offer a million cattle or a season's garnering of wheat. It was then that Don Benjamin Vicuna Mackenna began its transformation.

Public and private munificence alike have shared in its embellishment, and today it is a mass of luxuriant vines, blossoming trees, and flowers, with here and there glimpses of stairs, roadways, cliffs and walls, towers and battlements, chapels and monuments. Flower beds and fountains ornament the terraces; trees, shrubs, and overhanging vines border the driveways and promenades. Here are dancing pavilions, restaurants with picturesque nooks and balconies, and rustic seats for those who wish to enjoy a view of the city, valley, and mountains from such a charming vantage ground.

**Avenue of the Delights.**  
From Santa Lucia we wander up the Avenue of the Delights and appreciate the enthusiasm of the Santiaguino for his capital's major thoroughfare. For here one may see not only an imposing array of beautiful statuary, splendid residences, and all that makes a morning stroll delightful, but one may also find a cross-section of Chilean life.

The Alameda is 300 feet wide and 4 miles long. It was General O'Higgins who banished the river to make the city's principal boulevard. Many new buildings border it, including the splendid National Library and the famous Club Union. The central parkway formerly was adorned with four rows of trees—oaks, elms, acacias, and other varieties. In recent years these have been removed as a military precaution.

The Alameda is Chile's "Hall of Fame," not encompassed by four walls, but placed in the capital's most frequented promenade, where the birds sing and the children frolic, and where the stories of sculptured marble and bronze inspire the multitude to patriotism and courage. Here is a stately monument in memory of Don Jose de San Martin, the Washington of South American freedom.

A few blocks beyond the Alameda, with the business district intervening, is the Plaza de Armas, once the center of the open-air social life of the capital. Even today there are certain evenings of each week when a large proportion of Santiago wanders there to see and to be seen. On one side of the square is the cathedral, on another the post office and government telegraph offices. The remaining two sides are occupied by arcades with picturesque shops.

**Promenade of Youth.**  
There are walks around and through the Plaza, and during the evening promenade these are crowded with people on pleasure bent, always moving in two lines. Round and round they go, lovely young girls walking with their duennas, and the handsome young men, in their clothes of latest cut, usually in groups, the members of each line undisguisedly looking over and assessing the members of the other.

In spite of the watchful eyes of the mothers who bring their daughters to the promenade, which usually takes place on Thursday, Saturday, and Sunday evenings, Cupid seems to find the Plaza a delightful haunt.

The cathedral stands on the site which Valdivia appointed for the erection of Chile's first church. It contains numerous paintings by old masters; a reclining, life-size figure of San Francisco de Xavier, carved from the trunk of a pear tree; a monstrance and altar of silver more than 200 years old; and a crystal chandelier which hung in the room where the first Chilean congress met. The organ is one of the finest in the world. It came to Chile by accident. The ship which was carrying it to Australia was wrecked in the Strait of Magellan; the organ was salvaged, purchased at a bargain, and placed in the cathedral.

Across the city from the Plaza de Armas is the Parque Cousino, the central park of Santiago. It is about a mile long and half a mile wide, green with eucalyptus, acacias, poplars, magnolias, and myrtles and a great variety of shrubs, vines and grasses. Here and there are charming little lakes and lovely flower beds. In the center is a parade ground, flanked by a grandstand.

# HOW ARE YOU TODAY

DR. JAMES W. BARTON  
Talks About

**Thoughts for the Middle-Aged.**  
THE great loss to families, to business, and to whole communities by the sickness and death of middle-aged men and women is arousing thinking individuals to the need of seeking the cause and removal of this terrible wastage. Men and women work hard in their youth and early manhood and womanhood and then are laid away on the shelf by some chronic ailment or may pass to the beyond in a few days or weeks. And this occurs just when they can give most to and get most from life.

And so many of these cases might have enjoyed and contributed much to life had they given half as much thought to their health and to their bodies as they had to their business or profession.

After all that body of yours is what does everything for you—gives you strength to play, to work, to think or plan, to enjoy life's greatest successes and pleasures, and alas, to suffer life's greatest defeats and almost unbearable pain.

To have health and strength is life's greatest asset, to be ill or feeble in body is perhaps life's greatest liability.

And you can get from that body of yours just what you can get from other activities, that is just what you put in it. But, as Gladstone said, "All time and money spent in training or caring for the body, pays a larger rate of interest than any other investment."

**Use Body's Full Power.**  
Now you can get certain results or power from a Ford engine just as you can get certain results or power from a Rolls Royce; the whole thought is to use the full power of that body of yours—no more, no less—if you are to live safely and happily.

And the first thought is to be overhauled by your family physician. This doesn't mean a ten-minute chat with him, but a thirty to fifty minute examination when he has the time to do it. It means examination of eyes, ears, nose, throat, sinuses, heart, lungs, blood pressure, urine, blood, liver and gall bladder. A talk about your food, amount of rest, and amount of exercise taken daily may make all the difference between health and ill-health.

And when your doctor has finished, let your dentist make a complete examination, including the use of the X-ray.

This investment of time and money will pay real dividends.

**Dinitrophenol, Weight Reducer.**  
The fact that health authorities are not writing or saying much about dinitrophenol, the weight reducing drug, is not because it is not effective in reducing weight, but because of the serious results which have occurred in some cases—severe skin eruptions, cataracts and even death.

It is interesting to see the results of the use of dinitrophenol where its action could be checked closely.

Drs. E. L. Bortz, Anthony Sindoni, Jr., and E. M. Hobson in Pennsylvania Medical Journal report their experiences in the metabolic (building up and breaking or wearing down of the body tissues) clinic of the Lankenau hospital over a two year period. The object of the investigation was to find out the value of dinitrophenol in reducing weight, in what cases it could be safely used, in what cases it would be unsafe to use it, how it could be known beforehand or as early after treatment as possible whether or not it was safe to use it.

There were 60 cases studied, ranging in weight from 150 to 400 pounds; 12 were men and 48 were women. They were placed on a diet and also on a diet with dinitrophenol. With the use of the dinitrophenol the average weekly loss of weight per person was two to three pounds, whereas on the diet alone the average weight loss per person was one quarter to one pound weekly.

Symptoms of poisoning from the dinitrophenol found with some of the cases were itching, hives, nausea and vomiting, diarrhea, nervousness, slight rise in temperature and in blood pressure.

The outstanding fact discovered in this hospital was that "the quantity of dinitrophenol necessary to produce loss of weight in patients who are eating their regular full meals is so large in the majority of cases that it is practically unsafe to use the dinitrophenol. For this reason it is wise to use this drug only when the food has been cut down in amount."

Another fact brought out was that patients may show symptoms of intoxication or poisoning from dinitrophenol after a very few doses have been taken, or they may take the drug without symptoms for several weeks and then suddenly develop symptoms of poisoning. Thus far there is no method by which the patient's sensitiveness to dinitrophenol can be learned beforehand.

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# On to Success—

With It Comes Boldness in New Ideas; Our Sphere of Friends and Activities Expands

A POOR salesman may be a genius at gardening; an indifferent stenographer sometimes never suspects her own gift for cookery, for dress design, for ability to pick up foreign languages. By thinking candidly about yourself, by being as friendly to yourself as you would be to another, you can often draw up a picture of your tastes, abilities, desires and hopes which will astonish you.

Take an inventory of yourself, paying special attention to the things you like but which you have little of in your daily life. Then start putting them into it.

**From Interest to a Specialty**  
Often we have to begin slowly—reading, or finding courses of instruction within our means, or working out a program for ourselves in solitude; but every day something can be done toward the new way of living. It can grow from an interest into a hobby, from a hobby into a side line, from a side line into a specialty. Then comes the day when the unsatisfactory work can be given up (to someone who will find it as satisfying and as absorbing as we find our own new field) and success is at last really and noticeably on our way to it.

**Vitalizes Character**  
Then living begins to be fun. We meet people with the same tastes, not just the chance acquaintances who come our way in an ungenial profession. Having succeeded once, we begin to show a little daring; we try new ideas more boldly, and our world of friends and activities expands even more. Best of all, even a small success has a vitalizing effect on character.

That is the most interesting discovery that success brings in its

**Plane Starter**  
Launching transatlantic planes by means of electric trains is the latest method suggested by English aeronautic experts to get the heavily loaded ships into the air without damage.

A plane would be lifted onto a special railway car by means of a huge crane. The car, pulled by an electric locomotive, would then tear across the airport at high speed and launch the ship into the air.—Washington Post.

**WOMEN! Here's the Easy WAY TO IRON**

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\*Where poor condition is due to lack of Vitamin B.

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