SEEN and HEARD around the NATIONAL CAPITAL

By Carter Field

FAMOUS WASHINGTON CORRESPONDENT

Washington. — All this hullabaloo about building up the Republican party is fair enough so far as National Chairman John D. M. Hamilton is concerned, but it won't amount to much for some time to come. The answer is very simple. There can be no party worthy of the name—in opposition to the Roosevelt New Deal Democratic combination—until some very sizable segment of that conglomeration insurges.

Obviously, to win an election the candidate of the opposition party must have something like six million votes that were cast for Roosevelt. It is all very well to point back to what John J. Raskob, Jouett Shouse and Charles Michelson did to Herbert Hoover by starting their barrage early in 1929. The two cases are not comparable.

Even that machine gun nest was not set up until the June after Hoover's inauguration Most people seem to have forgotten that.

When the Michelson publicity machine went into action against Hoover there had been any number of important developments. For one, Hoover had selected his cabinet, and a very weak one it was. For another, he had made most of his major appointments, and had ignored, with just a single exception, all the men who had led the revolt against Al Smith in the South.

More important, he had set forth his farm policy, which pleased neither the farmers nor the rugged individualists. The utter failure of it was written so plainly in the heavens in June, 1929, that it did not require a seventh son, nor even a Michelson, to discern it.

A Rallying Point

Still more important, Hoover had already surrendered to the old guard tariff leaders of the house and senate. He had started off, like William Howard Taft, wanting a moderate revision on just a few items. By the time Michelson went into action he had agreed to a general tariff revision.

That one thing gave the Democrats a rallying point—an issue. Added to it was the sincere regret of so many southern and border state Democrats that they had been swayed by religious prejudice, especially when they saw Hoover going so strongly against their traditional policies, and with so little recognition of the aid in electoral votes the South had given him.

The whole point now is that the opposition to Roosevelt cannot get fairly started—cannot certainly use publicity with any intelligence—cannot even start to build up an organization until it finds out where Roosevelt is going from here—what the prospects appear to be for issues on which the curious combination of elements, many of them opposed to each other in selfish interests, may make the campaign four years hence.

Many things will be much clearer in six months. Many more in a year. But lacking a soothsayer, Chairman Hamilton is up against a pretty tough job for the moment. Presumably he would build up an organization now which will stand for all the things that Governor Alf M. Landon advocated in the campaign, and against all the things the New Deal stands for. Such a battle is obviously hopeless. Besides, very few leaders are really leaders. They follow the pack. And the pack has not started moving yet!

No Encore on Tugwell

Despite the warmth of President Roosevelt's letter accepting the resignation of Dr. Rexford Guy Tugwell, it is highly improbable that the professor will be called back to serve the administration. Had Tugwell left to become president of the University of Wisconsin the situation just might have been different. Calling him back from a university post would involve no complications.

But Tugwell now frankly joins the ranks of the economic royalists. No one, not even his sharpest critics, and he has plenty of them, suspects that Tugwell's viewpoint will be warped by this contact—any more than any one suspects that the Roosevelt administration will change its attitude toward the economic royalists because the President's son is about to marry into the du Pont family.

Regardless of this, however, there are certain appearances that must be maintained. There have been few contacts between A. A. Berle, Jr., attorney for the American Molasses company—which Tugwell is about to join—or Charles W. Taussig, its president, since those members of the original Brain Trust went into trade, as our British cousins would say.

Ray Moley, original No. 1 Brain Truster, is another sort of thing. Moley's contact with pay rolls and advertisers, circulation staffs and writers, since he left the high intellectual peaks of Washington has brought about a very definite change. He began parting company with the New Deal viewpoint in 1935, about the time of the tax bill of that year. He believed in a tax bill, but not in the Roosevelt proposals.

The tax bill of 1936 was even less to his liking, in principle. And some of his editorials during the campaign just closed were as sharply critical of New Deal financing as any that appeared in out-and-out Republican organs. In fact, many of them were widely reprinted by Republican newspapers and quoted by Republican orators.

Tugwell Booed

As a matter of fact, there were two departments in the campaign which paved the way for Tugwell's passing out of the New Deal picture. There were just two names which were certain to be booed at this year's political rallies. Every mention of Herbert Hoover by a Democratic orator brought a storm of catcalls and other evidences of disapproval. Equally, almost, every mention of Tugwell by an anti-New Deal speaker had the same results.

And there was a distinct lack of any compensatory cheering for either in the opposite camps. In fact, most Republican and Constitutional Democratic orators did not often mention Hoover. Nor did Democratic speakers dwell on the merits of Dr. Tugwell.

Aside from this demonstration of Tugwell's lack of popularity there was a development of some moment on the President's trip to the drouth-stricken area. Only bits of the story have leaked out, but it is known that there were some sharp words between the two at Des Moines, and that the President peremptorily ordered Tugwell to keep far in the background. Fragments of the conversation were overheard and repeated, but the only detail is that it all concerned Tugwell's spending and lack of beneficial results.

All of which is rather puzzling, because whatever the President may have thought of Tugwell's drouth area work, that region certainly demonstrated approval of the New Deal in a big way on November 3.

King Edward's Problem

In diplomatic circles here in Washington, as in sewing circles in Oshkosh and elsewhere in this country, there is very real regret that the problem which seems to be confronting the king of England is not simpler. The trouble about any possible desire of King Edward to marry Mrs. Simpson is that he encounters not one tough hurdle, but three.

If Mrs. Simpson were the daughter of the king of some country in Europe, no matter how inconsequential the country might be, there would be only one hurdle. That is that she has been twice divorced. Britain has long considered her king to be virtually the head of the Church of England, and the Church of England, while not forbidding divorce with anything like the positiveness of the Catholic Church, nevertheless frowns on it very severely.

So there would be plenty of people in Britain, and throughout the entire world, who would be distressed at the idea of the king marrying a double divorcee—or a divorcee at all, for that matter.

On the other hand, if Mrs. Simpson were the daughter of a carpenter in some little British village, but unmarried, there would be gasps from the upholders of tradition, but there just might be a tremendous sentimental appeal.

Most Americans would be inclined to overrate this. They find difficulty in understanding the average Britisher's yearning to have everything about royalty done according to Hoyle, to keep up all the old tradition, to maintain the royal blood royal.

But be that as it may, the fact remains that if the king proposed to marry some English commoner's daughter, such a proposal would involve only one hurdle.

Another Hurdle

The third hurdle is that Mrs. Simpson is not only a commoner, but a foreign commoner. To appreciate the feeling about this one has only to scan some back newspaper files.

It just so happens that on a visit to Canada, some years back, when he was Prince of Wales, the king met a very attractive young newspaper woman. The two struck up an immediate friendship, but the British and Canadian newspaper people did not suspect the lady was one of their own craft. They wrote reams about the mysterious lady to whom the prince had taken such an obvious fancy. They let their imaginations run riot in speculating as to who she might be.

How long this would have gone on there is no telling if the young lady's editors had not gotten impatient. They paid no attention to her pleadings that she had the whole thing sewed up, and for them please to wait a few more days before breaking the story.

The part of this story that is pertinent now, however, is what happened after the British and Canadian newspaper people found out that the mysterious lady they were writing about was not only an American, but a newspaper woman!

Sails Survive in the Suez Canal.

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

THE Suez canal, famous parade ground of international shipping between Europe and Asia, unlike the Panama canal, is a lockless ditch excavated through sand. Like Panama, however, it connects two great seas and several lakes. From a ship's crow's nest one may look down upon the highest earth ridge through which the Suez cuts.

But with industrial Europe at one end and the populations and raw materials of the East beyond, this sand ditch is a barometer of world life.

Each separate cargo adds its clue. Coal, moving in the inverse direction; grain brought from unfamiliar fields; wood coming from Burma instead of Kamchatka; the appearance of unusual numbers of ships making their maiden trip; the use of Diesel engines instead of steam or oil fuel instead of coal; the numbers of soldiers sent out or brought back—thus world life registers its symptoms on the records of the canal.

In normal times, along this short cut between hand and mouth, loom and back, and rubber tree and balloon tire, cargoes almost assemble themselves.

Freight pays the profits, but it is the demand of the passenger for more palatial accommodations, the vogue for round-the-world cruises, that makes the dredges squeal.

A large proportion of the ships now using the lengthened, widened, deepened canal could have passed through it when it was first opened for traffic in 1869. But larger and finer liners are ever passing this way, coming to the Holy Land and Egypt from the rainbow crowds of Bombay, from Hong Kong with its barrel-chested chair coolies toiling upward toward "the Peak," from the cherry blossoms of Japan.

Ships, like travelers, are sun hunters, and when the cold winds sweep down from the Grand Banks and ice forms on the rigging, those not needed in the North Atlantic seek the Tropics. Many go by way of Suez.

Always Open to All Vessels.

According to the Suez canal convention of 1888, the waterway is "always to be free and open, in time of war as in time of peace, to every vessel of commerce or of war, without distinction of flag."

Between Gibraltar and Massaua the shipping lanes are much the same, although Mediterranean ports furnish considerable cargoes.

But once outside the corners of Africa, the ships go their separate ways following the African coast to Mombasa, Durban, and Capetown, crossing the Equator to Melbourne and Sydney, pushing up the Persian gulf to Bushire and Basra, entering the roads at Bombay or the treacherous Hooghly, berthing at Colombo or Insulinde, waiting in the Woosung for the Shanghai tender, or steaming past the peerless cone of Fujisan to the harbor of Yokohama.

This one with the long, flat decks, tightly sealed, and a single funnel aft is a new oil tanker in from Abadan. That, whose dazzling upper decks are hung with passengers buying trinkets from a tossing bumboat by the cable-and-basket route, is a floating home for those who see the Bay of Naples, the Church of the Holy Sepulcher, Tutankhamen's tomb, India's burning and bathing ghats, Hong Kong's staircase streets, Japan's geisha dances, the Golden Gate, and two world canals—all without closing the wardrobe trunks placed in their staterooms in New York or Southampton months before.

Near Suez are the remains of a lock which was part of an ancient canal, begun under Seti I, about 1300 B. C. Rameses the Great, between waging Hittite battles, temple building, and sitting for stone portraits, found time to continue the waterway to connect the Nile with the Red sea.

Darius Completed First Canal.

Necho, son of Psammetichos, according to Herodotus "was the first to attempt the construction of the canal to the Red sea—a work completed afterwards by Darius the Persian—the length of which is four days' journey and the width such as to admit of two triremes being rowed along it abreast!"

A dream which takes 800 years from the time when one man grabs his pick until another sees triremes passing each other between river and sea is a potent dream.

Trajan seems to have kept the canal in shape. The Caliph Omar had 'Amr ibn el-Asi restore the canal to proper working order, but Al Mansur, near the end of the Ninth century, wanted to stop the shipment of grain to Arabia, and so it was finally filled in.

For 2,200 years, various men were either building a canal, using it, letting it fall into disrepair, or deliberately destroying it. With such a record before them, one might have thought that Ferdinand De Lesseps, the canal builder, and the present company would have planned in terms of centuries. But the 99 years phrase imposed its convention, according to which, in 1968, the canal will lapse to the Egyptian government.

When De Lesseps was barnstorming England in behalf of the canal, the British had the thought of making a railway do the work. That would now take 10 trains an hour, night and day. Were the canal closed, India would be 5,000 more sea miles away.

One of Napoleon's Dreams

When Napoleon dreamed of divesting Great Britain of her Indian empire, he had preliminary surveys made with the intention of building a Suez canal.

Lepere, Napoleon's chief road engineer, estimated that the Red sea level was 33 feet higher than that of the Mediterranean. This miscalculation stopped Napoleon. But not De Lesseps. To him the 33 feet looked smaller than the 5,000 miles to be saved.

Then it was shown that the difference in level between the two ends of the canal would, by comparison, make the Dardanelles look like a waterfall.

De Lesseps appealed to the viceroy, Mohammed Said Pasha, and heard from his friend these cheering words: "I am convinced and I agree to your plan: it is understood between us. You can count upon my support."

That was in the middle of November, 1854. In two weeks, De Lesseps had his coveted concession. He thought that the world would demand a slice of the melon. But it was five years before digging began.

There was a time when bankruptcy hung over the canal and for years the interest coupons were not paid.

Not all of De Lesseps' difficulties were diplomatic or financial. The physical labor of digging a canal under the fierce sun of that desert, with little aid from machinery, was inconceivable. Even a seventy-mile sand ditch is a considerable problem for hand labor, armed only with primitive tools and soft baskets to transport the dirt.

The viceroy provided 25,000 workmen for whom the company furnished food and pay high enough so that conscription was not necessary. But before he would ratify the firman, the sultan of Turkey insisted upon the suppression of the corvee, or use of forced labor, and this necessitated the wider use of machinery in the building of the canal.

Reason for Sweet Water Canal.

It cost $2,000 a day to bring enough water by caravan to supply 25,000 men, so the company constructed the second of the two essential canals.

The Sweet Water canal takes off from the Nile below Cairo and, splitting into a T at Ismailia, flows to Suez and Port Said. On it are locks by which small boats can step down to the traffic canal.

For many miles the Sweet Water canal follows an ancient bed dating from the time of Tutankhamen. This waterway was first constructed to win from the desert the fertile land of Goshen, where Joseph and his family found a home.

The traveler hanging over the rail at Port Said and watchng the fresh water tubing throb with every stroke of the pumps may not realize that this water has come from reconstructed waterworks which first served the people of Egypt before the Exodus.

Although the model town called Port Fuad, at the Mediterranean entrance, was built by the company on the barren east bank opposite Port Said, with homes and even gardens for skilled workers and laborers, some still prefer to draw a money allowance and live on the west bank near the cafes and movies.

Some feel that the canal pays too well and trade depression has brought some criticism of canal profits. But the main thing for those who foot the bills is continuous, efficient service.

How Are You Today

Dr. James W. Barton Talks About

Exercise Will Reduce

PRACTICALLY every health writer in suggesting methods for reducing weight advises reduction in the amount of food eaten. This is very sensible advice because old and young, with or without heart or other ailments, can, even if overweight, safely reduce the amount of food to some extent. It has been well said, "You can't get fat on the food you do not eat."

Further, cutting down the food to a point where there is not enough for the needs of the body, and the body will use what it needs to maintain life, means that it will use up some of the fat in and on the body to keep the body working. Thus with no more fat being stored away, and some of what is stored being used up every day to supply the needs of the body, the weight is bound to be reduced.

Dr. Barton

There are some overweights who like food so much or feel so weak when it is reduced in amount that they are looking for some means (other than by drugs) to get rid of their fat without cutting down on their food intake.

It is in these cases that exercise is so valuable in burning off their excess fat.

Unfortunately all overweights cannot indulge in exercise. Some are too old, some too feeble, others have heart or bloodvessel complications; exercise is impossible or unsafe in these individuals.

However, exercise is the most effective method of using up the body's energy and if the body's energy is being used up by exercise, certainly it cannot be stored away in the body as fat.

Exercise Uses Up Calories

The average man will use from 2,500 to 3,000 calories a day unless he is doing hard work or taking strenuous exercise when he may use up 6,000 calories. The average woman uses up about 1,800 to 2,500 calories unless she is doing hard work or taking lots of exercise.

Physical directors will tell you that doing some light work such as a long walk may use up as much as 300 to 500 calories, whilst a set of tennis or a hard game of basketball, hockey, or football will use up 800 to 1,200 calories or even more.

The fuel for doing this work or exercise must come from somewhere, either from the food that is eaten or from the excess fat on the body. If then a part of what is eaten is used to supply the energy for the exercise taken, there will be therefore less fuel or food to be stored away as fat. Further, as mentioned above, if the amount of food eaten is not enough to supply the body's needs and for the exercise taken, the body tissues will have to be used as fuel or food which of course means that much loss of weight.

Thus we can really look upon exercise as the ideal method of reducing weight because, without reducing the amount of food eaten, it will use up some of the food eaten, preventing storage of fat, and actually burn up some of the fat already stored. Exercise is really a "double action" system of reducing weight.

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Fat and the Heart

In a group of 136 patients all of whom were overweight it was found that although only 19 died as a direct result of an accumulation of fat in and about the heart, this excess heart fat and the excess of fat throughout the body was an important factor in greatly shortening the life span in most of the other cases.

Dr. Harry L. Smith and Frederick A. Willius in Archives of Internal Medicine describe their findings of fat formation in the underlying layer of tissue of the bag (pericardium) which surrounds the heart and also in and about the muscle fibres of the walls of the heart itself. This fat adds a burden to an already overworked heart which has to take care of all this added fat and weight of the body.

The expectation of life in obesity (overweight) is unfavorable. Only four of their series of cases attained the age of seventy, the average of the entire group being 52 years, and their ages ran from 10 months to 75 years. There were 94 females and 42 males.

The point is that although the fat actually crowded the heart and interfered to some extent with its activity, it was the great increase in fat and weight throughout the body that made the heart's work so great.

Several Standby Designs

SEWING CIRCLE fans will get a "lift" out of this week's selection of dapper designs for home sewing. It's not a bit too early to be anticipating your first-of-the-year requirements and each frock here presented is a veritable winner in its individual class.

The cleverly cut slip, Pattern 1909, consists of just six simple pieces including the shoulder strap and offers a choice of straps or a built up shoulder. With a combination of bust ease and a fitted waist, this number will prove a popular favorite in silk crepe, crepe de chine, pongee, or taffeta. An excellent gift for an intimate friend, by the way, the pattern is available in sizes 14, 16, 18, 20, 32, 34, 36, 38, 40, 42, 44, and 46. Size 16 requires 2¾ yards of 39 inch material.

The slick princess frock, Pattern 1993, has everything it takes for success and—you'll hardly believe it, but it's so—requires just seven pieces for the pattern. Princess frocks are always tops for home sewing, and whether for campus, business, or general gadabout wear this clever number, with a choice of long or short sleeves, simply compels admiration and demands immediate attention. The sleeves are gay and youthful, the pockets trig and tricky. Your selection of fabrics is almost as long as the counter!—wool crepe, flannel, broadcloth, velveteen, silk crepe, satin, taffeta, linen, rough weaves, or cotton. Send today for Pattern 1993 designed for sizes 14, 16, 18, 20, 32, 34, 36, 38, 40, and 42. Size 16 requires 3¼ yds. of 54 inch or 5⅛ yds. of 39 inch fabric.

The charming morning frock for matrons, Pattern 1841, speaks for itself. A one-piece model, five pieces to the pattern, it too offers a choice of long or short sleeves and slides through your machine in a jiffy. A perfect number for comfort combined with a pleasing appearance, this delightful pattern is available in sizes 34, 36, 38, 40, 42, 44, and 46. Size 36, with short sleeves, requires 3¾ yards of 39 inch material — percale, rayon, poplin, gingham, tub silk, or seersucker.

Send for the Barbara Bell Fall and Winter Pattern Book containing 100 well-planned, easy-to-make patterns. Exclusive fashions for children, young women, and matrons. Send fifteen cents in coins for your copy.

Send your order to The Sewing Circle Pattern Dept., 367 W. Adams St., Chicago, Ill. Price of patterns, 15 cents (in coins) each.

Early Concrete Road

The first concrete highway in the United States was laid at Bellefontaine, Ohio, just forty-three years ago. It is still in use. There are now enough concrete roads in this country to encircle the earth more than four times.

POCKETS — By GLUYAS WILLIAMS