

Old Mining Towns Are Stirring Anew

New Gold Rush in Far West On in Full Force.

San Francisco.—Again this spring, on the heels of the rise of gold prices, dreamy-eyed adventurers; lanky, gnarled veterans of the Klondike; miners and clerks, gamblers and promoters, are following the come-hither look of Lady Luck. Ghost towns dating back to the West's beginnings are stirring anew after a Rip Van Winkle slumber. Abandoned mines are suddenly heaving and raucous, as prospectors thrust down new shafts. The new gold rush, which started last year, is now on in full force.

Scalp hungry Indians are no longer the chief menace to the gold seekers. Agonizing death in some sun-parched desert is a remote peril. But much of the old color and drama has enlivened the Klondike, the wide, open West and points South.

Once More Wide Open.
Casual, gold-itchy hours, spiritual descendants of Diamond Lil and Lady Lou, are drifting into the newly staked mining camps. Saloons and gambling halls are once more wide open, and while bridge and poker are more frequently played among the miners, an occasional game of faro is not rare. Men are not so quick on the trigger, but the professional card sharp, the mine salter, the con man has come back into his own. And sudden disappearances and mysterious deaths are reported from time to time along the Colorado river and west of the Pecos.

Almost since the first day that President Roosevelt set a premium on newly-mined gold there has been a steady revival of the old gold camps.

Carl Dunrud, a Kirwin "dude rancher," 60 miles southeast of Cody, Wyo., recently bought machinery for the reopening of mines dormant for 30 years.

In the hills near Baboquivari peak, Ariz., the Magma Copper company is sinking shafts in ancient Spanish mines near Oasis. In the old days fortunes in ores were carted away by Spanish conquistadores.

Indian Oasis has a miniature gold rush all its own for the Magma company has options on 35 claims which have not been operated in 50 years. More than 500 men are grubbing in old tunnels and abandoned diggings which haven't known the echo of pick and spade in decades.

Gold in Them Hills.
Ward Elmore, eighty-year-old soldier of fortune, swears there is an El Dorado in the hills of northern California.

His story started new hordes of gold seekers rushing from San Francisco.

Placer mining is widespread today in California, Nevada and New Mexico.

One of the most important developments is the re-mining of the Almaden, oldest and most historic mine in the West.

Even in far-off Alaska the rediscovery of pay placer gravel has been reported in the vicinity of Nialchik, which dates back to the time of the Russian occupation.

Students Get All Living Costs for \$3.50 Weekly

Athens, Ohio.—One hundred men students of Ohio university here have been able to live on \$3.50 each a week this year, under a co-operative plan.

The small living expense includes both room and board. The plan, first tried experimentally last year, was worked out by a group of students, under direction of the university.

Canadian Valentine Causes Family Row

Montreal.—Mrs. Aldel Cloutre is suing her brother and his wife for \$199.99 because they allegedly sent her a valentine.

Mrs. Cloutre alleges the valentine bore a picture of a "funny-faced woman, whose features were partially hidden behind a massive pair of spectacles, and at the bottom in writing the caption: 'She looks very much like you, eh? She has glasses like yours.' On the reverse side were other insults.

Mrs. Cloutre declares the valentine "injured her feelings." Her brother and his wife deny sending the valentine.

SEEN and HEARD around the National Capital

By CARTER FIELD

Washington.—Grade crossing elimination is one phase of work relief that can be started 15 days after the President says "Go!" despite the Chief Executive's own recent warning that this was one type of project that would be the slowest in getting under way. The only reason for the 15-day delay is that this length of time is required for advertisement of bids.

Despite the President's expressed concern about delay on grade crossings incidental to the acquiring of the land, approval of the projects, and selection of only important highways crossing mainline railroads, the fact is that all difficulties have been solved by the public roads bureau of the Department of Agriculture. Slightly more than one thousand projects are ready for bids, 756 more will be ready inside of a year, and 2,302 additional will be ready within two years.

So officials of the bureau are champing at the bit, and wondering why the President takes such a pessimistic attitude.

The President's point about acquiring the land is not involved, for in the first thousand projects, now ready, options on the land needed have been acquired by the states in which the projects are located, and the states understand thoroughly that the state treasuries must pay for the land, with the federal government paying for the work, material and overhead.

The total number of projects for the first year is 1,756, for over a thousand of which the land options are in hand. The total cost would be \$184,314,000. The total number of additional projects to be ready within a year is 2,302, at a total cost of \$277,567,500. So that within a year work could be started on a total of 4,058 projects, at a total estimated cost of \$461,881,500. In addition there is much other projected work which is ready to go just waiting for White House approval now that the work relief bill is a law.

The bureau of roads is also ready to start at the flash from the White House on road contracts. These are parceled out on the time-honored formula laid down by law, as between the states, so the figures are not so interesting.

Takes to Mining

The government is about to engage in the mining business! It will certainly go in for some other minerals. Outside the precious metals the government proposes to mine only metals which would not complicate the existing mining situation, or compete with products already in the surplus class. For example, there would be no mining of copper, lead or zinc.

Most important of the metals under consideration, besides gold and silver, are tin, quicksilver, chromium, nickel, tungsten, antimony, and manganese. Incidentally, there is plenty of political dynamite in the list, perhaps enough to eliminate it. Not directly but indirectly. The idea is, if manganese mining were developed on a big scale in this country, there might be a move later on to put a sharp tariff on it, whereupon the steel companies would have to pay higher prices than at present, which in turn would make their competition with Belgian steel—its cost lowered in the United States by the recently approved reciprocal trade treaty—more difficult.

In addition to these metals, two other minerals are under consideration. These are special grades of mica and graphite.

There is a bill pending in the senate, introduced by Senator James P. Pope of Idaho, which would allocate a hundred million dollars from the work relief fund for mining. This bill is not expected to pass. But while this is down the same street, the bill is not necessary if the administration wants to act. It has plenty of authority under existing law. The projects could be gotten under way as pure work relief on force account, as operations not arranged by contract are called.

Experts Approve

The gold and silver mining decision to enter which has practically been made, are almost ideal from the government standpoint. The experts advising President Roosevelt insist there is no doubt whatever that the government—through gold and silver—would produce enough not only to pay the wages of the men employed, and the total cost of operation, but actually to yield a small profit besides. And the beauty of the plan, they point out, is that there would be no element whatever of competition with private business. The government would just take the gold and silver and put it in the treasury. If there were no profit at all, no harm would be done. If there were a profit it would be turned back to the work relief fund for employment in other directions.

Some of the other metals mentioned, especially tin and nickel, are regarded as vital from a national defense standpoint. This country is deficient in them. Mining experts are most anxious to undertake development in this direction.

The main problem of course is that there is a very large stranded mining population, located for the most part near at hand to the points proposed for these government operations. The men are skilled miners, so that no training would be necessary. They would be far happier carrying on their accustomed work, it is argued, than in working on grade crossings or on public roads, for example. Anyway, there is not a lack, but a surplus, of men needing jobs who could be put to work on grade crossings and roads.

So far the mine experts insist projects are in as good shape as any for putting men to work immediately. All that would be needed would be the Presidential O. K. And they expect that very shortly.

Cotton a Problem

With the AAA under fire from so many quarters, King Cotton remains one of the most important world problems, threatening to save or wreck the administration's plans to lift the farmer up to that "parity" of purchasing power which President Roosevelt is so fond of discussing.

Most southern statesmen wave aside so-called threats to American supremacy in cotton. They contend that nowhere else in the world can cotton be produced successfully to compete with the United States. Either the cost is too high per pound, or the quality is too low, they insist.

The threat involved in Brazilian expansion in cotton growing has been discussed at length in these dispatches, including the confidential view of the present Brazilian administration which is that the United States efforts to hold the price of cotton up will crash, as did their own with respect to coffee, and therefore they are not too optimistic. But they hasten on to add that they can produce good cotton at a profit at 6 cents a pound.

This season the United States exported to Great Britain 563,000 bales, as against 1,036,000 last season, and 1,045,000 the season before.

This is partly explained by two things. Japan has finally passed Great Britain as a producer of cotton textiles and so has become the chief consumer of the raw staple.

But the disturbing fact about the two previous paragraphs is that the United States exported to the entire Orient this season 1,348,000 bales, as against 1,689,000 last season and 1,598,000 the season before.

In fact, the total exports of cotton this season from the United States were 3,565,000 bales, as against 6,033,000 bales last season, and 6,046,000 bales the previous season.

Not an encouraging picture!

Disturbing Facts

Two seasons ago the United States produced 12,961,000 bales of cotton. Last season 12,712,000 bales. This season 9,619,000 bales. AAA restrictions.

What happened meanwhile in the rest of the world? India's record for the last three seasons was 4,100,000, 4,500,000 and 3,800,000 bales. China produced 2,200,000 this season, 2,000,000 last, and 1,871,000 two years ago.

Russia, in fourth place, is crawling up. The increase there is from 1,778,000 to 1,889,000 to 1,937,000 this season. Egypt increased more than half a million bales over two years ago.

Then comes Brazil, generally regarded as the real menace. Two years ago she produced only 373,000 bales. Last year 807,000 bales. This year 1,250,000 bales. Next season?

Peru increased in the three years from 265,000 bales to 325,000 bales; Argentina from 150,000 to 225,000; Mexico from 95,000 to 200,000; The Sudan from 121,000 to 170,000; Korea from 135,000 to 150,000; Manchuria from 56,000 to 100,000; Belgian Congo from 38,000 to 90,000; Turkey from 60,000 to 90,000; and Greece from 22,000 to 50,000.

The really disturbing fact comes in adding these and other foreign increases in cotton production to the total. America has decreased her production 3,000,000 bales in the three seasons.

Defenders of the AAA program insist that the world this year has used up a large quantity of surplus cotton, and that prospects for next year are therefore bright despite this increasing foreign production. Meanwhile the dust storms in Texas and Oklahoma, the two biggest cotton producing states, seem to promise further curtailment this year even than had been planned, and correspondingly increased incentive to foreign producers to expand, the short American crop promising a continued high price, even if there were no AAA.

A one per cent tax on all life insurance premiums and a tax on all movie admissions above 10 cents—instead of the present limit of 40 cents—are among the levies that the treasury will recommend to congress some time before this session adjourns. Some of the treasury experts, who were ordered to the job of figuring out the new taxes, liked the idea of the sales tax. But President Roosevelt was consulted about this, and at once turned thumbs down.

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Beautiful Madeira



Radio Towers Crown Funchal's Ancient Fort.

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

CHANGING seasons do not touch Madeira, the beautiful Portuguese island on the fringe of the eastern Atlantic. Its velvety green mountains cleft by deep ravines, its terraced hillsides, brilliant with flowers and flowering vines are the same, summer and winter.

In December the peaks of the towering mountains, which rise like an amphitheater back of Funchal, chief city of Madeira, are sometimes tipped with snow; but all else is vividly green, with a riot of multi-colored blossoms on every terrace of this quaint old town, which climbs the hills above a sapphire sea.

Gardens are the striking feature of the Madeiran capital. They hang one above the other like balconies, radiant with flowers of many climes.

Stiff Brazilian araucaria pines, tall Australian eucalyptus, and leafy Asiatic mango nod to palm, mimosa and magnolia. The Indian fig, with its wide-spreading branches, grows beside the flamboyant of Madagascar, the coral tree of the West Indies and the camphor tree of Japan.

Most effective in winter are the flowering creepers—the deep magenta and brick-red bougainvilleas and the blazing orange bignonia, which form solid masses of color on the high walls. Flaming poinsettias and red, pink and white camellias grow as tall as trees. Clinging to the sheer face of the cliffs which border many of the gardens is a variety of aloe which thrusts out startling scarlet flower spikes above the blue sea.

To the gorgeous hues of the flowers add the gray and black of the rock-strewn shore, lapped by white sea foam; the deep terra cotta of the soil in the ravines which intercept the town; the pink, buff, and cream of the houses, with their green shutters and red-tiled roofs; the brilliant chrome-green of banana and sugar cane which grow in nearly every garden, and you have the "natural color picture" of Funchal.

Automobiles, motor buses, and trucks now crowd Funchal's narrow streets, but it is the native "carro" or sledge, drawn by a pair of patient oxen, that catches the eye.

Riding in an "Oxen-Cab."

In one of these two-seated, curtained and canopied "oxen-cabs," which resemble big baskets on runners, one may glide over smooth, polished cobbles to the cog railway that climbs a steep incline to pine-clad heights 3,300 feet above the sea. A feature of the ascent is the shower of flowers tossed by blossom-laden children, who scamper after sledge and funicular. This graceful act, unfortunately, is marred by the insistent clamor: "One penny! One penny!"

The descent from the mountain can be made in a toboggan sledge, which offers an exciting ride. The speed of the passenger and cargo sledge is slow, but the downhill "running carro" provides real thrills. The broad armchair on runners is used in descending selected routes of tilted streets. Two men hold the sledge in leash by guide ropes; as it starts down the slippery stone path they hop onto the back platform and the slide begins.

Then come flashes of town and sea, gaudy blossoms draping high, sunlit courts, dark-haired women and big-eyed children framed in vine-hung doorways, pedestrians flattened against the wall. As the sledge approaches a curve, the crew jump off to guide it with vigorous tugs around the corner, checking the speed when the lower level is reached.

Madeira is an oceanic Amazon whose height from her crown, on the summit of Pico Ruivo, to her base in the briny deep south of Funchal is nearly 20,000 feet. Only about one-third of this mountain queen is visible above water, her head and shoulders draped in a vivid emerald scarf.

The islands forming this archipelago, Madeira, Porto Santo, and two uninhabited groups, are of

volcanic origin. Considering the depth of the surrounding sea, and the abysmal chasms which everywhere cleave Madeira's mountainous surface, it is evident that a vast period of time must have elapsed since the beginning of the countless eruptions which went toward the making of this island. Today no live craters exist in this group, as on the Canary and Cape Verde islands.

Early History of Madeira.

Much traditional lore is associated with the discovery of Madeira. Romans, Arabs, Italians, Spaniards, French, English, and Irish have all been credited as the first to glimpse the island. The most romantic of the legends concerns two English lovers of the Fourteenth century, Robert Machin and Anna d'Arfet, who eloped from Bristol in a small craft and were blown southward to Madeira's eastern shore.

With the coming of the Fifteenth century history is on firmer ground. It is known that the Portuguese mariner, Zarco, sent out by Henry the Navigator, reached Porto Santo in 1419, then sailed across to a larger island, 23 miles away, braving a dark cloud which hung over it, an evil omen to the superstitious sailors of that day. The forbidding cloud proved to be vapor hanging over the mountains of a beautiful, densely wooded land. Zarco and his followers landed on the shore of a sheltered bay about 12 miles northeast of Funchal. Because of its forests the new land was named "Madeira," the Portuguese word for wood.

A world-renowned figure stands out in the early history of Porto Santo and Madeira. Christopher Columbus, restlessly sailing these seas in search of information regarding the then unknown western ocean, came to Porto Santo. He married pretty Philippa Uerestello, the governor's daughter. The house where they lived in Villa Baleira, the only town in Porto Santo, can still be seen.

Columbus devoted himself to chart-making, from time to time visiting Funchal to gather information. In the Madelras, Canaries, and Azores he listened to the tale of every adventurous sailor he encountered, picked up valuable nautical hints and pondered deeply on the drift borne islandward from the west.

Sugar cane, introduced from Sicily, was responsible for Madeira's prosperity during the early years of its colonization. Negro and Moorish slaves were imported from Africa to work on the sugar plantations and to build roads and aqueducts. The stone irrigating canals, or "levadas," extending for miles down the steep mountain sides still render efficient service. Without them the lower regions would be waterless a large part of the year.

Origin of Its Wine.

Soon after the colonization of Madeira, the Malvasia vine was imported by Prince Henry from Crete, and other varieties were introduced at a later period. Today one type of Madeira wine bears the old name, "Malvasia," or "Malmsey," famous in England when western European wines of that name were well known, and later when Madeira wines had taken their place.

Our naval hero, John Paul Jones, was at one time master of the Two Friends, a Madeira wine ship. The finest wines of the island were in demand in the American Colonies. Ships from Boston, New York, Philadelphia, and Savannah, laden with pipe staves, timber, train oil, dried fish, and rice, brought back pipes of Madeira to the wealthy American merchants and planters.

Madeira is a small island, little more than 30 miles in length and less than half this in width; but it is so mountainous, and so gashed by deep gorges and guarded by gigantic headlands, that access is difficult to certain of its sun-kissed coastal villages, cool, mist-enveloped uplands, and deep, fern-hung canyons. Motor buses, which connect the villages on the paved highways, have made a marked change in the manner of life and outlook of the country people.

Plans Aircraft to Carry 170 Persons

Berlin.—The disaster to the United States navy's airship Macon has revived speculation here as to the ultimate worth of lighter-than-air craft and has thrown into sharp relief the plans of a German inventor for a 170-passenger heavier-than-air flying boat designed to cross the Atlantic from Hamburg to New York in 16 to 18 hours.

The designer is Engineer E. Rumpier, builder of the famous Rumber-Taube fighting planes of World war fame and of a dozen other types of plane.

Air Resistance is Feature.
The chief advantage claimed for the Rumber transoceanic plane is its lack of air resistance. Viewed from the front, it is merely one enormous wing mounted on two pontoons, which taper back to the tail-steering fin.

CREPE-PAPER STRAW

By CHERIE NICHOLAS



Here are two cunning spring chapeaux, the one a new pill-box model, the other a bonnet, the sort which is so popular with the younger set this season. Believe it or not these smart millinery types are crocheted of strips of crepe paper. There is hardly a hat fashion that cannot be copied successfully in crocheted crepe paper. You will feel a thrill of satisfaction and pride to be hatted with a brand new chapeau you have made yourself. Then, too, there is the advantage in crocheting your own hat, of matching it to your costume and accessories.

Equal load distribution is the second prime feature of the plane. Engines—there are ten, each of 1,000 horse-power—passengers and express are all inside the wing, which is high enough to accommodate a man standing, and which has a spread of 280 feet. The wing is 41 feet from the front to rear.

Doctor Rumpier says he has achieved decentralization. Instead of a cabin in the middle, with other weights such as motors, fuel, pay loads, as in the average plane, which puts too much strain on the wings, he has built a wing strong enough to carry the entire load equally distributed.

Interior Like Pullman Corridor.

The interior of the wing looks like a pullman corridor. It is divided from end to end. On the port side are passenger accommodations much like those of a train, with portholes facing the direction of flight. Behind are the ten engines, each with its own attendant and operator independently, with its own four-blade propeller.

The plane would cost \$1,000,000. The second and third would cost approximately \$800,000.

Such a plane could reach Honolulu from San Francisco in 12 hours with a useful load of 70 tons, and could conceivably push on from there to Manila in 22 hours. It also would be invaluable to British interests as a link with India and the colonies, a fact which recently has attracted a British syndicate to inquire about the patents.

Coach Wants Musicians for Football Passers

Madison, Wis.—When a coach asks a prospective center if he is a musician, the coach is not as crazy as the candidate might suspect, Dr. Clarence W. Spears, head football coach at the University of Wisconsin, revealed here.

A knowledge of music is a valuable asset to a good center, Spears explained. In addition to big hands and ability to pass accurately, a sense of rhythm and timing is one of the most essential qualifications of a center, the coach said.

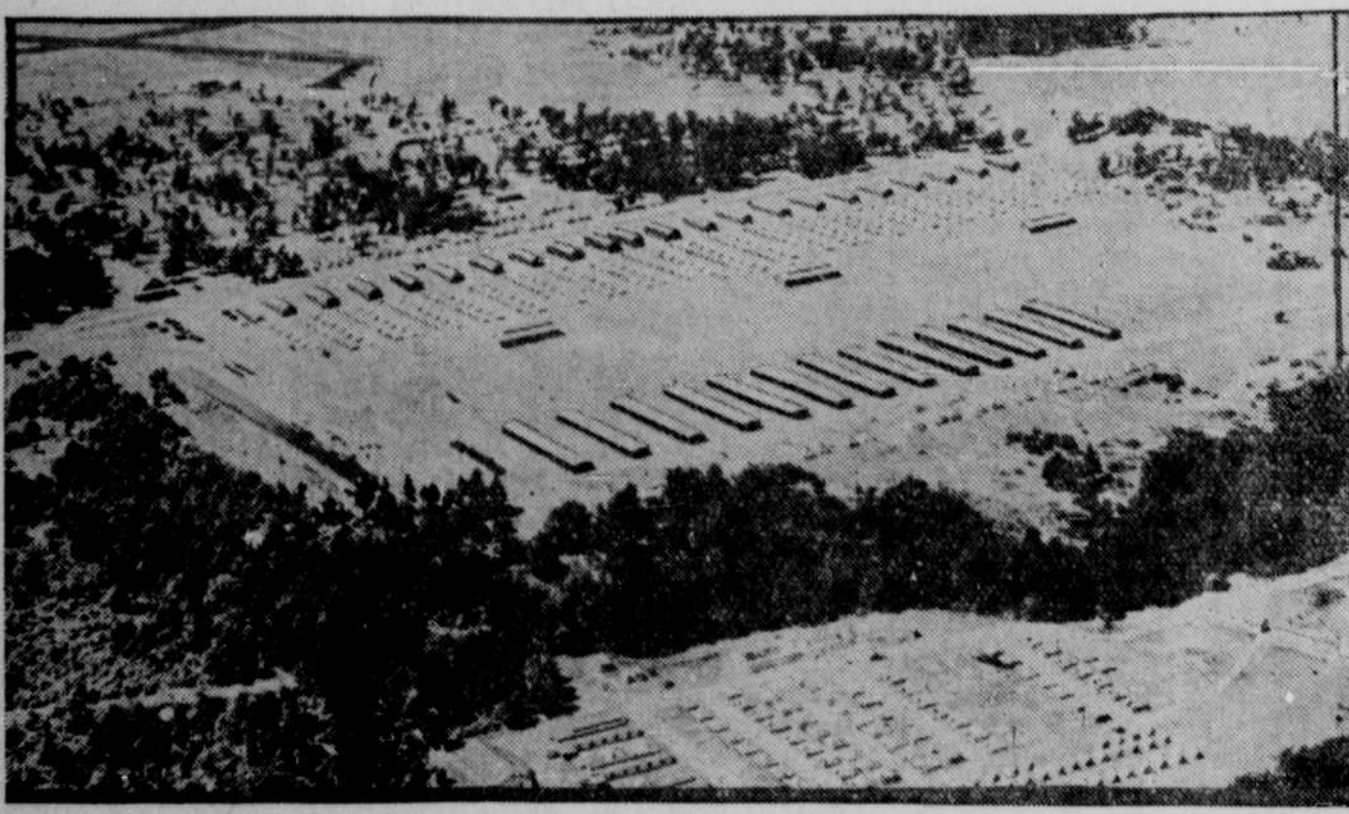
The center position is the most important on the team, Spears said, because his pass initiates every play and a bad pass makes the play at least 33 1/2 per cent inefficient.

Strange Bird Threatens Crops on Pacific Coast

Yakima, Wash.—Agriculturists in the West Coast states are watchful for a strange bird that recently invaded America. It is known as the Asiatic rindah, believed to have found its way here from Honolulu. It is native of Indo China, but apparently thrives anywhere.

It is noisy and quarrelsome, makes war on other birds, and is a menace to grain and fruit crops. The minah, about the size of a blackbird, has yellow beak and feet, dark head and brown body, with a large white patch on each wing.

Great Mimic Battle Will Be Fought Here



Air view of Pine camp, in northern New York, which this summer will be the scene of the mobilization of about 60,000 American soldiers and of the greatest peace-time mimic warfare that has ever been conducted in the United States.