SEEN and HEARD

around the

National Capital

By CARTER FIELD

Father Neptune Opens West Coast Bathing Season



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

Frog Farming Not Paying "Industry"

Bureau of Fisheries Skeptical About Success.

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

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

Frogs' Eggs Absorb Water.

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

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

The little creature at this stage

PETIT POINT BAG By CHERIE NICHOLAS



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

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

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

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

Sprouts Legs.

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

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

"At the approach of the sharp

Thevetin, Made From the

Asiatic Nut. Praised.

New York.-Medical science has

own purpose and discovered a new

drug which promises to become

mankind's most potent weapon

Ancient Chinese healing lore was

combined with modern chemistry

to wrest from the be-still or yellow

oleander nut a drug called thevetin,

several times more powerful than

digitalis, after experimental tests,

which already have been authorita-

tory," writes Edward E. Gottlieb in

Dr. K. K. Chen, noted Chinese

searcher and director of pharma-

cological research in the Lilly lab-

oratories, announced the isolation

of the substance recently before

the New York Cardiological society.

Doctor Chen suspected the poison

might have a medicinal value three

years ago when a fellow physician

reported the deaths of many hu-

man beings, particularly children,

following a woodland picnic. It is

Two Nuts Fatal Dose.

at the same time is a fatal dose.

Two or three be-still nuts eaten

"One nut," he explained, "con-

tains enough poison to make ap-

proximately ten cubic centimeters

of the new drug. This is about five

Not Vanishing Race

Berkeley, Calif.-The Ameri-

can Indian is far from being a

vanishing race-there are 26,-

000,000 full-blooded American

Indians now living. The United

States, however, has but 322,000

of them, or approximately 1 per

cent. More than 96 per cent of

the number live south of the

Mexican border, according to E.

W. Gifford, University of Cali-

fornia extension division lec-

Centers of highest culture of

the race, he added, were not

in the United States, but in

Mexico, Central America and

South America.

American Indian Is

unknown in this country.

tively termed "extremely satisfac-

the Chicago Record-Herald.

Poison Aids Fight

against his greatest scourge, heart named thevetin, is derived from the

Brooklyn.

Washington .- Now it can be told -who started the depression and It was Australia, many months

autumn weather he is about half an

inch in length and half-grown,

While he has no voice as yet, the

mating call of his elders may oc-

casionally be heard in the pool as

active over a long period of the

year and the breeding season may

be said to last from April to Sep-

tember, reaching a peak at several

different times, as warm weather

"At the onset of winter every-

thing is silent, but with sleep, not

death. Near the borders of the

pond, buried under logs and stones

in the mud, the little frogs have be-

gun hibernation for the winter. A

wise provision of nature slows

down their life processes to suit

them to this complete inactivity

"In their summer activity, more

than a few moments' enforced sub-

mergence in water would have

drowned them. Now, in hiberna-

tion, they can pass a whole win-

ter beneath the mud because they

Bones of Soldiers

Arras, France.-Once bloody

battlefields, now flourishing

farms and busy factory sites,

still are yielding the bones of

soldiers from unmarked graves

Many of them are identified to

be sent home to rest in the vil-

lage churchyard. Often a pen-

cil, a watch or a ring is the

means of naming them again

after two decades on the "Lost

in Action" lists. Unidentified

bones are placed in a common

charnel house with a last brief

absolution by the village priest.

into teams of three, is pacing off

nearly every foot of earth where

times the quantity used for a single

sponsible for the fact that there

from thoughtless eating of these

nuts. Our drug, which we have

kernel, not the shell, of the nut."

cine has withstood rigorous ex-

perimental tests under the supervi-

Results Remarkable.

Doctor Hyman, an eminent heart

specialist, is quick in singing praise

to the new drug. He agreed theve-

tin thus far has shown "remark-

able results" and predicted it might

become widely used for patients so

ill with heart disease that the or-

"In such cases digitalis has been

practically useless. But thevetin,

because of its greater power, might

be strong enough to make the differ-

Thevetin looks like water and

it immediately stimulates its ac-

tion. Doctor Hyman with this drug

has successfully treated 35 men

and women suffering from heart

Nights; Free in Daytime

Cleveland, Ohio. - John Garthe,

thirty, has to sleep in jail for 90

nights, though he has his freedom

in the daytime. Police Judge Stan-

ton Addams imposed the strange de-

cree when Garthe was convicted of

at 11 p. m. daily, Garthe must re-

port at the jail to be locked up un-

til 6 a. m. A fine of \$200 and

costs also was assessed. The un-

usual sentence was decreed to per-

mit Garthe to hold his job during

the day and continue his studies in

art and advertising in the evening.

Girl, 14, Is Minister

church here.

Little Rock, Ark.-Eugenia Hil-

Must Sleep in Jail 90

gan barely beats. He said:

ence between life and death."

Since last September the medi-

injection on human beings.

battle was known.

on Heart Disease

A corps of searchers, divided

Lost Graves Yield

and apparent inanimation.

are not breathing."

and heavy rainfall favor it.

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

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

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

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

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

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

Look at the Record

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

But when Australia stopped buying American motors and trucks the avalanche started, though no one thought for the time that it was more than a pebble rolling downhill. For the drying up of motor manufacturing, with its cutting "The be-still nut is quite hard down of buying from steel plants. and bitter. The latter quality is retire factories, battery makers, upholstery weavers, etc., was well unturned another deadly poison to its have not been more deaths in Hader way by July, 1929, three months waii and in India, where it abounds,

before the stock market dive. What brings all this up for consideration in Washington at the moment is that several very important persons, some from Europe and some from other parts of the world, including Australia, have been in our midst for the last few sion of Dr. Albert S. Hyman, in days, and have been trying to figcharge of the Witkin Foundation ure out how to end the present in-

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

may be injected hypodermically into Old Problem Up Again the body. Upon reaching the heart

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

This is the provision that if a through rate is made, which happens to be less than the rate for part of the same distance, the cheapdriving while intoxicated. Promptly er through rate must be compensatory. Or in short that the railroad must make a profit at the low-

er rate. At first blush it would seem that the railroads would have no objection to such a provision. But they have-plenty. Their chief objection is that the Interstate Commerce commission, worrying about this injunction, has been very slow about approving any cheap through ton, fourteen years old, is an or- rates. It was said, time and again, dained minister of the Nazarene to some railroad seeking to put one

in, that obviously there could be no profit in such a rate, so there was

no use considering it. Whereas, the railroad company involved might be perfectly sure that there would be more dollars in its treasury at the end of any given period if it were allowed to make that rate, whether it could prove that the particular rate would yield a profit on the particular shipments made under it or not.

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

How It Works

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

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

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

New Trade Treaties

Trade treaties with Sweden, the Netherlands, Switzerland, and Spain are almost ready. This is the an-President Roosevelt was now sid- a little less than four cents an acre tary of State Cordell Hull,

As a matter of fact, on the very date on which the Peek report was made public the President passed on some details with respect to the proposed treaty with Sweden, indicat- ber. Hiawatha's "forest primeval" ing his general approval of the Hull policy.

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

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

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

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

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

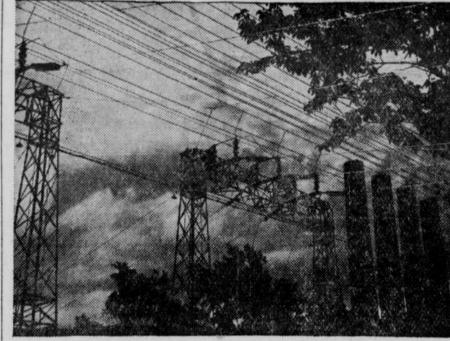
Obviously the match market of the world is very sharply limited by these artificial restrictions. Just as the cigarette market is restricted by | in which there are 14 feet of water. governments anxious for a big rev-

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

Sweden is hanging up a bit of tempting bait to American negotia- cargo. Buffalo's 29 elevators could tors, however. She promises that now unload that much wheat in less she will reduce duties and restrictions, which would result in the Swedes consuming vastly larger hour days to fill them to their caquantities of American fruit and pacity of 50,000,000 bushels, other farm products. Now the agricultural vote that would be interested in this new market is very large. Whereas the vote interested Lake Erie for about three cents a in match production is rather small. All of which indicates that the concessions Sweden wants will be made.

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Great Lakes Tour



Power From Niagara Turns the Wheels of Industry.

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

Our bridges crossed our lakes as ore before they crossed a river. a train of 50 cars than a train of Scarcely a skyscraper whose framework has not wallowed in the swell of our "Big Sea Water" before combing our urban skies. The story of our Great Lakes is one of unbelievably cheap freight rates, of marvelously active freighters, of fur and lumber, iron and grain.

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

In 1803 most of this land became ours through the Louisiana Purchase, and the vast territory which swer to the erroneous statement fur trade and Indian alliances had that the publication of the sensation- won for France gave trans-Appalaal George N. Peek report proved chian colonization new impetus. For ing with him in his row with Secre- 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 lumcrashed before Paul Bunyan's saw

and ax. Then came iron!

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

Buffalo a Busy Port.

Buffalo is a busy gateway to the Great Lakes region. Protected from early traffic competition by the Niagara falls, which were later to furnish its light and power, this rich inland port stands at the east end of the upper lakes and the west end of the only convenient break in the Appalachians. Had an Indian interpreter not made a mistake it would have been called "Beaver," a startling but suitable name for this busy creek-side port. On June 22, 1933, at Chicago, salt water from the Gulf of Mexico was blended with Lake Michigan water when a flotilla of Mississippi river

barges, bearing spices, coffee, and sugar, arrived at Lake Michigan, The nine-foot channel does today what river and glacier did more than once in the past-links the Great Lakes with the gulf. It took 260 years for Joliet's dream of a

lakes-to-gulf waterway to come

Four routes to tidewater now exist: the Illinois waterway, with a nine-foot channel; the New York State Barge canal and its branch to Oswego, both with a depth of 12 feet; and the St. Lawrence canals, The deepest artificial link is the new Welland canal, which not only has 30 feet of water on the sills of complishes the steepest lift-3261/2 feet in 25 miles. While retaining grain, Buffalo has since become our

In October, 1839, when the brig Osceola brought 1,678 bushels of wheat from Chicago to Buffalo, it took several days to unload the than nine seconds. Yet, were they empty, it would take eight eight-

milling metropolis.

Cleveland's Cuyahoga Flats. Bulk wheat rides from the head of Lake Superior to the foot of bushel. But flour can't be handled in bulk like so much ore or limestone, and, as a consequence, milling has moved east to a center and harbor

within 500 miles of which lives 80 per cent of our population.

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

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

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

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

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

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

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

under the feet of man. Where Automobiles Are Made.

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

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

Thanks to the tempting influence of Green Bay, over whose portage Father Marquette and Joliet first reached the Mississippi, Door coun-

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

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

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