



Unloading Iron Ore at Detroit.

Story of Our Inland Seas Is One Of Transportation and Commerce

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

THE Great Lakes contain half the fresh water on earth; enough to cover the continental United States 10 to 18 feet deep, or to fill a 30-foot ship canal from here to the sun!

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

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

Fur Trade Incited Exploitation.
In the days when the principal crop of America was cold-bred fur, the St. Lawrence was the gateway to our Midwest. While the English were seeking the Northwest Passage to the alluring Orient and colonists along the Atlantic were consolidating their position against the wilderness, French voyageurs and missionaries were following stream and portage to the heart of America.

Colonization was caught between sea and mountain. Exploration paddled its swift canoes on lakes and rivers.

Fur was the incentive, and temporal or spiritual empire the dream, of Nicolet, Joliet, Marquette and La Salle, to whom the watershed between the Great Lakes and the wide Mississippi basin was familiar while the British were still settling the seacoast. As early as 1700 one could ride horseback from Portland, Maine, to Richmond, Virginia, sleeping each night in a village. But the Appalachian barrier held. Meanwhile the French, more nomadic, were spread thinly over a tremendous inland empire.

In 1803 most of this land became ours through the Louisiana Purchase, and the vast territory which fur trade and Indian alliances had won for France gave trans-Appalachian colonization new impetus. For a little less than four cents an acre the young American republic acquired rich agricultural lands stretching to the headwaters of the Missouri and the Yellowstone.

Grain, Lumber, and Then Iron.

Around the lakes, fur ceded its primary place to grain or lumber. Hiawatha's "forest primeval" crashed before Paul Bunyan's saw and ax. Hills of sawdust began to rise like sand dunes, and countless jig-saw verandas embraced American homes.

Then came iron!
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 "clamshell."

Protected from early traffic competition by the Niagara falls, which were later to furnish its light and power, Buffalo stands at the east end of the upper lakes and the west end of the only convenient break in the Appalachians. Superlatives, which swarm around the Great Lakes, hve at Buffalo.
This favored spot no more suggests the bison than Rome does Romulus or Syracuse Sicily. And, had an Indian interpreter not made a mistake, it would have been called "Beaver," a startling but suitable name for this busy creek-side port.

A dozen railways now obscure the fact that Buffalo is not a creature

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

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

Up From the Gulf to Chicago.

On June 22, 1833, 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. Bascule bridges, pointing like howitzers at the tall-spired phalanx of skyscrapers, aroused with raucous protests of a chorus of Klaxons, and pseudo-Indian warwhoops sounded over the busy waters beside which lonely Fort Dearborn first rose on a swampy shore.

The nine-foot channel does today what river and glacier did more than once in the past—links the Great Lakes with the gulf. St. Louis has become an export port for northern wheat. It took 260 years for Joliet's dream of a Lakes-to-Gulf waterway to come true, although Lake Michigan water has flowed into the Mississippi basin since 1871.

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

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

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

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

Four Routes to Tidewater.

Four routes to tidewater now exist: the Illinois waterway, with a 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, in which there are 14 feet of water. The deepest artificial link is the new Welland canal, which not only has 30 feet of water on the sills of its spectacular locks, but also accomplishes the steepest lift—326½ feet in 25 miles.

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

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

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

First High School
Boston Latin school, the first high school in this country, was started in 1635.

SEEN and HEARD around the NATIONAL CAPITAL By Carter Field

Washington.—In considering the new naval appropriations it must be remembered that this billion-dollar program, as it is called, is in addition to the regular 1939 program, which had already been provided. Besides, it is in addition to new building now going on but authorized previously.

For instance, two battleships, totaling 70,000 tons, are now under construction. Two more of 35,000 tons each, are in the so-called regular 1939 program. But three more with 105,000 tons additional tonnage, are in the so-called billion-dollar program. This makes the total additional tonnage to be eventually added to the present United States navy 245,000 tons!

Incidentally even this may be boosted. The navy had been figuring on still bigger ships, and may get an amendment in before the keels are laid, which would make the tonnage of each of the three battleships provided in the new billion-dollar program as much as 43,000 tons. Which, if it happens, as it probably will, would make the boost, in battleships alone, 269,000 tons.

No new aircraft carriers were provided for in the regular 1939 program. But there are two now building, with a total tonnage of 34,000. In the billion-dollar program two more, with 30,000 total tonnage, are added, making four new carriers and a total of 64,000 tons to be added to the navy.

Eight cruisers are now under construction, totaling 80,000 tons. The regular 1939 program added two, totaling 10,000 tons, but the billion-dollar program adds nine more, with 68,754 tons additional. Thirty-six destroyers are under way, with a total of 56,200 tons. The regular 1939 program added eight more, with a total of 12,000 additional tons. Along comes the billion-dollar program with 23 more, adding 38,000 tons.

Needs New Destroyers

So no less than 67 destroyers are to be added to the navy!

This is not so surprising when one considers the history of destroyers in the American navy. At the time of the World War this was one type of vessel which could be rushed to completion with some hope that they would be finished before the war ended. Moreover, the destroyer was considered one of the most effective agencies with which to fight submarines, at the time the chief danger to the Allies.

So America rushed out destroyers. The end of the war found the navy with more destroyers than it knew what to do with. Most of them were tied up, their parts greased, and kept in storage, so to speak. As a result there was not much destroyer building, especially as the armament limitation conference came along in 1922.

But naturally these have all grown obsolete together. So the navy really needs a new fleet of destroyers.

Now under construction also is one destroyer tender, of 9,450 tons. The billion-dollar program adds five more, with a total of 45,000 tons. It also adds four seaplane tenders, with a total of 33,200 tons to the one authorized previously, at 8,800 tons.

In the regular 1939 program the navy got an oiler of 8,000 tons, a mine sweeper of 600 tons, and a fleet tug of 1,150 tons. To these will be added three repair ships, totaling 28,500 tons, in the billion-dollar program.

Chinese Get a Hunch

A Chinese commerce raider, aimed at accomplishing against Japanese commerce what the famous Confederate privateer Alabama did to United States shipping during the war between the states, is under serious consideration. Officially this will be denied, of course, but several factors in the Alabama situation are being studied by those interested.

The Alabama, it will be recalled, was fitted out in England, and had a very long and effective adventure in destruction before she was finally sunk by the U. S. S. Kearsarge off Cherbourg.

The present idea is said to have originated due to publicity for the grievance of American fishermen and the salmon industry generally in the Pacific Northwest and Alaska. In fact, the germ of the idea is said to have been sprouted when an indignant union leader wanted to know why the United States couldn't have an "accident" similar to the sinking of the Panay by Japanese, and then be very, very "sorry" in a note to Japan.

"If," he added grimly, "Japan ever heard about it."

A shrewd Chinese official is said to have read this, and then remembered the Alabama episode.

soned, "why could not the United States fit out a warship—just a little gunboat or an obsolete destroyer maybe—for the Chinese?"

Vigorously denying that anything of the kind would be tolerated, an official pointed out the rigidity of the neutrality laws, and the President's proclamation so recently restated by Secretary of State Cordell Hull, and then slyly added:

That's Different

"Of course, if the Chinese should succeed in doing anything of the sort from any other country's ports, it would be none of our business. Virtually we have recognized a state of belligerency, and even if Japan should argue that the commerce raider was in truth a pirate, it seems to me we have been bothered, in the very recent past, with so called pirate submarines in the Mediterranean."

"I don't think such a thing would annoy the Russians any," another official commented slyly. "It just might be that they would lend a little help."

This last, so far as is known here, is not in the picture at all, though use of adventuresome young Americans is said to be distinctly a part of it. For the scheme, the Chinese would need men experienced in handling small naval guns, though they need not be anything like as expert in their line as the American aviators already aiding the Chinese.

The idea of a submarine, it is said, has been considered but reluctantly abandoned. Unless the Russians would actually supply an experienced crew, it was considered impossible, it is understood, to obtain men capable of operating such a craft, even assuming the Chinese could get possession of an undersea boat.

But even a little gunboat, it is contended, could cause Japanese commerce a lot of grief before it was finally run down.

Reorganization

President Roosevelt has succeeded better than any but the most optimistic of his advisers had dreamed, a couple of months back, in his drive for reorganization of the government. It is due to one of those strange political factors, and is directly connected with the President's technical defeat on the Supreme court enlargement battle.

Unfortunately for those who disagree with the President on his reorganization proposals—and privately the measure has very few friends even among the most loyal administration Democrats on Capitol hill—the men who took the leadership in the fight to hamstring it were the same men who led the fight against packing the Supreme court.

At first blush this might appear an advantage. They were the victors in that more spectacular battle. Victory should be like a snowball, growing as it rolls. As with Napoleon up until Russia, as with Hitler up until heaven knows when.

But this is politics, not war, and while there are some similarities, there are some sharp differences. Any fight on Capitol Hill can be won only with the aid of a very large number of Democrats, men who are elected by the Democratic organizations back in their states. It so happens that the Democrats have almost unprecedented majorities in both house and senate.

Now a Democratic senator, figuring both on his renomination and re-election fight, has to walk carefully.

Watch Their Step

A great many of the senators who made the victory of the anti-court packing leaders possible were not so spectacular as Sen. Burton K. Wheeler in that fight. Now they are unwilling to side with Wheeler again, lest to them be attributed all the hostility to the administration that is connected with Senator Wheeler's motives.

In short, if there had been no court fight, the President would have less strength in his present fight to win more power for the chief executive in the conduct of the government.

Beyond the shadow of a doubt, had there been no court fight, Senator Wheeler's amendment, which would have required the approval of congress to any change in the government the President might make, would have carried instead of losing by a vote so close that the change of three senators would have reversed it.

Had there been no court fight, the amendment of Sen. David I. Walsh of Massachusetts, to exempt the civil service commission from the President's dictatorial powers would have prevailed instead of being defeated. But Walsh, too, had some prominence in the anti-court packing fight. The Bay State senator is not afraid of being branded. He knows his state pretty well, and has never been accused of political stupidity. But others, lacking his grip on their states, also lack his courage, however they may agree with him on this issue down in their hearts.

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South American Names
People visiting South America will be interested in the following words and their pronunciations: Bahia—Baa-ee-yah. Barranquilla—Bare-ran-keel-ya. Buenos Aires—Bwa-knows-eye-race. Rio de Janeiro—Ree-oh day zha-nay-row. Cartagena—Car-tay-hay-na. Llaio-Llao—Yow-yow. Llanquihue—Yanke-way. Lima—Yah-ma. Toquilla—Tok-kell-ya.



WHO'S NEWS THIS WEEK

By LEMUEL F. PARTON

NEW YORK.—Leslie Hore-Belisha, British secretary of war, made himself somewhat of a national hero several months ago

when he shook up the army command, upped the youngsters and sent the oldsters back to their club chairs. The report of his ultimatum demanding change of foreign policy is a stand-out in the current news.

There was something like consternation among British conservatives early in 1937, when Prime Minister Chamberlain named the incidentally Jewish Mr. Hore-Belisha for the war post. There was no hint of anti-Semitism in their attitude, but just then certain optimists among them were trying to tool Britain into the German orbit, and there were alarmed predictions that Hitler would be enraged and seek vengeance.

That didn't come off, and the new war secretary started a whirlwind army clean-up and all-round reconditioning campaign, to the satisfaction of all hands. Seventy-nine-year-old Sir Ian Hamilton, who had been in command at the Dardanelles, said, "Thank God we are under a proper soldier and will not be shot sitting down."

He has spent a lot of time badgering his elders, and still has many of them to work on, as he is only forty-three. When, a brash young Oxonian, he ran for parliament, his opponent tagged him as "the nonentity of the college bench." He nailed this on his mast-head, spoofed the opposition cleverly, and romped in.

He was dispatch carrier in the war, then a major, a reporter on a London newspaper, with convenient underground pipelines to the front page and the headlines.

He became financial secretary of the treasury in 1932 and later minister of transportation. He is a demon for detail and has swarmed all over England, inspecting equipment, barracks and army kitchens.

He is of medium stature, round-headed, with roached, graying hair, unmarried and given to night forays, checking this or that detail of the military establishment.

AT LEAST six times in the past 150 years, the Rothschilds have been counted out, and they have always come back—like John Barleycorn and Old

Conquerors Old Stuff to Bank Family
King Cotton. Now the arrest of Baron Louis von Rothschild is reported from Vienna. The era which founded their dynasty was disquietingly like this one. The Romanoffs, and the Hapsburgs, Matternich and Disraeli and all the other kings, conquerors and statesmen came to terms with them.

Baron Louis is the head of the house. The catastrophic fall of the Creditanstalt bank of Vienna in 1931 was supposed to have wrecked them.

A few weeks later, they were shoveling money into American securities, and, it was reported, snagging a stray million here and there by a fast overseas play on francs, an old family custom.

Louis and his brother, Alphonse, were living in regal splendor when the Creditanstalt failed. They had great estates, magnificent art galleries, shooting lodges, a huge Franz Lehár chorus of retainers, deer parks and a brace of medieval castles. Much of these holdings slipped away, as Louis, with somewhat less than the usual family zest and acumen in financial affairs, turned to a study of philosophy and the arts.

It is 132 years since Napoleon, after Austerlitz, made mince-meat of the Holy Roman empire and even more ruthlessly dismembered Austria. Nathan, James and Solomon von Rothschild, sons of Mayer Anselm, founder of the line, not only saved their holdings, but extended their dominions to the remotest corner of Europe.

These vast ramifications of their fortune, one of the largest in the history of the world, were in land, steel, coal, manufacturing and munitions, and, in later decades, in oil and hydroelectric power.

Libraries have been written about them, one notable record being Zola's "L'Argent." Their continental money matrix has been a stabilizer at times. It is possible that the Vienna jail door clangs the end of a dynasty and an epoch—but not quite certain. History will tell.

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Smart Daytime Fashions

A CHARMING basque frock for growing girls, and a house-dress for large figures, both smart and becoming, both easy to make. Even if you've done very little sewing, these patterns are easy to follow. Each one is accompanied by a complete and detailed sew chart. And a tour

Make it up in percale, gingham, broadcloth or tub silk.

The Patterns.

1491 is designed for sizes 6, 8, 10, 12 and 14 years. Size 8 requires 2½ yards of 39-inch material, plus 1¼ yards of bias fold to finish the neckline and sleeves. 1395 is designed for sizes 36, 38, 40, 42, 44, 46, 48, 50 and 52. Size 38 requires 3¾ yards of 39-inch material. For contrasting collar, ¾ yard, cut bias.

Spring-Summer Pattern Book.

Send 5 cents for the Barbara Bell Spring and Summer Pattern Book which is now ready. It contains 109 attractive, practical and becoming designs. The Barbara Bell patterns are well planned, accurately cut and easy to follow. Each pattern includes a sew-chart which enables even a beginner to cut and make her own clothes.

Send your order to The Sewing Circle Pattern Dept., Room 1020, 211 W. Wacker Dr., Chicago, Ill. Price of patterns, 15 cents (in coins) each.

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through the shops will show you irresistible new fabrics to make them up in.

Basque Dress for Girls.

No wonder girls love a basque dress like this! The fitted waist with its basque point in front gives them such a grown-up feeling. The full skirt, square neckline and puff sleeves are so becoming. Make this dress up for your daughter in taffeta or silk crepe in time for Easter, and later on in printed percale or dimity.

Large Women's Dress.

The diagram shows you how easy this dress is to make, and it fits to perfection. Notice the raglan shoulder line, the waistline snugged in by darts. The roll collar, with the smart little tab in front, is very soft and becoming. Very comfortable to work round the house in, this dress is sufficiently tailored so that you can go shopping in it, too.

TIPS to Gardeners

Combinations

TO INCREASE yield from the vegetable plot, the home gardener should grow "combined cultures."

The theory is to plant in closely spaced adjacent rows vegetables harvested at widely different times, using one before the other begins to mature.

Combine cauliflower, lettuce and radish, for instance. Plant cauliflower early in rows three feet apart. Between the rows plant lettuce, and between lettuce and cauliflower rows plant radish. Radishes are harvested early, then the lettuce, and later the cauliflower.

Following are several other combinations recommended by Harold Coulter, Ferry Seed Institute vegetable expert:

Carrots and parsnips in alternate rows two feet apart; radishes between first two rows; lettuce between second and third rows, and spinach between third and fourth rows.

Spinach rows two and one-half feet apart; radishes between spinach; pepper plants set between spinach when radishes are pulled.

ARE YOU ONLY A 3/4 WIFE?

Men can never understand a three-quarter wife—a wife who is lovable for three weeks of the month—but a hell-at the fourth.

No matter how your back aches—no matter how loudly your nervous screams—don't take it out on your husband.

For three generations one woman has told another how to go "smiling through" with Lydia E. Pinkham's Vegetable Compound. It helps Nature tone up the system, thus lessening the discomforts from the functional disorders which women must endure.

Make a note NOW to get a bottle of Pinkham's today WITHOUT FAIL from your druggist—more than a million women have written in letters reporting benefit.

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