

BRISBANE

THIS WEEK

The Gold Decision
Behanding Women
Murder With Germs
The Atom. Absolute Zero

The Supreme court upholds the President and congress in their legislative and executive action outlawing gold as money in the United States and invalidating "gold clauses" in private contracts.

The Supreme court's decision is all the more important and gratifying, because every American knows that no consideration outside the letter of the Constitution could have influenced Chief Justice Hughes or his associates.

The Supreme court decision disposes of the statement that President Roosevelt's administration has been proceeding "regardless of the Constitution." The decision will be reassuring to business and the public generally.

From every point of view the behanding of women by Mr. Hitler's government seems to have been a painfully disgusting performance. The women's hands were bound with steel chains—in fear, perhaps, that they might bite through strings or straps. The agile headsman, in full dress, cut off both heads in six minutes. The women were beheaded out of doors in the night, just before dawn, with floodlights for the headsman's work.

Witnesses of the killings praise the composure of the two women. Each walked to her death erect, wrists chained behind her, showing no sign of fear. An eyewitness said: "They set a good example to our men, whom we usually have to drag to the scaffold."

You have read about "war with germs" in the next great outburst.

India proves that it could be done. At Alipore two were condemned to death, convicted of "germ murder." As rich Amarendra Nath Pandey walked along the street he felt a sharp stab. He cried out. A germ poisoner had injected plague germs into his blood. Amarendra died. His murderers were his step-brother and his doctor. Two other doctors, accused, were acquitted.

A well-organized germ war could be disagreeable, distributing disease germs above great cities and in reservoirs from planes.

At Leyden, in Holland, scientists have produced a degree of cold said to approach within one five-thousandth of a degree of absolute zero.

A gigantic electro-magnet, in combination with liquid helium, produces the lowest temperature ever known on earth.

The lowest possible degree of cold, the absolute zero, would be minus 273 degrees centigrade, or minus 459.6 Fahrenheit. At least science thinks so. It used to call the atom "smallest fragment of matter."

Science needs "absolute zero" to help in tearing apart the atom, now known to be a miniature solar system.

Doctor Steinach of Vienna, whose business has been transplanting glands of lower animals to the bodies of men, to prolong youth and extend the years of possible parentage, announces now a "chemical substance" that makes transplanting glands unnecessary. The chemical, called progyny, possibly a compound of "progeny," is available for men or women.

The fact that a demand for it exists proves what fools there are, among men and women, seeking for more trouble, after kind nature has set them free.

Henry Ford views money philosophically as merely an abstract "indefinite, incoherent homogeneity," as Herbert Spencer might have called it. Mr. Cameron, broadcasting, mentioned casually the fact that Mr. Ford in one year lost \$68,000,000.

When this writer asked Henry Ford what was the most money he had lost in any year while "changing type" and reorganizing, he replied: "I didn't lose any money. I only distributed some money."

It has been customary at executions in New Jersey state prison to admit relatives of a murdered man, that they may witness the killing of the murderer; very considerate, if relatives of one murdered really desire to see the murderer as he sits in the chair, straining against the straps and frothing behind the mask. It is safe to predict that Colonel Lindbergh will reject the invitation to see Hauptmann put to death for the kidnapping and murder of his child.

James A. Moffett, federal housing administrator, says the country is out of the depression but does not know it. In the West he "found business conditions definitely improved. Los Angeles alone has pledged \$100,000,000 in new construction and modernization involving all types of buildings." San Francisco likewise has embarked on an ambitious building program.

Now if 10,000,000 or 12,000,000 idle Americans can get back to jobs, even though they may "not know it," all will be well.

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Hectic Days for the Air-Minded



Top—Federal Aviation Commission. Center—Ill-Fated Navy Dirigible Macon. Below—Lieut. Commander Wiley of the Macon.

By WILLIAM C. UTLEY
THESE have been hectic days for the air-minded. Reports, recommendations and suggestions for governmental policies toward aviation have poured into congress faster than proposals for new government bureaus.

A new plan, calling for co-ordination of all forms of transportation under federal control has been suggested by Joseph B. Eastman, federal co-ordinator of transportation. The federal aviation commission has suggested that a temporary air commerce commission to bear the same relation to air transport that the Interstate Commerce commission bears to the railroads be created.

President Roosevelt, in a message with which he presented the recommendations of the federal aviation commission, which was created June 12 of last year to make a study of aviation, agreed with the premise that all forms of transportation must be co-ordinated under one regulatory control, but disagreed directly with the plan of establishing a separate commerce commission for the air lines.

The aviation commission recommended that the Interstate Commerce commission be given immediate authority to regulate, up or down, the rates which the Post Office department pays the air transport companies for carrying the mail—the rates which have come ever so near to ruining some of the companies involved.

The same commission recommended that the government start work as soon as possible on a new dirigible airship, as the forerunner of an American intercontinental air transport system, either to Asia or to Europe, perhaps patterned after the travel service of the Graf Zeppelin, which makes scheduled trips between Friedrichshafen, Germany, and Rio de Janeiro.

Submits Three Plans.
Co-ordinator Eastman submitted three plans to congress for the unification of transport, but only one of them had his approval, the others being offered merely to show what the alternatives are. All of them, while affecting aviation, were aimed principally at rescue of the railroads from their current financial plight. The favored plan includes (1) extension of federal control under the ICC to cover all forms of transportation; (2) association of planning, prevention and co-ordination with the regulatory functions; (3) a dismissal compensation system, plus retirement pensions, so that the railroads without infringing upon labor rights, can take advantage of mechanical improvements and labor-saving devices to reduce labor costs, and (4) financial reorganization.

The first alternative plan combined the Eastman plan with the compulsory consolidation of American railroads into seven systems, two in the East, two in the South and three in the West. The other advocated out and out government purchase and ownership of all railroads; this, in Mr. Eastman's opinion, held the greatest opportunity for good and the greatest chances for harm. He did not think that the American people were ready

to accept it now, and did not favor the addition to the already gigantic list of government expenditures at the present time.

In approving the unification of transportation, the President recalled that "when the Interstate Commerce commission was created in 1887, the railroad was practically the principal method of rapid interstate transportation. Since that time this monopoly of transportation enjoyed by the railroad, to a very important degree, has been limited by the development of the automobile and good interstate roads."

"Recently water transportation by lake, by river, by canal and by ocean has, largely through the construction of the Panama canal and our inland waterways, definitely brought ships and shipping into the general interstate field. More recently still air transportation has become an element."

Dwelling more upon the aeronautical element of the reports, the President said: "There are detailed questions . . . that require early action. Our extended mail contracts with airlines expire on or about March 1, and existing legislation dealing with primary or secondary routes should be revised before that time."

"The commission suggests that the Interstate Commerce commission be temporarily given the power to lower or increase air-mail rates as warranted in their judgment after full investigation. The purpose of this is to prevent the destruction of any efficiently operating part of the present system pending suitable consideration by the congress of what permanent measures should be taken and what amendment, if any, the present general transportation policy of the government should undergo."

"I concur in this recommendation of the Federal Aviation commission, provided always that the grant of this duty to the Interstate Commerce commission be subject to provisions against unreasonable profit by any private carrier. On account of the fact that an essential during this temporary period is to provide for the continuation of efficiently operated companies and to guard against their destruction. It is only fair to suggest that during this period any profits at all by such companies should be a secondary consideration. Government aid in this case is legitimate in order to save companies from disastrous loss but not in order to provide profits."

Report Saps Farley.
The report of the commission was a direct slap at Postmaster General James A. Farley's power, proposing to strip him of every vestige of control over airways of the country. It was found that several of the important companies were tottering very nearly upon the brink of bankruptcy because of the ridiculously low bids they were forced to make to secure air mail contracts.

The aviation commission proposes vesting the handling of air subsidies entirely in the proposed Air Commerce commission, while the President favors simply turning them over to the already functioning ICC. Whichever plan is adopted, the ruling commission would decide which of the airlines were in the public interest; these it would license for service and would arrange the details in each case of whatever subsidy seemed to be necessary to secure these lines from loss. The commission asks that provisions of the

present airmail laws be extended by additional emergency legislation until January 1, 1936. Expiring on March 1, some of these provisions, it is said, would force the break-up of several existing lines.

Ostensibly to prevent monopoly, the present air-mail law stipulates that no company may hold more than three air mail contracts and no operator can hold two primary route contracts after March 1, 1935. Transportation authorities, whose notable spokesman of recent days has been Prof. Hampton K. Snell of the University of Montana, believe that the field should be limited to a few strong air systems as fundamental for best development, cheapest and most efficient service.

Air Transport Service.
Despite all the alleged handicaps to service there are today approximately 28,084 miles of regularly operated air transport routes in the United States. There is an average of 128,000 plane-miles scheduled to be flown by all lines in the United States every day. Scheduled air lines serve directly 71 of the 96 metropolitan districts in the United States, counting as a metropolitan district an area having an aggregate population of 100,000 or more and containing one or more central cities of 50,000 or more inhabitants.

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Air travel has grown in phenomenal leaps and bounds within the last eight years. Air lines in the United States carried approximately 6,000 passengers in 1923. In 1934 this figure had multiplied 100 times to approximately 600,000.

Express and mail carriage have increased at a similar rate. For example, one of the largest of the companies, United Air Lines, had an increase in express tonnage from 234 tons in 1933 to 547 tons in 1934. This line carried 3,245,742 pounds of mail in the first nine months of 1934, as contrasted with 3,182,165 pounds during the entire year 1933.

Perhaps the most spectacular of all the recommendations of the Federal Aviation commission was its vision of huge, American-built dirigible air liners plying in regular service across the seas. It was a dream that had these giant air leviathans cruising the great Pacific to many parts of Asia.

Funds, like the funds for so many proposed new governmental adventures, were to come out of the much-discussed \$4,880,000,000 work fund which President Roosevelt has asked congress to appropriate for his direct personal administration. The commission said in its report: "Airship construction should be started promptly in order to afford much-needed employment this winter."

Sink Millions in Dirigibles.
The United States navy has already sunk millions upon millions of dollars in the construction of dirigibles, and the latest of these millions sank into the Pacific with the Macon of February 12. The Shenandoah cost \$2,200,000; the ZR-2, \$2,000,000; the Akron, \$5,358,000 (this includes the cost of building the Goodyear-Zeppelin hangar at Akron, Ohio), and the Macon, \$2,600,000. The Los Angeles cost the nation nothing, being received from Germany in the treaty of Versailles; oddly enough it is the only one we have left.

Now the whole plan of airship construction seems likely to be shelved. The Macon's crash, while the alert action of Lieut. Com. Herbert V. Wiley with the co-operation of ships in the United States battle fleet held the loss of life down to only two members of the crew, has just about convinced a large share of officials that the United States simply cannot build and operate airships.

President Roosevelt made the open statement that he would not ask congress for any money with which to build airships. Agreeing with him was Admiral William V. Standley, chief of naval operations, who said that he had never approved the use of airships "for other than commercial purposes" and is "more than ever convinced of their unprofitability for military and naval purposes."

Senator William D. King of Utah declared that he would propose an amendment to the President's works bill that would forbid any of the \$4,880,000,000 being spent for dirigible airship construction. While disapproving the immediate expenditure of money for airships, the President indicated his opinion that such craft were by no means finished in world history.

Says WILL ROGERS

BEVERLY HILLS.—Well all I know is just what I read in the papers or what I run into here and there. Back

out here in old Orange Juice Land again, tolling to try and hand a fraction of the folks a laugh on the screen when your beauty has deserted you. When you are getting old you have to resort to pure skill or trickery. I kinder take up the trickery.

Now in the old days just looks alone got me by. I had the men love interest in my pictures stepping out to keep ahead of me. The Lord was good to me in the matter of handing out a sort of a half breed Adonis profile, (well it was a little more than a profile that you had to get), and straight on I didn't look so good. Even sideways I wasn't to terrific, but a cross between a back and a three quarter view, why Brothers I was hot. The way my ear, (on one side) stood out from my head, was just bordering on perfect. That rear view give you just the shot needed. That ear didn't just stick out, it kinder protruded just gently. In those old silent day pictures that back right ear was a by word from Coast to Coast. You see all screen stars have what they call their better angle. These women have just certain camera men to shoot them, they know which way to turn em, and how to throw the light on em.

Well they dont pay much attention to lighting with me, the more lights go out during the scene the better. So we toll and we struggle to maintain what is left of our beauty and manliness. Of course the Radio helps us. Any any hour somebody is begging and imploring us to go to the drug store and buy something that will take the wrinkles out of our ears, lift our eyebrows, bring back that rudy, (thats spelled rudy) complexion. There is as many gadgets on the market to overhaul men as there is women. I doubt if women have got much on man when it comes to trying to outlook themselves.

But I got to get back to the Movies and tell you what we are all doing out here. I am working on a picture they say they going to call it "Doubting Thomas". Well I dont know why, there is not much that I doubt either in the picture or out. I am a mighty trusting fellow and believe most everything. Its from a very successful play a few years back called, "The Torch Bearers". It was very clever, and we got us a fine cast, a lot of old friends among em. Mrs. Flo Zeigfeld (Billie Burke) is playing my wife. She has duplicated her stage hit in the movies.

You know about all good stage people are good in the movies. Some of em might not have gotten off good in their first picture they tried, but it wasent their fault, it was the story, part or something. Give any good stage performer three or four parts in pictures and they would be just as good. But they turn em down too quick sometimes on just one misfit showing.

I can remember her, (Miss Burke) when she was first married to my boss, Mr. Zeigfeld. At least they hadent been married long when I started on the Mid-night Frolic Roof. How proud of her he was. They and the Barrymores, and the John Drews and partys used to come up on the Roof and sit at a ringside table. Gosh what a place that was, the first Mid-night Show, and the greatest and most expensive. Those girls wouldnt think of leaving N.Y. with a show.

But I am getting old and rambling I guess. Andrew Toombs, who used to be with us in the famous 1922 Follies that ran two years in N.Y. He and I sang and burlesqued the famous Gallagher and Shean song. He was afterwards with me with Dorothy Stones Show, and he is the one that sang the full dress suit song, only we were barefooted. (A nut idea that went over.) Well Andy is with us in this. He is the most versatile performer in musical comedy, and will be just as big on the screen.

Lord bless her Miss Allison Skipworth, that grand old performer, she is playing her original role from the stage in this play, and Helen Flint that was the bad girl in the saloon scene in our Coast stage show of "Ah Wilderness", a fine trooper, Sterling Holloway, a great comedian, oh we got a lot of em. Its like a real old stage reunion.

Fred Stone waiting for his picture to start visits us often. Gee how stage people do honor and look up to the achievements of that guy. I bet he has played to more money paid in at the box office over a course of years than any actor or actress in America. Well I got to close, so its just pure strategy that keeps me in their fighting now.

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More Twins in Denmark
Twins occur once in about 87 births in the United States, but in Denmark the proportion is once in about 52.

Uncommon Sense

By John Blake

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Inasmuch as there has very lately been an extremely devastating war in Europe, in which this country took a part, we cannot say that neighborliness has become a general virtue.

On the other hand wars are not so common as they used to be.

There will probably be more of them from time to time, but gradually the increase of travel, and reading and thinking will clip the iron wings of old Mars himself.

Thanks to the newspapers we are all practically neighbors now.

Events that happened this morning in Russia or Japan are spread before us in the newspaper of the day following.

We may not understand the language of the people of foreign nations but we do know what they are doing and what they are thinking about.

If some great physician of Europe finds a means of curing some hitherto incurable disease, we know about it shortly after, and within a few weeks it is made available for our own use.

If a great disaster occurs in some other part of the world we are able to help with contributions of money to lessen the distress. And it may be said to our credit that we usually do.

With steamships crossing the Atlantic in less than five days, and with radio messages crossing it instantly, we have no excuse if we remain provincial and ignorant.

I believe that these facilities of communication are bound to make this a happier and a better world.

What we don't know doesn't worry us. But we no longer have an excuse for not knowing.

The newspaper that you pick up from your doorstep contains the news from every quarter of the civilized earth.

Read it, don't skim it.

Today we are neighbors with the people of all the earth, whether or not we have met them in their own countries, or understand their language.

Don't skim your newspaper, read it.

If your preference is the sporting page, read that. But then read the rest of the news.

These neighbors of ours are relatively new.

But people like to meet and hear about their neighbors.

And even though these new neighbors are far away, we can soon know almost as much about them as we do of the family upstairs, or the boy who carries the newspaper to the front door.

I dislike the expression "self-made man."

Always Depend
Greatly as I admire men who have fought their way up from penury to usefulness and wealth, they are by no means self made.

We were born dependent, and shall remain dependent to the end of our days.

The savages, such as are left on the face of the earth, are far more independent than we people who live in civilization.

They make their own fires, catch their own fish, kill their own game, and fabricate their own clothing.

Put them on a lonely island, and their cook fires would soon be lighted and they would find the means to support themselves till they were able to return from whence they came.

Put you or me on a desert island, and unless we resorted to cannibalism we should soon die of starvation.

You who live on this earth today are extremely fortunate.

Your clothes are made for you, your food is brought to you, there is a doctor not far away who will tell you what to do for you if you fall ill, and will probably know how to keep you from getting ill, if you consult him now and then and let him look you over.

Not having the time to make your own laws, you employ lawmakers for that purpose.

Often they are not entirely satisfactory, but that is your fault.

Today most of the people who dwell in civilized nations are as free as any human creature can be, often more free than they really ought to be.

You are heavily in debt to the people of the past.

If you do not make use of all that was done for you years before you were born, it is your own doing.

Every continent is scoured for something that will be of use to you, or please you.

One means you have for making some return for all these blessings.

That is to contribute something toward the enlightenment and happiness of those who will follow you here.

If wars are to be prevented, criminals terrified into good behavior, and knowledge to be greatly increased in the future, it will be because men constantly grow wiser as the years pass.

And if in some way or other you have not made some contribution to the happiness of those whom you must leave behind you when you go out, you will have been pretty much of a failure.

So think whether you are helping or hurting the generations to come, and you will be a better citizen while you are here.

Birds Display Enmity at Sight of Airplane

Birds are more frightened of airplanes than are big game, an English aviator reports. When flying over Britain I have noticed that the pheasant, partridge, and even the domesticated hen, are thoroughly scared when an airplane dunes in their direction. They appear to think that a plane is a giant hawk about to swoop down on them. It is a curious assertion among people who lived on the east coast of Britain during the World war that they received their first warning of impending Zeppelin raids from pheasants. These pheasants invariably awoke, began calling to each other and scattered away in fright long before the noise of aero engines became apparent to human ears.

There are several cases of condors attacking airplanes crossing the Andes. Once, it is told, a large condor espied an all-metal airplane winging through the blue. Immediately the huge bird swooped down and struck the intruder with stunning force on the wing. All that was left to tell of the encounter was a large rent in the wing, some feathers, and a condor's leg complete with its foot.

Dr. Pierce's Pleasant Pellets are the original little liver pills put up 60 years ago. They regulate liver and bowels.—Adv.

The Final Argument

War will no longer be inevitable when mankind wakes up to the fact that wars are inevitably disastrous even to the winner.—Harry Elmer Barnes.

Constipated?

The doctors say . . . Use liquid treatment

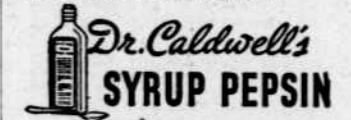
Here is the soundest advice anyone can give on the subject of laxatives. It is based on medical opinion. We want you to have the benefit of this information no matter what laxative you may buy:

The secret of real relief from constipation is reduced dosage. You can't regulate the bowels unless you can regulate the help you give them. That is why doctors use a liquid laxative; the dose can be measured to a drop.

Avoid laxatives that you can't cut down in dosage; especially those that seem to require larger doses than when you began their use.

Under the doctor's care, you usually get a liquid laxative. The right liquid laxative gives the right kind of help, and the right amount of help. Smaller and smaller dosages until you don't need any.

The liquid laxative generally used is Dr. Caldwell's Syrup Pepsin. It contains senna and cascara—natural laxatives that form no habit.



Watch the Speech

Weigh well your words, for 'tis the words that make the things.



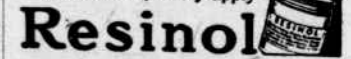
"Haw, Haw, Haw! He's always giggling, that fellow."

"A real he-he man, eh?"—Tit-Bits Magazine.



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HELP KIDNEYS

If your kidneys function badly and you have a lame, aching back, with attacks of dizziness, burning, scanty or too frequent urination, getting up at night, swollen feet and ankles, rheumatic pains . . . use Doan's Pills.

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