

# STORIES from Here and There

## Angry Ocean Is Cheated of Its Prey

NEW YORK—Seventeen half-breed men made port the steamer which had gone down in the Gulf of Mexico after 80 days of a gale that beset her. She left Rio de Janeiro on December 26 and was sighted by the Kenowis, a freighter, on December 26. The crew of the Kenowis was on a stretcher, and three broken ribs were seen on the deck. On New Year's day each man was rationed to one sea biscuit a day. On January 7 the lookout saw the smoke of a ship on the horizon. The men went on their knees on the decks and prayed. The steamer sailed on.

For three more days and nights the Caragol drifted helplessly. Once the Gulf stream carried her to within 50 miles of New York. But another gale whipped out of the North Atlantic and tossed her back to a point 190 miles southeast of the Kenowis, her self-blown 700 miles off her course by a gale made out her distress lights through a driving rain.

## Bank Examiners Do Thorough Job

SPRINGFIELD, ILL.—President J. Kelly of the Farmers State Bank of Chenoa, northeast of Springfield, returned from a business trip and resumed his routine duties. He had hardly settled in his chair after a casual look at the assistant cashier and the other members of the staff, when he was interrupted by two men, neatly dressed as business men. One wore spats. Mr. Kelly said that at once.

Mr. Kelly said the shorter man, the new state bank examiner for this district. This (and he said the man with him) is Mr. Kelly's assistant. We would like to see your books and accounts, Mr. Kelly said. We are here to examine your books, Mr. Kelly said. We are here to examine your books, Mr. Kelly said. We are here to examine your books, Mr. Kelly said.

## America Without Signboards?

ST. ANTONIO, TEXAS.—Organized opposition to the roadside advertising abuse is developing in various parts of the United States. That organization has a department of beautification with Mrs. Drought at the head, and the sign nuisance is one of its points. Sixteen truckloads of signs were removed from the Old Spanish trail between San Antonio and Austin.

Women built up sentiment; they rally called on numerous pro-poor and obtained signed petitions to remove signs from the roadside. The General Federation of Women's Clubs representing 3,000 women have their national committee working.

Antonia officials fell in step and signs along the city were removed. San Antonio ordinance requiring a \$15,000 bond and a license for erecting signs is enforced. It is stated, will be enforced. Helotes, 17 miles from San Antonio, cleared signs six miles of road.

## How Are These Rockefeller Millions?

INDIANAPOLIS—Harold F. McCormick has filed suit here to prevent his former wife, Edith Rockefeller McCormick, from coming into possession of 123,824 shares of Standard Oil of Indiana stock. The securities are worth more than \$7,500,000 and were a trust fund created by Mrs. McCormick's father, John D. Rockefeller.

McCormick filed the suit in the name of his granddaughter, Anita McCormick, now nine months old, daughter of Max Oser, the Swiss banker, and his wife, who was Edith McCormick. The Osers are living in Switzerland—or at least they say.

McCormick maintains that Mrs. McCormick waived her right to the trust fund of 12,000 shares on July 18, 1918. These 12,000 shares now, by means of stock dividends, have increased many times.

John D. Rockefeller established the trust fund, which was stipulated that the fund was not to be touched, but that, of the income, \$30,000 was to be paid to Mr. McCormick and the remainder to his wife. In the document he repeatedly said he was more concerned with keeping his grandchildren from having too much money than in seeing that they got vast riches.

The petition alleges that Mrs. McCormick is attempting now to gain control of the stock, although she formally released her rights to it in 1918. The 123,824 shares involved constitute approximately half of the trust fund created by John D. Rockefeller, Sr., for his grandchildren.

The defendants in the suit include the trust committee, consisting of John D. Rockefeller, Sr., Cyrus McCormick, E. Parmelee Prentice, and Willard S. Richardson of New York and Bertram Cutler of New Jersey. The suit seeks to restrain this committee from recommending the transfer to Mrs. McCormick. The suit also seeks to restrain the transfer from being made by the Standard Oil Company of Indiana.

John D. Rockefeller, Sr., in the meantime, is playing golf in Florida.

## Miami Claims Championship in Growth

MIAMI, FLA.—This city is taking the most rapid growth in the United States. The census of 1920 shows an increase of 100 per cent in the population. But Miami claims that it is the fastest growing city in the United States. The 1920 census shows a population of 29,571. Miami claims a permanent population of more than 50,000 and more than 100,000 in winter months.

When the village of Miami was first founded, there were but two houses. The growth of the city is due to the fact that it is located on the coast of Florida, and is one of the most beautiful cities in the world. It is also one of the most healthful cities in the world, and is a great resort for the winter months.

# Tribesmen in Great Migration

## Provide Modern Prototype of March of Children of Israel.

Washington.—Bakhtiari tribesmen, again in revolt against the Persian government, provide a modern prototype of the march of the Children of Israel out of the wilderness, according to a bulletin from the Washington headquarters of the National Geographic Society.

"Only in the case of the Bakhtiari, who live in the 'Wild West' of Persia, their pilgrimage is accomplished every six months, and the trail traverses snow-covered mountains, icy streams, and other obstacles along what has been called the 'wickedest 200 miles in all the world'.

## Thunder of Half a Million Hoofs!

"Along with 50,000 of the men, women and children on their semi-annual Odyssey go some half a million cattle. The tribesmen live on the cattle and the cattle live on grass. Only during the winter months is there grazing on the scorching littoral of the Persian gulf; and only in the summer months is there grass on the plateau country back of the Bakhtiari mountain range. Hence people and cattle have to move with the seasons.

"When the Bakhtiari knock down their black and orange and white tents to go in search of grass they pile their household effects on the backs of their animals, and atop these cargoes ride the lambs, the calves and the chickens. Their women strap to their backs their crude wooden cradles, in which they carry their babies and their husbands' guns.

"If an observer would get the epic quality of this mammoth migration he should station himself beside a stream—one of the torrential, icy-cold mountain rivers. First the tribesmen make rafts underlaid with inflated goat skins and on these they entrust women and children, the younger animals and their meager household effects. Then they drive their horses, cows and sheep into the swirling stream. The goats alone refuse to swim and, perhaps in return for the use of their

dead comrades' skins, cross on the rafts.

"The roar of the falls above, the screeching of animals, the cries of the dying beasts caught in whirlpools, and the yelling of the men go to make up a din that is weird and unparalleled. Finally the men themselves take the icy plunge. This scene is not a matter of hours, but of days, and the crossing is continued through the moonlight nights.

"The next high light of the trip comes with the mountains where men and women discard shoes and break trails through snow-filled ravines and along icy passes, ever higher and higher, until, when the summit is reached, the weaker humans and animals have been left bleeding, freezing and starving on the steep trails. A panorama of the serpentine line, twisting and twining from the valley below, as far as the eye can see, is one of the most picturesque spectacles of human geography. The climax of the mountain climbing comes with the ascent of the giant and seemingly inaccessible Zard Kuh, some 12,000 feet high.

"The Bakhtiari do not bow to Tehran; they continually are at war with the Lurs and other neighboring tribesmen. They are ruled by tribal chieftains. Their men value women lightly, using them as beasts of burden, and pay slight attention to their daughters. Their sons they teach to shoot and swim and ride by the time they are nine or ten years old."

Paris.—Speed, speed and more speed was the main object toward which airplane manufacturers strived during 1924, judging by the exhibits shown at the ninth French aviation salon in the Grand Palais.

It seems as if the trend toward monstrous machines, with weight-lifting capacity ranging from three to five tons, has been abandoned.

In order to achieve speed, the designers and manufacturers have reverted to monoplanes and sesquiplanes, all-metal wings and powerful motors built as light as possible.

"The manufacturers must build whatever the customer wants," said E. Dewoitine. "In our case, the customer is the state and the state wants fast planes, so it is up to us to supply them."

Has Orders for 300 Machines.

There are orders for 300 of these fast planes now on file at the Dewoitine plant for delivery in 1925. They are distributed among the following governments: Yugo-Slavia, Italy, Czechoslovakia, Belgium and Japan. It is understood the largest order comes from the far eastern country.

Nieuport presents a sesquiplane armed with four machine guns, despite the fact that it is only 7.50 meters in length and has a wing spread of only 12 meters. They say its 450 horsepower motor can haul that plane at a rate of 300 kilometers per hour for three solid hours. It has a lifting capacity of 500 kilos.

Potez, Salmson, Breguet and Caud-

## ACCUSED OF BRIBERY



A. E. Sartain, deposed warden of Atlanta penitentiary, who has been indicted by the federal grand jury in Atlanta, Ga., on the charge of bribery. Sartain is charged with having solicited and accepted \$5,000 from C. C. Tuton, a prisoner, for assignment as chauffeur for the prison physician.

## CRIPPLED CHAMPION



Although Peter Machovitz, aged thirteen, one of the children at St. Paul's Orphan asylum, Idlewood, Pa., has only one arm and one leg, he is the champion roller skater of the whole place. Peter lost his arm and leg in a railroad accident about seven years ago.

# Washington Sidelights

## Who Is President and When and How?

WASHINGTON.—Congress is apt soon to act in perfecting the machinery for electing our Presidents and vice presidents. In proposing a commission, Representative Cable of Ohio asks these pertinent questions:

"Does the secretary of state succeed to the presidency if for any reason there is no constitutionally elected President March 4?"

"Should there be a special election or does the person succeeding to the presidency fill out the unexpired term?"

"If the election were ordered in case of a vacancy in the office, could it be for the unexpired term or would it have to be for a term of four years, thus disarranging the four-year period of the government?"

"Does the commission of a cabinet officer expire on March 4 and would this prevent succession?"

"Should the choice of a chief executive be entrusted to the house of representatives about to go out of existence when such house may even be under control of the party defeated at the preceding November election?"

"Where the President-elect dies before the second Wednesday in February may the house of representatives elect a President?"

"In case of failure to count the votes and declare the results by March 4, where the electors have not failed to elect, but congress has failed to declare the result, may the count continue?"

"Would the vice president-elect succeed to the presidency should the President-elect die before March 4?"

"If more than three persons voted for as President should receive the highest number and an equal number of votes in the electoral college, and suppose there were six candidates, three of whom had an equal number, who is to be preferred?"

"If there should be more than two candidates for the vice presidency in a similar category, for how many then, and for whom, would the senate vote?"

"If a candidate for President should die after the election and before January 12, and before the electors met, how should they vote?"

"If the President-elect should die after the electoral college has met and before congress counted the vote, how could the vote be counted? Or could it be postponed?"

"Should the congress, particularly when repudiated by the people, continue to legislate? Or should a new congress be convened?"

## Robinson Says Coolidge Is Honest Man

IT WAS an extraordinary thing in the senate the other day to hear Robinson of Arkansas rallying to the defense of Calvin Coolidge as an honest man after such emphatic fashion as this:

"As an American citizen and as a senator of the United States, I believe that your President and my President is an honest man. I am a Democrat, but if to be a Democrat means that I must give myself and my feeble powers to an unjust assault upon the character of any political adversary, then I am not a Democrat—but, thank God, I did not have to take my definition of democracy from Grumbling George!"

"Democrat as I am, I do not believe that the President deserves to be accused as the alleged Republican senator from Nebraska has accused him. Democrat as I am, I resent the charge and I combat the charge that Calvin Coolidge is a crook. For, sir, I do not lose my character as a Democrat or as an honest citizen when I repudiate any measure based on the assumption that the President is dishonest. I disagree with him touching almost every important political principle. I think that he is wrong. I think that his views on economic and political questions are not in accord with sound doctrine.

"But I do not slander him with expressed or implied insinuation. Why, sir, I could not find it in my thoughts to oppose legislation on the theory that he would dishonestly discharge any duty or any obligation which the Underwood Muscle Shoals bill would impose upon him.

"He is my President by the choice of the American people. I think they made a mistake, but they had the power and they made the choice, and it is just such insinuations as the senator from Nebraska has uttered in this chamber that have given to Calvin Coolidge a prestige and a power—a far greater prestige and power than his natural abilities or the principles he espouses have given him a right to enjoy. For the poisoned darts of insinuation have been powerless to pierce the shield which honest manhood wears."

## Weeks Against Army-Navy Air Service

PLANS for the establishment of a separate department of aeronautics, unifying all aircraft activities both in the army and the navy under a single head, are bitterly attacked by Secretary of War Weeks in a letter sent to Congressman McKenzie (Rep., Ill.), chairman of the house military affairs committee.

"Creation of such a separate air force would end only in disaster in time of war and should not be tolerated in time of peace," the secretary declared.

"In warfare, unity of command, is essential. Lack of such unity of command has probably been the cause of more defeats and disasters in military history than any other contributing cause. It nearly caused defeat in, and probably prolonged the two greatest wars in our history—the Civil war and the World war.

"After such experiences it is unthinkable that any nation could deliberately prepare its forces for national offense so as to insure divided responsibilities and divided command in every possible theater of operations.

Yet this is what the Curry bill, which is now before congress, has under consideration.

The Curry bill, introduced in the house by Charles F. Curry (Rep., Cal.), would create a department of aeronautics and the position of secretary of aeronautics. It provides for the organization, disposition and administration of a United States air force, the development of civil and commercial aviation and the regulation of the navigation of the air.

Summarizing his objections, Secretary Weeks pointed out what he considered the two principal defects of the bill. These were, first, that the proposed organization creates a trinity of command for our defense forces, with divided control in every possible theater of operations; and second, that it proposes an air service for the army which is not a permanent and integral part of the army. This last he said violates the second great principle of military organization—that arms which are habitually to function together in battle must form permanent parts of the same organization.

## Why and Wherefore of Gore's Election

SECRETARY OF AGRICULTURE HOWARD MASON GORE revealed some unpublished political history to the Co-operative Farmers' convention recently in session at Washington.

Before the death of Secretary Wallace, whom he succeeded, he was assistant secretary of agriculture, and content to remain so. But one day last summer, before the West Virginia Republicans held their state convention, Secretary Wallace came straight at the assistant secretary with this question:

"Look here, Howard, are you going to run for governor of West Virginia?"

"No," said Mr. Gore. "I want to stay in this work that brings me close to problems of the farmers and helps me to help them more than I could in any other office. It's my life and I love it, and I believe I am useful in it."

"Even so," replied Wallace, "I think you owe a higher duty, and I hope you'll run for governor. I want you to make the run. I want you to make it for the honor of the farmers. What I mean is this: You'll make it without setting neighbor against neighbor. You're a farmer born and bred—a farmer among farmers—and they know it and the politicians know it. Go out and show them—show the country the kind of clean, neighborly campaign a farmer can conduct in a highly industrialized state."

Now comes Mother Gore upon the scene. She is eighty-three years old, and for a few days after her son, who has been 17 years a widower, was elected governor she worried a good deal about what he would do alone in "that big white house" on the banks of the Kanawha river.

"Well," said she briskly, "I was left a widow with a big household to manage, and never was anybody, black or white, rich or poor, turned away from the door. And it must be that way at the big white house as long as Howard is governor; and, to be sure it's done, I'm going down there to see that it's done."

## How Gold Rushers Found Sacramento 77 Years Ago



Seventy-seven years ago on January 24, gold was discovered in California. In that year, 1848, when the great rush to the coast began, the city of Sacramento was the village seen in the accompanying illustration, a reproduction of an old wood cut.

## MAKES A PROFIT OF \$90,000 WITHOUT CASH INVESTMENT

Texas Man Earns \$1,500 Every 20 Hours for 60 Days by Trucking Oil Supplies.

Wortham, Texas.—John Riley stands to clean up \$90,000 in 60 days on a "shoe-string" investment. He was attracted here by the recent big oil discovery and upon arrival found that there was a freight blockade, due to the enormous increase of railroad traffic.

The oil operators and other persons were clamoring for their shipments of derrick timbers, well equipment and general supplies. Riley had only a few dollars in his pockets, but it occurred to him that he might turn the car blockade to his personal financial advantage. He quickly learned that the loaded cars were for the most part tied up in the yards at Mexia, ten miles south of the new oil field, and that the congestion was

ing ten hours of the night at \$100 each. The contract runs 60 days, giving him \$1,500 profit every 20 hours, or \$90,000, without any capital except his own ability to see an opportunity and seize it.

Aids Puzzle Fans

Baltimore.—For the use of crossword solvers the Baltimore & Ohio railroad has installed standard dictionaries on observation and club cars on all through trains on the main line. If the puzzle fans increase the company probably will provide dictionaries in cars on branch lines, it was said at the general offices.

Mouse Cripples Car

Danville, Va.—Finding that his automobile engine failed to function properly, R. A. Potat made an examination of it and found a mouse caught in the carburetor. The animal apparently had entered the car by way of the exhaust pipe and crawled through the intake manifold into the carburetor.

## What of the New American Battleships?

NAVAL engineers would hesitate today to predict what the military characteristics will be of the first American battleships to be built in replacement under the Washington limitation treaty.

Aside from the fact that they will be 25 per cent bigger than the present naval leviathans, West Virginia, Colorado and Maryland, and carry not larger than 18-inch guns, they are unknown quantities.

The first two replacement ships may be laid down in 1931, to be completed in 1934, when the 12-inch gun-nave Florida and Utah will go to the scrap heap. They will be 35,000 tons, treaty measurement, which means almost 40,000 tons pre-treaty rating. The West Virginia class of battleships, now the biggest and hardest hitting vessels afloat, are 32,000 tons, old rating.

Since the first post-treaty battleships will be the British Rodney and Nelson, to be completed in 1928, when four ships of the present British fleet of the King George V class will go to the junk man, wide interest prevails in naval circles everywhere as to what their armament, speed, cruising radius, protection, method of propulsion or other characteristics will prove to be.

Little is known generally as to the British plans, developed since the Washington conference.

But no naval officer is likely to forget that the dreadnaught, first all-big-gun ship to be built, virtually rendered obsolete every existing pre-dreadnaught battleship of any navy. That the new British ships will have a new type of 16-inch guns more powerful than any yet afloat in any navy, is taken as a foregone conclusion. They will be the product of the postwar years of study by British experts of bitter war experience with fighting ships.

It is to be expected, therefore, in the judgment of naval experts, that they will outclass even the West Virginia class in the American navy by a margin beyond that of their 25 per cent larger size.