



1.—Secretary Wilbur bidding Congress good-bye on polar flight. 2.—Secretary Wilbur bidding Congress good-bye on polar flight. 3.—Thomas L. Woodlock confirmed as Interstate commerce commissioner.

NEWS REVIEW OF CURRENT EVENTS

Worst March Blizzard in Years Leaves Damage in Its Trail.

By EDWARD W. PICKARD

MARCH went out leaving in its wake one of the most severe blizzards in years. Extending from beyond the Rocky mountains as far east as New England, the blizzard area included all regions except the Atlantic and Pacific coastlands.

Trains from all points over the Midwest told of loss of life and property. Transportation caused by the storm in Illinois, Wisconsin, Iowa, Indiana and Missouri appeared to be the heaviest hit. Rail and highway traffic was stopped at many points. At Kansas, Ill., hundreds of automobiles were reported stalled in huge drifts. At Havana, Ill., a passenger train was held up by the heavy snowfall.

The situation in Wisconsin was no better. Eleven inches of snow were recorded in Milwaukee, with street cars and bus transportation blocked. Points in Indiana reported one of the worst March storms in history. Fort Wayne and Indianapolis had transportation blocked. At Dubuque, Iowa, the snow measured 18 inches and 16 inches at Fort Madison. On the highways drifts of six feet were common.

Trains into Kansas City, Mo., were from 6 to 12 hours late, while in addition to the three Midland Valley trains stalled near Foraker, Okla., two Rock Island passenger trains were impeded in drifts near Enid, Okla.

Other parts of the country, notably the Texas Panhandle, Louisiana, and Mississippi, also were affected. In southeastern Texas the storm reached toward proportions, caused four deaths and property damage that is expected to exceed \$1,000,000. Near Liberty, Tex., an 82-mile-an-hour gale destroyed 250 oil derricks.

ADVOCATES of the lakes-to-gulf waterway gained a strategic victory when the War department board of engineers in its report on the improvement of the Illinois river, recommended the immediate construction of a nine-foot waterway with water diversion from Lake Michigan of 8,250 cubic feet per second.

DESPITE the recurrent declines in prices of stocks in Wall street, President Coolidge and his cabinet in surveying the situation throughout the country find conditions satisfactory.

The country is prosperous and business good, according to the reports made for the information of the President, and the prospect is that an even greater business expansion is at hand. There is little unemployment, and indications are that everyone who is willing to work at prevailing wages can get work. There is still a dull condition in the textile industry, but that is the opinion of the President. Is the business had in post-war readjustment.

The President advises, however, an adherence to a conservative and enterprise on the part of private enterprise in the government itself. There should be no departure from the rules of economy and sound financing by either corporations or the government, he advises.

With income tax receipts larger even than anticipated, there is every indication that business will go on expanding. Probably the future revenue will prove so much larger than was expected that fears of a deficit in the next fiscal year will be dispelled. The President, however, has given grave consideration to the various items on the legislative program of the house on which his advice had been sought by Representative Tilson (Rep., Conn.) majority leader of that body. In reply he pointed out to Mr. Tilson that Congress had reduced taxes more radically than the executive had thought safe at the time. The revenue, therefore, was reduced to such an extent that it would barely cover expenditures already authorized by law. Mr. Coolidge advised Mr. Tilson to proceed carefully on all proposals involving an increased expenditure. The

retail, which also had swerved from its course at the first cry for help. The Mauretania resumed its course for New York after Capt. A. H. Roston had relayed a brief dispatch of the rescue by the Shirvan.

Captain Roston, who was in command of the Carpathia when she rescued the survivors of the Titanic in 1912, reported that the Laleham was nearly on beam ends with all its lifeboats carried away. His message gave no details of the rescue, except that the Laleham was sinking rapidly.

bill to raise the retirement annuities of government employees involves such an increase, and while the President favors higher annuities, he is not sure that the government can afford to raise them as high as the bill asks. Increase in the salaries of federal judges, on the other hand, is favored by the President, since this would not require a large increase in expenditures. The outlay of \$50,000,000 for new public buildings and a like amount for waterway development is approved by the executive as additions on capital account, but the programs for increasing army and navy expenditures about \$60,000,000 annually the President is inclined to view differently.

IF THERE is going to be any change in the prohibition policy, program or legislation, there must first be a change in the Constitution, according to Senator Borah (Rep., Idaho), in commenting on the referendum proposed by Senator Edge which asks the people to tell congress whether it "shall amend the national prohibition act, commonly called the Volstead act, so as to allow the manufacture, sale, transportation, and possession of beverages containing as great an amount of alcohol as is lawful under the Constitution."

Senator Borah declared that he saw no possible way to deal effectively with the liquor question so long as the Constitution prohibits the manufacture, sale or transportation of intoxicating liquors. Consequently, he believes that the first question in any referendum should deal with the amending of the Constitution.

DEFINITE steps toward more rigid enforcement of the liquor laws were taken when the house unanimously approved the Cramton bill placing the entire prohibition unit under civil service, and when Brigadier General Andrews, assistant secretary of the treasury in charge of prohibition enforcement, announced the creation of new divisions to check the flow of illicit beer and wine.

Thomas E. Stone, credited with engineering the roundup of the nationwide beer ring in Cleveland recently, was named by General Andrews to be superintendent of brewery control.

General Andrews also announced the appointment of H. Keith Weeks, his secretary, to be superintendent of wine control, to direct efforts to halt diversion of sacramental wine into bootleg channels.

The Cramton bill would require all present employees of the prohibition unit to qualify in competitive examinations for their places within six months. The scheme, originally suggested by the wets, was more recently taken up by the dries.

PERMISSION has been granted by the prohibition division of the bureau of internal revenue to two large breweries to manufacture a malt liquor containing 3.75 per cent alcohol by volume and 25 per cent malt solids, to be sold to the public through drug stores without prescriptions or dealer permits.

The permits were issued to Anheuser-Busch company of St. Louis and the Pabst company of Milwaukee on a six months' trial during which the breweries are required to add the prohibition division in the prevention of the sale of the malt liquor to the public for beverage purposes.

Director of Prohibition James E. Jones gave his consent to the new brew after chemists of the bureau of internal revenue had reported that the tonic could not be used as a beverage. The senate confirmed the nomination of Thomas F. Woodlock of New York as a member of the Interstate Commerce commission by a vote of 52 to 25.

Confirmation came after a five-hour executive session, in which the attack against Mr. Woodlock was led by Senator Wheeler (Dem., Mont.), who charged that he was under the influence of Wall street.

UNANIMOUS agreement on measures contemplating the creation of an army air corps, under a second assistant secretary of war, and authorizing the undertaking of a five-year construction program as a result of which 2,200 new planes would be added to the equipment of the existing air service, was reported from an executive session of the house military affairs committee.

Reports that the American freighter Blair was in trouble were cleared up when operators here received a wireless from its captain saying the freighter has experienced no trouble and had not sent out any distress call. Naval communications received an S. O. S. signed "S. Blair," but nothing further was heard. The Blair's position was given by the captain as 1,302 miles southeast of Delaware capes, and was bound for Philadelphia and New York from Greek and Spanish ports.

The bill, it is said, will embody many of the major recommendations of the Morrow aircraft board as well as suggestions made by the Lampert investigating committee, the Lassiter board and Secretary of War Davis in his confidential program.

OPponents of the Italian debt settlement were heard in the senate. Senator Robinson (Dem., Ark.) minority leader, led the attack. He assailed the "capacity to pay" theory governing the settlements made by the American debt commission. He demanded that Italy before receiving concessions from the United States show her good faith with respect to a disarmament conference. Senator Reed (Dem., Mo.) asserted that the United States can collect a larger sum than proposed from Italy "if we had some good red blood in our statesmen."

Senator Borah (Rep., Idaho), chairman of the committee on foreign relations; Senator Howell (Rep., Neb.), Senator Shipstead (Farmer-Labor, Minn.), and other opponents of the Italian settlement also participated in the discussion.

Senator Robinson said the "capacity to pay" standard is false and unreliable.

EFFORTS to solve the Tacna-Arica boundary dispute by the plebiscitary commission set up by President Coolidge have been abandoned for the present in favor of direct negotiations between the United States and the governments of Peru and Chile. Both Peru and Chile, the State department announced, have accepted the offers of mediation made by the United States and correspondence is now going on between Secretary Kellogg and the two governments over the question of the best method to go about settling the controversy.

THE French government's weakness was revealed in the chamber of deputies on the request for emergency funds to sustain state functions during April. War Minister Paul Painleve's demand for 10,000,000 francs (\$350,000) credits to carry on operations in Syria were reduced 1,000,000 francs on the motion of Socialist Deputy Baron. The vote was 268 to 265.

Premier Briand, who feared a similar attack on the appropriation for the war in Morocco, rushed to the rescue. He pleaded with the deputies not to hamper him at a moment when peace in Morocco was just over the horizon. He defended the much criticized French refusal to consider Abd-el Krim's peace offers, and then announced France was about to make a counter offer to the rebellious Rifians. These terms are already formulated, he declared.

Deputy Baron, who has just returned from a first-hand investigation of the Syrian rebellion, said he thought it would be a good idea to hand over the Syrian mandate to Premier Mussolini of Italy.

GREAT BRITAIN will not continue to support Spain in her fight for a permanent seat in the League of Nations council and will definitely oppose any enlargement of that body except through the addition of Germany when the League assembly meets again in September.

This change in the British attitude was announced by Sir Austen Chamberlain when he made a complete private exposure of the recent British policy at Geneva regarding the League of Nations to a group of members of the house of commons representing both opposition and government supporters. He kept nothing back, he declared, and even read confidential telegrams exchanged by the powers.

Brazil will not be permitted to continue to veto Germany's application for admission to the council in September, he declared. The League assembly will meet and re-elect temporary council members before the question of Germany's admission again comes up and unless Brazil agrees in advance to withhold her veto, she will not be given a temporary seat in the next council. The place will be given to some other South American power.

The foreign secretary declared British policy as clearly expressed, and his pledge to support Spain's aspirations, which was one of the causes of the difficulties at the last League meeting, has been formally withdrawn.

Private builders working under the critical eye of the government laid down three concrete vessels of 7,500 tons. The first of these, the Faith,

Old Women Rule Blond Indians

Tribe Knows as Much About Sanitation as Does White Man.

Washington.—A tribe of Indians in which tow heads, white skins and hazel eyes predominate, which knows as much of sanitation as does the white man, and in which the old women wield supreme authority, furnishes the material for an interesting publication soon to be released by the Smithsonian institution. The tribe is the San Blas Indians of Panama, a branch of the Cunas. Herbert W. Krieger, curator of ethnology of the United States National museum, under direction of the Smithsonian institution, describes them in Museum Bulletin 136, bearing the title, "Material Culture of the People of South-eastern Panama."

Are these white Indians really Indians? Early investigators found it difficult to admit the paradox. Some suggested that the San Blas group were the descendants of an isolated Nordic or Viking strain. Others even went so far as to see in them the children of one of the ten "lost tribes" of Israel. But these romantic hypotheses have had to be discarded. Physical tests and measurements made by Dr. Ales Hrdlicka, Smithsonian anthropologist, and others, leave no doubt that the San Blas Indians are pure bloods, resembling in detail of physical characteristics the famous Maya Indians of Yucatan, and forming possibly a connecting link with the equally advanced ancient Peruvians.

Origin in Doubt. While students of anthropology and genetics have not yet come to a decision as to the origin of the blondness of these white San Blas Indians, they are pretty well convinced that it is a form of albinism. Albinos occur among practically all Indian races, and while the San Blas whites have not the characteristic pink eyes, some of the youths squint in the light. The determination of just what part heredity and environment may have played in fixing these unusual tendencies offers a problem of first importance.

Almost equally astonishing with their blondness is the fact that the San Blas Indians have remained pure bloods and resisted adulteration with invaders, Indian, negro or European. They have had to fight for this isolation and they still maintain in every one of their villages a special corps of police whose duty it is to warn of the approach of strangers and if necessary to drive them away. Racial pride has kept them free from intermarriage with other tribes.

It is natural to expect that so independent a race would have developed a high state of culture. "Some of the remarkable features of their civilization," Mr. Krieger writes, "stop but little short of what we with our European culture have liked to consider peculiarly our own achievement. They have a pictographic writing system that ranks but little below our own alphabet in efficiency. Their sculpture and carving in wood represent a high standard of taste. Their painting, embroidery and applied arts, such as applique sewing, rank with similar work of European peasants."

But still more phenomenal for a so-called primitive people is their knowledge of medicine. They treat fever, for example, in the most approved modern American fashion. The patient is kept cool and absolute-

ly quiet. They know the mosquito to be a danger to health. Consequently they build their houses on small islands off the coast far from the breeding places of the mosquitoes, or on piles raised above the water. Sanitation is superior to that of most villages in the United States. The water supply is always brought from a distant spring or other undistilled source.

Mr. Krieger further describes this paragon of native races as excellent sailors. "In short," he says, "the tribe constitute a monument to the virility of aboriginal North American culture when undisturbed by the intrusive alien." And the explanation which he suggests for this superiority is feminine rule. "It is the women who wield the real authority. Men may be elected to office and become chief musician, doctor, or village chief, but it is the elder women who tell the voters whom to elect. A young married man always goes to live with his mother-in-law and takes orders from her."

In contrast with the independence and virility of the Cuna Indians is the gregariousness of the Choco Indians who dwell on the Pacific side of the isthmus and are divided from the Cuna by the mountainous interior. They have intermarried so much

with negroes and Asiatics that the native villages have practically disappeared. A much less cultured people than the San Blas, the Chocos yet excel in certain architectural achievements. Their spirit lodges show an excellent form of mortising and joinery, a practice not known to other South American tribes.

Peculiar to the culture of the Choco Indians, says Mr. Krieger, are their ceremonial harvest festivals, in which the chief converses with carved and painted spirits of animals and men to discover whether the season's crops will succeed or fail.

Berlin to Return Desk That Jefferson Used

Boston.—The desk upon which Thomas Jefferson signed the Declaration of Independence, which, for 25 years has been shown in the Bismarck museum in Berlin, is now promised a fitting place in Independence hall. The piece traveled much since it was presented to Thomas Jefferson Coolidge of Boston, afterwards serving as a birthday gift to Prince Otto Bismarck on April 1, 1896.

Still pasted on the desk is a sheet of bleached paper, slightly frayed, with the inscription written by Jefferson: "This was given to Mr. Coolidge as a mark of affection. It was made by Ben Randall, a cabinetmaker of Philadelphia. There are superstitions in politics as well as religion, and there may be a day when legions will assemble around their desk."

Dr. James F. Dickie, pastor of the American church in Berlin, and now on a visit to Detroit, found the desk. His quest for it stretched over a period of 15 years.

Harbor Sailing Full of Thrills

Storms and Frigid Temperature, All Part of the Day's Work.

New York.—During a recent cold spell, when the harbor was swept by angry winds and navigation was at a standstill, a little vessel plowed bravely through a path of ice floes that choked the narrow Hell Gate channel. The vessel was bound for one of the city's islands with a cargo of supplies and was not to be delayed by a storm when supplies were needed for sick folks in a hospital.

Life in the harbor is active the year round, and nothing short of a real gale can stop the daily flow and ebb of river traffic. Hence throughout the most severe months of winter, when icy winds that cut like a knife cause real and intense suffering, multitudes of workers stick manfully to their tasks in order that the city may lay in a store of fuel, food and other things so necessary to its existence. The marine workers to whom the inhabitants look for their subsistence cheerfully submit to these discomforts of the weather with frost-bitten hands and feet, bad colds and rheumatism and dozens of other ills.

Tugboats, the bulldogs of the harbor, are ever on the alert for a fight with the elements, and it takes more than a miniature gale or a bay full of drifting ice to discourage them.

Almost any day when near zero weather prevails they may be seen returning from some distant mission, their ice-encrusted prows gleaming and scintillating in the sunlight.

A Lot of Work to Be Done. There is a deal of work to be accomplished daily in the harbor in win-

ter. Big steamers have to be taken into the harbor and transferred from their anchorage to docks or repair shops; barges of all kinds carrying grain, sand, coal and other types of fuel are always being towed in and out from one freight terminal to another. Scows loaded with garbage flow in endless procession seaward.

Opposite the Seamen's church mission, at 25 South street, there is a veritable floating city of canal boats laid up for the winter; stunted at other points along the waterfront there are other floating settlements of barges.

There are various types of marine workers. The majority of them, according to Capt. William A. Maher of the Associated Marine Workers, have steady work. The single crew towboat man works in the daytime. He may be ordered to work as early as 2 a. m., or may not have to report until 8 a. m. He quits work at 4 p. m. He does all kinds of towing. A good many vessels arrive here from Miami and other Florida points. His job is to help tow these vessels in and out of the harbor. He does not have any designated time for starting or quitting work, but works as the exigency of the situation requires. Captains average \$150 to \$200 a month, with board.

Double-Crew Six-Day Boats.

Workers on what are known as double-crew boats are in continuous service six days a week. They make trips to Long Island sound and take garbage to sea, and also do general towing in the harbor. Captains average from \$200 to \$260 a month. The men work in shifts and sleep on the boats.

The passenger-boat type is employed on excursion steamers. These workers begin their season about May 15 and quit about September 15. They work on excursion steamers plying between the city and Rye Beach, the Highlands, Bear mountain, Rockaway and Coney Island. They average 12 hours a day and work 7 days a week. Captains are paid from \$200 to \$350 a month and deckhands from \$70 to \$90 a month. Captains on this type of vessel sign contracts to work six months. They spend about four months in taking their vessels on excursions and the rest of the time in preparing the steamers for the season and in seeing that the boats are properly laid up for the winter.

These marine workers include masters, mates, pilots, engineers, officers, firemen, deckhands, cooks and floatmen.

Naturally they know the harbor like a well-thumbed book and pride themselves in this dearly acquired knowledge. That all bad storms do not occur at sea they have ample stories to prove, and many of them have had stirring adventures in being adrift in the waters of the bay when their vessels were carried out of their course by terrific gales. In short, they have experienced shipwreck, fire and other dangers in the orderly pursuit of duty.

Uncle Dan Beard



Dan Beard, founder and national commander of the Boy Scouts of America, with his flintlock rifle and buckskin costume at the flintlock rifle shoot of the Camp Fire Girls of America.

OLD "STONE BOAT" STILL AT WORK IN SAN FRANCISCO BAY

Concrete Ship McKittrick Belies the Derision Handed it in Shipping Circles.

San Francisco, Cal.—Alluded to as "it" by seafaring men rather than "she" as is befitting any worthy seagoing craft of steel or wood, the concrete ship McKittrick is doing daily duty in the bay of San Francisco that belies the derision of shipping circles. Although the war was over before the McKittrick took the ways—under the coldly official designation of "Concrete Tanker No. 1"—the ship was nevertheless, a creature of the great conflict. Its genesis was the need of the nation to build boats faster than the enemy's submarines could sink them.

Private builders working under the critical eye of the government laid down three concrete vessels of 7,500 tons. The first of these, the Faith,

was at the outset pronounced a success for it made the trial trip in first-class fashion. But under more severe conditions it developed a condemning unwieldiness. Similarly, the other two proved failures, but profiting by experience, the government had the tanker built.

A lighter mixture was used and improvements were effected in the steel reinforcing. Triple expansion engines of 1,500-horse power were installed. The tanker went to Mexico on its test and, returning with a load of oil, weathered a tremendous storm in the Caribbean sea. The commanding officer declared it as seaworthy as any ship he had ever handled; but the war was over.

There was not a plentiful supply of steel and timber. The boat which had cost about a half million to build was about to be sold by the shipping board for \$15,000.

George D. Zeh, traffic manager of the Associated Oil company, thought the tanker was worth more than this to his company. He was deaf to the ridicule of his associates and negotiated the purchase.

Zeh has kept a record of the tanker's performance and the "stone boat" about which he has been joshed has paid for itself several times. It has never lost time because of storm or needed repairs and, although capable of only eight knots an hour, it plods its way across and around the bay, day after day, transporting 20,000 barrels of oil at a time.

"I don't suppose there will ever be another concrete boat built," Zeh said. "There is no longer any need for them, but this one is far from being the 'dud' it has been called."

Talked Too Much

Hagerstown, Md.—For talking continually during services at the Church of God, Jesse W. Weaver, Jr., has been fined \$14. Other members of the congregation who before prosecuting prayed for him in vain paid the fine.

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