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New Radio Bill Will Aid Order In Ether Hoover Tells Committee Considering It

With 536 Major Broadcasting Stations Now And 250 Applications In, There Are Only 89 Wave Lengths To Be Used; Federal Control Or Chaos.

Washington, Jan. 6.—(AP)—New legislation to be passed by the present congress is essential to prevent "chaos in radio broadcasting and communication," Secretary Hoover told the house merchant marine committee, which is considering the radio regulation bill presented by Representative White, Republican, Maine.

Mr. Hoover recommended passage of the bill as meeting "the present public necessity," pointing out that congestion in broadcasting has produced the most pressing need for legislation. He declared the radio public and industry were in accord with provisions of the measure.

The bill gives the government jurisdiction over all phases of radio communication as they relate to interstate and foreign commerce and the secretary expressed belief that "federal suprmacy is absolutely essential if this system of communication is to be preserved and advanced."

Government control over licenses and wave lengths, as now in effect in the commerce department, also is provided.

Pointing out that there are now 536 major broadcasting stations, in the country, Mr. Hoover said there were only 89 wave lengths to be distributed among them, with many of the wave lengths below effective use.

"The problem," he continued, "has been to try to divide 89 wave lengths among more than 500 stations, which means an average of over six stations to each wave length. Satisfactory division has been a mathematical impossibility. Only by time division, power limitation, geographical separation and other expedients, has it been possible to preserve any order at all in the other.

"There are some 250 applications for new stations before the department now. If they were allowed, and the number thereby increased by nearly fifty per cent, the whole broadcasting service will be effectively destroyed. From the view point of public service, we need fewer stations rather than more."

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BUENOS AIRES SWELTERS IN SUMMER HEAT WAVE

Buenos Aires, Jan. 6.—Summer has settled down in earnest to the business of making things hot for Buenos Aires.

A damp, clinging heat descended upon the city" filled the streets, and even threatened to penetrate into the deepest corners of the "Cervesarias," where a parched and sweltering citizenry sought solace in foaming steins.

Thanks to a kindly nature, and plenty of beer, Buenos Aires will survive the present heat. The humidity is usually broken after three or four days by violent thunder storms, and the beer never runs out.

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Rossdorf, Germany.—When a bell rang to inform everybody that the town pool was ready for skating the villagers found the ice cracked and sagging against the bottom of the pool. The careful murgomaster had drained the water off to prevent drownings.

New York.—Forty years ago a boy of nine sold papers in front of the Hotel Normandie, then popular with the smart set. Now that boy, A. E. Lefcourt, wealthy realty operator, has bought the hotel and site for a million.

WILLARD SCHOOL PUTS ON FUNDS CAMPAIGN

The Frances E. Willard School, at Santa Fe, which was forced to close its doors four months ago because of low finance, will be re-opened early this spring in the campaign for $50,000, begun December 23 and continued this week after holiday suspension, is successful. This is the statement of Mrs. M. H. Byrd, of Albuquerque, chairman of the finance committee.

The campaign opened with a newspaper appeal for funds, according to Mrs. Byrd, and furnished encouragement that the entire fund will be raised without difficulty. It will be continued throughout January on a state-wide scale with personal solicitation in almost every community.

"The citizens of Albuquerque and Santa Fe in the past have provided nearly all the running expenses of the school," said Mrs. Byrd, "and this campaign will give everyone interested in the state's underprivileged child problem a chance to contribute."

Mrs. Byrd explained that the fifty-two girls who were made homeless by the losing of the school, came from all parts of the state. The school is not an orphanage but is open to every girl between the ages of three and eighteen who would otherwise be deprived of the proper home environment, academic instruction, and intelligent supervision. Many of the students, however, are orphans and half-orphans. Others have been taken from their homes of immoral and otherwise improper influence, and by court order, placed in the Frances E. Willard school.

"Although the courts feel free to place underprivileged girls with us for support and training, no court has ever appropriated funds for the upkeep of the school," says Mrs. Byrd, "And the burden falls entirely upon people interested in the work."

The Frances E. Willard School was established in 1920 through a joint gift of $13,000 by the Santa Fe Kiwanis Club and the National W. C. T. U. The $50,000 now being raised will be used for upkeep and to improve the physical property. It is hoped that provisions will be made for 100 students.

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EARTH SHOCK IN EUROPE DOES LITTLE DAMAGE

London, Jan. 6.—(AP)—An earthquake shock caused many people living along the Rhine to awake from sleep early today and rush out of their houses to open spaces, says an exchange telegraph dispatch from Cologne.

The shock was felt generally throughout western Germany and even in Hamburg. No damage was reported.

LOWREY AUTO COMPANY

OUR GASOLINE needs no apology, it starts when you are ready.

We have the right oil for your motor.

ROSWELL N. M.

WELCH, GRAPE JUICE MAGNATE, IS DEAD TODAY

St. Petersburg, Fla., Jan. 6.—(AP)—Charles E. Welch, manufacturer of grape juice, died at his winter home here today after a short illness.

He came here from his summer home in Westfield, N. Y., last week, driving down with only his chauffeur. Mr. Welch had had heart trouble for several years but friends said that something he ate after he arrived here caused a sudden illness that resulted in death today. Mr. Welch has spent his winter here for several years. Funeral arrangements will be made after the arrival of relatives from the north.

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Record Want Ads Get Results.

ELECTING OFFICERS OF MEXICAN NATIONAL ROAD

Mexico City, Mex., Jan. 6.—(AP)—The Mexico City members of the board of directors of the National Railways have elected Alberto J. Pani, Mexican secretary of the treasury as their president. Bertram E. Holloway, Britisher, was chosen executive president.

A meeting of the board is set for January 14, when the results of the New York members vote will be known and the other officers elected. Organization of the board follows the recent return of the National railways to private management.

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Record Want Ads Get Results.
Record Classified Ads Get Results.

KEEP ROAD TO COOLIDGE HOME CLEARED OF SNOW

Plymouth, Vt., Jan. 6 —(AP) — County authorities are taking no chances of having President Coolidge stuck in a snow drift should it be necessary for him to come here in an emergency in connection with his father's illness.

The 13 mile stretch of road from here to Ludlow has been plowed clear of snow. This is believed the first time here the automobile has been given preference over the sleigh.

Colonel John C. Coolidge's condition has continued unchanged since he recently lost the use of his legs.

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MINERS CONTINUE TO LOOT STORES IN NOVA SCOTIA

Glace Bay, N. S., Jan. 5.—(AP)—Unemployed miners early this morning resumed the looting of provision stores in Glace Bay and its suburbs. Attacks on the food stores which began Sunday night and were resumed last night, ended when Mayor Morrison announced that those miners in want would be given aid when they applied at the town hall today.

Quiet prevailed for a time but shortly after midnight the mobs started to work again and looted six stores in Sterling and Dominion.

Last night five provision stores were broken into and ransacked in Glace Bay and New Aberdeen.

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WRECK ON P. R. R. WITH NO ONE INJURED

Baltimore, Md., Jan. 5.—(AP) — Pennsylvania railroad passenger trains were being detoured over the Baltimore and Ohio railroad between Perryville, Md., and Wilmington, Del this morning, as a result of the accident to the Federal Express, which was derailed at Northeast, Md., last night. The locomotive and seven cars jumped the rails and plunged along for several hundred yards before being brought to a stop. None of the cars was upset and with the exception of being severely shaken up only one of the more than 500 passengers was reported injured.

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Record Want Ads Get Results.
Record Want Ads Get Results.

160 Acres Fine Land

IN THE ARTESIAN BELT

Well on adjoining tract has farmed 100 acres of this one. Must be sold at once.

Price $1,000—Half Cash

Turner Investment Co.

117½ W. Third St. Phone 246

OUT of THE JAWS of DEATH

Uncle Sam's Guardians of the Coast Snatch Thousands of Lives and Millions in Property From the Greedy Maw of Ocean.

"3:40 A. M.—British bark Torrisdale, 2,184 tons, stranded during gale. Crew taken off by boat from Grays Harbor Coast Guard Station. Vessel a total loss."

In like laconic phrases Oliver Hazard Perry, when he destroyed the British squadron on Lake Erie, reported his victory—"We have met the enemy and they are ours." Yet what deeds of heroism lay behind the nine word report of the young American commander! And behind that brief report on the rescue of the crew of the Torrisdale by the men of the United States Coast Guard, and behind other reports like it, lie deeds of heroism every whit as great. For the enemy, the sea run amuck, is no less terrible than the cannon and cutlas of a human foe.

Ocean Yields His Prey

A southwest gale hurls the Pacific crashing against that part of the Washington coast which runs almost due south from Grays Harbor. Over the tempest-driven waters a rocket flares in the darkness. Another, and still another. They are the signals for which the patrol from the Coast Guard Station has been on the alert. They are the signals that tell all who see them that far out in the black witches' cauldron labors a vessel in distress.

The flare which the patrol always carries while on duty conveys a message of coming rescue to the men on the stormtossed ship. Then, stumbling through the night over tufts of beach-grass, and around dank pools which his flashlight has disclosed in time to prevent an icy plunge, the patrol runs for the nearest of the telephones that dot the coast. Five minutes later the station receives the word that sends the crew tumbling into the surf boat and out through the thundering breakers.

One moment in a deep valley, the next moment high upon the crest of a mountainous wave and about to plunge into the abyss, the surf boat with her intrepid crew of life savers forces her way towards the wreck. Twisted and tossed about like a matchstick by the giant fingers of the storm, three times the boat is swept far past the shattered hulk of the Torrisdale. As, for the fourth time, the surf boat approaches the doomed bark, the tiny cockle-shell is hurled against the upturned keel. Oars are smashed, seams are sprung.

But by a miracle the boat remains afloat. A line is passed to the wreck, now fast breaking up beneath the pounding of the waves. The sailors leave their refuge on the tilting bridge, clamber down the wave-swept deck, crawl out along the thrashing debris of the rigging. One by one they drop into the surf boat, bobbing madly on the seething waters. On the third trip of the surf boat between the vessel and the shore the last member of the crew is landed safely on the beach—snatched in the very nick of time from ocean's greedy maw. But the Torrisdale, outward bound for Antofagasta, has made her last voyage.

The Flashlight's S. O. S.

Shift the scene from the Pacific to the Atlantic—to that storm-swept stretch of coast that runs south from the Delaware Capes. Buffeted by the wind, half blinded by the flying spray, a patrol from the Cape Henlopen Station works his way through the night and the howling storm. All his strength is needed to make progress against the force of the gale, yet his eyes are fixed always upon the sea, straining to pierce the darkness and the spray for the all-too-likely signals of a vessel in distress.

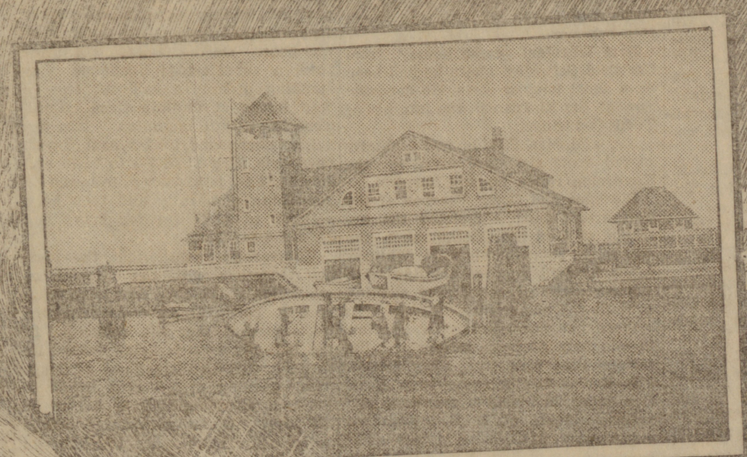
Over the white-capped, tortured waters comes the flare that in the language of the sea says always the same thing, "Help us or we perish." There is no telephone near; no time to run to the station. But the patrol has his flashlight. Holding it high above his head, using it as a blinker signal, he flashes the message to the man who is always on watch in the station tower.

With the speed of light the message passes from the patrol to the Henlopen Station. The Lewes Station, too, has seen the vessel's flare, and with scarcely less speed than that of light the boats of the life savers of both stations are in the water, fighting their way to the rescue. About the little yacht, The Swordfish, the sea is a wild welter. But the men of the Coast Guard know the sea. They have braved and tamed its fury many times. A line is thrown aboard. The captain's wife, his ten-year-old daughter, a seaman, and last of all the captain himself, are taken off. The Swordfish is dragged to shoal water and beached.

A Far-Flung Battle Line

So it goes day in and day out, month after month, year after year. The wind and the sea, and the long stretches of lonely shore line are the stage setting. The men of the United States Coast Guard who keep watch and ward along the coast are the actors in the drama. The drama itself is that of the ceaseless struggle between life and death.

The Coast Guard was created in 1915 by combining the former Revenue Cutter Service and the former Life Saving Service. Prior to that time the Life Saving Service had been a separate entity, but as this service was maintained to save life and property along the coast, and as one of the principal functions of the Revenue Cutter Service was to perform similar duties on the high seas, the two services necessarily co-operated with and supplemented each other, and it became apparent that closer co-ordination and greater efficiency would result from the union.



BOAT DRILL AT THE CHICAGO COAST GUARD STATION

LANDING THE SURVIVORS.

TO THE RESCUE.

FLASHING THE SIGNAL.

The sea coasts of the United States and the inland coasts of the Great Lakes are now divided into thirteen districts, each district being in charge of a District Superintendent, who is a commissioned officer of the Coast Guard, and who is responsible to the Commandant of the Coast Guard. Three of these districts are on the Great Lakes; two on the Pacific Coast; one, and a part of another, on the Gulf of Mexico; the other six, and part of one, on the Atlantic Coast. In all of these thirteen districts there are 254 active stations.

Each Coast Guard Station is in charge of a Boatswain (life-saving) or a Chief Boatswain's Mate (life-saving), and the personnel consists of from seven to fifteen enlisted men, including surfmen. The equipment of a station consists of the beach apparatus—line-projecting guns, hawsers, breeches, buoys, etc.—flag and pyrotechnic signals, heaving sticks and lines, life preservers, life cars, life boats, surf boats and other boats of various types.

The Coast Patrol

A fixed beat or patrol is laid out in each direction along the shore line, and the station crew is divided into watches of two men each. During the hours between sunset and sunrise these beats are constantly patrolled by one of the men on watch, while the other maintains a look-out from the station tower. During the daylight hours, except in thick and foggy weather, the patrol is withdrawn, but always a man stands on watch in the tower.

The man on patrol is equipped with a patrol clock, pyrotechnic signals, a signal holder, a revolver in case of a meeting with smugglers or rum runners, and a regular hand flashlight with which he can signal vessels in distress or his home station. The whole coast is covered with a network of telephone wires for the use of the Coast Guard, but each man is required to know the international code, and other systems of signalling, used in the Coast Guard, for the emergency when a telephone is beyond reach and he must signal the station tower.

Allies of Progress

When by night the sea lies heaving like a tranquil, sleeping monster, and when, aroused to fury, it shakes the whole coast with its thunderous onslaught—in fair weather and foul—the long coast line of the United States is patrolled and guarded by the men of the Coast Guard. They check the operations of smugglers and rum runners; they note the constant shifts in shoals and shore line made by the encroaching and retreating sea, they warn off from dangerous stretches ships that have lost their bearings; above all they are always ready to risk their own lives to save the lives and property of others.

During the year of 1924, 2,462 persons were rescued from peril on the sea, and the value of the vessels assisted, including their cargoes, was $25,316,180. In the never-ending battle between the sea and those who would tame it and make of it a broad highway for the world's commerce, the men of the Coast Guard are the allies of commerce, of progress, and of all the men who go down to the sea in ships.