

**SAYS S. O. S. OFTEN MISUSED BY SHIPS**

**MAY RESULT IN CHANGE**

**Report That Often Distress Call Is Sent When Help Not Needed; Efforts to Remedy**

Charging that the S. O. S. international call sign for shipping in distress is nowadays being greatly misused, several prominent British shipping men are urging the imposition of new regulations with a view to checking the "evil."

The matter has been brought to a head by the recent case of the Dutch freighter Velaeno, which when west of Newfoundland sent out an S. O. S. call. After several large liners had altered their course to proceed to her assistance and one had actually reached her, she notified them that their presence was not needed.

It is argued that it costs between \$10,000 and \$25,000 to send a large ocean liner off her course, for apart from the extra meals required by all on board and additional fuel consumed tides are sometimes lost.

**Too Many Calls**  
"Far too many S. O. S. calls are sent out, in my opinion," Captain Sir Arthur Rostron, commodore of the Cunard line, told International News Service. "Unfortunately I do not think there is any method of overcoming this and I do not think the responsible authorities would care to make any hard and fast rule."

"When a ship is in distress it is hard to say she must not send out an S. O. S. for only the man on the spot is in a position to judge the danger. Failure to act at once in emergency may mean disaster."

"I think, however, it would be better for vessels calling for assistance to state the extent of their damage, so that the commanders of other vessels could gauge their plight."

"With regard to answering S. O. S. calls sent out by airmen who are forced to descend into the Atlantic, that is quite a different matter. The airmen, more often than not, are attempting to cross the ocean for their glorification, and while I admire them they must understand that ships cannot go scouring the Atlantic in search of them if any fall."

"Means will have to be found for dealing with these calls, such as the aviators guaranteeing to pay compensation to the ship or ships answering them and going to their rescue."

**Answering Two Calls**  
Captain Brown, of the liner Carmania, is the most aggrieved person. Twice during his latest voyage across the Atlantic he was called off his course to answer S. O. S. signals from vessels which eventually were able to proceed without assistance.

The British Chamber of Shipping, while agreeing that the distress call is being greatly misused, cannot agree with the idea of making new regulations.

The London Daily Mail, editorially commenting upon the matter, opines that the centuries old custom among captains of immediately proceeding to the assistance of stricken vessels will pass if the call is persistently abused. The newspaper calls upon the great maritime powers to carry out the resolutions passed at the International Shipping conference in 1926, which provide for the endorsement of the papers of any captain improperly using the distress call.

**STUDENT MINES GOLD TO PAY COLLEGE BILLS**

**D. S. Hammer at Northwestern Works Hard to Make His Way in School**

All is not gold that glitters, but Donald S. Hammer, a graduate student at Northwestern university, knows the difference between fool's gold and the real stuff. If he didn't he wouldn't be working for an advanced degree this year.

When Hammer was graduated from Iowa State college in 1926, he wanted gold in order to carry on further study. But gold doesn't grow in Iowa. So he and a pal hit out for the Lonesome Valley in Arizona. They took with them a pack train of burros, some beans, and plenty of prospecting equipment.

For a year they sifted the sands of the valley and dipped their pans into beds of streams, and when they returned they brought enough gold for Hammer to enroll in the school of commerce at Northwestern and for his partner to be married.

"There's plenty of gold yet in Arizona for one who will work for it," says the student-pro prospector. "But you've got to stand the sand storms and the smokes and the intense heat. And you've got to get used to disappointments. I thought I'd struck it rich several times, but each time the stuff just disappeared. Then I'd move on."

At present Hammer is carrying full work in the graduate school. He expects to complete his work in June.

**GAS TAX CREDITS TO TOTAL TEN MILLION**

An echo of the repeal of the 3 per cent government tax on passenger automobiles, which was effective, May 29, 1923, is the information that the total amount which will be involved in credits and refunds under the new law will approximate \$10,000,000. This refund is in connection with articles in the dealers' hands at 8 a. m., eastern standard time, on the above date, says a bulletin issued by the Chicago Motor club.

**ODD FISH AND THEIR HABITS DESCRIBED**

**BY RETURNED EXPLORER**

**Field Museum Scientist Tells of Queer Species Which Inhabit Various Parts of the Globe**

Tales of salt water fish which spend their winters in fresh water, and fresh water fish which go into salt water for a season, and of frogs of the Arctic which spend many months in frozen surroundings four or five feet below the ice, often frozen themselves only to be revived to normal activity in the spring, were

told today at Field Museum of Natural History by Alfred C. Wood, ichthyologist of the recently returned Rawson-MacMillan Subarctic expedition.

Mr. Wood, who is assistant curator of fishes on the museum staff, returned to the museum with a collection of approximately 1,500 specimens of fishes, and other forms of marine life, collected in Labrador and Baffin Land. More than 40 species, some of them entirely new to zoologists, are represented. Mr. Wood is now studying these to make scientific reports on them, and preparing the best of them for exhibition at the museum at a later date.

**Study Labrador Fishes**  
Prior to the work of this expedition the fishes of Labrador had been studied only in a fragmentary manner, Mr. Wood states, and there existed much doubt as to what many of them were and as to their relations with fishes of other parts of

the world. The specimens and data obtained by the expedition are expected to settle many of these puzzling questions.

A number of fishes usually regarded as strictly fresh water species, such as brook trout, and pickerel, were caught in salt water by Mr. Wood, while salt water inhabitants such as eel and jellyfish were found in fresh water streams and lakes at the region. At other seasons these same creatures were found in the kind of water to which they are native. Two specimens of a new

species of frog which winters dormant beneath the ice, from four to five feet thick, were brought back. Some of the expedition's fishing was done through holes cut in ice as much as five feet thick.

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(Translation)  
Lakehurst, N. J., Oct. 20, 1928  
Gentlemen: I am the Chief Engineer of the dirigible Graf Zeppelin and came to America in her very recently, and through relatives in Philadelphia I heard your Majestic Radio Apparatus.  
I like the performance of the built-in loud speaker very well and since we do not have anything like that in Germany I beg to ask you if it would not be possible to take one of your sets back with me to the Zeppelin to Germany, and under what conditions.  
I would show the set with great joy over there and it would help me remember the enthusiastic reception which all of us found in America.  
Very sincerely, Karl Bessler, Chief Engineer  
Lakehurst, U. S. A. Navy Aero Station

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Extreme Left: Karl Bessler, Chief Engineer  
Center: Assistant Engineer  
Extreme Right: Knute Eckener, Son of Commander and hero of flight

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