WHO'S NEWS THIS WEEK

By LEMUEL F. PARTON

NEW YORK. — Secretary Hull may or may not have noticed that Veloz and Yolanda, dark, suave and graceful American dance team, have just brought back from Europe the carmagnole, which, when the peasants begin stepping it, is supposed to foretell war. They say they saw the villagers warming up the old dance, in Monaco and France, and that thoughtful citizens were uneasy. It is supposed to have paced the first frantic rhythm of the French revolution. Nobody knows just how it started, but, when it gets going in a roadside bistro or on a village green, you'd better hunt for cover. That's their story and they stick to it.

Dancers Bring War Step With Peaceful Intent

These limber young New Yorkers are probably tops in earnings as a dance team, and are said to have been paid more on their European trip than any other dancers, past or present. When they first teamed up in 1926, Frank Veloz bought a $22.50 tuxedo and borrowed his father's white vest, which was too big for him. Yolanda Cassazi borrowed a pink ballet skirt and slippers from a friend. The slippers were much too large and she had to stuff them with tissue paper. They had much in common, and could keep in step with each other, but not with the music. They lasted one week and were fired from the next 14 jobs before they began to click.

He was an accountant for an optical company, 20 years old, when, at a dance hall, he saw the 16-year-old Yolanda making heavy weather with a hard-working partner. He cut in and said, "Listen, fumblefoot, don't be afraid to loosen up—like this."

That was the beginning of a lucrative friendship. They won 40 prizes together, around the dance halls, before their first professional engagement. They have now had about five years in the box-office stratosphere, with, as yet, no arthritis setting in.

As to any hint of war-mongering, in bringing over the carmagnole, they say their enlightened public will understand this is just a folk dance and won't start any trouble.

IN THE boom years, Cameron Beck, personnel director of the New York Stock exchange, was defending the then supposedly "flaming" youth. Now he's gloomy about the oncoming generation. He says this is "the era of sloppy work." Youth is cutting corners and bungling jobs.

Youth's Angel Gloomy About New Generation

The genial and energetic Mr. Beck, nimble and efficient, stocky in build, somewhat less than medium height, has been an evangel of youth for the 22 years of his service with the exchange, in touch with thousands of high school students and educators all over the country. He has been perhaps the nation's most vigorous expounder of the Alger gospel of thrift and diligence.

This seems to be the first time he has ever scolded the youngsters. Motherless in his youth, he was an errand boy at $3 a week and entered personnel work through the Y. M. C. A. He says, "Trouble awaits us unless we can exercise some control and influence over the leisure time of our nation's youth."

LAST year, Miss Nadia Boulanger, fragile little French musician, composer, student, critic and teacher of music, was the first woman ever to lead the Boston Symphony orchestra. Boston newspapers marked the event with unbounded adulation, which is repeated here as Miss Boulanger conducts the gala concert of the Philharmonic Symphony Society of New York. It was not merely critical acclaim. She stirred the eager enthusiasm of her audience almost with the first characteristic, skimming, swallow-like sweep of her baton.

Maestra Again Wins Acclaim With Her Baton

She has taught many famous musicians, but she refused to teach George Gershwin. He went to Paris to become her pupil. She talked to him 10 minutes, saw that his genius was "sui generis," and told him it could not be improved, and might be marred by teaching.

Her father and grandfather were professors in the Paris Conservatory of Music and she is now director of the Ecole Normale of Paris and the American conservatory at Fontainebleau. She came to this country a year ago to deliver a series of lectures at Radcliffe college.

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Birds Don't Migrate

There are 21 species of birds found in Puerto Rico which are not found anywhere else in the world. The year-round temperate climate makes migration of birds unnecessary.

An 'Osiso'

An Osiso is a device which shows the distance of lightning by recording the interval of time between the flash and the arrival of the noise of the thunder at the point of observation.

Two Americans Have Been Called "President-for-a-Day" But Their Right to That Honor Is Doubtful

By ELMO SCOTT WATSON

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NINETY years ago this month the United States had a President for one day—that is, it had if you believe the inscription on a statue which stands in Plattsburg, Mo. His name was David Rice Atchison and the statue was erected in 1928 because many Missourians believed that he was entitled to the distinction of being listed among the Chief Executives of the nation even though that claim to fame is based up on a technicality. Here is how it came about:

Technically, President James K. Polk's term of office expired on March 3, 1849, and, according to custom, his successor, Gen. Zachary Taylor should have been inaugurated on March 4. But March 4 came on a Sunday and because of this fact Taylor did not take the oath of office until Monday, March 5.

According to the familiar story, based upon a contemporary statement in the Congressional Globe, on March 3 George M. Dallas, vice president under Polk, announced in the senate, over which he was presiding, "The close of my official term being near at hand, I conform to an established and convenient practice by withdrawing from the deliberations of this body." Thereupon Senator Thomas Hart Benton of Missouri moved that

THOMAS W. FERRY

his colleague, Senator David R. Atchison, be appointed president of the senate pro tem.

Since the terms of President Polk and Vice President Dallas expired on March 3 and the term of President-elect Taylor did not begin until March 5, when he was inaugurated, it has been contended that Atchison was legally President for that one day, Sunday, March 4, 1849, even though he was not sworn in. This claim was based upon the presidential succession act, passed in 1792, which provided that in case of the death, removal, resignation or inability of both the President and the vice president, the president of the senate should act as President until "the disability be removed or a President shall be elected."

An early edition of the Biographical Congressional Directory, 1774-1911, backed up this claim by saying about his election as president of the senate pro tem "This office made him President of the United States during Sunday, March 4, 1849, as General Taylor was not sworn into office until the following day," and the official Missouri manual for 1928 declared that he was "technically President of the United States until after the formal inauguration of President Taylor March 5."

Not Legally President.

However, a later edition of the Directory took the distinction away from him by eliminating any reference to his having been "President for a day." It says that he was "re-elected president pro tempore of the senate March 4, 1849, but this falling on Sunday, he did not qualify until Monday, March 5, 1849, and was therefore not legally president pro tempore on Sunday, March 4." Therefore he was not legally President of the United States, either.

Most historians support that view of the matter. They base their opinion upon the provision in the Constitution which requires that the President's oath of office shall be taken "before he enter upon the execution of his office" but not "before he shall become President." John Marshall, famous chief justice of the Supreme court, once declared that "the term of the actual President will expire and that of the President-elect commence at 12 in the night of the third of March." Therefore James K. Polk was President until midnight, March 3, 1849, and on

DAVID R. ATCHISON

the stroke of that hour Zachary Taylor became President even though he did not take the oath of office until two days later.

Atchison's friends claimed for him not only the honor of having been President for a day but also that he was "the only President who had never been elected to either that office or the vice-presidency; the only President from a state west of the Mississippi river and the only President who never signed his name as such." The claim in regard to the vice presidency is somewhat more valid than that of "President for a day." It was based upon these facts:

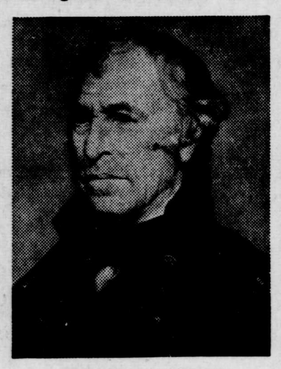
When Franklin Pierce became President in 1853 Atchison was still a member of the senate. William R. King, who was elected vice president with Pierce, died in Cuba before he could be sworn into office and act as presiding officer of the senate. Atchison was chosen president pro tempore, which made him presiding officer of that body and as such was "acting vice president." As for the statement that he was "the only President from a state west of the Mississippi" that, of course, was no longer valid when Herbert Hoover was elected in 1928.

As a matter of fact, Atchison had a career distinguished enough to guarantee his being remembered, even without the claim that he had been "President for a day." Born at Frogtown, Fayette county, Kentucky, on August 11, 1807, he was named for David Rice, a pioneer Presbyterian minister in that state, because his father, a man of strict religious convictions, hoped the boy would become a clergyman. However, young Atchison chose to become a lawyer and studied for that profession.

A Famous Senator.

Admitted to the bar in 1830, he began practicing in Liberty county, Missouri, and at the age of 27 he was elected to the state legislature. When he was 33 he was appointed judge of Platte county and within the same year he was appointed United States senator. For 14 years, from 1841 to 1855, he was one of the best-known members of the upper house of congress. Upon his retirement from public life he devoted his time to agriculture and died in Clinton county, Missouri, January 26, 1886.

Despite the fact that the "President for a day" distinction has been given to Atchison and a



ZACHARY TAYLOR

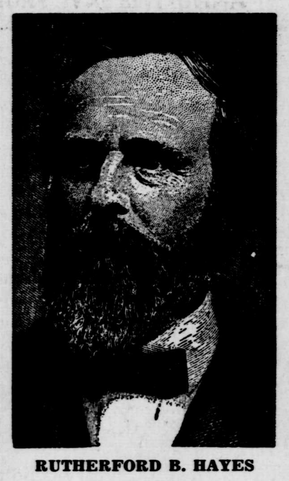
monument erected to him mainly because of it, he was not the only man for whom that claim could be made. In some respects it could more justifiably be applied to Thomas White Ferry, a United States senator from Michigan, when a situation similar to that of 1849 arose in 1877.

When Vice President Henry Wilson died in November, 1875, Ferry was chosen president pro tempore of the senate and as such was "acting vice president." He presided over the Hayes-Tilden electoral contest, at the impeachment trial of W. W. Belknap, secretary of war, and at 16 joint meetings of the two houses of congress. In the absence of President Grant, he further discharged the duties of his temporary office by formally opening the Centennial exposition at Philadelphia on July 4, 1876.

Grant's term of office expired at midnight on March 3, 1877. Normally, his successor, Rutherford B. Hayes, would have been inaugurated at noon on March 4. But again March 4 fell on a Sunday so Hayes did not take the oath of office until Monday noon, March 5. So by the same process of reasoning which gave Atchison the distinction of being "President for a day," Ferry, who was "acting vice president" was also a one-day President. At least one dictionary of American biography makes the assertion that Ferry was "President of the United States for the time intervening" between the end of Grant's term and Hayes' inauguration.

So if you are one of those who believe that David R. Atchison of Missouri was "President for a day" you should accord the same honor to Thomas White Ferry of Michigan!

Again it may be said that the man thus honored needs no such dubious distinction to make him memorable. For Ferry, like Atchison, had a distinguished career. He was born in Mackinac, Mich., June 1, 1826, the son of a Presbyterian minister who had established a mission to the In-



RUTHERFORD B. HAYES

dians on the island of Michillimackinac. The father later moved to Grand Haven, Mich., where he acquired extensive holdings of timberland and engaged in the lumber business.

Young Ferry grew up under frontier conditions in that region with little opportunity for securing an education. For a time he was a clerk in a store in Elgin, Ill., then returned to Grand Haven to work for his father and brothers in the lumber business. Showing an aptitude for politics, he was elected a member of the board of supervisors and county clerk of Ottawa county on the Whig ticket when he was only 21 years old.

Two years later he was sent to the state legislature as a Republican and in 1856 to the state senate. Four years later he was Michigan's "favorite son" for the nomination as vice president and running mate with Abraham Lincoln but he lost out to Hannival Hamlin of Maine. When his term in the state senate ended he returned to the lumber business, although for eight years he was a member of the Republican state central committee.

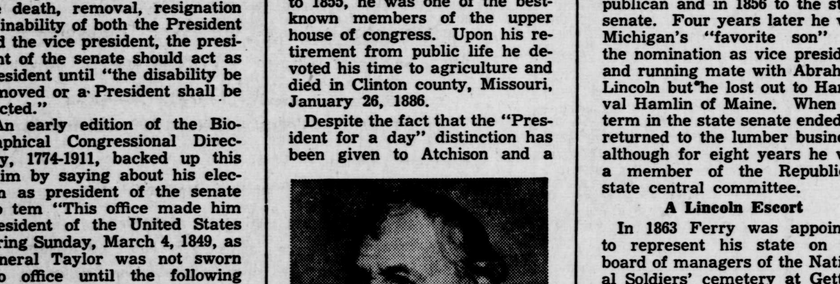
A Lincoln Escort

In 1863 Ferry was appointed to represent his state on the board of managers of the National Soldiers' cemetery at Gettysburg and the following year he was elected to congress. He served as a member of the congressional committee which accompanied the body of the martyred Lincoln to Springfield, Ill., for burial and in 1866 he was a delegate to the loyalist convention in Philadelphia where he further increased his reputation by his able speeches.

Elected to congress three times as a representative, he was later advanced to the senate where he served two terms.

During Ferry's service in the senate he was chosen president pro tempore and after the death of Vice President Wilson was "acting vice president" which, as previously stated, led to the claim that he was "President for a day" between the administrations of Grant and Hayes. He was a candidate for re-election to the senate in 1882 but his efforts to win a third term resulted not only in his defeat but also in disaster to his lumber business which finally was placed in the hands of a trustee.

After this double disappointment, Ferry went abroad and spent three years in travel. He resumed his business operations upon his return but failed to recover his former prosperity. He never married and lived with an aunt until his death in Grand Haven on October 14, 1896.



Even though authorities on constitutional history will not allow David Rice Atchison and Thomas White Ferry the distinction of being "Presidents for a day," they probably will admit that there was another man who has a right to that title IF the claim is made with certain reservations. His name was Samuel Johnston and he came from North Carolina.

"Never heard of him!" you exclaim. Probably not, but the fact remains that he was an American President for just one day, July 9, 1781—but, let it be added immediately, he was "President of the United States in Congress Assembled" or "President of the Continental Congress Under the Articles of Confederation." And that is very different from "President of the United States of America."

Samuel Johnston

The Articles of Confederation were adopted by the Continental congress on November 15, 1777. They did little more than put into definite written form the principles on which the new nation, brought into being by the Declaration of Independence, had theretofore been conducted. But, at least, they were a start toward a framework of government.

Two days later these articles were sent to the various states with a plea for their speedy adoption. Some of the states assented to this readily enough, some ratified the articles with certain reservations, while others, led by Maryland, held back until their views in regard to disposing of western lands should be agreed to. Finally on March 1, 1781, the Maryland delegates to congress, John Hanson and Daniel Carroll, placed their signatures on the document.

At this time Samuel Huntington of Connecticut was President of the Continental congress, having been chosen to that office on September 28, 1779. There was no new election of a President when the articles were finally ratified on March 1 and on July 6 President Huntington gave notice to his colleagues that the state of his health would no longer permit him to serve in that office.

Declined the Honor.

So on July 6 congress chose as his successor Samuel Johnston of North Carolina. Evidently Johnston didn't care for the honor, for on the following day he offered his resignation, offering "such reasons as were satisfactory," according to the contemporary record, and his resignation was accepted. Thus he became the "President for a day" of the Continental congress and, in accordance with the manner in which such officers signed documents (although there is no record that he signed one) was "President of the United States in Congress Assembled."

On July 10, the day Johnston resigned, Thomas McKean of Delaware was chosen President of congress and served until John Hanson was elected as his successor on November 5, 1781. Hanson was elected for a definite term of one year and served from November 5, 1781, to November 4, 1782. Because of this fact and because it is said that the Articles of Confederation, "the first Constitution of the United States," did not come into effect until his election, the claim has been made that John Hanson, rather than George Washington, should be regarded as the "first President of the United States."

John Hanson

This theory was pretty effectively demolished during the Washington bicentennial celebration in 1932 when the Carnegie Institution of Washington issued an article by Dr. Edmund C. Burnett of the institution's division of historical research which bore the title of "Who Was the First President of the United States?" After considering all the evidence in regard to Hanson's right to be considered the first President, Doctor Burnett says:

"The evidence is conclusive that no president of the Continental congress, by whatever name it may be designated, whether 'the congress,' as it first called itself, or 'the United States in congress assembled,' as it came later to be called, was ever President of the United States. And this is true for this best of reasons, among others: because no such office as President of the United States existed until it was created by the federal constitution, framed in 1787 and adopted in 1788.

"There is therefore only one rational conclusion that can be reached, and that is, that George Washington was the first President of the United States."

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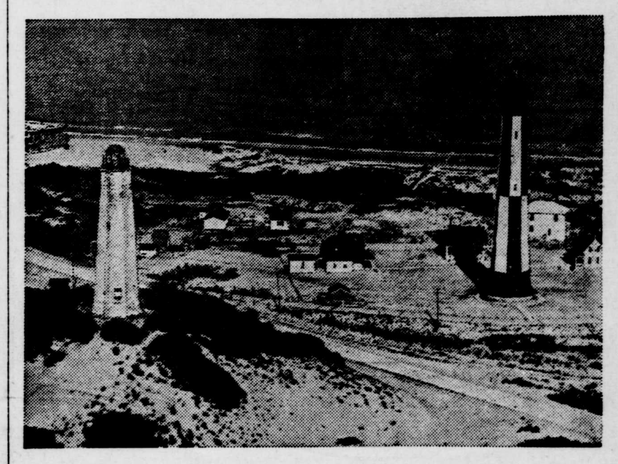
Dr Burnett also says:

"The president of congress was merely a presiding officer, and he was a member of the body over which he presided; he neither possessed nor exercised any executive authority. The President of the United States is almost solely an executive officer; he is not a member of the national legislature; and his contacts with the national legislative body, the congress of the United States, are of a definitely limited character."

Complete Network of Markers Guide U.S. Coast, Inland Boats



Symbolical of the new and the old in light houses, these two mariners' guides stand at the entrance of Chesapeake bay. The masonry tower at the left was the first lighthouse built by the United States government from an appropriation made in 1790. Its successor, brightly colored, was built several years ago.

Prepared by National Geographic Society, Washington, D. C.—WNU Service.

Most people, thinking of lighthouses as standing by the sea, do not realize to what extent inland waterways are also marked.

The navigable waterways of no other continent can compare in extent and importance with those of North America, which comprise the St. Lawrence and the Great Lakes; the Mississippi river system; the Atlantic and Gulf intracoastal waterways; the Alaska inside channels, and such long river and bay approaches to great seaports as Delaware bay, Chesapeake bay, the Mississippi river passes, and the Columbia. Many of these are marked for seagoing vessels, others for shallow-draft boats.

The Atlantic coast inland waterway, from Cape Cod to Key West, is about 1,900 miles in length, and is marked by 3,200 aids to navigation. The lower portion of this route, south from Norfolk, is a combination of natural channels and artificial cuts, and is a winding, picturesque passage.

The special type of beacon best adapted to the Florida waterway is a simple palmetto pile, sunk by water jet into the mud. The top of the pile carries a finger board pointing toward the channel.

Markers Break Loose.

With many vessels and tows going through the passages, which are often narrow and crooked, it is a busy job for a lighthouse tender to keep these markers in place. This interesting channel lures scores of private yachts to balmier climates in winter, and much commercial traffic moves over some sections of it.

The Mississippi river system includes about 4,500 miles of navigable waterways, and is marked by nearly 5,000 small lights and buoys. Its once heavy traffic developed and

Lighthouse without sea! This North Carolina brick and wooden lighthouse, 140 years old, now stands embarrassedly in a bog, far from water. But once Fort Caswell was an island and the old light with its gingerbread scroll work was a guide through the channel. The channel has long since been filled up but the durable old light still remains.

reached its zenith before the days of marking the channels. In 1874, when the first navigational lights were placed on the Mississippi, the river already carried 1,100 steamboats, besides other craft.

Mark Twain describes graphically the job of a young pilot "learning the river," and memorizing "the shape of the river in all the different ways that could be thought of."

He refers to piloting on "vast streams like the Mississippi and Missouri, whose alluvial banks cave and change constantly, whose snags are always hunting up new quarters, whose sand bars are never at rest, whose channels are forever dodging and shirking, and whose obstructions must be confronted in all nights and all weathers without the aid of a single lighthouse or a single buoy, for there is neither light nor buoy to be found anywhere in all these thousands of miles of villainous river."

Floods Imperil Buoys.

Lights on the lower Mississippi were maintained during the period of the great flood of 1927 under the most trying circumstances. Near Natchez a keeper was driven from his house, which was flooded to the eaves; yet no matter how high the water got, he kept his light going. As the river rose, the lantern was raised several times by adding to its support. Homes in the vicinity were flooded to their roofs, and it is a mystery where the keepers found shelter.

The keeper of Windy Point light, on Grand Lake, La., reported: "I am yet on the job, but the water has run me out of my house. I have the oil on some logs. I will stay out here. All is well."

When an incoming steamer reaches Ambrose lightship, picks up the pilot and heads for New York, it soon passes between two large lighted buoys marking the actual entrance to Ambrose channel. On the right side is a quick-flashing red light and bell, on the left a quick-flashing white light and whistle.

The ship then follows six miles of a dredged channel, 2,000 feet wide and 40 feet deep, lighted with frequent buoys on either side and special markings at turns. Large liners, which formerly waited for the tide, now pass in and out of New York harbor under all conditions but that of dense fog.

U. S. Has 10,900 Buoys.

Along other coasts and at harbor entrances, buoys mark the sides of the channels as well as shoals, rocks, or wrecks. Their upkeep is an endless task for the fleet of lighthouse tenders, which constantly pick up and set out the buoys, restore them to their proper stations, bring them in for their annual overhaul, and supply the lighted buoys with tanks of compressed acetylene gas. This country now has over 1,640 lighted buoys, and a total of over 10,900 buoys of all types and sizes, not including the number of reliefs.

Despite unceasing care, buoys sometimes break away in storms, are torn loose by passing vessels, or sink. Some have had strange adventures and to them poets have often ascribed human attributes. There is Kipling's poem, "The Bell Buoy," and Southey's "Inchcape Rock."

A strange story is that of the Frying-Pan Shoals Buoy 2A FP, which a few years ago broke from its moorings off the North Carolina coast and set out for the open sea. It was 40 feet long, weighed 12 tons, with light and whistle, and cost $8,000.

Recovered in Ireland.

This runaway buoy drifted over into the Gulf Stream and sailed for Europe. Though sighted and reported many times, no vessel recovered it. Finally a French steamer saw it approaching the Irish coast and lighthouse authorities there were notified.

After 13 months at sea and a voyage of about 4,000 miles, 2A FP (the "FP" stands for "Frying-Pan") was washed ashore off Skibbereen, County Cork.

Sounding its whistle day and night, another buoy broke away from near Nantucket shoals lightship, drifting 3,300 miles in 19 months, circling between Bermuda and the Atlantic coast.

In some waters around New York, traffic is rough on buoys. Wooden spar buoys, formerly used, were sometimes cut down more than once in a single day. Now wooden spars have been replaced by light steel buoys, which can better resist collisions and the slashing of ships' propellers.

In areas below the Narrows, where tow barges pass out to sea, it became necessary to protect the lighted buoys from the towlines by putting teeth or cutting-knives into the upper structure of the buoy. Strong was the language of irate tugmen when they discovered the purpose of this contraption, which one of them termed a "cussed porcupine buoy!" A towing hawser is a costly piece of equipment, and the sawteeth prove an effective cutting device!

All is now serene below the Narrows, and Ambrose channel buoys are given a wide berth by the tug masters and their tows of scows.

Buoys Have Signals.

In North American, and some other waters, a red light shines from a red buoy and always signifies the starboard side of the channel for the entering ship. The green light means the port side, while a white light may be on either side. Just now a modification of this system is being introduced in this country, by which the role of a buoy is indicated by the character of its flashing light.

A quick flash, 75 flashes per minute, is cautionary, and designates a buoy requiring the particular attention of the navigator—such as a buoy marking an obstruction or danger, a turn in a channel, or a restricted entrance. Slow-flashing buoys (not over 30 flashes a minute) indicate the sides of channels. An interrupted quick flash signifies a wreck, and a short-long flash, a fairway or midchannel buoy.