

## FLAG PROCESSION TO MARK FOURTH

Senator Byrd Will Speak at  
Celebration at Monu-  
ment.

The Fourth of July celebration here will be formally opened by a procession of flags in which military and civic bodies will participate. The formal opening, which will be held on the monument grounds, will follow a half hour of music by the United States Marine Band under the direction of Capt. Taylor Branson.

Col. John W. Oehmann and Col. Peyton G. Nevitt, chairman and vice chairman, respectively, of the Committee on Military, Patriotic and Veterans' Co-operation, will have charge of the procession and massing of the flags at the speakers' stand. This will form a major part of the ceremonies.

All branches of the service and the Boy Scouts have already announced they will participate and all other societies and organizations are invited to bring a color bearer and color guard. The Costello Post Drum and Bugle Corps will assist in the ceremonies and the Boy Scouts will carry the flags of the 13 original States.

Senator Harry Flood Byrd of Virginia, the principal speaker, will be introduced by C. Melvin Sharpe, chairman of the Capital City's Fourth of July celebration. Senator Byrd will speak at 8 o'clock and the speech will be broadcast over a Nation-wide hook-up. The reader of the Declaration of Independence will be Col. Edwin Alexander Halsey, secretary of the United States Senate. The invocation will be delivered by Right Rev. Coleman Nevils, president of Georgetown University, at 7:55 p.m.

### Slums

(Continued From First Page.)

which A. R. Clas is director, has been negotiating for purchase of the War College project site from property owners for several months and that it has obtained options on a greater part of the site.

Condemnation proceedings were decided on, however, both to clear up questions of title and to give owners of the properties on which options were not obtained an opportunity to have the court establish a fair market price for their holdings. P. W. A. officials explained.

To Maintain Standards. Ickes said the housing division, the National Capital Park and Planning Commission and other interested Federal and local agencies will co-operate to make certain that high standards are maintained in the designing and construction of the project, which is expected to serve as a model.

"Careful development of the architectural plans for the new housing to keep within the spirit and tradition of the National Capital has been ordered," it was explained.

The architectural plans for the project are being drawn by a special committee of architects composed of Hilyard Robinson, former professor of architecture at Howard University; Irwin Porter, past president of the local chapter of the American Institute of Architects, and Paul Williams, Los Angeles architect. Alexander Trowbridge, a member of the board of directors of Hampton Institute, Hampton, Va., and V. W. Tandy, New York planner, will act as consultants.

### CHILD EDUCATION GROUP TO HEAR SIR WILLMOTT

Washington Correspondent of  
London Times to Speak at Ses-  
sion in Swampscott, Mass.

Sir Willmott Lewis, Washington correspondent of the London Times; Emily Newell Blair of the Consumers' Advisory Council of the N. R. A., and Bess Goodykootz, assistant commissioner of education, are among speakers listed for the principal evening sessions of the Association for Childhood Education when it convenes at Swampscott, Mass., next Wednesday. Dr. Mary Dabney Davis of the Federal Office of Education will preside at the Saturday morning meeting, the discussion theme of which will be "Schools for Young Children in Other Countries." Dr. Grace Langdon, specialist, Federal Emergency Schools, will lead one of 11 study classes relating to school problems.

Approximately 2,000 delegates from all parts of the United States will attend the convention, augmented by a few outstanding educators from England, Hungary and Puerto Rico and students from Scotland, Australia and Japan.

### Public Works in Manchuria.

The Bureau of Civil Affairs of the Fengtien provincial government in Manchuria is launching a 10-year public works program. The projects will include road construction, maintenance and improvement of national highways, town planning and riparian works. The organization is meeting in Mukden to co-ordinate the plans. Nearly \$300,000,000 will be spent this year on public works in Manchuria.

### Fairbanks Dances As Sun Sets, Rises Again in Half Hour

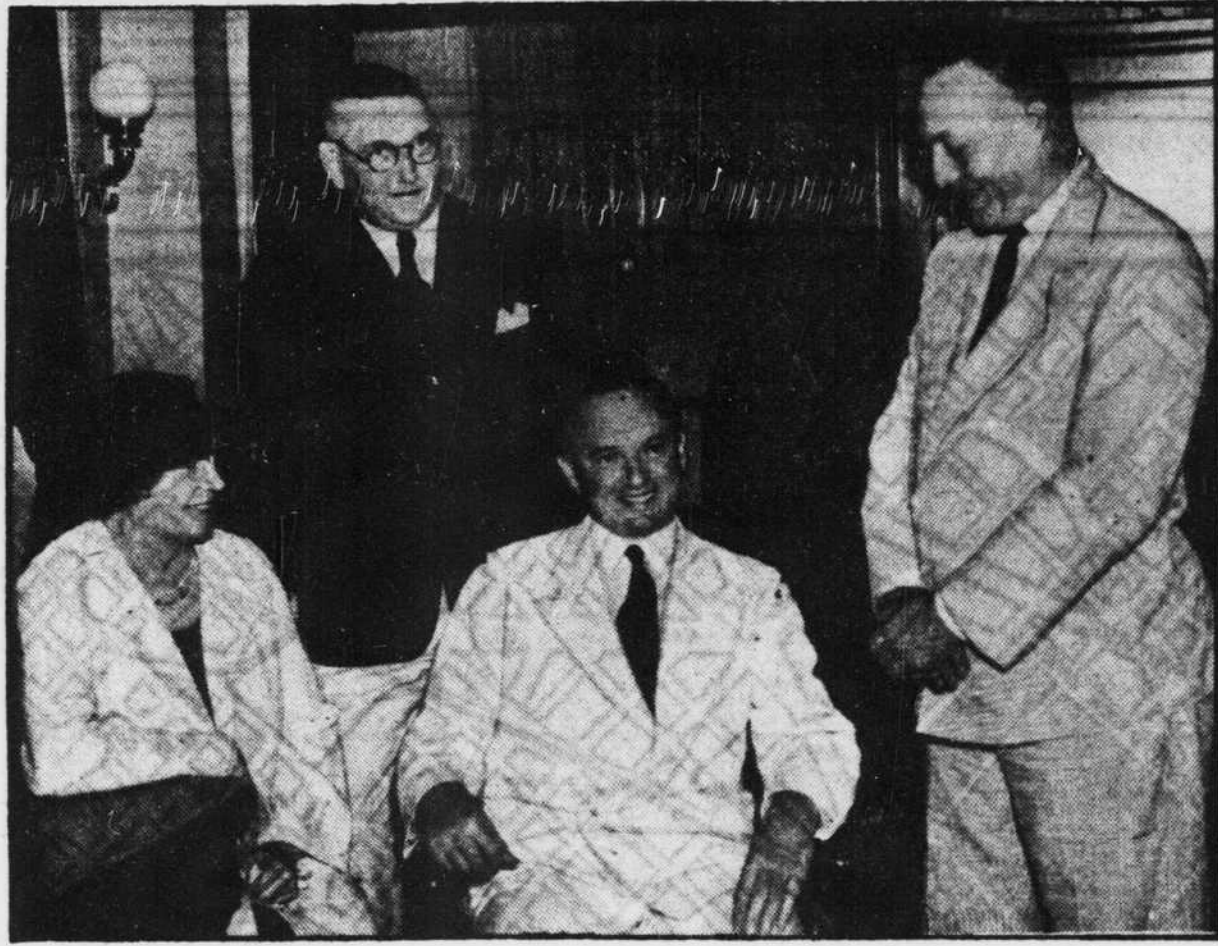
### 'Alaskan City Declares Holiday at Arrival of Solstice.

By the Associated Press.  
FAIRBANKS, Alaska, June 22.—The sun set in Fairbanks and rose again in half an hour today.

That made this the longest day in any city anywhere. There wasn't any night, for citizens of Fairbanks called a holiday, stopped all business, and devoted the 24 hours of daylight to play for the children, races and a base ball game. The ball game started at midnight. Some went to the "summit," in cars, to watch the sun go down and come right back up again. Some chose airplanes to view the spectacle. On the streets they danced and read newspapers. Two dance halls were used, because of the crowds. Miners swarmed in from the hills to celebrate.

The sun set at midnight, but that will last only a few weeks. Slowly the night will lengthen.

## Independence Day Celebration Planners



A July Fourth fiesta that will open after a colorful procession of gayly waving flags of all nations has been arranged for Washington this year. Left to right, above, are: Mrs. E. K. Peeples, director of the Community Center and secretary of the Celebration Committee; Col. Edwin Halsey, secretary of the Senate, who will read the Declaration of Independence; Senator Harry Flood Byrd, the principal speaker, and C. Melvin Sharpe, chairman of the Celebration Committee. —Star Staff Photo.

## Taxi Driver's View of Strike

He Admits It Failed But Resents Implication He's  
a Crook After Working 11 to 19  
Hours a Day.

A taxicab driver, Louis Jongblot, 1214 Twelfth street, has set down the following version of the recent strike seen through the eyes of the cabbie.

Among the phenomena of the year, must, without doubt, be counted the recent strike of Washington cabbies. In any other metropolis, the thing would be explicable; in stodge, peaceful Washington it is simply one of those things which, like a Los Angeles flood, never happens.

It was pretty much of a fiasco and it seems to have left everything pretty much up in the air. My fares ask me pointed questions and try to be polite about my weary answers; if they think cabbie is pretty stupid, they don't want to convey the idea to him, at least not too brutally.

Now and then, on a long ride, I go into the matter. The elucidation is lengthy. All strikes, say I, are—if we are to believe students of the question—entirely spontaneous and quite unplanned. This Washington cabbie one certainly was.

Long months of toil preceded it. Then four Shriners took a taxi to the Chevy Chase Country Club. When they got there they paid the cabbie 20 cents. There was an altercation about that, of course, and in the altercation the cabbie got a black eye. The Shriners are decent fellows. I carried quite a few loads of them when they were here and on the whole I'm sorry they had to leave. That Chevy Chase affair was simply unfortunate. (The Star has heard the story of the four Shriners' trip to the country club in many versions. The name of the club has ranged from that of the Washington Golf and Country Club in Virginia to the Manor Club in Maryland. Whether there was such an occurrence The Star does not know. But most taxi passengers have been told about it.)

Strangers in Capital. Possibly you and I would have done the same thing if we came, like they did, strangers to the Capital and if we were then immediately showered with dark hints about the cabbies. We would have felt, no doubt, like they did, that here we had a cabalistic tribe, a sort of minor branch of the Mafia, to be defied and vigorously combated. And we, or at least I, hate to be gypped as heavily as they did. But that story, nevertheless, spread discredit on the Shriners. It spread rapidly and sank deep into the weary cabbie's consciousness. It became symbolic of gross injustice. It gave him a hostile attitude toward all Shriners. There were minor occurrences in the same key and it all added up. When "officials" began to haul 10 and 12 Shriners from the Union Station at once, things burst. Cabbies tried to blockade the entrances to the Union Station so that none could come or go. And from that first moment of open protest, inevitably, the strike was on.

It was nothing but a mood, a bold move of protest. Most of us, I dare say, knew as well as you and the rest of the public, that we were biting off our nose to spite our face. But we poor cabbies had suffered so long that there was for us something tonic and grand and entirely satisfying in this moment of defiance, costly though it might be.

There was a first meeting on the Diamond Association's lot. It was adjourned until more volunteers might be recruited. At the second meeting the strike was declared. Perhaps a third or a half of Washington's 3,800 cabbies were there. But others were told of the strike by workers cruising about the city, usually three or four in a cab. Most drivers acquiesced in the strike, rather gladly. Some agreed to it reluctantly and a very few opposed it. Those very few were right, of course. For if workers are striking, they should at least strike against somebody. But the Washington cabbie is not an employee, he is his own boss. And in striking, he was striking against nobody but himself, unless it were the public. And certainly one can't strike against the public. This strike which wasn't a strike was a huge success. Hardly a cab moved. It's so easy, do you see, to enforce a strike in the taxi business. I, for instance, am buying this cab of mine. I have a certain amount of money in it. I'm not going to risk my investment for the sake of one day's work. And at the slightest threat of violence most of my colleagues will feel the same way about it and acquiesce in anything whatever. It would not be impossible for 10 determined hoodlums to paralyze the entire taxi business.

Price Another Matter. So there you have the strike. That ephemeral rise in prices which followed had little to do with it. It was

only a token, a visible symbol of success or of vengeance or something. A rise in prices would be disastrous to Washington's taxicabs. The city has 3,800 taxicabs. It has no business having more than a thousand.

But the fact of the 3,800 taxicabs remains. You can't just put three-fourths of them out of commission. And the only way you can possibly keep 3,800 of them going is by the present low rates. Everybody rides now—and on the slightest provocation. There have been times no doubt when you have found it simply impossible to get a taxi—despite the unreasonably large number of them. That sort of thing would almost make it seem that there aren't enough of them, wouldn't it?

And perhaps you're right. My own opinion is that the business, with a further downward revision of rates, could use at least a thousand more taxis. But we'll go into that some other time. How do we manage to make a living? By excessively hard work. Let me show you my manifest for Saturday, June 8, for instance. I'll summarize it for you. I worked 11 hours, rode 143 miles. I made 37 trips, for which I collected \$10.55, plus \$1.95 tips. My total gross was \$12.50. Fourteen gallons of gas cost me \$2.03. I paid \$3.50 for my cab. My net for the day then was \$6.77.

Or take Tuesday, June 11, the day following the strike. I took advantage of the rise in prices and charged the 35-50 rates. I worked 13½ hours that day and rode 124 miles, making 31 trips. Gas cost me \$1.45 and the car \$3.50. Net for my 13½ hours was \$6.85.

On Saturday, June 15, I was back on the old rates. I worked 19 hours and rode 200 miles, making 39 trips. I collected \$12.05, plus \$2.25 tips, total gross, \$14.30. Gas, \$1.45; car dues, \$3.50. Net, \$9.35.

I've done better than that. I've made \$14 in one day. But the day was 20 hours long.

### Resentment Is Felt.

And in these hours parenthetically, you have an explanation of why most of us resent being called, be it by inference ever so delicate, crooks. We work too hard and too honestly, with our dependents in mind and all that, to tolerate that sort of thing.

The trouble with our business is the daily hump of \$5 to be gotten over. The first \$5 we take, do you see, go for our expenses, cab rent, gas and oil. Normally, it takes us about six hours to make that first \$5. Six hours of steady driving begins to be a good day's work. But we can't quit there. In the next six hours we may take another \$5. Not until then do we begin to have our wage. It's hard, hard going, all right, and it doesn't always come at that rate of \$5 in six hours. I've had days when it took me eight hours to make that first \$5, and then I went home at the end of 14 hours with only \$3 in my pocket.

We rent the cab or we buy it. Oh, yes, somebody undoubtedly is making a lot of money out of all this business. . . . This cab is \$3.50 a day whether I rent it or buy it. . . . So naturally I'm buying it. Well, the disadvantage is that I become liable for repairs; and then, too, there's no longer a chance for a day off. It's \$3.50 a day, day after day. If I were renting it, I could simply turn it in for a day or two now and then and loaf, with no dues to pay. But now, of course. . . . Well, one of the concerns has something to do with gas. . . . Each cab pays 60 cents a day dues—for the privilege of belonging to that association. 1,300 times 60 cents is \$780. . . . A day . . . from dues alone . . . \$23,400 a month. . . . And the same concern sells gas some hours of the day at the rate of \$100 an hour. . . . With 20 per cent profit. . . . That's \$20 an hour. . . . Just from gas. . . . It would be interesting to see their books. . . . Yes, somebody's making money. But it isn't the poor cabbie who amasses unmerited hoards. No, ma'am! I've gotten so that I can understand that he should gyp a little now and then. You don't know what it is to have wife and children. Ah, here we are, ma'am!

Oh, yes, we have all kinds of interesting experiences. . . . That'll be 70 cents, ma'am. . . . It became 70 cents when we passed Aloemarie street, ma'am. I can't help it that we're only a block past it, ma'am. I've given you 15 minutes of my time and taken you five miles. . . . And I have to go back! Seventy cents, please!

—Louis Jongblot, 1214 Twelfth street.

### Mayor Clad in Shorts.

Clad in shorts, Mayor W. R. Poolkes of Crewe, England, spent a week in a tent at the Crewe jubilee camp.

## NEW MEXICO PUSHES HUNT FOR COUPLES

Governor Asks Planes to Aid in  
Search for Missing  
Travelers.

By the Associated Press.

SOCORRO, N. Mex., June 22.—An airplane search over thousands of acres of swamp and desert land was urged tonight by Gov. Clyde Tingley after the hunt he led through Central and Southern New Mexico for four missing Illinois tourists failed.

The Governor requested headquarters of the 8th Corps Area to send him Army ships and observers to search the marshlands of Southern New Mexico, flooded by recent high waters of the Rio Grande, hoping he may find some clues to the disappearance of the two couples.

Gov. Tingley said New Mexico was jealous of its reputation for protecting its guests and he would not be satisfied until he had learned the fate of Mr. and Mrs. George Lorus and Mr. and Mrs. Albert Heberer of East St. Louis, Ill. They dropped from sight while traveling through the State May 22.

Officers learned that a young man driving the car of the couples had registered at an El Paso hotel and his handwriting was similar to that used in forging the name of Lorus to travelers' checks stolen from him.

### Takoman Asks Divorce.

ROCKVILLE, Md., June 22 (Special).—In a petition filed in the Circuit Court here today, Elmer E. Rife of Takoma Park asks an absolute divorce from Minnie L. Rife, also of Takoma Park, to whom, it is stated, he was married June 3, 1933. There are no children, according to the bill.

## Criminals Mere Children

Head of Crime Prevention Bureau Cites  
Decreasing Age.

By a Staff Correspondent of The Star.

"THE average age of the convicted criminal in this country has declined until now it is 19. The average length of time the convicted felon spends behind bars is from three and one-half to four years. So convicting the average criminal—19 years old—means a hardened criminal of 22 to 24 a little later."

These statements by Justin Miller, chosen by Attorney General Cummings to head the new Crime Prevention Bureau which Congress has been asked to authorize, illustrate the crime problem as he sees it.

"It is not just a question of catching the criminal and putting him behind the bars," said Mr. Miller, who was formerly dean of the Law School of Duke University.

"The fact that the average age has declined shows the necessity of dealing with school children, with the purpose of making them honest citizens instead of criminals. The fact that every State penitentiary in the land is crowded, most of them to twice their capacity, results in speedier paroles and in many convicted criminals being put on probation."

"The problem we are trying to meet in setting up this new instruction course involves youthful training. It involves the catching of the criminal once a crime has been committed. It involves his conviction. It involves what to do about him if—because the schools are crowded—the judge decides to suspend sentence. It involves the processes which determine if and



JUSTIN MILLER,  
Who will head the new Crime  
Prevention Bureau.

when he shall be paroled. And it involves the watch over him after he has been paroled—or has completed his sentence.

"There is no place in the country today where a man or woman can study the whole problem. Several universities have parts of the proper training course. But nowhere is the whole problem co-ordinated. "In addition, there is crying need

for co-ordination in other directions. Between the police or detectives and the prosecuting officers. Between them and the parole officers. Between all three and the probation officers. And between all four and the judges. Yes, I said on society."

"In view of the crowded condition of the country's prisons, the parole feature is most important. Warden James A. Johnston of Alcatraz once told me that scientific study of the men in prison would result in forecasting what they would do after they were released just as accurately as insurance actuarial figuring. I can think of no more convincing statement of the importance of having trained men in charge of the parole work in our prisons."

"No prisoner ever ought to be paroled without, for instance, an examination by a psychiatrist. Many men are convicted of crimes of violence who probably would never repeat. But they should be studied lest there be a trace of insanity, which would result in a killer being turned loose on society."

"Attorney General Cummings has already arranged for the Bureau of Investigation of the Department of Justice to give all the training and information possible to State and local detective and police officers. In the bureau he has asked me to head he wants all the State and local agencies dealing with juvenile training, probation, parole, pardon, as well as detection and arrest of criminals, to be given a broad grasp of the whole problem—not just their own angle."

"I hesitate to mention judges. I do not want to offend their dignity. But I am hopeful that we may have some conferences of judges with this general aim in view. They would learn much from one another. And there might be a few helpful speeches outlining the whole problem." (Copyright, 1935, by the North American Newspaper Alliance, Inc.)



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### Benefit for Library.

SILVER SPRING, Md., June 22 (Special).—Sponsored by the Silver Spring Citizens' Association and the Women's Improvement Club of Silver Spring, a card party for the benefit of the Silver Spring Public Library will be held Monday night at 8 o'clock at Jesup Blair Community House.