

BYRD PHYSICIST WORKS IN HEAT FOR POLAR JAUNT

By Coleman H. Jones

Associated Press Staff Writer
WASHINGTON—The kind, but manner in Washington has been used by Frank T. Byrd of McGill University, Montreal, to prepare for his adventure in the frigid Antarctic as the physicist of the Byrd expedition.

His duties will include investigation of magnetic, electric, atmospheric, radiation, low and other physical conditions in that vast, practically unknown region. In this work, which is expected to fill large gaps in man's knowledge of these phenomena, the Carnegie Institution of Washington is cooperating with the expedition by lending management and scientific equipment of more precision than any available elsewhere. Byrd spent the summer here studying the operation of these instruments with the aid of scientists in the institution's department of terrestrial magnetism.

"Electromagnetic storms, so frequently coincident with the development of magnetic activity, are in general greatest in magnitude and effect in the polar regions of the earth," John A. Fleming, assistant director of the department, explains. "These storms are accompanied by polar lights and electrical currents in the earth's crust frequently powerful enough to disturb radio, telephone and radio communication."

"They evidently are the result of bonds of union between the earth, the planets, the sun and the stars other than that of gravity, probably electrical in nature and as yet unexplained. Thus the Byrd Antarctic expedition has a rare opportunity—the never before of the greater severity of observations and expeditions in the Antarctic region than in the Arctic—for obtaining data and information which unquestionably will materially aid in the solution of these outstanding questions."

At the expedition's base station Byrd will set up an electrograph for making continuous photographic record of variations in the electric pressure in the air and a group of barometers with a special camera which will make a similar record of variations in declination, showing the continually shifting magnetic direction between the true and magnetic poles and in the horizontal and vertical intensity of the earth's magnetic field. A continuous record of temperature variations will be obtained with these instruments at the same time.

The magnetic equipment, loaned for the expedition, includes the so-called dip circle and compass attachment with which the direction and force of the earth's magnetism can be ascertained. Other instruments for investigation of the electrical conductivity of the atmosphere are being provided by McGill University, and the research laboratory of the United States navy is studying equipment for spectroscopic studies of the aurora.

'STOP ILLINOIS' IS BATTLE CRY OF MID-WEST SQUADS

By Orlo L. Robertson

Associated Press Staff Writer
CHICAGO—Of champions in football, all in other sports, don't always repeat, but Illinois' success in 1927 has a good chance of duplicating its 1927 title performance in the Western conference race. The Urbana warriors took the crown on a percentage basis.

With 15 letter men back, Coach Bob Zuppke's charges have until October 29 to prepare for their conference games. That is three weeks after the regular conference season opens. Just a break in the schedule but apparently a good break for the Illini.

So on September 15, the date of the conference practice season opens, the battle cry booming in the Big Ten campus is "Stop Illinois!"

Around the conference there appear to be several strong teams in the making to challenge the Orange and Blue.

The round robin plan of scheduling which gives the teams no choice of conference opponents is being broken together eleven which for one reason or another, have not met in years, thus intensifying interest. For instance, Minnesota and Purdue meet for the first time in 20 years.

Indiana, tired of being the conference door-mat, will have a powerful advantage. Entering upon its third year at Bloomington, Pat Hare, former Chicago star, has a group of veterans around which to build an eleven. Only six of last year's 25 letter men are missing. Two complete backfields, led by "Chuck" Bennett, all-conference back, and "Boss" Hartzell, who topped the conference in average yards gained from scrimmage, makes the Hoosier offensive one of the most formidable in the Big Ten.

Jimmy Phelan at Purdue likewise has a wealth of veterans, but his supply of reserves is scant. In the backfield will be "Tex" Welch, who carried concentration into the Big Ten stadium last year. In the line will be the rock-like Capt. Harvey S. Olson at center.

With the probable exception of Iowa veteran material at the other schools is scarce but there will be plenty of sophomores who know their way about on a gridiron. Bert Ingwersen and his hawk eyes are looking forward to a good year with the team ones. Seventeen

letter men and a dozen heavily looking beyond-year candidates are in the squad of seventy-ones.

If height and weight mean anything—and these are plenty of coaches who say they do—then Illinois should profit although only eight letter men will be back in 1928. The holes left by the graduation of Gustafson and Gilbert will be hard to plug even if there are among the 76 candidates 29 more than six feet tall and 11 who weigh 200 pounds or more.

Dick Hurley is starting his second year as Northwestern coach, adding such stars as "Tiny" Lewis and Walter Flator, all-conference end. Hurley's big problem will be to build a line that will let his heavy but fast backfield get started.

Minnesota, undefeated last year, faces a hard schedule without its crushing Herb Johnson, All-American full back for the last 124 years.

The spiritless Ohio team will present a line-up of which experience will be lacking. Only eight veterans will be available when Dr. John W. White calls his warriors to arms.

A more versatile and finished backfield will offset a definite loss of strength in the line at Chicago where A. A. Stang is preparing for his 38th year of coaching at the Midway.

Glenn Thistlethwaite may turn the tide of bad luck at Wisconsin where 17 veterans will report. The unanimous of the Badgers' 1927 attack—"Tom" Crofoot, captain and center of the defense, Bremer, were lost through graduation.

Rogue River Valley—The scenic paradise of the world

A New Yorker at Large

By G. D. Seymour

NEW YORK—Twenty million theater tickets are sold every year to plays and musical shows in New York, bringing through box office receipts, as nearly as anybody can estimate, more than \$50,000,000.

Eighty theaters, with seats for more than 30,000 persons, are devoted to the drama; nor does this take account of any of the scores of motion picture and vaudeville houses.

Some seven thousand players, from stars to choruses, earn their living in New York theaters, comprising the cast of the 200, or more, productions generally unswerving in the course of a year.

Yet the theater business is so uncertain that it compares to speculation in stocks or drilling for oil seems almost a sure thing.

A Game of Chance

The figures for the theatrical year of 1927-28 illustrate the Broadway axiom that the show business is no place for anybody who is unwilling to take a chance.

The season brought to New York stages 225 dramatic productions and 69 musical shows. Of the dramatic productions, 111 failed, leaving 114 successes, and 114 musical shows, 111 failed, leaving 3 successes.

Last season 192 producing organizations were represented in the New York theater, with 302 presentations. Of these but 32 were plays that made any important money. For the unexpected dabbler in the show business, these figures indicate hardly one chance in ten to profit, but it is

that one chance that keeps them coming back for more.

NEW YORK—Commuting by private yacht from country homes on Long Island Sound to offices in Wall Street is the daily custom of dozens of New York's men of means. But the other morning a vessel rode down East River toward the Battery so gleaming white and so majestic with its pennants flying in the sun that even the waterfront workers accustomed to such sights paused to gaze.

The proud craft slowed its pace, and onto the lower deck came the captain, pompous and splendid in a gold-embroidered uniform. He surveyed the labors of the crew as it set about beside the steam-driven motor ship a trim little motor tender. The smaller boat was drawn up alongside the yacht, the crew stepped to attention, the captain preened.

After such a display, the onlookers at the pier expected to witness the emergence of nothing short of a dozen admirals or a dowager empress. Instead dismounted unobtrusively into the tender a slight and stooped man dressed in a conservative business suit and carrying a brief case under his arm.

Stepping out at the nearest dock he hurried down a dingy side street toward Lower Broadway looking for all the world like an accountant's clerk dashing to his desk from a belated Staten Island ferry.

Faulty Appraisal

A financier who never has been distinguished for the attention he paid to his clothes walked down Park avenue one afternoon lately

and paused suddenly beside a new apartment house, a sign on which announced that several suites were vacant.

Approaching the doorman who was still new enough at his post to glory in his uniform, the stroller remarked: "I see you have some apartments here."

The doorman sized up his accoster and was unimpressed.

"Well," said that dignitary haughtily, "the only thing we have is 14 rooms."

"Oh, heavens, that won't do!" interrupted the pedestrian. "I have 25 rooms now and must have more space to hang my pictures."

Speed Without Profit

The haste of the New Yorker is proverbial, but as often as not it is pointless. In the subway men and women spurn the vacant seats of local trains to stand uncomfortably in crowded express, even when they are going but 24 blocks, and will gain but a minute or two by taking the faster train.

The conductor of a Fifth Avenue bus is puzzled, too, by another instance of breathlessness. To help carry the five o'clock rush-hour crowd home, the bus company starts three extra vehicles from midtown points northward. The first goes to 155th street, the second to 168th, the third to 181st.

The crowd, elbowing its way into the first two buses and the third often sets out half empty. But at 155th and 168th streets, passengers transfer to it in numbers from the preceding buses to get on northward to their destinations. If they had waited a few minutes in midtown they might have gotten home just as soon and without transferring—

but they just must hurry.

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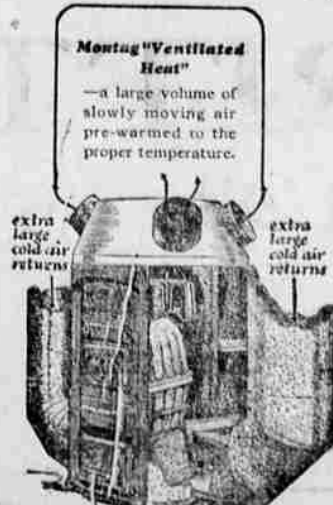
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