

lock, as it belonged to ally. He added that he clock and intended

of customers that they ang" by the Bee com- investigation of its company, formerly at -ret, was closed last a indicated loss of to creditors.

TEN DRIVEN

ORK ON POSTOFFICE

Clark at Morris, Ill.; Seizes Eight of tacks. 11, Jan. 28.—A crew laborers from Chicago om their jobs on the e here this noon by in. Sheriff John Per- arrested eight of the who, he said, were from Joliet. re slightly hurt in a

n workmen, brought this morning after this morning construction building, were put in les and ordered out -order was restored. en into custody were Sheriff Perucca and y S. J. Holderman. labor trouble has ed since work on the started two months attract is held by eis' Construction Co.

WIFE SURRENDERS
HE WANTS TO DIE

Killed Woman and Afire Near Spring ley, N. Y. Press. CK, N. J., Jan. 28.— a, 52-year-old con- veyer of Lodi, waived ny and was taken to ounty, New York, uld he told them he fe to death and then s affair. first told police he on killed his wife ensack service sta- e changed his story, ey Stebbins of Rock- said, and confessed Thursday afternoon alley, N. Y. He said, t, he had no help. ived at the Bergen s morning and calm- "I am the torch mur- looking for. I want

NEFIT SHOW

ESTITUTE FAMILIES

5 headline acts will the second midnight f the St. Louis Thea- Association next Sat- at the Ambassador an overture of 65 mu- specially selected fea- and facilities are do- entire proceeds will ce Department fund destitute families in blished agencies of - found by the police- beats. Tickets at \$1 by all policemen and ving picture theaters.

S HONOR FRENCH

AT BANQUET HERE

Chevalier of Legion resented by French l of Chicago. the Societe Francaise attended a banquet at to last night to honor French Consul in St. is recently appointed the Legion of Honor. decoration was pre- by M. Rene Weber, il to Chicago.

about 80 feet east of the present Bridgeton Station road crossing. The receivers, in their petition, said the present crossing was hazardous for the heavy traffic. Cost of the subway is estimated at \$60,000, of which the Wabash is to pay half and St. Louis County half, the county's share coming from a refund due from the State. The county has agreed to pay the railroad on the day trains start running over a short detour track to be constructed.

Next Thursday the County Court will attempt to settle negotiations for right-of-way for the extension of Lindbergh. There is a two and one-half mile gap in the thoroughfare between Natural Bridge road and Coldwater Creek. P. H. Dan- fells, district engineer for the State, said Bida for completing the road, which is marked as State Highway No. 77, could be received within two months if the right-of-way question were settled.

SIX STEP-DAUGHTERS SEEK NIEWOHNER ESTATE SHARE

Their Mother Says Her Second Husband Promised to Take Them as His Own.

Whether six step-daughters of Henry Niewohner, beer pump maker, who died Dec. 7, 1930, are entitled to share in his \$30,000 estate as adopted children is to be determined in a suit taken under advisement by Circuit Judge Hamilton yesterday.

Their mother, Mrs. Anna Horstmannshoff, 1536 School drive, Brentwood, was married to Niewohner at Westphalia, Germany, in the late '90s, after the death of her first husband, Frank Horstmannshoff, who had lived in St. Louis. In a deposition she testified that on the day of the marriage Niewohner promised to take her children as his own and that subsequently he referred to them as "mine daughters."

Similar testimony was given by several of the claimants, who further said they regarded Niewohner the same as a father and he so treated them. They worked for him in a brewery and a bakery he owned in Germany, they said. According to Mrs. Horstmannshoff, the brewery was purchased with funds furnished by her. The family came to St. Louis in 1900, and the mother obtained a divorce from Niewohner in 1910, resuming her first husband's surname.

Niewohner bequeathed the bulk of his estate to his widow, Mrs. Kate Niewohner, 2555 Benton street, to whom he was married after the divorce, and to two step-brothers, Frederick and Wilhelm Froisike, and two nieces, Mrs. Lina Steinhauer and Mrs. Marie Droste.

D. E. PARSONS DIES IN EAST

Delos E. Parsons, 52 years old, former general manager of the East St. Louis and Suburban Railway and affiliated lines, died yesterday at his home in Milburn, N. J., following an operation for kidney disease.

He was general manager of the East St. Louis lines from 1916 to 1925, when he went to New York to become district manager of the Industrial & Engineering Co. of Pittsburgh. Funeral services will be held tomorrow at Milburn. Burial will take place Wednesday at Huntington, W. Va. His widow survives.

14 Dead in Cold Wave in Spain.

MADRID, Jan. 28.—Intemperate weather continued today throughout Spain with unusually low temperatures and snow reported in North Central districts, and torrential rains and gales at coastal and southern points. Trains were delayed several hours because of washouts. The Guadalquivir River overflowed and damaged crops and other property. One fisherman drowned in a gale at Vigo, bringing to 14 the deaths attributed to the cold wave.

Joseph Jones, Explaining Exhibit at Artists' Guild, Says He Wants Paintings "To Knock Holes in Walls."

What a disillusioned young man of 23 with a powerful faculty for expressing himself on canvas thinks of this topsy-turvy world may be seen at the Artists' Guild where 23 paintings by Joseph Jones are on exhibition.

No pretty pictures, these. Cynical, hard-bitten effusions of one influenced deeply by the inequalities of modern social organization and keenly sympathetic with the struggles of the common man.

Jones, painter of houses, turned artist, has gathered for his first one-man show the paintings which sum up the things he has to say about life, and has thrown in a couple to demonstrate what he can do to satisfy that patron of art who wants a pretty picture to hang over the mantle, or one to match the draperies.

Take "Still Life With Atlas" as representative of the real Jones. A cold study in black and white, held together by warm coloring in the corners. A table top, aslant, the cover sliding off, an atlas perched perilously near the edge, an open book with pages refusing to lie flat, and a swirling band of paper reaching from behind it to the open surface of the book. Or is it paper? It has no texture, it is only, as the artist says, "a composition in form and color." It might be cloth—or tempered steel.

Here is found, more obviously than in the other canvases, all of which are tinged with it, the social philosophy which inspired their creation. Jones' portraits are pictures of sad-eyed men and women who have labored much, and suffered much. A landscape shows a tree struggling to survive in a crowded city, its barren limbs, whip-like, futilely lashing a sullen sky.

In the still life, the atlas needs only a slight jar to send it crashing, any sort of tug on the table cloth would upset the whole business. The pages of the book stand up stiffly, as pages do when books are not properly bound and treated. There is tension in that swirling band of whatever it may be. Tension and dynamic energy.

Crazy Smoke, Crazy World.

Or take "River Front," one of the two paintings he exhibited at City Art Museum last fall in the annual American show at which he won special honorable mention. Two river packets, with belching smoke stacks, tossing about violently on the calm waters of the Mississippi, careening toward a collision. In the background, the Eads Bridge, and smoking chimneys of the city. From some the smoke blows north, from others, south. Crazy enough. But any crazier, the picture asks you, than millions in want because the world has too much of everything, than machines capable of making life more comfortable, but succeeding only in making it more miserable?

"That's what I'm groping toward, and what I think I'm beginning to express," Jones says. "I'm not interested in painting pretty pictures to match pink and blue walls. I want to paint things that will knock holes in the walls."

"How anyone with the ability to appreciate what is going on in the world today and the means of expression can go on painting harmless imitations of the Frenchmen of the last century, which is what most contemporary Americans are doing, is beyond me.

"I'm not interested in what they are doing, or in what the Frenchmen did. I know, where they got whatever they have that is worth anything, and I can go there for it myself. For four years I've studied nothing but the old masters. Whatever I have that is good is what I

got from them, and what I have added to it from my own experience.

Feels "The Crash Is Near."

"I can't help but feel the crash is near. Out of it, I am sure, will come something finer than we have known. But the thing that should concern the artist now is this eruption that is in the making. That's the important thing to me. And while there are important things to paint, where could I find time to paint beautiful white horses and shining limousines?"

It may be understood then, that for all the critical approbation Jones has received in the last year or two, he has not sold enough pictures to make his path an easy one. Patrons of art just don't buy pictures "to knock holes in their walls." There are, however, those interested in his work, who recognize that artists must eat, and out of their efforts may come a solution. Plans have been discussed for a Joe Jones Club, to be formed by a group of young men who sympathize with his ideals and who would finance him while he goes on knocking holes out of walls.

The exhibition will remain in the guild gallery, 812 Union boulevard, until Feb. 15. It is open to the public each week except Tuesday from 1 until 5 p. m., and on Sunday from 3 until 5 p. m.

D. S. A. Goldschmidt Dies.
NEW YORK, Jan. 28.—D. Samuel Anthony Goldschmidt, chemist and chairman of the board of the Parsons Ammonia Co., died today after a stroke of apoplexy. He was 84 years old, a native of New York,



The Questions

- 1. What planet is usually called the evening star?
- 2. Where is Mammoth Cave?
- 3. Why is December so named?
- 4. How does the rattlesnake sound its rattle?
- 5. Who was Kublai Khan?
- 6. What are abortives?
- 7. Where was Napoleon born?
- 8. What is an amphibian in aeronautes?
- 9. Alaska was sold to the U. S. by what country?
- 10. What caused the Trojan War?

The Answers

- 1. Venus.
- 2. Kentucky.
- 3. From Latin "decem" meaning "ten," this being the tenth month among the early Romans.
- 4. By shaking the horny interlocking joints at the end of his tail.
- 5. Founder of the Mongol dynasty of China.
- 6. Earliest known inhabitants of the country.
- 7. Canada.
- 8. Airplane designed to rise from and alight on either land or water.
- 9. Russia.
- 10. The abduction of Helen by Paris.



St. Louis had fewer deaths from tuberculosis during 1932 than in any other year on record, the rate dropping 22 per cent below that of 1931, according to Dr. H. J. Spector, municipal tuberculosis controller. The tuberculosis death rate in the 100,000 population was 83; in 1931 it was 106.

Deaths from tuberculosis in 1932 numbered 691. The next lowest mortality from the disease was 725 in 1930. Forty per cent of the deaths were among Negroes who form 11 per cent of the population here.

Decreasing mortality figures for a single year should not be viewed with too much optimism, Dr. Spector said. Clinic attendance increased considerably, he stated, indicating infection which may result in high mortality in later years. The greatest need at present he said is for hospital beds for Negro men.

WABASH RECEIVERS' REPORT

\$4,551,248 Receipts and \$5,249,997 Disbursements in November.

Receipts of \$4,551,248 and disbursements of \$5,249,997 during November were reported by the receivers of the Wabash Railway to Federal Judge Davis yesterday. The road started the month with a cash balance of \$2,739,135 and ended it with a balance of \$2,040,388.

Receipts were given as follows: From station agents and conductors, \$3,583,287; from other railroads for transfer charges, \$407,527; miscellaneous, \$379,876; postal service, \$61,658; Government transportation, \$11,600; express service, \$47,298. Principal expenditures were: Other railroads for transfer charges, \$1,357,420; payroll, \$1,308,957; other operating expenses, \$1,335,807; interest and bonds and equipment trust certificates, \$830,967; taxes and special assessments, \$288,610.

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