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Beach Man Accompanies Movie Company Photographing Everglades



BIG BRIER TAKES TO A SPLINTERED TREE FOR REFUGE.

By **GEORGE BARTLETT**
Hailed as the best color motion picture ever made of Everglades National Park and the surrounding swampland, the Warner Brothers film, "Danger Is My Business," is being released this month throughout the country.

Of special interest to St. Petersburg is the fact that still pictures advertising the two-reel Technicolor feature were taken by Charles J. Belden, nationally known cowboy photographer whose work has appeared in Saturday Evening Post, Life, Look, Holiday, National Geographic and practically all the other top magazines.

Belden, who has lived on the Greater Gulf Beaches for the last seven years, has done considerable work with Andre de La Varre, who produced the Everglades film for Warner Brothers. Last Summer, Mr. and Mrs. Belden accompanied La Varre to France, where Belden spent five and half months shooting some 3,000 pictures in full color.

Others taking part in the Everglades safari last year were Ross Allen, head of the Allen Reptile Institute in Silver Springs, and the film's principal actor, George Egan, who is now making a film of his own. Gene Coppage, well-known wild animal hunter, and Lee F. Shaw, Wichita, Kan., air plane pilot.

Their caravan was made up of five Jeeps, a Jeep truck, a swamp buggy and a Cessna plane. All the Jeeps were equipped with winches, with 50 feet of wire rope to each one, so that in case one of the vehicles bogged down it could be promptly extricated by using a tree for a "dead man."

Their course took them South from Clewiston to the Tamiami Trail, 60 miles through the very heart of the Everglades. Dan Beard, superintendent of Everglades National Park, granted the party a special permit to make clearance of bird rookeries, showing egret, heron and ibis feeding and feeding young birds still unable to fly. These scenes were subsequently taken in the park south of the trail.

Allen had picked early April for the trip, when the swamps are usually dry and the going is easier. Although the voyagers sleep on mats on the ground in sleeping bags, they discovered much to their surprise that no mats were needed as there were practically no mosquitoes at all.

"The country through which they traveled Belden describes as 'flat plain dotted with cypress hammocks, great fields of beautiful yellow flowers and immense areas of saw grass, ten feet high.'"

"The trip was not without its adventures. On the very first day one of the members of the expedition was bitten



ROSS ALLEN CATCHES AN ALLIGATOR RARE HANDED.



MEMBERS OF THE SAFARI CAMP IN THE DENSE EVERGLADES.

by a black widow spider and had to be taken into Clewiston for first aid. Luckily, in this case, the spider's frequently fatal bite proved ineffectual.

Another day Coppage climbed a tree to catch a coon only to find when he reached the top that the coon had jumped to the ground.

"Gene started to scramble down just as the coon made for the tree to climb up," Belden relates. "Of course they had a fight as they passed and it made an amusing sequence."

La Varre caught another cute picture, Belden said, when they found a mother opossum with a pouchful of seven babies. They put the babies on the mother's back and kept the camera printing while she ran up the tree with her precious burden.

They spent one day in an Indian village in the Big Cypress Swamp, making pictures of the Seminole in their native habitat and trading small articles they had brought along for the purpose.

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Former Soldier in Far East Says Stalin Can Not Rule China

In the long run, Stalin will not more control the Chinese Communist leader, Mao Tse-tung, they will agree with you as long as they can get something from you, but try to get something from them and it's different. When Stalin tries this he will find out what he's up against."

Col. Baker, who, with Mrs. Baker, is stopping at the Sunlight Cottages in Madeira Beach, spent a year in China training Chinese soldiers under a plan which called for the U. S. to furnish some equipment, train company officers and give some instruction and advice to higher ranking officers.

Theoretically, says the colonel, there were 30 Chinese divisions available, but actually the number was much smaller. The training program proved virtually impossible because of the importance given to "face" in the Orient.

"Any man in the Chinese Army above the grade of lieutenant who admitted he didn't know it all was sure to lose face," he explained.

It is such peculiarities of Chinese conduct that will frustrate Russia in the end in Col. Baker's view.

"The Chinese people bend but never break," he said. "Their system of passive resistance is enough to drive anybody nuts. They will agree with you as long as they can get something from you, but try to get something from them and it's different. When Stalin tries this he will find out what he's up against."

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JEEPS, SWAMP BUGGY AND PLANE MAKE UP THE EVERGLADES SAFARI.

Apple Scab Seen Earliest in North

By **SCIENCE SERVICE**
WASHINGTON — Apple scab appeared in Delaware and Illinois this year at the earliest dates on record. The orchard disease costs U. S. apple growers millions of dollars annually. Scientists at the Universities of Delaware and Illinois reported the early development of characteristic leaf blotches to the Department of Agriculture. If not checked by spraying, the infection spreads to the blossoms and fruit. It can ruin high percentages of an orchard's yield.

A mild Winter coupled with exceptionally warm weather in January was blamed for the record appearance of the disease.

Before going to China Col. Baker was stationed in Egypt with the U. S. Army headquarters in the Middle East. A cavalryman, he first joined the New York National Guard in 1916, served with the 33rd Cavalry in World War I and afterwards re-enlisted. In World War II he was in the 101st and 121st New York Cavalry.

Here with the Bakers are Mr. and Mrs. George West, also of Rochester. Mrs. West is Col. Baker's sister.

ARGENTINE RAILS — (INS) — Argentina's government-owned railways have been "socialized" by a decree signed by President Peron. The railways will be managed by a commission of nine, appointed by the president, including at least one delegate from the railroad labor unions. Of the net profits of each line 25 per cent will be divided among labor and employees.

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