

Pennsylvania News in Brief

More than 70 students are enrolled in the short courses in agriculture at State College.

Because Pottsville firemen have \$32.00 surplus in their treasury, injured ones hereafter will get \$5 a day instead of \$3.

Preparations are being made for the annual series of farm and school meetings to be held in 15 communities in Columbia county the first two weeks of February.

The State Highway Department has erected snow fences along the Hazleton-Wikes-Barre pike to prevent blizzards blocking this link between Philadelphia and Buffalo.

At a meeting of the Carlisle Chamber of Commerce the project of bringing the proposed Lutheran College for Women to Carlisle was listed among the activities for the year.

Johannes C. Koning, aged sixty-four, "ten-gun man," caught in Pittsburgh, has entered a plea of guilty to accepting stolen goods and admits obtaining near Franklin the ten guns found on him.

There were nearly twelve inches less rainfall in Carlisle than in Harrisburg during 1925 according to the annual report of C. E. Miller, Carlisle observer for the United States Weather Bureau.

Distribution of the assets of the bankrupt Rutherford Heights Water Supply Company among the holders of the company's first mortgage bonds was ordered by the Dauphin county court. The bondholders will receive 4 cents on the dollar.

Charles E. Gutshall of Blain killed four porkers this fall whose combined weight was 2,145 pounds. These hogs were one year old on September 23. Mr. Gutshall butchered two of the hogs on December 7 that dressed 510 and 529 pounds each and the other two on December 29 that weighed 526 and 580 pounds.

Purchase of 245 acres of land near Elizabethtown as the site for a state hospital for crippled children was announced by Secretary of Health Miner.

A gas well producing 1,000,000 cubic feet a day has been brought in on a lot near Silver Lake, in the heart of one of Pittsburgh's thickly populated residential sections.

William Walp, aged seventy-six, who two score years ago was a pilot on one of the steamers plying on the Susquehanna river, died at his home in Kingston. Steamboat commerce out of Wilkesbarre was abandoned thirty years ago when the last of the big boats piloted by Walp, the Wilkesbarre, went aground as the result of calm settling in the river.

Fire partially destroyed the plant of the P. E. Sharpless Dairy Products Company at West Chester, causing loss estimated at \$200,000. The main building, devoted chiefly to manufacture of cheese, and an annex were destroyed. Sparks from a locomotive were thought to have started the blaze. The plant was one of the largest of its kind in the state.

A State road map, showing detours which will be in force all winter, and road sections which the State Highway Department maintenance forces will keep clear of snow this winter, has been issued by the department. The map shows detours in red and snow-removal sections in green. Virtually all of the main traveled roads of the State are included in the 5200 miles which the State will clear of snow.

Attorney Thomas Armstrong has been re-named solicitor and J. Fred Thomas, engineer, by the Sharpville county. All other employees of the Sharpville borough were re-appointed.

Unusually good health conditions prevail in the Mercer county schools, Supt. H. E. McConnell reported. Since the term opened in September, very few cases of illness among students have been reported. Not one school is closed by an epidemic.

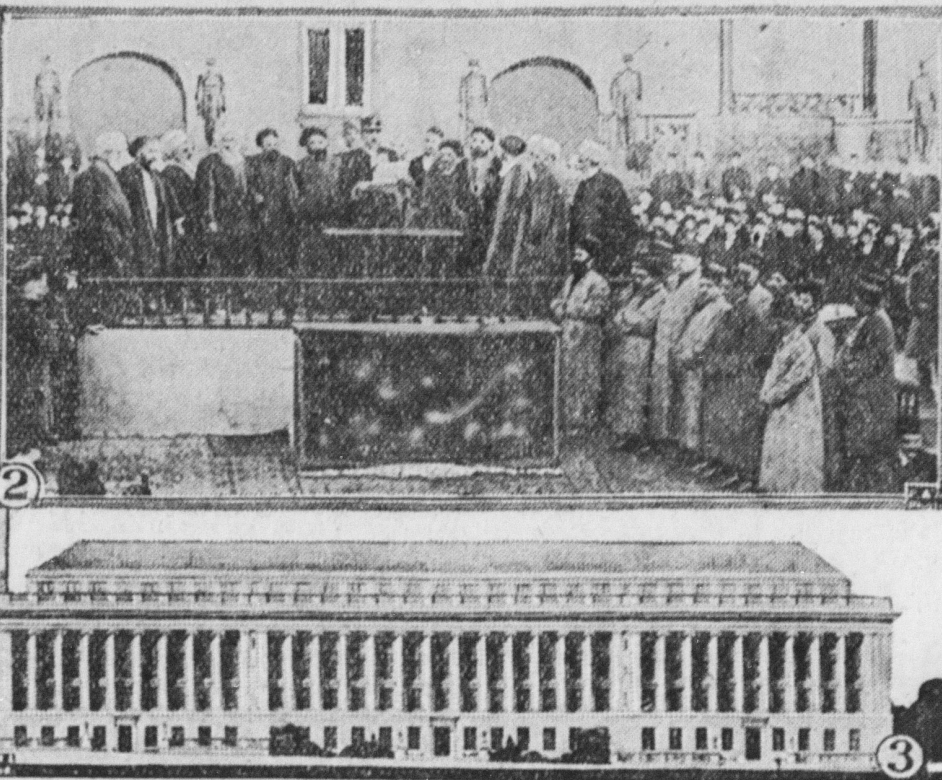
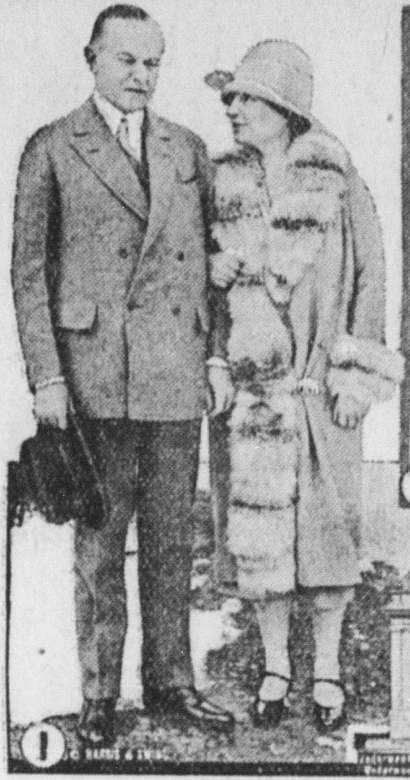
Member of the State Game Commission, meeting in Harrisburg, re-elected Dr. H. J. Donaldson, Williamsport, president and Seth E. Gordon, Harrisburg, executive secretary. Jared M. B. Reis of New Castle was chosen vice president.

In compliance with suggestions of Judge John R. Henninger, when two trustees and two stewards of the Fraternal Order of Eagles in Butler were convicted for violations of the dry law in the sale of whisky. The lodge is advertising the sale of furniture and other equipment in the \$40,000 club house.

Judge Johnson of Media handed down an opinion that William H. Duncan, Democrat, had been elected tax collector for the borough of Sharon Hill over W. Earle Wallace, Republican, by seven votes. The election board in November certified that Wallace had defeated Duncan by 507 to 487. Duncan contested the election and Judge Johnson ordered the ballot-box opened.

Clayton G. Dorn of Bradford was elected president of the Pennsylvania Crude Oil Association at the annual meeting of the board of directors. Mr. Dorn succeeds E. C. Breene of Oil City, Pa., who retired because of ill health.

Shock and suspense, following an unfounded rumor that her husband had been killed in a train wreck on the Sewickley branch of the Pennsylvania Railroad, caused the death of Mrs. Lucy B. Nagle, wife of Levi L. Nagle, at her home in Youngwood, unaware of his wife's death, returned safely home.



1.—Miss Helen Keller, the famous blind and deaf woman, visiting President Coolidge. 2.—Riza Khan, reading an address to the constitutional assembly during the coronation ceremonies. 3.—Design for the proposed annex to the Treasury building at Pennsylvania avenue and Madison place, Washington.

NEWS REVIEW OF CURRENT EVENTS

Nye of North Dakota Seated in Senate by Close Vote—Farm Relief Prospects.

By EDWARD W. PICKARD

SENATOR BORAH, who had said he would vote against seating Gerald P. Nye, the appointee of Governor Sorlie of North Dakota to fill the vacancy caused by the death of Senator Ladd, changed his mind when the case came to a vote last week. The consequence was that Mr. Nye was seated by a vote of 41 to 39. While most of the Democrats and more radical Republicans applauded, Senator Frazier endorsed his new colleague up the center aisle to Vice President Dawes' dais and the oath of office was administered.

The acceptance of Mr. Nye was said to be due partly to the fact that he is to be counted among the opponents of American adhesion to the world court. Furthermore, some of the senators were averse to rejecting a man who is avowedly a champion of the Middle West farmers, not desiring to vex the agriculturists. Yet another reason that influenced some votes was the feeling that North Dakota should not be deprived, for seven months, of full representation on a technicality. The senate's vote establishes a precedent, upholding the contention that a senator is both a "state officer" and an "officer of the United States," and that his state properly has something to say as to the method and machinery of his election.

HENRIK SHIPSTEAD of Minnesota, the only Farmer-Labor senator, took a hard fall out of the world court resolution Wednesday in a three-hour speech in the course of which he undertook to demonstrate that the court, instead of being an agency for the preservation of peace, is a part of the war machinery of the League of Nations.

"The power," he said, "to enforce the decisions of the court by war is vested in the League of Nations by the treaty called the covenant.

"Thus we have a clear program for inaugurating all kinds of 'legal' wars on the assumption that the wars levied under this arrangement will be 'legal,' and under the further assumption that wars in the past have been 'illegal'.

"How many governments in the history of the world have started 'illegal' wars?"

"All of the governments that have started 'illegal' wars, please say 'aye.'"

"Silence. Senators I hear no sound."

"All governments that have started only 'legal' wars, please say 'aye.' Senators, all the governments in history shout in chorus, 'aye!'"

Senator McKinley of Illinois spoke briefly in favor of the resolution of adherence to the court, declaring that neither our Monroe Doctrine nor our Philippine protectorate had got us into trouble with other nations nor would our entry into the world court.

"There is a crying need at this time for a foreign market for our corn, our wheat and our hog products," Senator McKinley said. "Europe needs all the food we can sell her. One hundred millions of people in Italy, Germany, England, Austria and Hungary are living on half rations. Why? Because working conditions have never become settled since the war. What will settle them? An assurance of continued peace."

CONGRESS seemingly stands ready to provide relief for the farmers if only the farmers can agree on what they want. At this writing they are still split into factions and are unable to get together on the question of what legislation will best do the work.

The meeting of the National Council of Farmers' Co-operative Marketing associations took some two hundred delegates to Washington and they, together with other farm leaders, told Secretary Jardine, congress and the country at large their views—which were various and diverse. In a general way most of them favored the administration measure providing machinery for the promotion of co-op-

ative marketing, and consequently that bill was reasonably certain to be favorably reported by the house agricultural committee. The co-operative men, or many of them, do not stand with the farm paper editors and the farm bloc leaders in the matter of controlling crop surpluses to boost farm product prices, and in this they are in line with the administration. However, the Dickinson bill is looked on kindly by the middle-of-the-roads, and its main features were highly commended by Frank O. Lowden of Illinois in a speech of great significance.

Mr. Lowden, frequently mentioned as a potential corn and wheat belt candidate for the Republican nomination for President in 1928, enunciated the farmers' demand for a specially protected domestic market affording as profitable returns as the protective tariff affords the manufacturer profitable returns. He advocated the plan to segregate the export surplus and enhance the domestic price above the world market price which has been embodied in the Dickinson bill. He declared the doctrine of crop surplus control was vital for the salvation not only of agriculture, but of the very nation itself.

C. L. Richeson of Iowa, president of the National Corn Growers' association, told President Coolidge that the so-called revolt of the corn belt has been exaggerated. He denied that the farmers have declared war on the protective tariff and asserted that they could work out their own salvation if given such aid in disposal of their export surplus as is proposed in the Dickinson bill. The credit situation in Iowa, he said, had been greatly improved by the loans of the two intermediate credit banks established in that state recently.

JOHN W. LANGLEY resigned as a representative from Kentucky to the Supreme court refused to review his conviction for violation of the prohibition laws. He now asks the Republicans of his district to elect his wife to fill the vacant seat in congress, asserting that she knows better than anyone else the needs of the district.

In Chicago, Mrs. Jacob Baur, a well-known business woman, has announced her candidacy for congress from the Ninth district, now represented by Fred Britten whom she will oppose in the Republican primaries in April. Mrs. Baur, like Congresswoman Kahn and Norton, favors the liberalization of the dry enforcement law.

UNCLE SAM seriously objects to the retroactive provisions in Mexico's new alien land and petroleum laws, and his objections have been transmitted through Ambassador Sheffield to A. J. Smead, Mexican foreign minister. The Oregon government was warned that the United States considers the new laws inimical to the interests of American property holders and in violation not only of international law, but also of the agreement made between Mexico and the United States in 1923.

In its reply the Mexican government took the stand that Mexico is a sovereign nation and can make any laws it sees fit. It also asserted that the laws had not been promulgated and so the protest was premature. This was offset, however, by a statement issued by the department of industry and commerce which said the laws were promulgated on December 31.

The legislation in question is designed to carry out that article of the Mexican constitution which provides that only Mexicans and Mexican companies have the right to acquire ownership in lands, waters, and their appurtenances, or to obtain concessions to develop mines, waters, or mineral fuels in the republic of Mexico.

MAJ. GEN. WILLIAM LASSITER has sailed from the Panama canal zone to take General Pershing's place as president of the Tacna-Arica plebiscitary commission. Pershing will soon return to the United States but meantime he has scored a signal victory at Arica in the passage by the commission of his resolutions for investigation and punishment in many cases of outrages committed by Chileans against Peruvians and the establishment of complete law and order before the plebiscite is held. Senor Edwards, the Chilean member, acquiesced fully in the resolutions.

JUGO-SLAVIA'S debt funding mission arrived in Washington last week, and on the same day King Alexander made the statement that he regarded the debt to America as one of honor, to be settled on that basis up to the limit of the country's resources.

Senator Henri Berenger, the new ambassador from France, also reached Washington. His special mission is to bring about a settlement of the French debt. The Italian debt settlement probably will be approved by congress, though the objectors, led by Rainey of Illinois, kept up the attack. Count Volpi is now in London hoping to get from the British better terms than were granted by the Americans, but this is considered unlikely.

ACCORDING to the final report of the Couzens senatorial committee that investigated the amortization of war facilities, the Internal revenue bureau permitted improper allowances in that connection that have cost the government a total of \$210,005,390. Allowances involving "discovery depletion," it is asserted, benefit the oil industry to the extent of \$37,500,000 annually, the total having been much higher than this while war time tax rates were in effect. The loss to the government in taxes due to erroneous valuations of copper mines, it is further declared, amounts to \$60,000,000 annually.

INCREASED prices of rubber due to control by the British government have resulted in the formation of two American organizations "to protect the American public and the rubber industry with respect to future supplies." The first, the Rubber Association of America, announced it was planning the expenditure of \$10,000,000 a year for five years to plant rubber trees in areas under American control or where favorable conditions would be assured. The National Automobile Chamber of Commerce announced the formation of a \$10,000,000 organization by automobile manufacturers to produce, purchase and deal in raw rubber, as well as to manufacture rubber tires.

HOPE of settling the anthracite strike in the near future has gone glimmering. The joint conference of operators and miners, which began in December, broke up last week because of the deadlock over the matter of arbitration. The operators charged President Lewis with seeking to rule or ruin and said he had suggested to them that they might raise the price of coal \$5 a ton "as long as he got what he wanted." This Lewis hotly denied, retorting that the operators were determined to prevent any settlement. The operators refused to permit the arbitration of prices of coal, and the miners would not accept arbitration of wages unless it was guaranteed that wages should not be lowered.

FLOODS and violent winds that were prevalent throughout Europe have been followed by a severe cold wave, and though this has checked the rising water, the people are suffering intensely. Ice and snow are all over the continent as far south as the Midi and Naples. In Russia all elementary schools have been closed because of the cold. Spain has been swept by destructive gales.

DOCTOR LUTHER has again been named chancellor of Germany and asked by President von Hindenburg to form a new cabinet of representatives of the Centrists, Democrats, German People's party and the Bavarian People's party. Erich Koch had found it impossible to form a "big coalition" ministry because the Nationalists and Socialists would not take part.

IN THE Navy department appropriation bill submitted to the house last week it is recommended that all lighter-than-air aeronautic activity by the navy be discontinued pending the results of its co-operation with the Aircraft Development corporation of Detroit in the development of a new type all-metal dirigible. The bill proposes that the Los Angeles shall be put in storage and the establishment at Lakehurst reduced to the minimum. This is contrary to the advice of Rear Admiral Moffett, chief of the bureau of aeronautics.

RADIO TOURIST SERVICE IS AID

Establishment of Clearing House of Information Is Announced.

Establishment of the first automobile tourist service in the world conducted by radio was announced by radio station WBBM, Chicago. Miss Nina Baker, an experienced tourist and traffic expert, will be in charge of this clearing house of information which is to be known as the Stewart-Warner tourist bureau.

To Give Information. The bureau will not only aim to give motorists current and reliable information concerning road and weather conditions, tourists' camps and other help that is generally associated with a large and efficient tourist organization, according to Miss Baker, but will further specialize in the planning of both long and short motor trips for automobile owners who may need help along this line. Road maps and charts, approved routes to Canada, New England, Florida, California, and other places, and copies of traffic laws in the different states, will be furnished without cost by the bureau to all who desire it.

To Give Travel Talks. At regular periods each week Miss Baker will appear at the microphone of WBBM with a brief travel talk, telling of little known beauty spots to visit.



Nina Baker, who conducts first Radio Tourist Service in World Over WBBM, Chicago.

It over the week end or during the vacation period, the best route to get there, and what to take along. Affiliations have been established with more than 2,000 motor clubs, chambers of commerce, garages, hotels, resort and information bureau, and the prestige and resources of all these will be available for tourists who make use of the bureau's service.

Gear Slipping Due to Faulty Shifter Forks

When the gears acquire the habit of slipping back into neutral from high or second, the trouble is due to the shifter forks. If they are worn the gears will not always be fully engaged, and where there is considerable strain or vibration (as in climbing a steep hill in second), it will be necessary to hold the shift lever in the desired position. Misalignment of the forks will often cause the gears to slip back to neutral, from any position, particularly annoying in the case of slippage from high to neutral when descending grades. If the trouble is confined to the latter, and is slight, it can often be overcome by avoiding sudden application of power or brakes, and by gentle handling of the clutch.

Neglect Is Blamed for Loss of \$1,000,000,000

More than \$1,000,000,000 annually is wasted by neglect in the maintenance of automobiles!

Neglect in lubrication and adjustments cause the principal loss.

Other evils which contribute to the waste are faulty brakes, wheels out of alignment, worn parts and the like.

It has been estimated that more than 50 per cent of all accidents are a direct result of faulty brakes.

This huge waste is considered unnecessary and due to carelessness alone on the part of auto owners.

Investigate When Knock or Grind Is Discovered

It is fortunate that the majority of serious derangements to which a car is subject make themselves known by unusual sounds, generally of such a disagreeable and obtrusive character as to force themselves upon the operator's attention. A car that runs quietly is, generally speaking, a car in good mechanical condition, and, on the contrary, a car which makes an unusual amount of noise or sounds that it did not make when new and in good condition, is one which is mechanically unfit, in certain particulars at least. Excessive noise or the development of unusual sounds is usually the first indication of faulty mechanical condition, of the working parts especially and, as a rule, no considerable repairs are required so long as its operation is smooth and comparatively noiseless.

Any increase of noise or any new operative sound should, however, be at once located and thoroughly investigated, for the ignoring of such a warning may lead to great trouble and expense. Until the engine knocks or pounds, one need not worry about it and, if it does knock, one should always be sure it is free from carbon before going to the expense of inspecting and adjusting the bearings and making piston repairs. Unusual humming or grinding sounds usually indicate that gears or gear shaft bearings, either in the transmission or in the rear axle, are in trouble.

The trouble may be lack of lubrication or something worse, and proper lubrication should be assured before it is assumed that anything serious is the matter. Rattles commonly arise from loose parts or worn-out spring shackles pins or bushings. Squeaks (aside from those arising from the springs and the body) are usually from inadequately lubricated bearings somewhere in the transmission line. After considerable driving experience, an operator almost unconsciously takes note of any departure from the regular sound and motion of his car and without conscious effort is always in a position to investigate at once anything that has gone wrong.

Many Bus Fares Needed to Pay Federal Taxes

Fifty million ten-cent passengers must be carried by the motor bus companies of the country each year just to pay federal taxes.

The keeping of obligatory tax receipts is responsible, it is said, for the higher cost of tires and parts.

Bus owners are paying about a dozen kinds of taxes, federal, state and local.

The efficiency and economy of the motor bus have been recognized by the United States army. It has been found cheaper to transport soldiers by motor bus when the time element will permit. Reports show that there was a large saving when troops were transported in buses last summer from Fort Benjamin Harrison, Indiana, to Camp Perry, Ohio.

It has also been found that less than 10 per cent of the loss of passengers by railway lines was caused by motor buses. Most of this loss occurred before motor buses came into general use and was due to private automobiles.

The motor bus, it is asserted, has been accepted with less urging and exploitation than any other service ever offered the public. The desire to "ride on rubber" and the safety, comfort and convenience provided by the bus are given as the cause.

Small Automobile Seen as Future Possibility

A 1,000-pound, three-passenger automobile is the future possibility of the small American car, O. E. Huff, engineer, told the Cleveland section of the society of automotive engineers.

The small car of today is not suited to drive in heavy traffic, where frequent spurts of speed and frequent sudden stops are necessary, he said.

"The small car has become the most important question in the industry," Huff said. "It is no longer a question of making the car better for the same price."

"We don't know yet how to denaturalize a four-cylinder motor, but if it isn't done soon, the public will demand a car with the same facilities for comfort in operation as they enjoy with a big car, and we will have to put in a six."

WHERE MOTORISTS MUST STEP ON THE GAS

"You must go 25 miles per hour over this viaduct," says a sign at the entrance of a viaduct near Miami, Fla., and traffic cops are on hand to see that the motorists obey. The new Florida law permits motorists to run 45 miles per hour in the country districts, 25 through residence sections, and 15 through business sections.

