

1—Secretary of the Navy Davis, Admiral Hughes, Admiral Brumby and Lieutenant Commander Ellesburgh on the U. S. S. Falcon at Provincetown conferring about salvaging of the sunken submarine S-4. 2—Battleship Texas, which will carry President Coolidge to Havana for the Pan-American congress. 3—Archbishop Raymond M. Roulaue of Quebec, created a cardinal by the pope.

## NEWS REVIEW OF CURRENT EVENTS

### Mexico Backing Down in Oil Land Controversy With United States.

By EDWARD W. PICKARD

FIRST fruits of the efforts of Ambassador Dwight Morrow in Mexico and the "good will" flight of Col. Charles A. Lindbergh to the capital of that republic are seen in the action of the Mexican house of deputies in the all hand controversy which has been the main barrier to entirely friendly relations between the two countries. Urged on by President Calles, the house passed a bill wiping out the provision requiring owners of oil lands acquired prior to May 1, 1917, to exchange their fee simple titles for concessions terminating in fifty years.

This provision was a part of the law carrying into effect the constitution of 1917 nationalizing Mexican natural resources. The retroactive application of this and other provisions to American properties acquired before the new constitution went into effect was objected to by the American government as confiscatory. Several months ago the Mexican Supreme court held the provision unconstitutional, but under Mexican law a law is not nullified until the Supreme court has held it invalid in five decisions. President Calles did not wait for the five decisions before yielding to the contentions of the American State department. Although news dispatches from Mexico City attribute the action of Calles to the friendlier relations established by Morrow and Lindbergh, there is ample ground for the belief that the Mexican President was forced to take the step by the virtual state of bankruptcy of the Mexican government.

That the American government also is in a conciliatory mood was evidenced by its intention to relax the embargo on export of war munitions and military equipment to Mexico. The first instance of this relaxation was the permission given by the State department for the purchase by the Mexican government of the Ford airplane in which Mrs. Lindbergh flew to Mexico City.

COLONEL LINDBERGH terminated his Mexican visit Wednesday, when he hopped off for a tour of Central America. Escorted by seven Mexican planes, the Spirit of St. Louis took the air early in the morning, skimmed past the great volcanoes Popocatepetl and Ixtaccihuatl, and was on its way to Guatemala City, the first scheduled stop, 675 miles away. About seven hours later he was being most enthusiastically welcomed by the Guatemalans. His tour will take him to Panama, where great doings are planned, and thence he will fly back by way of Honduras and Progress to Havana, Cuba.

Mrs. Evangeline Lindbergh bade her son farewell as he left Mexico City, and a few minutes later she and her companions from Detroit started on their flight back to Michigan. They headed for Tampico and were accompanied by two Mexican army planes.

AT THIS writing hope for the amphibian monoplane Dawn has dwindled almost to the vanishing point, and it is believed Mrs. Frances Grayson and her companions, Oskar Omdal, Bruce Goldborough and Fred Koehler, have perished. Starting from Roosevelt field, New York, for Harbor Grace, Newfoundland, on what was intended to be the first leg of a flight to Croydon, England, the Dawn immediately ran into rough weather and, save for a fragmentary SOS call picked up Sunday by the Canadian wireless station on Sable Island, has not been heard from. At that time the plane was long overdue at Harbor Grace. On Monday a cable operator on the opposite side of Trinity bay from Harbor Grace picked up part of a call which it was surmised might be from the Dawn, and it was thought possible

the Grayson party might be down in some isolated spot not far away. Meanwhile a number of American destroyers, the dirigible Los Angeles and all vessels in the region sought diligently for traces of the missing plane, examining waters and the coast carefully but without result. The search, however, was continued.

HEARST'S wonderful Mexican documents were still further discredited when Frank Y. McLaughlin, a civil engineer of Mexico City, appeared voluntarily before the senate investigating committee and declared that Miguel Avila, who procured the papers, was "a notorious purveyor of documents." McLaughlin, who said he knew nothing of the papers published in the Hearst papers purporting to show creation of a \$1,215,000 fund for four United States senators, told the committee that Avila had peddled "twenty or thirty worthless documents" to him, including one purporting to have come from the American embassy.

This latter, McLaughlin said, was brought to him by Avila in Mexico City. McLaughlin then was vice president of the El Sol Petroleum company, which has a contract with the Mexican government. It consisted of a single typewritten sheet of American embassy stationery offering to disclose for \$10,000 with \$1,000 down what transpired between Secretary Kellogg and Ambassador Sheffield upon the envoy's visit to Washington. Although the paper was unsigned, McLaughlin related that Avila told him Arthur Bliss Lane, then first secretary of the American embassy, was outside the building in an automobile and would furnish the information. McLaughlin said he did not believe Avila's story and told him so. That Lane had any part in such a scheme was denied on behalf of the State department, although the department itself declined to dignify the story with a formal denial.

J. P. MORGAN has been elected chairman of the board of the United States Steel corporation to succeed the late Elbert H. Gary. James A. Farrell continues as president and chief executive, and Myron C. Taylor as chairman of the finance committee will supervise the concern's fiscal policies. The three thus form a triumvirate to direct the affairs of the great corporation. Mr. Morgan will perform no executive duties but will be responsible in a general way for the corporation's operations. Mr. Farrell will be the chief executive officer.

Closely related to the steel corporation was the announcement in New York that Harold Stanley, president of the Guaranty company of New York, will become a partner in J. P. Morgan & Co., succeeding Dwight W. Morrow, recently appointed United States ambassador to Mexico. Mr. Stanley, who is only forty-two years old, has been president of the Guaranty company since December, 1921. He also is vice president of the Guaranty Trust company.

THIRTY-NINE exceptions, disputing the findings of Charles Evans Hughes, who, as special master for the United States Supreme court, upheld Chicago's right to divert Lake Michigan water for sanitary purposes, have been filed in the court by William W. Potter, attorney general of Michigan. Michigan, and five other lake states—Minnesota, Wisconsin, Ohio, Pennsylvania and New York—were ordered by the court to file their exceptions to the Hughes report before January 3, and Michigan was the first to comply.

The Michigan exceptions attack practically every major conclusion of fact and law recommended in his report by Master Hughes and reassert the common contention of all the complaining states that neither the War department nor congress has power to authorize a diversion of water from one watershed to another.

HUNDREDS of savants from all parts of the country gathered in Nashville, Tenn., for the eighty-fourth annual convention of the American Association for the Advancement of Science, and it was noted that, out of courtesy to their hosts, the word "evo-

lution" was entirely absent from their program. The convention officials explained also that they sought to demonstrate to the people of the state that while evolution may be a fundamental hypothesis in biology, it is only one of the important subjects investigated in the broad field of science. Dr. L. H. Bailey of Ithaca, retiring president, was absent because of illness and his place on the program was given to Dr. Sylvanus G. Morley, anthropologist of the Carnegie Institution. He told of the institution's investigation of the remarkable civilization developed by the Mayas, 2,000 years ago in what is now Guatemala and Mexico.

Dr. Clarence C. Little, president of the University of Michigan, laid before the association a program for pushing out the boundaries of man's knowledge of man. Citing the fact that there is a growing insistence "that the supply of defectives should be controlled and diminished by preventing their reproduction," he emphasized the importance of turning from insects to mammals, such as cats, dogs, rabbits, mice, and rats, in the laboratory phase of experimental genetics.

THE necessity of immediate legislation empowering the War department to build up the nation's depleted munitions reserve by placing "educational orders" with private concerns is stressed by Secretary of War Davis in letters received by the chairman of the senate and house committees on military affairs.

The war secretary points out that failure of this government to place munitions orders with private concerns since the war has resulted in the disappearance of the munitions industry with the single exception of certain kinds of ammunition. He asks that the department be allowed to give annual orders to private concerns not only for ammunition, but for pilot models of the newly developed artillery and infantry weapons recently demonstrated at the army proving ground at Aberdeen.

NOTWITHSTANDING Secretary Davis' complaint, President Coolidge believes the American army and navy are in better shape now than they ever before have been in peace time. He told the White House correspondents that the budget policy toward appropriations for the armed services were liberal and in keeping with the nation's needs. In this connection he pointed out that budget estimates for the next fiscal year carry approximately \$100,000,000 more for national defense purposes than was carried in the budgets of two or three years ago. Congress also has been generous with appropriations, the President believes. In view of the President's expressed attitude, there is apparently little hope that he will ask for the appointment of a board to study the munitions situation.

CALIFORNIANS exhibited unexpected restraint when William Edward Hickman was taken from Oregon back to Los Angeles to be tried for one of the most revolting crimes of recent years. The young man had confessed that he was guilty of the kidnapping and brutal murder of little Marian Parker, callously giving all the terrible details of his crimes. The law officers were fearful that attempts would be made to lynch him—and perhaps there would have been found few to blame the men of Los Angeles had they given Hickman such summary justice. However, the slayer was safely lodged in jail, and his trial was delayed only for the arrival of counsel engaged by his mother. On the train from Oregon Hickman made two futile attempts at suicide.

BRIG. GEN. SMEDLEY D. BUTLER who commands the American marines at Tientsin, China, got into action the other day when the \$25,000,000 plant of the Standard Oil company there was threatened with destruction by fire. General Butler personally directed the marines and Chinese, British, French and Italian fire brigade in fighting the conflagration and by his orders dirt barricades were thrown up that saved the 3,000,000-gallon oil tanks.

## Farm Products Sold by Grades

Notable Progress Was First Achieved During Recent Depression.

(Prepared by the United States Department of Agriculture.)

Although preliminary work in the development of national standards for farm products has been under way for many years, notable progress was first achieved during the recent period of agricultural depression when every function of the marketing machine was tested with a view to the possible elimination of waste. The value of standards and the probability of profit from grading have been widely discussed by many groups. In this connection, says Lloyd S. Tenny, chief of the bureau of agricultural economics, "whether or not the producer or marketer is paid for the additional effort and expense involved in making such classifications depends upon his subsequent marketing practice. For example, a country merchant seldom establishes price differentials for different grades when buying from producers in very small lots. On the contrary, a large assembler of eggs might find it practically impossible to engage in business through regular trade channels without conforming to recognized grading practices. As a general statement it may be said that the smaller the volume of business the less likely it is that grading to generally recognized standards will pay. In large-scale operation, however, standardization is now universally recognized as a basic requirement for success."

### Standards Formulated.

Among the farm products for which standards have been formulated by the United States Department of Agriculture are cotton, dairy and poultry products, grains (corn, wheat, oats, rye, sorghums, barley, and rice), nine kinds of hay and related products, live stock and meats, tobacco, wool, and fruits, vegetables, and related products, including apples, artichokes, asparagus, beans, beets, cabbage, cantaloupes, carrots, cauliflower, celery, cherries, citrus fruit, green corn, cucumbers, dewberries and blackberries, eggplant, grapes, honey, lettuce, onion, peaches, peanuts, pears, peas, peppers, pineapples, plums and prunes, potatoes, sweet potatoes, radishes, shallots, spinach, strawberries, tomatoes, turnips and water melons.

### Containers Standardized.

Several of the styles of containers for fruits and vegetables have also been standardized. In several of these classifications more than one set of standards have been prepared, depending on the use of the product, as for table use or canning, or by origin or variety.

Before recommending standards every effort is made to make them practical and acceptable to the established trade.

## Common Smut of Corn Is Most Familiar Disease

Common smut of corn is one of the most familiar, and widespread of all plant diseases. It undoubtedly is the most destructive disease of the corn crop that is now known if we take into account the whole wide range of its occurrence. Smut attacks only the parts of the plant that are above the ground. It lives through the winter in soil, in manure, and in other decaying organic material such as compost, and spreads by means of spores (virtually its seeds) which drift through the air. The spores lodge on the corn plant and enter its tissues through wounds or bruised places. They germinate and grow rapidly and soon form on the surfaces of the plant the lustrous lead-colored boils which darken and swell until they burst and let loose the black smut spores that carry over the disease in the soil for another year. If the smut boils form in the ear, the ear is ruined. If they form on another part of the plant, the whole plant is weakened and the yield is reduced though the ear may not be directly injured.

## Agricultural Squibs

A wise farmer knows by records what his crops cost.

A hobbed is a handy winter tool for odd jobs around the farm.

Start keeping farm records this winter when work is slack. You may be too busy to start next spring.

Close confinement reduces the resistance to disease, results in heavy mortality, poor egg production, and small profits.

The farm wagon is the most used piece of farm equipment. When its length of life is considered it is one of the cheapest.

Unless feeding begins soon after the silo is filled, considerable silage will spoil at the top from being exposed to the air.

Be fair to the young alfalfa. Don't pasture or graze the fields the first year. Give them a chance to grow a cover for a "hard winter."

The best and thickest way to keep leaves while they are rotting down to leaf-mold is to dig a pit for them in some odd corner of the garden.

## FAVOR ALCOHOL AS ANTI-FREEZE

It Is Quite Efficient and Is Always Easily Obtainable.

King Winter will not get any more of a grip on your radiator than you allow him to. The severity with which cold weather taxes the efficiency of your car depends entirely on the measures you take to fortify yourself against operating troubles.

Observance of a few simple rules will keep your radiator in good condition, regardless of low thermometer readings. Water freezes at zero Centigrade, or 32 degrees Fahrenheit. When water freezes, it expands, and it is this expansion which cracks the radiator and other parts of the cooling system. Although some of the newer cars have radiators which can stand a slight freeze without damage, it is not good policy to neglect any precaution in cold weather.

How to Prevent Freezing. The only way to avoid damage to the cooling system through heavy freezing is to use an "anti-freeze" solution. In selecting such a solution, several factors should be considered. Choose a kind that will remain liquid at the lowest temperature encountered in your locality—do not use a solution made for use only in moderately cold weather.

Try to find the chemical composition of the "anti-freeze" mixture you use, making sure that the mixture has a boiling point as near as possible to that of water, 212 degrees Fahrenheit. Otherwise, the mixture may cause overheating of the engine on a moderately cold day.

### Alcoholic Efficiency.

Alcohol is probably the most commonly used "anti-freeze" agent, and is unquestionably efficient. Its main disadvantage is that it evaporates quickly, necessitating frequent replenishment. An important advantage of alcohol for radiator use is that it can easily be obtained.

Kerosene prevents the cooling system from freezing, but is likely to overheat the engine when the outdoor temperature rises, and, besides, has an unpleasant odor. Kerosene, if used for a long time, will also destroy the rubber hose connections between radiator and engine.

If you take reasonable precautions, there is no reason why the efficiency of your cooling system should be impaired in cold weather.

## Filters Require Some Attention for Service

Filters require a certain amount of service, as anything else attached to a car. This is well illustrated in the case of the gasoline filter which will become inoperative and cause the vacuum tank to go dry if the bowl fills up completely with water and is not drained off. The water blocks the gasoline in its process of passing through the chamois filter.

It is easy to tell when water should be drained from these devices for the reason that a line can be seen to mark the level of water at the bottom of the glass bowl. It is always good policy to clean the chamois filter with gasoline whenever draining off the water. After long periods of use, it is advisable to insert a new chamois filter.

### Dirt Clogs Vacuum Tanks

Vacuum tanks, among the most efficient units of the modern automobiles, rarely give trouble. When they do, the cause usually is found to be dirt collected at the point of gasoline outflow. It can be removed fairly easily, but the motorist should be careful not to go beyond simple cleansing. Otherwise, the delicate mechanism may be upset. Real vacuum tank repairs usually are the province of the skilled mechanic.

## Good Remedy Suggested for Reckless Driving

A little more "living-room courtesy" has been suggested by Edward Ver Linden, president of a motor car corporation, as a remedy for careless and reckless driving. Glaring, muttering and shouting at drivers of other automobiles are among the discourteous habits Ver Linden says American drivers have formed. In one's home charming manners would greet a stranger, but on the open road everything goes. After all, isn't it true? Haven't you come home from a Sunday drive on a crowded road with the memory of the way some fellow uncouthly "hollered" at you when you had to swing out because that little car suddenly pulled out into the road in front of you? And after he was so "fresh" and "smart," didn't that make you feel just a little reckless? Didn't you try to speed up a bit and try to crowd him over in the road as you went past? In the good old days a man used to be "quick on the trigger" when he didn't think the company was as polite toward him as it ought to be. Now the trigger finger has given place to the accelerator toe, says the Detroit Free Press. The reaction is to "step on the gas" when ever some rude person tries to wrest away the freedom of the open road. Which frequently results in accident stories for the Monday papers.

## Put Shield Markers on California's Highways

California's federal aid highways are all to be posted with United States shield markers in conformity with the number system of designation adopted some time ago by the American Association of State Highway Officials. This will be done by the two large motoring organizations



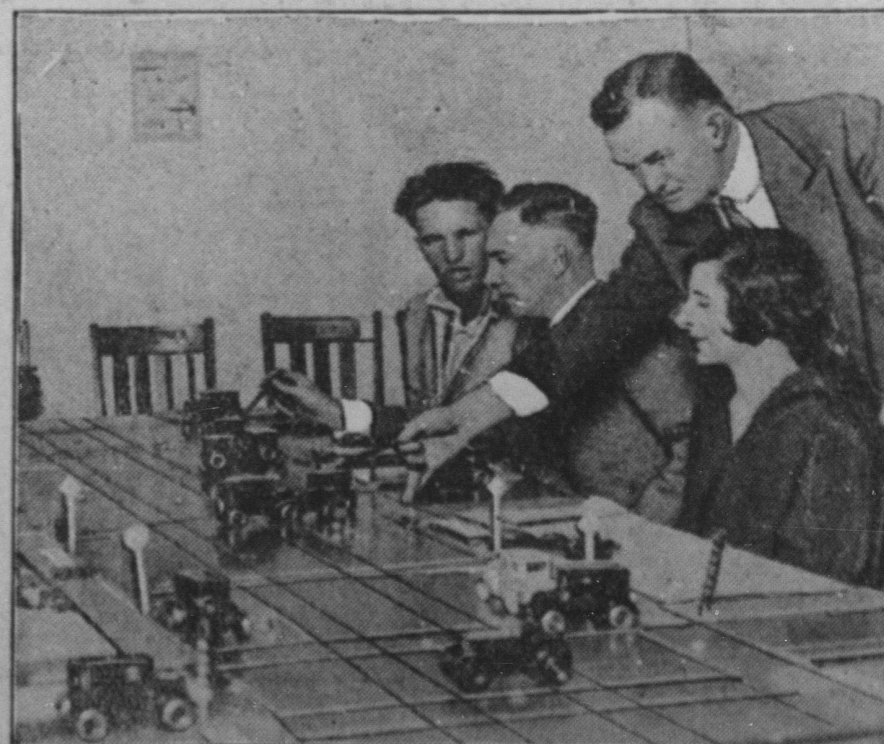
Shield Marker.

of the state, the Automobile Club of Southern California and the California State Automobile association, co-operating in placing 8,000 new signs that will be needed along approximately 2,600 miles of highways on which federal aid is being extended, and which are included in the national numbering system.

## Locked Rear Bumper Is Often Hard to Separate

Ever have some one back into the car or otherwise misplace his car as to lock a rear bumper with your front one? Such collisions usually are so trivial that the drivers forget how it all happened. When bumpers lock it is quite a problem to get them apart without jacking up the cars or putting forth a lot of effort. The first step is to remember how the bumpers got together as they did. Getting them apart, then, simply is a matter of reversing the original process.

## TRY APPLICANTS FOR DRIVERS' LICENSE



To convince examiners in the Los Angeles branch of the division of motor vehicles that they know the traffic laws, applicants for drivers' licenses are placed at a huge table containing miniature streets, boulevard stops, fire plugs, etc., and are asked to demonstrate their ability as drivers. As part of the driving tests, they are called upon to maneuver the tiny automobiles furnished them. By this means more than 600 applicants are examined daily. The photograph shows the tests with miniature automobiles in operation. Examiner Clarence Page disentangling a traffic jam and explaining to the prospective drivers how it occurred.