



1—Miss Anne Morgan laying cornerstone of \$7,000,000 clubhouse for the American Woman's association in New York. 2—Secretary Kellogg and Ambassador Prittitz signing the German-American conciliation and arbitration treaty. 3—Parade of undergraduates at May fete of Wellesley college, Wellesley, Mass.



Community Building

English Town Built With Eye to Beauty

With the increase of population and the advance of civilization the uglification of the countryside proceeds apace. Squat and dismal little towns spring into unlovely being, especially in the vicinity of great cities just where some touch of nature's beauty is most needed. And where the Jerry-builders are not active the billboard men work their cruel defacements.

The United States has been held up to scorn as the nation which gives the greatest scope to the uglifier. Justly, too. For the United States, being young as a nation, has offered the greatest field for devastation. But the old countries have not escaped.

England stands very near the top of the list of beautiful countries. And the English people are trying hard not to permit the destruction of the nation's gift of beauty.

There is a council for the preservation of rural England, and it is doing effective work. Where great and beautiful estates are being broken up for town building or for other residential purposes the moral suasion of the council is preventing haphazard and destructive activities. Under its direction handsome suburbs and outlying towns and villages are being created. And all the efforts of the nature-destroyers are being intelligently opposed.

As a result it will be a long time before England becomes ugly. And if England can provide practically for growth of population and industry without surrender of all esthetic ideals the United States, too, can save its rural regions from becoming miserable encrustations and defacements on the face of nature. The effort is worth while if we care for the future of our nation.—Chicago Journal.

Lawn Roller Essential for Fine Grass Plot

A perfect lawn must have an even surface, either level, or an even slope if the ground dips. Depressions in the lawn lead to bare spots, which must be repaired every spring. Water collects in them during the winter, ice stands and the grass is killed out.

This trouble may be avoided easily at the start. A lawn roller is an essential tool for a well-kept lawn. It is needed every season. After the lawn is thoroughly spaded or plowed, the lumps broken up and the soil reduced to a fine tilth and as nearly level as possible, seed it and go over it with a roller. The roller will force the seed into close contact with the soil and will reveal any places that need a little filling in.

Go over it with the roller until the surface shows no hollows that the roller does not touch. Then you may know that it is right.

As rollers are rather expensive, it is a good plan for neighbors to club together and get a good one. As the need for it is not constant, there will be no likelihood of difficulty in getting a chance to use it. Twice a year ought to be sufficient.

Gambrel Roof Adaptable

The gambrel roof, which in its simplest form is often to be found on barns, can be adapted with admirable results to certain types of American architecture. The gambrel, like the gable roof, has steep slopes which shed the snow and rain, but because of the two slopes or angles it has an advantage over the gable roof in increased attic space, so useful in the American home.

The hip roof is experiencing an era of popularity due to the bungalow type of house that has become so prevalent in modern American communities. The hip roof has four sides—two of which extend laterally from the ridge beam, while the other two sides extend from the ends of this beam.

Roof Vital Part of House

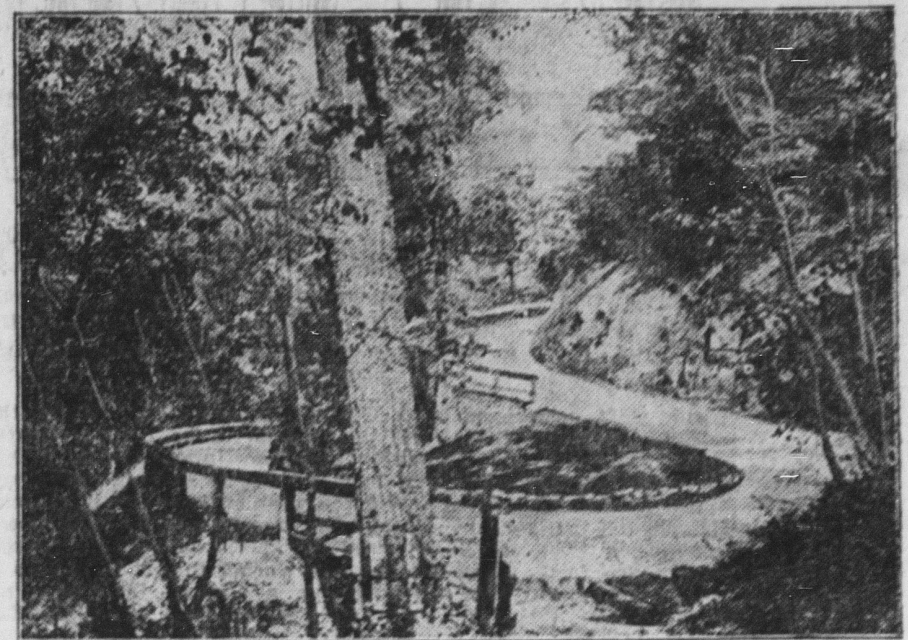
The roof is the great protector of your home, and will faithfully perform its task only to the limit of its endurance. It can do no more than that. A leaking cannot be expected to grapple with heat, cold, rain, snow and wind—opponents that never weaken in their attack—you need not expect that kind of a roof to outgame them.

If the natural staying qualities are not there, though you paint and patch, your roof will lose the battle. Meanwhile, it has cost you more altogether in money outlay than an enduring roof would have cost at the start.—Chicago Evening Post.

Advantages of Brick

Considered from the architectural viewpoint the versatility of the common brick is one of its paramount virtues. It can be used in the construction of any type of house, in any kind of wall, for almost any type of decorative design. One must actually see an expert bricklayer in action upon a difficult piece of work fully to appreciate its wonderful adaptability. And by the same token the brick home fits pleasingly into any surroundings. Whether it has a wooded background or is in the open makes little difference; the house will speak for itself with convincing emphasis.

VIRGINIA PRIVATELY OWNED MOTOR DRIVE



Mill Mountain road, a concrete thoroughfare to the top of Mill mountain, near Roanoke, Va., is one of the few privately owned tourists' drives in the country. It was built by Henritze Brothers, who operate it as a toll road, charging 25 cents per vehicle and 12½ cents per passenger.

The pavement rises 620 feet in a distance of 7,041 feet. The average grade for the distance is 8.8 per cent and the maximum is 11 per cent. The roadway winds around the mountain, in one place making a complete loop, crossing over itself within a distance of 300 feet.

While most of the pavement is 18 feet wide, some of the curves have been widened to 32 feet in order to reduce the accident hazard. Tourists who have traveled over this road report that the gritty textured concrete pavement is skid-proof even on rainy days.

NEWS REVIEW OF CURRENT EVENTS

Watson Defeats Hoover in Indiana—Japan Is Fighting Chinese.

By EDWARD W. PICKARD

INDIANA farmers indicated last week that they did not approve of the Presidential candidacy of Herbert Hoover. The vote of the rural districts in the Republican primary was strong enough to give Senator James E. Watson, favorite son, a majority of something like 25,000 over the secretary of commerce, whose strength was mainly in the cities and larger towns; and the 33 Hoover delegates at Kansas City will vote for the senator at least on the first ballot. Anti-Hooverites claimed the result in Indiana was a severe blow to Hoover's chances, but his supporters asserted he really had won a victory by keeping Watson's majority down to comparatively small figures.

Despite Senator Watson's protestations that he is in the race to win, the politicians nearly all assume that he is a stalking horse for Lowden or Dawes, and the opinion is widespread that the Indiana delegation, or many of its members, will shift to Dawes as soon as the senator releases them, though they may first give Lowden a chance. G. Burt Thurman, the Watson campaign manager in the state, said: "Indiana will be for Dawes or Lowden or any other Republican," with significant emphasis on the word Republican. Maryland Republicans last Tuesday pledged their 19 delegates to Hoover.

Democrats of Indiana voted to send their 30 delegates to Houston instructed to vote for Evans Woolen, the Indianapolis banker whom Tom Taggart brought forward. He was unopposed. The Republicans renominated Senator Robinson and the Democrats picked Albert Stump for the senate. The nominations for governor must be made by the party conventions, for no candidate on either side won a clear majority.

Michigan's state Democratic convention voted to instruct the delegation of 30 to vote as a unit for Al Smith, the opposition being easily squelched. But the fight against the New York governor is not entirely abandoned, for in Alabama the anti-Smith or "un-instructed delegation" faction captured the majority of the state's delegates to Houston. In Texas the bitter struggle to send an un-instructed delegation to the Republican convention seemed likely to win.

SENATOR STEWERS' campaign expenditures investigation committee has not brought out anything interesting so far except a small display of temper by Herbert Hoover. He was subjected to a long examination as to promises, contributions and political deals and managed to retain control of himself, but when Senator Barkley of Kentucky asked him whether he had advised the manufacturers of chinaware to raise the price of china, he exploded, saying: "I wonder, Mr. Chairman, if the committee is not getting down to dealing with a pretty small type of street slander."

From the other candidates for the Presidential nomination the committee extracted no information in the least sensational.

BOTH the house and senate accepted the conference report on the flood control bill after the measure had been so altered that it would meet with the approval of the President. Three important revisions suggested by Mr. Coolidge were made and it was understood the bill would receive executive approval, although the President still dislikes some of its provisions.

the direction of the secretary of war and the supervision of the chief of engineers.

While the bill declares for the retention of the principle of local contribution toward flood control projects, local interests under the bill must furnish only such additional rights of way as are needed for levees on the main channel of the Mississippi and must maintain the flood control works when completed. The federal government will bear the entire cost of construction of levees and other flood control works and will furnish rights of way for levees along floodways and spillways.

FOR the first time in history the senate has assumed the prerogative of offering advice to the Supreme Court of the United States. By a vote of 46 to 31 it approved a resolution asking that Donald G. Richberg of Chicago, counsel for the national conference on the valuation of American railroads, be allowed to intervene in proceedings before the court for the purpose of making an oral argument and filing a brief. The conference Richberg represents was formed some years ago by radical groups and is headed by Senator Norris of Nebraska, who introduced the extraordinary resolution. The case in question is an appeal by the railroads from a lower court's decision upholding the interstate commerce commission's ruling with respect to the determination of valuation for rate-making and recapture purposes.

CHINA and Japan are actually at war, though not officially, because Japan insists on giving military protection to the Shantung railway and to her nationals there. Protests of both the Nationals and the Peking government were unheeded and bloody clashes between the Japanese and the Southerners at Tsinan, capital of Shantung province, followed. There were many casualties on both sides and the fighting continues at the time of writing. Each side blamed the other for the outbreak of hostilities, and each accused the other of brutal outrages. The Japanese commander in Shantung established a neutral zone along the railway and at latest reports had driven the Southerners out of it. The Tokyo government speedily prepared and sent over heavy reinforcements and dispatched additional warships. Then Marshal Chang, dictator of north China, issued a proclamation ordering all his forces to cease fighting the Nationalists, in order, evidently, that the Chinese nation might employ its combined strength in combating the Japanese aggression. In his pronouncement Chang intimated his intention of soon retiring to Manchuria, stating he was willing to be not insistent regarding national politics, and he concluded with the statement that the ship of state was sinking rapidly and he hoped the people would come to their senses and save the country from destruction.

Suggestions of mediation by the United States have been made but are useless, for Washington has said it would not undertake to mediate unless asked to do so by both sides, and Japan says it will neither ask nor accept mediation. The unofficial conference view in Tokyo is that Japan does not consider the present situation war and that therefore the matter can be settled diplomatically between Japan and China. All Americans in the war zone are believed to be safe, though some, including Consul Price at Tsinan, were under fire.

RUMANIA almost had a revolution last week, but the government nipped it in the bud. The peasants gathered in vast throngs—two hundred thousand in Albaljalla and smaller numbers in other places—and formulated demands for a change of government and the end of the despotic regime of Premier Bratianu. Some of the leaders wished to have the hordes march on Bucharest to enforce their demands, but others dissented and only a few thousands started on the trek to the capital and they soon quit. At the gatherings the government had stationed large detachments of troops which did not interfere with the demonstrations but effectually squelched all the ardor for militant action. An interesting feature of the affair was the fact that Prince Carol, in England with his female companion, plotted to take advantage of the assemblage of the peasants to gain possession of the

throne. He intended to send airplanes over to scatter messages to the people, and perhaps to fly there himself. But the British government discovered the plan, frustrated it and ordered Carol to leave the country. It was rumored he might come to the United States. Leaders of the peasants' party denied that they had any part in Carol's scheme.

PREMIER MUSSOLINI, in an official note to Secretary Kellogg, states that Italy is entirely willing to collaborate with the United States in the negotiation of a multilateral anti-war treaty. The State department officials, however, do not like the dictator's suggestion that the United States should participate in an international jurists' conference which would discuss the whole subject of outlawing war. It is not believed Italy will press this point.

JOHN D. ROCKEFELLER, JR., has made public two letters to Col. Robert W. Stewart, chairman of the board of the Standard Oil Company of Indiana, in which he asked the latter to resign his position because of the revelation of Stewart's participation in the Continental Trading company's deals that were involved in the Teapot Dome lease scandal. Mr. Rockefeller wrote Colonel Stewart that he was calling upon him "to make good the promise you voluntarily gave me some weeks ago, that you would resign at my request." Stewart up to the time of writing has declined to comment on the matter. Rockefeller is a very large stockholder in the Standard of Indiana, but it was said in Wall street that he might not be able to enforce his demand for Stewart's resignation if the chairman decided to resist. District Attorney Reeder in Washington submitted a transcript of Stewart's testimony before the senate Teapot Dome committee to the federal grand jury with a view to his indictment.

PRESIDENT COOLIDGE told callers at the White House the other day that if all projects before congress are approved the required expenditure would be so huge that tax reduction would be impossible. Indeed, he warned, it would be necessary to levy additional taxes. The aggregate expenditure called for would be more than a billion dollars, according to Chairman Snell of the house rules committee. Included in the big projects are: Flood control, at least \$25,000,000; farm relief, \$400,000,000; Boulder dam, at least \$125,000,000; Muscle Shoals, \$75,000,000; good roads, \$75,000,000; retirement of civil employees, \$30,000,000; Welch federal employees' salary increase bill, \$18,000,000; Mississippi river barge line, \$10,000,000; war mineral relief bill, \$5,000,000 to \$10,000,000, and vocational training bill, \$6,000,000.

BARON VON HUENEFFELD, Captain Koehl and Major Fitzmaurice, the Bremen transatlantic flyers, flew from Philadelphia to Chicago and spent two strenuous days and nights there. They were feasted and entertained in various ways, and on Saturday there was a grand parade to Soldier field on the Lake Front where they were formally welcomed to the city. More than one hundred German and Irish societies were in the line of march and took part in the ceremonies. Among the guests of honor were Prof. Hogo Junker, manufacturer of the Bremen plane, and T. A. Smeddy, minister of the Irish Free State at Washington.

INFORMATION reaching the War department shows that Great Britain's army expenditures during the coming year for the development and purchase of new machine weapons and motorized equipment will be ten times the amount expended by the United States for a similar purpose. The British will spend \$5,000,000 in army modernization work. The United States is planning to expend more than ever before in peace time on machine weapons, but its total spendings for testing and new development work will not exceed \$500,000.

Of the funds allotted to the ordnance department of the United States army about \$140,000 will be utilized for the purchase of trucks, tractors, ammunition power carts, and other material for completely motorizing an infantry regiment. The balance will be expended in tank experiments and in perfecting new artillery.

AIR CLEANERS ON HEAVY-DUTY CARS

Lower Repair Bills and Increase Efficiency of the Engine.

Heavy duty vehicle owners today are operating their machines with lower repair bills and increased efficiency of the engine, due to the great strides of engineering development, says H. G. Kamrath, research engineer. Not only does the automobile dollar purchase more today than it did 15 years ago, but the quality of the product has advanced accordingly.

Among the many improvements on the present heavy duty vehicles is the air cleaner which removes dirt and dust before it reaches the carburetor and does the job so thoroughly that damage from this cause becomes absolutely negligible. Actual tests have shown that on certain vital parts of the car, the wear is 17 times less than what it was before the air-cleaner equipped car made its appearance.

Dust Always There. Oftentimes the dust on a good road cannot be seen, but it is there just the same. Truck wheels are constantly grinding off fine particles of road material which are dispersed through the air. Trucks used in building new roads are virtually bathed in a shower of this dust and from the materials used in highway construction. Viewing these particles under a microscope they look precisely like the stuff the valve man uses to grind the valves.

Without an air cleaner this dust enters the engine, forms on the cylinder walls and soon becomes thoroughly mixed with the lubricating oil. The inevitable result is the formation of a grinding compound which, besides attacking the pistons and cylinder walls, is driven remorselessly into the bearings and other working parts.

Causes Damaging Work. Analysis of almost any carbon deposit taken from the average engine shows that it contains a considerable amount of hard extraneous matter that must have been drawn in through the carburetor. This is what does the damaging work throughout the engine, lowering its performance, shortening its life and causing unnecessary repair costs.

Air cleaners which have been developed minimize this trouble and they are now recognized as essential by leading manufacturers.

Motor Exhaust Tested in Setting Carburetor

As an improvement over the usual methods of adjusting the carburetor a process has been developed that makes use of a simple testing apparatus to examine the exhaust from the motor and so tell accurately if the proper combustion has been effected, says Popular Mechanics Magazine. It is similar in some respects to the outfit used in making an analysis of flue gases in steam-generating plants. The auto-exhaust tester gives an exact measure of the amount of carbon dioxide in a sample of the gas, so that adjustments of the carburetor can be made until the proper amount is registered. But little skill is necessary in operating the tester.

Plan for Parking on a Congested City Street

"When forced to park on a congested street, stop parallel to, and about one foot outside of the car behind which it is intended to park. Turn wheels sharply to curb. Back slowly until it is possible to see that when swinging the front wheels hard over to the left the right fender will just clear the left rear fender of the car ahead. Turn wheels fully to left—then back into position. Learn these points at which extreme turns are to be made. This method will park the car at the proper distance from the curb and in one backward movement, and will cut down the time traffic is held up while the car is being parked.

Half of Horsepower Is in Automobiles

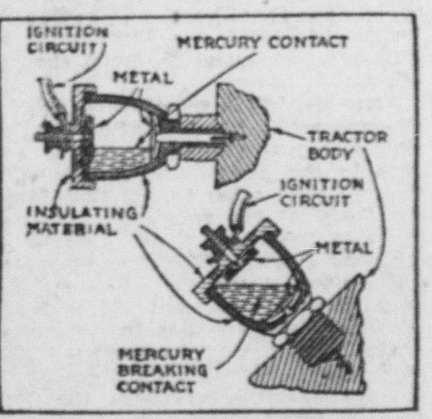
Computations made by a large manufacturer reveal that one-half the horse power available in the United States is in automobile engines.

The total amount of energy which can be generated by all the power development equipment in the country, running full capacity, is placed at approximately 800,000,000 horse power.

Rating the 20,000,000 automobile engines at what is regarded as the conservative figure of 20 horse power each makes their combined capacity amount to 400,000,000 horse power, or just one-half of the nation's total.

Unruly Tractors Curbed by Automatic Cutout

The small farm tractor that drives through cleared rear wheels has one bad habit. When an attempt is made to pull a load so heavy that it is near the limit of pulling power, there is a tendency for the tractor to rear on its hind wheels and if the driver doesn't remove his foot from the throttle quick enough, the tractor may roll over backwards with serious results.



Automatic Cutout Switch.

This peculiar trouble can be eliminated by adding an automatic cutout switch as shown in the illustration. When the switch is horizontal the mercury completes the circuit between the electrodes, but when the tractor starts to rear up on its hind wheels the mercury flows away from one electrode and cuts off the ignition, thus stopping the engine and eliminating the chance of a serious accident occurring.

Ettore Bugatti Proposes New Type of Auto Race

A real race between the world's great automobile drivers but all with exactly the same cars, is being organized by Ettore Bugatti, one of the leading car builders of France. He is anxious to see what different men will do with the same automobile and to determine whether it is the car or the man that wins a race.

Bugatti, whose firm has been entered in most of the big races all over the world for many years, proposes to furnish a large number of cars and let the drivers draw lots for them.

AUTOMOBILE HINTS

Worn bushings cause many unpleasant noises in motor cars.

Most well-equipped repair shops are able to recondition an automobile engine in one day's time.

Pistons are now being made for motor cars of less than one-third the weight of those previously used.

Capt. Malcolm Campbell, British racer, holds the new world's speed record for automobiles. He averaged nearly 207 miles an hour.

Maybe that strange Cape Sable fish which the experts cannot identify is a cousin of the new specimen on the automobile number plates.