

1—Unveiling memorial bust of Mark Twain at Mono Lake in the high Sierras of California. 2—Some of the 1,300 Boy Scouts at the International Jamboree in England cheering for the prince of Wales. 3—The huge motor ship Britannic recently launched in Great Britain for the Atlantic passenger service.

NEWS REVIEW OF CURRENT EVENTS

Progress of Negotiations at The Hague—Start of Zepelin for Tokyo.

By EDWARD W. PICKARD

INTERNATIONAL negotiations at The Hague during the week reached a point that virtually assured early evacuation of the Rhineland by the allies, and made it fairly certain that Great Britain would have its way in the matter of the distribution of German reparations. Philip Snowden's extraordinarily undiplomatic, not to say insulting, language in characterizing the arguments of M. Chéron, French finance minister, as "ridiculous" and "grotesque" threatened at first to disrupt the proceedings. Snowden apologized, though he and his government stood firm in their position that the reparations division in the Young plan could not be accepted. Thereupon the representatives of France, Belgium, Italy and Japan began to figure out methods of satisfying the English, realizing some sacrifices must be made in order that the entire Young plan should not be scrapped. They agreed, however, to stand together and not to make separate bargains or compromises with the British. Mr. Snowden indicated he would accept an increase of \$9,520,000 per annum in the British share and the four powers named got together \$4,700,000 of this, but Italy refused to make further contribution and Snowden repeated his ultimatum. It seemed likely the Young plan insofar as Germany is concerned would be accepted and that the allies would postpone the distribution of the reparations among themselves until after the meeting of the League of Nations assembly late in September. Meanwhile the English may be induced to abate something of their demands, think the French.

Thomas W. Lamont, the American banker who helped devise the Young plan, admitted in London that he had been asked to go to The Hague to aid in the financial deliberations, but said he had decided it was wiser for him to stay away.

HAVING made the return trip from Lakehurst to Friedrichshafen in fast time and without any difficulties, the German dirigible Graf Zeppelin was refused and continued on its projected flight around the world. It carried 61 persons, 20 of whom were passengers, and was equipped with rifles and emergency food supplies in case of a forced landing. The next stopping place was to be Tokyo, and this second leg of the trip was considered to be the most perilous for the huge airship. The route laid out would take it across Russia, Siberia, the Sea of Okhotsk and Saghalien.

Doctor Eckener, commander of the Graf Zeppelin, has been granted a patent on a rigid dirigible with separate gas cells, like the one he is flying around the earth, by the United States patent office. The patent, applied for in 1922, has been assigned to the Friedrichshafen Zeppelin company.

LOUIS BLERIOT, the French pilot who made the first flight across the English channel, has perfected designs for a new type of airplane that can be automatically converted into a lifeboat in case of a forced landing at sea, and he says that it will carry passengers between Paris and New York in 24 hours.

Future traffic between the continents will be carried on in neither Zeppelins nor hydroplanes, but in large land planes, according to the Frenchman, who is at present collaborating with the Armstrong company of the United States for the establishment of a regular air line between Gotham and Paris. The Armstrong concern already has begun the construction of a series of ocean airports stretching across the Atlantic, concerning which much has been printed heretofore.

SECRETARY OF STATE STIMSON announces that President Hoover is highly pleased with the progress made in negotiations between the United States and Great Britain on the question of naval armament re-

duction. Washington officials are hopeful it will be possible to hold a five-power naval conference for the discussion of cruiser and auxiliary ship tonnages reduction late this year or early in 1930.

This statement was given out following a breakfast given by President Hoover for the purpose of acquainting members of the naval general board with the progress of the conversations at London and to afford an opportunity for a round-table discussion of all phases of the problem.

Mr. Stimson said that the President and the State department expected the fullest co-operation from the Navy department experts in the campaign for naval reduction and that the navy experts' views would be given careful consideration. He denied that any rift has developed between the navy general board and the civilians on the question of just how far this country should go in reducing its navy.

PRESIDENT HOOVER is taking action in accord with his pre-election statements in which he declared for complete co-ordination of the work of improving inland waterways for navigation, irrigation, flood control and power development. He announces that his administration and the officials of California have reached an agreement for the appointment of a joint commission to determine the policies to be pursued in such development in California. Another joint commission will work out the problems presented by the proposed construction of a bridge across San Francisco bay.

ONE of the next steps for the stabilization of agriculture by the federal farm board will be the creation of a wool marketing agency. A conference of representatives of producers' co-operative wool marketing associations and producer-owned warehouse associations will be held in Chicago some time in October, Chairman Alexander Legge, of the board, announced. At this conference definite plans will be evolved for a national co-operative wool sales agency, to include in its membership all of the various types of co-operatives now engaged in handling the commodity.

Julius Barnes, William M. Jardine, former secretary of agriculture, and other prominent men, have begun the formation of a big fruit and vegetable marketing corporation, but Mr. Legge said its plan of organization had not yet been approved by the board. The corporation is to have a capital of \$50,000,000, and in its initial work will be with 60 subsidiary co-operatives in 25 states.

THOSE persistent revolutionists in Venezuela got hold of an old German steamer and to the number of 400 landed under cover of darkness and attacked the important city of Cumana. The government forces defended the place vigorously and repulsed the attackers, though their commander, Gen. Emilio Fernandez, was killed. The casualties were heavy and the fight lasted four hours, coming to an end when a government airplane appeared and attacked the rebels with machine gun fire and bombs. President Gomez was not unduly alarmed but sent three vessels loaded with troops to try to capture the "pirate" steamer.

PEACE negotiations at Manchouli between the Chinese and Russians were broken off, according to rather indefinite dispatches from the Orient, and the Manchurian situation again became threatening. Tokyo reports said there had been a skirmish on the heights west of Manchouli and that three Russian gunboats had landed troops in three Chinese villages on the Amur river. More Soviet citizens were arrested in Manchuria and some of them deported, and in Harbin the Russian White Guards were believed to be organizing an anti-Jewish pogrom. The Chinese government sent word to Moscow that it would be forced to take retaliatory measures unless it received assurances that the Soviet firing at Suifu would not be repeated. The Soviet government announced the formation of a "far eastern" army in view of the threatening conditions on the frontier.

THE tenth anniversary of the Weimar constitution of the German republic was celebrated with great enthusiasm in Berlin, and by dint of tak-

ing extraordinary precautions and making numerous arrests the police suppressed the intended demonstrations of the communists and nationalists. In the vanguard of the huge parade was a group of New Yorkers and Chicagoans who carried the American flag.

PREMIER MUSSOLINI of Italy is putting into effect the Fascist policy of splitting up estates that have been lying untilled and turning them over for cultivation by small farmers. The other day the feudal estates of the Doria family, comprising 2,500 acres, were thus divided among peasants in a picturesque ceremony at Roccaforte. The land was separated into 230 parcels and the division made by lottery. The proprietor of the estates, Prince Filippo Doria Pamphili, gets partial indemnity, and the peasants are bound to improve the land and to assist in the general work of reclaiming the district, which is in the Pontine marshes.

SPAIN is not nearly so subservient to its dictator as is Italy to Mussolini. This was evidenced by the action of the general labor union congress in session in Madrid in flatly rejecting the government's invitation to send five representatives to the national assembly and issuing a manifesto to the Spanish people strongly attacking the dictatorship of Gen. Primo de Rivera. The new constitution, says the manifesto, would establish "Asiatic absolutism" in Spain, wreck all progress and return the country to the tyranny of Charles V. In comment the dictator said: "The dictatorship is not losing its serenity and is continuing to be assured of support by the larger part of public opinion. I will not abandon power until I am sure of giving the country an ample juridical base to support the new regime."

CONSIDERABLE fun has been poked by the unthinking at the proposals to reform the calendar. But the national committee on calendar simplification has just reported to Secretary of State Stimson that there is nationwide interest and widespread approval of the plan. The report, made by Chairman George Eastman, the camera manufacturer, is intended for Mr. Stimson's use in preparing a reply to an inquiry from the league of nations, which contemplates calling an international calendar conference if enough nations agree to participate.

"The inconveniences which the present calendar's defects impose," says the report, "have multiplied with the progress of civilization, and conspicuously so during the rapid economic expansion of the last hundred years. They are being felt more and more. A defect which has grown to be a cause of very serious inconvenience is the splitting of weeks at the beginning and end of months and years. The lack of comparability between corresponding divisions of the year, particularly as to the months, is one of the most serious inconveniences. It makes inaccurate and deceptive a most important instrument used by all the organized agencies of civilization to measure progress and control their activities—i. e.: statistical data."

STREET car strikers of New Orleans and their sympathizers stormed the city hall and beat up Acting Mayor Walmley and four councilmen and then engaged in a general fight with the police in the course of which four men were shot. The attack was made while 200 union men were meeting with the council to demand the continuance of bus and jitney cab operation.

FEDERAL Judge Morris in Wilmington, Del., handed down a judgment against the Radio Corporation of America in a suit over patent rights. Two of the beneficiaries are Francis W. Dunmore, a government employee in the bureau of standards, Washington, D. C., and Percival D. Lowell, a former bureau of standards employee and at present employed by a radio manufacturing company. The Dubiler Condenser corporation of New York is the third beneficiary.

According to William Dubiller of the condenser corporation the suit will affect every manufacturer making radio sets with electric light socket attachment and will involve at least \$20,000,000 in back royalties.

Cold Storage at 37 Degrees Best

Temperature Should Not Run Too Close to Freezing for Potatoes.

(Prepared by the United States Department of Agriculture.)

Cold storage of seed potatoes should not run too close to the freezing point, and 37 degrees Fahrenheit is probably a desirable temperature, potato specialists in the United States Department of Agriculture have concluded after storage experiments with seed potatoes in several seasons.

Results of Studies.

The results of the studies appear in Technical Bulletin 117-T, "Comparative Influence of Different Storage Temperatures on Weight Losses and Vitality of Seed Potatoes," just published by the department. When potatoes are stored at a temperature of 32 degrees considerable decay results. At temperatures of 36 or 40 degrees the potatoes remain approximately dormant for the usual storage season, and may even be stored for an additional year without excessive deterioration in appearance but not in quality.

The authors, William Stuart, P. M. Lombard, and Walter M. Peacock, all of the bureau of plant industry, experimented with storage of seed potatoes, not only at the department's Arlington farm, but also at the Virginia truck experiment station near Norfolk, Va., at the Marble laboratories, Canton, Pa., and at the Aroostock farm of the Maine agricultural experiment station. Different variations in storage conditions showed slight differences in response to variations in storage conditions. Variations in storage temperatures did not reveal important differences in yields from the stored seed stock of the Irish Cobbler variety. Results indicated the desirability of holding potatoes for several days at a 70-degree temperature after removal from cold storage and before planting.

Results Summarized.

The authors summarize the results of previous investigations of the results of cold storage on the vitality of potato seed stock, and report in detail the methods and conclusions arrived at in the studies by the Department of Agriculture. Technical Bulletin 117-T may be obtained free, while the limited supply lasts, by applying to the United States Department of Agriculture, Washington, D. C.

Good Implements Give Protection From Bees

Many farmers who could use the honey from one to two swarms of bees on their table during the year and at practically no cost for the food will not keep bees because they are afraid they will get stung.

With a bee smoker, a bee veil, and bee gloves, all of which cost but little, bees can be handled with as little fear as chickens. Blow a little smoke into the entrance of the hive first, then raise the cover of the hive a little and blow a little smoke in on top. Wait a moment and you have a docile swarm of bees. There will be some workers in the field and they will come back while you are working with them. To protect yourself against these have a veil and for fear you would pinch one a little and cause it to sting, wear gloves. Then you are absolutely safe. But after all, a bee sting hurts but little more than a savage peck from an old setting hen.

Cellar Is Convenient for Vegetable Storage

The house cellar is a convenient place for vegetable storage. A dirt floor is preferable. The furnace cellar should be separated from the storage cellar by a concrete wall or a double wood partition. A window is needed for ventilation. An outside pit, made by burying a barrel horizontally in the side of a bank, makes an ideal place for storing cabbage and root crops, and the unused hothed pit frequently can be used successfully for storing celery.

Agricultural Squibs

Most fungous or bacterial parasites thrive best where moisture is plentiful.

Generally millets can be sufficiently cured in the swath and windrow and this is the quickest method.

There is practically no difference between the flavor of the body of whey butter and that of the regular product.

Aphis or plant lice show signs of being particularly plentiful this year. They are sucking insects and must be controlled with a contact spray.

Millet is not a difficult hay crop to cure. Usually the cut crop is allowed to cure in the swath for at least one day after which it is raked into windrows.

To plant soy beans from the same lot of seed in the same field during the same summer with the same amount of fertilizer and make one plot yield three times the weight of cured hay as another plot is an accomplishment worthy of mention.

TAXI PATRONS NOW ENTERTAINED BY RADIO



One of Chicago's privately owned taxi cab lines now entertains its patrons by radio. Our photo shows one of the taxis on the streets of Chicago equipped with a two-dial set and loud speaker. At the extreme right on the dash board are the two dials, while the loud speaker is shown on the glass windshield.

GOOD BRAKES NOT ALWAYS CERTAIN

Car Owners Should Be Turning to Latest Test Machines for Safety.

That brakes can be so effective as to trap the car owner into believing that he has nothing to gain by having them periodically and scientifically inspected is a new thought that is gaining momentum in the motor world. Brake experts now go so far as to warn that what passes for satisfactory stopping may be a broad hint of sudden and perhaps chronic brake trouble.

Almost any car with four-wheel brakes will "stop." That, in the opinion of those who are trying to get at the root of present difficulties in deceleration, is where the danger lies. Few drivers appreciate what their brakes could do if properly cared for and how vitally important it is to keep up with the brake efficiency of the newest cars.

Despite the fact that motordom is on an entirely new basis of stopping efficiency, it is still common to see motorists, even mechanics, testing their brakes by sliding the wheels along the garage floor. But 1909, or even 1919 methods, are no match for present-day needs. This is a machine age where human fallibility cannot be tolerated, and it is logical that progressive car owners should be turning to the latest brake-testing machine and brake-renewing equipment in order to safeguard stopping.

These machines and newer systems teach even the most seasoned motorist many points which he might not come to appreciate by the slower method of learning through hazardous and expensive experience. In the case of internal expanding brakes, for instance, excessively sudden stopping may result in the drums warping. When this condition prevails it is impossible to adjust the brake shoes so as to prevent their vibration when the brakes are applied. Chronic screeching of the brakes is just one of the results of such a condition.

How can the car owner tell if his drums are out of round or whether the squeaks in his brakes are due to this cause?

A few years ago this question would have been left to guesswork, or if the owner happened to be unusually interested in the matter he might seek out a machine shop. Today he goes to authorized brake service stations, runs his car up on a convenient four-wheel testing machine and is soon in possession of accurate information regarding the exact condition of the brakes.

AUTOMOBILE FACTS

Cheer up "kids," airplane engines are using a lot of castor oil.

The only sign worth believing is the one at the railroad crossing.

Copying the local traffic is one way to get pleasantly through the strange city.

A steady, fairly high speed makes for better time than one that is alternately fast and slow.

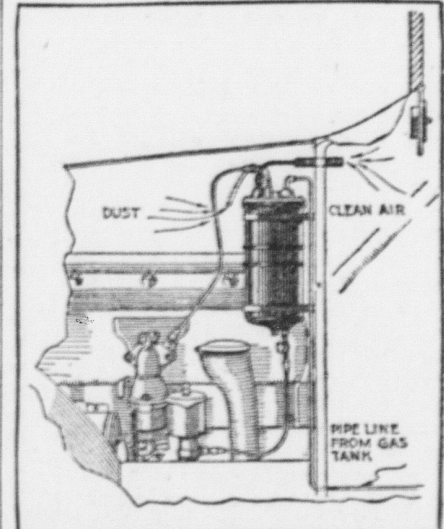
Don't worry about the tires picking up additional pressure on the long drive. The manufacturer allowed for it.

Obviously there is no excuse for deliberate suicide. Anyone really wishing to quit this life has only to select a crowded crossing and persist in jay-walking.

A New Jersey teamster has been fined \$50 for biting a piece from the ear of a balky horse. However, it worked, and you can try it sometime at the carburetor.

Prevent Dust Particles From Entering Vent Pipe

The level of the gasoline in the float chamber of a carburetor is controlled by a small needle valve operated by the rising and falling of the float. The action of this valve necessarily must be delicate since there is little power available to operate it. The valve itself consists of a tapered seat with a tapered pin that is ground in to make a gasoline-tight joint. If the valve does not make a tight joint, gasoline will seep past and raise the level in the float chamber above the opening in the spray nozzle and it



How You Can Prevent Dust Particles From Entering Vent Pipe of the Vacuum Tank.

will flow out through the spray jet and leak out of the carburetor in a steady drip.

If the valve is properly ground in, the only possible cause of such a leak is a tiny piece of foreign matter such as a piece of dust lodging between the ground faces and keeping them apart. In localities where there is much dust a frequently unsuspected source of trouble is the vent pipe of the vacuum tank. Air is drawn into the pipe part of the time, and dust goes with it. The illustration shows a cure for this trouble. The vent pipe is brought back through the dash and the end is covered with a piece of old stocking material that will filter out the dust.—Popular Science Monthly.

MOTOR QUIZ

How Many Can You Answer?

Q.—What is the cause of a storage battery overheating?

Ans.—Not enough water or too rapid a rate of charging.

Q.—Why should valves be ground?

Ans.—Much gasoline is saved by grinding in valves as loss of compression means loss of power.

Q.—What is a common cause of hard starting even when the battery is in good condition?

Ans.—Old or worn-out spark plugs, or plugs that are not properly gapped.

Q.—What should be matted at .015 to .022 inch; and breaker points at .015 to .020 inch, in most cases.

Q.—What per cent of the consumption of various commodities such as rubber, plate glass, leather, nickel, gasoline and finished rolled steel is used by the automotive industry?

Ans.—Rubber, 85 per cent, plate glass, 74 per cent, leather, 60 per cent, nickel, 28 per cent, gasoline, 80 per cent, and rolled steel, 18 per cent.

Q.—What was the increase in car registration for the first quarter of 1929 against the same period in 1928?

Ans.—1,500,000.

Nation of Speed

Thirty-six states of the Union permitted cars to travel at speeds as great as 35 and 45 miles an hour in 1928, while three states placed no fixed limit on the speed of motor cars. In 1918 only three states allowed cars to travel 35 or 40 miles an hour on their highways. Twenty-five miles an hour was the usual maximum, while one state fixed 15 as the greatest permissible pace.