



1—Typical girl athletes of Russia marching in the Red day parade in Moscow. 2—Col. James C. Roop of Chicago, who has succeeded General Lord as director of the budget. 3—Scene in the President's fishing camp in the Blue Ridge mountains of Virginia, showing the summer White House.

NEWS REVIEW OF CURRENT EVENTS

Sino-Russian War Clouds Denser Over Manchuria —Senate Tariff Bill.

By EDWARD W. PICKARD

WAR between China and Soviet Russia became increasingly probable during the week, and China let the world know that if it did come, Russia alone should be blamed. Several weeks ago it was said in these columns that the basis of the Manchurian trouble was the incurable itch of the Russians to sovietize the rest of the world, and this fact is emphasized in identical communications delivered by China's envoys to the governments of all nations signatory to the Kellogg pact. The note handed Secretary of State Stimson by Minister Wu makes the flat charge that the Union of Soviet Socialist Republics has been plotting to overthrow the Chinese government and says the latter has the documents to prove this accusation.

Since 1927, the Chinese government declares, Russia has been conducting communistic propaganda in China, using the funds of the Chinese Eastern railway to finance these activities. These involved, it is charged, not only the overthrow of the Chinese government but the destruction of China's political and economic system.

These activities, it is added, have progressed to a point where the safety of China is endangered. China also charges Russia with sponsoring a policy of wholesale assassinations, one of the purposes of which was to bring about a world wide revolution.

In the present crisis on the Manchurian frontier Russia, the Chinese say, has been making warlike threats involving not only firing into but the operation of military airplanes over Chinese territory. China, says the communication, still hopes for peace. It adds that "should such acts of provocation on the part of the Soviet government result in unavoidable clashes arising out of China's determination to defend her own rights the responsibility for disturbing the peace of the world must entirely rest with the Soviet government."

During the week there were repeated clashes between Chinese and Russian troops which in one or two instances amounted to real battles. Each side accused the other of invasion, but the dispatches indicated that the Soviet forces were the more aggressive in making border raids. The Nanking government continued to hurry heavy reinforcements to the Manchurian frontier, and recent cablegrams from Tokyo said Russian troops had already completed mobilization and were soon to march on Harbin, the Manchurian railroad center. It was asserted this advance was to be a "punitive expedition" and that the Soviet government was determined to force China to comply with its demands regarding the Chinese Eastern railway but would make no formal declaration of war. Several trains on the Chinese Eastern were dynamited recently and Soviet agents were arrested charged with the crime.

REPUBLICAN members of the senate finance committee completed their draft of the revised tariff bill and made it public, and immediately was started the battle of words that is certain to be continued with increasing fury when the senate begins consideration of the measure. Senator Reed Smoot, chairman of the committee, gave out figures as proof that the bill drawn up by his conferees represents a scaling down of duties from the house bill rates.

The comparisons showed equivalent ad valorem for the senate committee bill, the house bill and the present law. It was indicated the senate committee decreased rates in ten of the fifteen schedules from the duties of the house bill. In four schedules the revision was upward and in one there was no change.

The revised bill represents increases from the present law in twelve schedules, decreases in two and no change in one. The equivalent ad valorem were obtained by estimating revenues under the different

measures and figuring what the total duties by schedules would represent in percentages of total values of imports.

It was estimated the customs revenue under the senate bill would amount to \$605,498,400, as compared with \$646,014,545 under the house bill and \$516,512,936 under existing law.

The figures showed a reduction in the agricultural schedule from the house bill, which was somewhat of a surprise.

The equivalent ad valorem of rates of the agricultural schedule in the senate committee bill was listed as 32.90 per cent as compared with 34.09 per cent in the house bill and 22.80 per cent in the present law.

The senate reconvened on August 19 with only about thirty members present and decided to hold perfunctory sessions twice a week until September 4, when the tariff debate would begin. The leaders planned passage of the measure about the middle of October. The house will reconvene September 23 and will mark time until the tariff bill is passed and ready for conference.

The Republican members of the senate finance committee approved a compromise provision for delaying two years the shift from a foreign to a domestic valuation basis, and settled several other administrative tariff controversies. Democrats of the committee made ready the numerous amendments to the bill which they will offer.

WHILE the representatives of the allied nations at The Hague were still disputing over the division of German reparations, with small prospect of immediate agreement, Dr. Gustav Stresemann, German foreign minister, informed them that, whether or not the Young plan was ratified by September 1, Germany could pay, beginning on that date, only the reparations called for by the scheme devised by Young and the other experts, namely, \$487,900,000 a year.

Premier Aristide Briand of France replied that since the Young plan has not been adopted the German government must continue to carry out the treaty in force—the Dawes plan—which the reichstag had ratified.

Philip Snowden, British chancellor of the exchequer, said he considered the Germans must continue their payments according to the Dawes plan, which is the only recognized scheme for reparations.

British and Belgian troops were preparing to evacuate the second zone of the Rhineland, but Premier Briand said the evacuation of 60,000 French troops from the occupied territory hurriedly would be difficult since barracks were lacking in France to house them. It was understood that by January 1 the allied troops of occupation to the number of less than 20,000 would be out of all but the last zone, the Mayence bridgehead.

As for the split of reparations, London dispatches indicated that Morgan and other American bankers might have a good deal to do with forcing a compromise. The British press and, on the surface, the British government uphold Snowden in his refusal to accept a reduced share of the German payments, but it was said Prime Minister MacDonald was much impressed with the arguments of the financiers.

THE Graf Zeppelin completed its momentous voyage from Friedrichshafen to Tokyo in approximately 102 hours, circled over the Japanese capital and landed at the Kasumigaura flying field forty miles away. For several days the passengers and crew were feted by the wildly enthusiastic Japanese while the dirigible was being refueled and overhauled, the emperor himself taking a leading part in the entertainment of the visitors. As the big ship was being taken from the hangar for its start across the Pacific two struts were broken, and the take-off was delayed a day. Then the Zeppelin soared into the air on its way to Los Angeles and Lakehurst.

Oscar Kaeser and Kurt Luescher, young and comparatively inexperienced Swiss aviators, took off from Portugal for a flight across the Atlantic ocean to the United States. By the end of the week it was believed they had paid the penalty of their rashness with their lives. From the time when they were seen above Terceira Island in the Azores all trace of them was lost.

Miss Marvel Crosson of San Diego, one of the contestants in the women's air derby from Santa Monica, Calif., to Cleveland, Ohio, met her death in western Arizona. Her body was found crushed against a boulder and a hundred yards away was the wreckage of her plane. Evidently she had leaped for her life but her parachute had failed to open.

Mamer and Walker in the plane Spokane Sun God accomplished the feat of making a refueling non-stop flight from Spokane to New York and return. They were in the air five full days and traversed 7,200 miles.

One of the British entries for the Schneider cup races, a super-marine Rolls Royce six piloted by Flying Officer Waghorn, made in tests the fastest flight ever made by an airplane. The tremendous speed of 350 miles an hour was reached, without an assisting wind. Lieut. Alford Williams was having a lot of trouble with the American hope for the Schneider trophy. During one of his attempts to get it off the water he was made unconscious by fumes from the engine.

UNCLE SAM decided last week to make a loan of \$6,000,000 to help promote the building up of the merchant marine. The administration notified the shipping board that it saw no objection to such a loan to the American Export Steamship corporation under the Jones-White act. The company wishes to build four vessels, and this work may prevent unemployment in the Camden yards of the New York Shipbuilding company. Secretary of the Navy Adams also signed a contract with the last named concern for the construction of one of the cruisers in the fifteen-cruiser program, the cost to be \$10,903,200.

Relief for agriculturists of several classes is actively under way through the federal farm board. That body approved loans aggregating more than \$9,000,000 to be expended through co-operative groups for the stabilization of the California and fresh grape industries. The two principal groups concerned are the Sun-Maid Raisin Growers and the Federal Fruit Stabilization corporation. In addition to cash credits granted, the board, it was announced, will assist the Sun-Maid Raisin Growers in whatever way possible to insure the growers "the undisturbed use and control of the valuable Sun-Maid trademarks, the modern plants, and the international sales organization," which the raisin growers of California have built up over a period of years.

It was announced by the board that it would probably make advances of from five to ten millions to supplement the assistance not given Southern co-operative associations.

GERRIT JOHN DIEKEMA, a banker of Holland, Mich., and a former member of congress, has been appointed minister to Holland to succeed Richard M. Tobin of California, who resigned. Mr. Diekema, whose parents were born in Holland, speaks Dutch and has long been a student of the affairs of the Netherlands. Between 1901 and 1907 he was a member of the Spanish treaty claims commission.

NEW YORK has formally abandoned its plan to hold a world's fair in 1933, leaving that year to Chicago, whose Century of Progress exposition is fast being brought into concrete form. The New Yorkers decided to wait until 1935 and "then show them how to put on a world's fair right." The Chicago exposition has the advisory patronage of the National Research council, the backing of President Hoover and the national government and a united civic support.

BRITISH cotton manufacturers having agreed to arbitrate the dispute with their workers, the great strike in the Lancaster mills came to a close and half a million hapds returned to their jobs. The arbitrators then decided that wages should be reduced 6.41 per cent, which is one-half the cut demanded by the operators. Both sides accepted the decision.

Determination of strikers that the Clinchfield textile mill at Marion, N. C., should not reopen with non-union men necessitated the calling out of two companies of the National Guard. (© 1929, Western Newspaper Union.)

Obtain Healthy Seed for Spuds

Most Profitable Plan Is to Eradicate All Infectious Diseases.

(Prepared by the United States Department of Agriculture.) Sweet-potato growers will find it profitable to eradicate, so far as is possible, the several destructive diseases which annually cause losses in the growing of the crop. Of these diseases, stem rot is one of the most difficult to control, and control methods minimizing damage from stem rot also reduce injury from several other parasitic infections.

Breeding Plot.

L. L. Harter and J. L. Welmer, sweet-potato specialists in the United States Department of Agriculture, in a recent publication say they "have learned from experience that the use of what may be called a 'breeding plot' is of considerable value in eradicating stem rot and other diseases."

Use Separate Field.

"While it is advisable to pull up and destroy all diseased plants," they continue, "it is a big task where the acreage is large. Where it is not possible to do that, it is recommended that the farmer set aside a part of his field from which he will take his seed potatoes for the next crop and rogue out all diseased plants from it during the entire summer. Such a practice does not involve great labor and will greatly improve the crop in a year or two. This method is especially to be recommended if the stems are not split when selecting for seed. . . . To prevent diseased plants from producing seed by pulling them up and destroying them would eliminate much loss in the succeeding crop. This practice should be followed each year."

Dairy Thermometer Will Be Found Quite Useful

It may be no fault of your separator that there is a high percentage of fat in the skim milk. Experiments carried on at the Purdue experiment station indicate that milk separated at a temperature of 90 degrees Fahrenheit showed a fat content in the skim milk of 4.25 per cent, while milk separated under similar conditions except that the temperature had been allowed to drop to 60 degrees Fahrenheit contained 5.9 per cent of fat in the skim milk.

Sometimes it pays to warm the milk if the separating is done at a long distance from the stable. Many times the purchase of a dairy thermometer will be found to be a profitable investment.

Cockerels and Pullets Should Be Separated

Cockerels should be separated from pullets when they are from eight to ten weeks of age. The pullets for next winter's laying flock will develop faster and more evenly if there are no cockerels in the lot to disturb and annoy them, according to William Kohlmeier, of Purdue university.

When pullets are left in the brooder house by themselves they have additional room, which in many cases is badly needed. When cockerels are sorted out it is often possible to leave the pullets in the original brooder house until they are ready for the laying house.

Late Ducklings Have Several Advantages

The late hatched ducklings have a number of advantages over their earlier hatched brothers and sisters.

In the first place, the summer and early fall hatched ducklings, if pushed for rapid and cheap gains, will go on the late fall and early winter markets in time for the Jewish and Christian holidays. They are naturally profitable, for at this time the highest prices can be realized and in addition, the weather during the growing season for late hatched ducks is more favorable for rapid growth.

Agricultural Notes

Alfalfa makes a well-balanced ration for horses when fed with corn alone.

To feed cows well will help prevent a milk shortage next fall; furthermore it pays well.

Bluegrass probably is used more frequently as a hog pasture than any other forage crop.

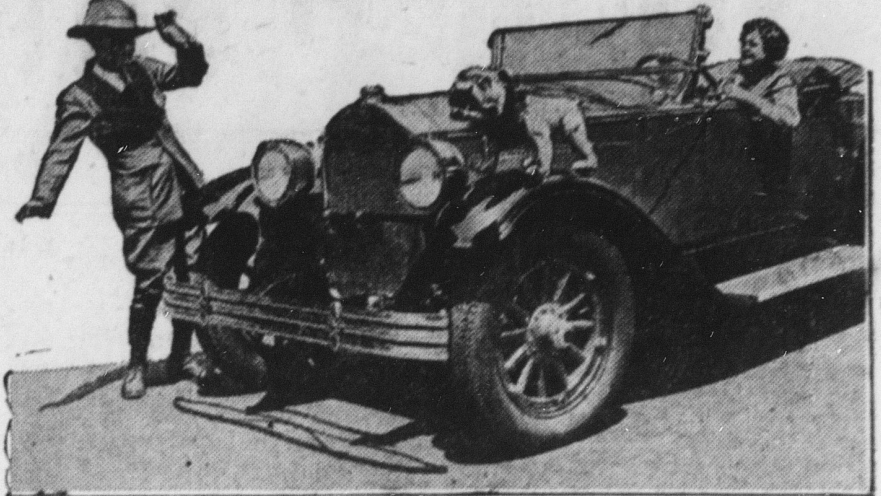
The lamb's mother should have all the legume hay she wants, because legume hay makes milk.

Disking or otherwise cultivating early plowed fields to keep down weeds and volunteer wheat will aid materially in controlling Hessian fly and will increase the yield of wheat.

Carefully choose varieties of apple trees to be planted next spring. Many of the kinds once considered leaders are now being displaced by higher quality and better selling varieties.

Produce the best. Quality products bring prices high enough above the market quotation for ordinary products to make it profitable and economical to produce them. They also make satisfied customers and bring repeat orders.

LATEST ARTIFICE IN TRICK AUTO HORNS



The newest thing in trick auto horns was introduced in the Southern California Toy and Sporting Goods fair. It rides in a dog's favorite place, the running board, and when a button on the end of an extension cord is pressed, it emits a most satisfying roar. "Outdoor" Franklin, noted scout and driver, is registering alarm when the ferocious bulldog barks at him from the fender.

KEEP TO RIGHT RULE IS BROKEN

Error Leads to Many Accidents, Say Traffic Patrol Officers.

"Keep to the right," is the first rule in all traffic laws, but according to Earle Brown, chief of the Minnesota state traffic patrol, this rule is broken by more people than any other and failure to observe this rule is responsible for a very large percentage of highway accidents.

Reports by the state traffic patrolmen show that violation of the "keep to the right" rule is very general, and they have spent a large portion of their time cautioning drivers and calling attention to the danger in breaking this rule.

Drivers Hug Road Center.

"The tendency of a large number of drivers is to hug the center of the road, but on state highways this is both dangerous and unnecessary," Mr. Brown says. "On the old type 18-foot pavements, if you drove with your left wheels two feet outside the center line, you still have two feet between your right wheels and the outer edge of the concrete. On the 20-foot pavements and the gravel roads you have still more room.

"Where there is no traffic approaching, it may seem harmless to drive in the middle of the road, but it is just as easy to keep to the right. It is a good habit to acquire. If your right wheels should get outside the pavement or the gravel, nothing serious will happen, but if you go over the center line and meet some one who is doing the same thing, an accident is inevitable. If drivers will keep to the right except when passing other cars, not pass cars unless the left side is free from oncoming cars for a safe distance ahead, and not pass cars on turns, at crossings, on the crest of a hill, or other places where the view is obstructed, half of our highway accidents could be avoided."

Few Arrests Made.

Only a few arrests have been made by the state patrolmen since they went on the road. Driving without license plates, driving with licenses covered by luggage or bumpers, parking on pavements, failure to stop at arterial highways, and driving with loads which exceed the size limits fixed by law, are among violations frequently encountered, but so far no arrests have been made for any such offenses.

Eight men make up the first squad of state patrolmen and the full quota of 35 allowed by law will not be reached until next spring. The men will alternate their time between highways in various parts of the state. All wear uniforms of dark gray whipcord and carry revolvers. Besides the regular traffic officers insignia they have the words "Minnesota Highway State Patrol" in large yellow letters on the right shoulder.

The law-abiding driver who commits a minor infraction of the traffic law need have no fear when he sees one of these men pull up beside him, according to Mr. Brown. They are on the road to help him travel safely, and not to make trouble for him. Arrests will be made only for serious deliberate violations of the traffic act.

Unusual Warning Signs Now Displayed on Roads

From time to time one hears criticism of the effectiveness of the conventional warning signs. Drivers, it is objected, have become so accustomed to them that they no longer pay heed to the cautionary injunctions they display.

These critics should be pleased with the original and novel note struck by experiments carried on by the traffic authorities of Detroit. They have endeavored to inject emphasis into their warning sign system, and have designed two unusual types.

The one is a skull and crossbones warning for safety zones. The skull and crossbones are illuminated in a flaming neon red. Surmounting it is an amber caution light with two more amber lights beneath.

The other novelty is the rubber lady. It carries an amber reflector at the waistline and a red reflector above the hem of the woman's skirt. Its resilience permits it to be knocked down and resume an upright position immediately.

THE MOTOR QUIZ

(How Many Can You Answer?)

Q.—What per cent of gasoline consumed by an automobile actually drives the car?

Ans.—Nineteen per cent. Engineers state that 85 per cent is lost through the exhaust, 28 per cent absorbed by cooling water and 15 per cent lost in heat radiation.

Q.—How does the present registration of cars in foreign countries compare with car registration in the United States?

Ans.—The registration in 1928 for foreign countries was 7,285,000, which compares with the 1928 United States registration of 24,403,124.

Q.—What state had the greatest percentage increase in registration for 1928?

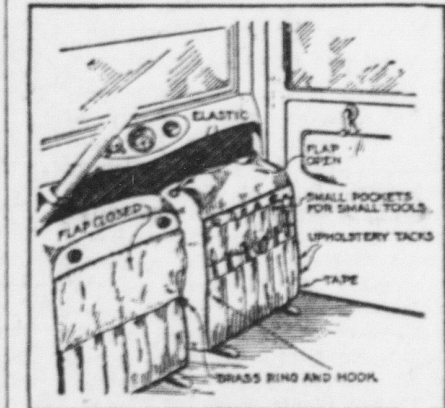
Ans.—Arizona, with a gain of 16 per cent.

Q.—How much automotive freight was carried by the rail lines in 1928?

Ans.—More than 3,500,000 carloads.

Convenient Pockets for Tools Under Rear Seats

The coach type of auto body usually has the front seats so they can tip forward to give access to the rear seats. Hinges support these seats at the front and feet are provided at the rear so that there is a space between the bottom of the seat and floor of the



Handy Tool Pockets Can Be Rigged With Canvas Flaps Under Coach Body Seats That Tilt Up.

car. You can utilize this space for two handy tool pockets, as shown in the illustration. Each pocket should be fitted with a flap held tight either by rings and hooks or by snap fasteners. The arrangement of the tools and the number of pockets will be governed by the space available.—Popular Science Monthly.

Blame Habit Victims for Traffic Delays

Habit is a problem for traffic engineers to solve, says Maxwell Halsey, traffic engineer in the Massachusetts department of public works.

People drive by habit instead of by judgment of distance, he asserts, and in consequence the better known routes are choked with traffic that should be moving on shorter and partly deserted byways.

In Boston, he explains, more than 20 per cent of the people in Tremont street could take a shorter route, but, either from custom or because they follow the traffic, they pour down into the most densely congested part of the city.

Better signs will tend to relieve such conditions, in Mr. Halsey's opinion.

AUTOMOBILE FACTS

Remember the motor meter registers most accurately when the water level is high.

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

About the first thing of all learned in the school of experience is that a red light is not a challenge.

Statistic: If all the automobiles in the world were placed end to end it would be 5:30 on Sunday afternoon.

A New Jersey motorist lost his license on the charge of operating a car while under the influence of snuff. The task of handling a car in traffic these days is nothing to be sneezed at.