

1—British Schneider cup race entry which in tests attained a speed of 350 miles an hour. 2—Gerrit J. Diekema of Michigan, appointed American minister to Holland. 3—Famous Wailing Wall in Jerusalem where the attacks by Arabs on Jews of Palestine started.

NEWS REVIEW OF CURRENT EVENTS

Graf Zeppelin Arrives at Lakehurst, Completing Trip Around World.

By EDWARD W. PICKARD
 WITH its arrival at Lakehurst, N. J., the Graf Zeppelin completed its epochal trip around the world, in the course of which only three stops were made for refueling—at Friedrichshafen, Tokyo and Los Angeles.

The Zeppelin made a smooth landing at 8:07 o'clock Thursday morning, having circled the globe in 21 days and 7 hours, breaking all previous records. It had flown approximately 26,000 miles and was in the air about eleven and one-half days.

While the huge dirigible displayed most excellent qualities in the way of safety, speed and cruising ability, the lion's share of the credit for the feat must be given to Dr. Hugo Eckener, the airship's indomitable commander and chief pilot. His passengers and crew are giving him unstinted praise for the skill he showed throughout the globe-encircling trip.

Every southern Californian who could get there greeted the Zeppelin at Los Angeles, which was reached on Monday after a flight across the Pacific untroubled only by an electric storm encountered soon after the departure from Tokyo. As it passed down the California coast the airship on Sunday had circled over San Francisco. The getaway from Los Angeles was not easy and quantities of ballast and extra equipment had to be dumped to give it enough lifting power. As it was, the dirigible barely avoided running into a network of high power electric wires near Mines field.

An interesting story comes from Japan to the effect that the Zeppelin's safe crossing of the Pacific prevented the "seppuku" or suicidal atonement of the five officers and twelve enlisted men of the Japanese navy who held themselves blameable for the slight accident that the airship suffered in being taken from the hangar at Kasumigaura airport. Such action by the Japanese would have been in accord with their ancient custom, and the wives of the men might have followed them in death.

CLEVELAND was "up in the air" all week, enjoying the airplane races and exhibitions of flying and the big aircraft exposition. Among the star attractions was Mrs. Louise McPhetridge Thaden of Pittsburgh, who won the women's derby that started at Santa Monica. Fifteen of the nineteen ladybirds who started finished the race. Marvel Crosson was killed, as related last week, and three others were forced out by mishaps. Gladys O'Donnell of Long Beach, Calif., won second place and Amelia Earhart, transatlantic flyer, was third. Colonel Lindbergh and his wife, who is now a student flyer, were interested and interesting visitors.

The United States will have no representative in the Schneider cup races in England, for Lieut. Alford Williams was unable to complete the tests of his plane in time and withdrew. Italy's best racing flyer, Captain Motta, was killed while testing one of his planes, and the British were asked on that account to postpone the races, but refused because the financial sacrifices would be too great.

"FROM Dan to Beersheba," and a great deal farther in all directions, Palestine and the neighboring countries were aflame with revolt. Arabs were massacring Jews in a score of cities, towns and villages, the native police and military forces were impotent, and Great Britain was rushing warships, troops, marines and airplanes to the Holy Land to restore peace if possible.

The trouble, which has been simmering for months, broke out with clashes between Arabs and Jews in Jerusalem, especially at the Wailing Wall where Jews have prayed for centuries, and which is the last remaining fragment of Solomon's temple. The rioting spread rapidly, to the Slaboka rabbinical college and a Jewish school at Hebron, where the Jews killed included a number of Americans, and

then to many other places in Palestine. Latest reports, made indefinite by strict press censorship, said the Arabs of Transjordan and Syria were rising in revolt, demanding their "complete rights" and the abrogation of European control in those lands. Upon Great Britain fell the burden of meeting the situation, and she responded swiftly. Her troop carrying planes carried hundreds of soldiers from the Palestine ports inland, and her bombing planes went into operation against the Arabs at Jerusalem and elsewhere. At Haifa, where Arabs were attacking the Jewish quarter, the British marines were said to have fired on both Arabs and Jews, killing and wounding many.

Leaders of American Jewish organizations called on President Hoover and Secretary Stimson and asked that they take every necessary step to protect the lives and property of American nationals. They were assured of the deep sympathy of both Mr. Hoover and Mr. Stimson for the Palestine sufferers and were told that Great Britain was doing everything possible to restore tranquil conditions. Then they called on Sir Esme Howard, British ambassador, and were given the same assurance by him.

WEEKS of wrangling at The Hague came to an end with an arrangement for the putting into operation of the Young plan for German reparations and for getting the allied troops out of the Rhineland. The British claims for more German money than the Young commission allotted them are to be satisfied to the extent of about 83 per cent of the demands, the amount being made up by various devices of the other creditor nations.

The German government is to pay first \$11,662,000 toward the maintenance of French, British and Belgian garrisons totaling 56,000 men now holding the Coblenz and Mayence bridgeheads and adjacent areas. The British force on the Rhine numbers only 6,250. This places a premium on the allies liberating the Rhine by Christmas, as thereafter, or whenever Germany's donation of \$11,662,000 is expended, the French, British and Belgians must pay for their own troop maintenance pro rata.

"We bought back our Rhineland provinces for \$11,662,000," one German delegate remarked dryly.

The Young plan, though scheduled to start on September 1, really becomes effective from November 1, according to the plans of the delegates of the great powers. The beginning of the plan is truly timed by the eight months given the French to evacuate all Rhine zones—that is, from November 1, 1929, to June 30, 1930.

The powers propose holding a resumption of the conference in Switzerland—Montreux or Lucerne—during the first days of October after the League of Nations assembly ends, to wind up the final agreements.

"LINCOLN the Debater," a bronze statue of heroic size, was unveiled at Freeport, Ill., the scene of the most famous of the Lincoln-Douglas debates in August, 1858. Ten thousand persons attended the ceremonies and listened to Senator George W. Norris, who delivered the chief address. The Nebraskan took the opportunity to make a hot attack on the electric power trust, the system of Presidential elections, the abuse of power by federal judges and the building of big armies and navies. During the 1928 Presidential campaign, Senator Norris was mentioned as a possible third party candidate. Referring to the present system of electing Presidents, he charged that election of an independent candidate for President is possible in theory but absolutely impossible in practice. He argued that the electoral college should be abolished.

LAWRENCE D. TYSON, United States senator from Tennessee, died in a sanitarium near Philadelphia where he had been under treatment for several weeks. He was just completing his first term in the senate. Tyson was born in Greenville, S. C., sixty-seven years ago and was graduated from West Point in 1883. While commander of cadets at the University of Tennessee he studied law and later practiced in Knoxville. He served as a colonel of volunteers in the Spanish-American war and then went into the Tennessee legislature. During the World war he distinguished himself

as a brigadier general commanding a brigade of Tennessee and Carolina troops attached to the "Old Hickory" division, which saw service in France.

One of the outstanding German figures in the World war, Field Marshal Limon von Sanders, passed away in Munich. He was the cavalry officer to whom Mohammed Reshid V, sultan of Turkey, by arrangement with Kaiser William II, entrusted in 1913 the reorganization of the Turkish army. He remained in the Turkish defenses at Gallipoli in 1915 and after the British retirement organized the Turkish fighting forces in Asia Minor and conducted operations in 1918 in Palestine. The Turkish debacle, however, nullified his efforts.

CHINA and Russia seemed to be marking time last week in their Manchurian quarrel, though the propaganda agencies of both nations were active. The Soviet radio station broadcasting from Khabarovsk, Siberia, kept telling the Chinese that America and France were plotting to set up an international commission to control the Chinese Eastern railway, and considerable anti-American feeling was created in Harbin until the newspapers there printed a true statement concerning President Hoover's efforts under the Kellogg pact to prevent a Sino-Russian war.

There was another bloody outbreak of the Mongolian Nomads in western Manchuria, scores of Chinese being slain, and naturally the Chinese authorities blamed the Russians for instigating it.

Extreme heat of defective shells caused an explosion that destroyed the Chinese government's largest arsenals in Nanking and the conflagration spread to other buildings. The property damage was estimated at \$1,500,000.

GOVERNORS of the public lands states held a conference in Salt Lake City and received a message from President Hoover in which he suggested that the surface rights of remaining unappropriated public lands should be transferred to the states. Western senators in Washington heard this proposition with surprise and disfavor, looking on it as somewhat of a gold brick, inasmuch as the mineral rights which the President would retain in the hands of the federal government furnish the revenues which the public land states long have wished to get hold of. They contended that the revenues from the surface rights would be insignificant. As Senator Borah said, those lands are "chiefly desert and mountain territory and a jack rabbit could hardly live on them."

SOVIET peoples commissars have adopted a three shift day and seven-day week for Russian industry, according to the Moscow Ivestia. According to the plan each worker gets every fifth day free, but various shifts in the factories will keep producing day and night. The factories will only be closed five times a year for the observance of the greatest revolutionary holidays. Besides abolishing Sunday completely and destroying the influence of the religious sects on the working class, the Ivestia finds the new plan will also assist communism and destroy the old forms of life. Even the family will be abolished and the workers will live in socialized houses with perhaps a segregation of the sexes.

IF THE prohibition law is to be enforced in New York city, the federal authorities must do all the enforcing, according to Police Commissioner Grover A. Whalen. After a conference with county prosecutors, magistrates and police officers, the commissioner notified Federal Prohibition Administrator Campbell of that district that he flatly refused to take the responsibility for local dry enforcement. He also refused to order the police to proceed against speakeasies under the state nuisance law.

"If you are unwilling to discharge your sworn obligations to the federal government," Mr. Whalen said, "we wish to make a confession of your inability to effectively direct the activities of your department, for which a large proportion of a \$36,000,000 appropriation is allotted, the admission should be primarily to your superiors in Washington instead of 'passing the buck' to the state law enforcing officers."

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Traditions of Sheep Disproved

Coverings of Wool Over the Face Does Not Indicate Its Quality.

(Prepared by the United States Department of Agriculture.)

Traditionally sheepmen have believed that the best sheep have coverings of wool over their faces. Another common belief was that folds around the neck and shoulders of a sheep was an indication of a fleece of superior quality and value. Another idea commonly held was that the weather exercised a controlling influence in the quality and quantity of wool.

Bring Out Facts.
 Research work by the United States Department of Agriculture has disproved two of these ideas and confirmed the other, but with a highly important modification. To bring out the facts, the department workers have for years carried on painstaking investigations, using methods which they admit seem wasteful and useless until the methods and results are understood.

The bureau of animal industry maintains a flock of sheep in eastern Idaho. Each June at shearing time each sheep is identified, weighed, and sheared. The staple is measured. The fleece is weighed. A sample is inclosed in a tin container and sent to the United States Experiment farm, Beltsville, Md. In the wool laboratory skilled workers dry the samples in an electric conditioning oven and get the moisture-free weight. They remove grease with carbon tetrachloride and the dirt by a special scouring process. Another drying makes possible a determination of the weight of clean wool and of dirt. Thus it is possible to compile a complete record of each sheep's production each year and for successive years.

Constant Culling Wise.
 These records have disproved the first two ideas which were widely believed. Weather does make some difference in wool production, but there is much more difference between individual sheep in one season than there is between flocks in different seasons. This points the wisdom of constant culling of low-yielding ewes and selective breeding for heavy fleece production.

Application of these facts on the sheep ranges is returning to sheepmen each year many times the cost of the research, says E. W. Sheets, who is in charge of the animal husbandry work of the Department of Agriculture.

Swine Having Constant Access to Water Thrive

It has been demonstrated many times by experiment stations as well as by thousands of producers that hogs do better and make larger gains from a given amount of feed when they have constant access to water. Normally a hog drinks only small quantities at a time, but it likes to drink often. It will drink several times during one feeding period when it can run to a self-feeder at will. When the feed is thrown on the ground or on a feeding floor where the individual hog must eat in competition with a large group, it is not likely to stop for water so long as there is grain to eat. But when it can run to a self-feeder it soon learns that there will be plenty of feed left when it returns. Then it begins to eat more deliberately and to drink several times before it has satisfied its hunger.

Feed Market Chickens as Much as Possible

All chickens intended for the early market should receive as much food as they will consume four times daily. Under good management it is possible to add half a pound weekly to the weight of birds which have been specially bred for the table. Of course, in every flock there will always be a few birds with a tendency to put on very little flesh—in fact, there is often some difficulty in maintaining their weight. Such birds should be marketed without delay. If kept for special fattening they frequently drift into an unmarketable condition.

Farm Notes

Cut a poor tree when it is young to permit a good one to replace it.

A good draft horse is a ready and willing worker and is neither irritable nor nervous.

Pullets and cockerels should be kept in separate flocks if they are to develop as they should.

When raspberries and blackberries have been harvested, cut out and burn the old, fruiting canes. This will help hold disease and insect injury in check.

Good pasture for growing pigs, brood sows, and all classes of swine is so valuable that it often makes the difference between profit and loss in the hog business.

Fewer mistakes in culling hens will be made when the flock has been properly fed and the hens given a chance to lay as many eggs as they are capable of producing.

BAD HABITS ARE CAUSE OF WASTE

Careless Drivers Pay No Attention to Warnings of Coming Trouble

Bad driving habits and improper care of the car are usually responsible for abnormal consumption of gasoline, according to Frank N. Nutt, research engineer, who cites the causes of these faults.

Letting the engine run at high speed while idling in traffic. Many drivers have this bad habit.

Poor Acceleration.
 Uneven acceleration, that is, stepping on the accelerator unsteadily.

Racing the engine in spurts when waiting for the traffic "go" signal.

Driving with fouled spark plugs. This wastes about 20 to 25 per cent of the gasoline used for every plug that is out of commission.

Dashing up to a stop street and then jamming on the brakes. Also this is hard on a car and is a dangerous practice.

Wear Out Brake Linings.
 Dragging brakes waste gasoline and wear out brake linings.

Driving too long in first and in second gear before shifting to high.

Careless drivers frequently pay no attention to simple warnings of coming trouble in their car. Mr. Nutt added. What would usually amount to a minor repair if attended to at once often is permitted to grow into a large one. This is why the periodical car inspection and overhauling is necessary to keep cars in the best operating conditions.

Tired Feeling Follows Long Automobile Drive

After driving a car 250 miles or more in a day, that tired feeling does not come from a very marked muscular fatigue but is rather the result of nerve fatigue, reports the touring bureau of the Chicago Motor club.

The statement is based on the results of tests recently made upon ten persons who had driven 250 miles. The tests comprised determination of the carbon dioxide combining power of the blood, inasmuch as the presence of carbonic acid in the system is a leading product of fatigue, and a blood count. The latter was taken to determine the number of white cells in the blood. The white corpuscles multiply when poison contaminates the system, and are extremely active in eliminating it.

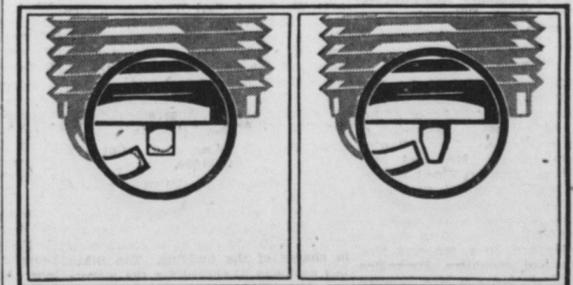
The tests revealed an average decrease in carbon dioxide combining power of 15 per cent, and a 25 per cent increase in average white-cell count. These results clearly indicate nerve fatigue, rather than muscular exhaustion.

A large part of this enervation can be averted, the touring bureau declared, by starting the tour in good physical condition.

Storage Battery Failure Renders Engine Useless

The failure of the storage battery means the failure of the entire car and its neglect will render the engine as useless as if the "gas" tank were empty. Keep the battery within its maximum charge at all times, and never permit it to stand in a discharged state. Do not charge or discharge the battery too quickly. Care must be taken to keep the top clean and before filling it with distilled water, wipe the surface well before unscrewing the filter caps. It is a good plan to rub the lead terminals with a rag on which is some vaseline, as this will protect them from being corroded by any acid which might be spilled. To keep the plates covered with water is most important.

LATEST IMPROVEMENT IN SPARK PLUGS



Spark Plug Electrodes First Had Squared Tips and Later Were Rounded.

New Bevelled Tip Gives Larger Spark, More Power and Greater Fuel Economy.

If you examine the lower end of the latest spark plugs on the market, you will notice that the center electrode is now bevelled at the point instead of being cut off square or with a round tip, as in the past. The change, slight as it appears to be, is proving a highly valuable contribution to motor efficiency and economy.

There have been three successive shapes of electrode ends, since the early days of automotive history. At first, both center and ground electrode wires were cut off square. With this shape, the spark passing across the gap between the two ends was small, since the volume of current was concentrated to the point where the edge of the center electrode directly opposed the ground electrode. In order

THE MOTOR QUIZ

(How Many Can You Answer?)

Q.—Why should a car never be parked with bright headlights turned on?

Ans.—It drains the battery and is a source of annoyance to other drivers.

Q.—What are the causes of uneven tire wear?

Ans.—Bent axle, bent steering knuckle, broken spring, bent spindle, dragging brake, loose wheel.

Q.—What is the inevitable result of the use of the wrong grade of oil?

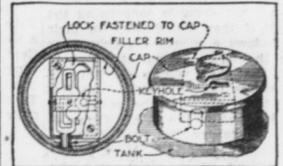
Ans.—Loose bearings and loss of power.

Q.—What is the cause of spark plug fouling and how does it evade itself?

Ans.—Using a plug of incorrect size, length or design; engine operating at very low temperature; carburetor mixture too rich; long runs with carburetor choked or partly choked; oil pumping; continual short distance driving in cold weather. Fouling evidences itself by causing the engine to miss and loss of power, especially on hills.

Locking Gasoline Tank Excellent Safety Plan

Gasoline thieves will be felled by the fuel tank cap lock shown in the illustration. This is an ordinary small cabinet door lock which should be riveted, or screwed and riveted, to the under side of the tank cap. Make sure that the lock does not project far



This Fuel Tank Cap Lock is an Ordinary Small Door Lock Riveted or Screwed in Place Under Cap.

enough to interfere with placing the cap on the tank. Mark where the bolt of the lock comes when the cap is tight down and cut a slot in the inside of the opening into which it may drop when the key is turned.—Popular Science Monthly.

Motor Inspection Every Six Months Necessary

A semiannual inspection of motor vehicles is one of the new laws adopted by state of Massachusetts. This will force unsafe, cheap used cars from the highways. The law provides for periodical inspection of all motor vehicles and trailers to determine whether they are properly equipped and maintained in good working order as required by previous sections of the state laws. This applies to brakes, horns, lights, mirrors when required, use of green light on extension of trucks of three tons or over, tail lights, and general equipment.

AUTOMOBILE HINTS

Thirty miles an hour is the most economical driving speed.

Don't cover up the tools with luggage in packing the car for the tour.

Modern version: When you must choose the lesser of two evils, hit the pedestrian.

When and if the meek inherit the earth, it is not known who will drive the 10 ton trucks.

Rim bolts can be removed with ease if a few drops of oil are applied each time tires are changed.