



1—The \$17,000,000 cruiser Houston at anchor after its launching at Newport News, Va. 2—Picture, transmitted by wire, of wreckage of the T. A. T. air liner City of San Francisco, in the loss of which in New Mexico eight persons perished. 3—William E. Brock, sworn in as senator from Tennessee to fill out the term of the late Senator Lawrence D. Tyson.

## NEWS REVIEW OF CURRENT EVENTS

### Hoover and Senate Act in Case of Propagandist of Shipbuilders.

By EDWARD W. PICKARD

INTERFERENCE by individual citizens or corporations in the foreign relations of the United States is not to be tolerated by the President or the senate, and proceedings were started last week designed to put an end to that practice. The matter came to the fore when one William R. Shearer, in a suit for remuneration, revealed that he had been employed by American shipbuilding concerns to attend the futile three-power naval limitation conference of 1927 and by propaganda to frustrate the plans for reducing naval armaments. President Hoover immediately issued a statement scathingly denouncing Shearer and his employers and ordered the Department of Justice to investigate the man's activities. The senate followed suit and adopted unanimously a resolution by Senator Borah directing the naval affairs committee to make an inquiry into the alleged employment of Shearer by shipbuilding corporations and the part played by them in the collapse of the conference at Geneva. Under the resolution the inquiry was limited to that, though Senator McKellar of Tennessee suggested it might be found wise to enlarge the scope of the inquiry to include all kinds of propaganda in the naval armament controversy. This course also had been urged by various persons outside of the senate who, while not defending the alleged activities of Shearer, condemned the propaganda of pacifists and other "little navy" persons.

Senator Robinson of Arkansas, the minority leader, said: "No question is raised as to the right of any or all parties to carry on propaganda within the limits of lawful action, but this involves a question of interference in what is essentially the foreign relations of the United States. There is no purpose to confuse the transactions mentioned with the long continued controversy as to whether the United States should have a large or a small navy."

The Arkansas senator declared no senate investigation could end that controversy or stem the flow of propaganda on that and virtually every major piece of legislation brought before congress. It was expected, however, that the investigation would end interference by interested citizens or corporations in the country's foreign relations, he said.

The corporations named by Shearer in his suit for \$257,655 were the Bethlehem Shipbuilding corporation, the American Brown Boveri Electric corporation and the Newport News Shipbuilding and Drydock company. Eugene G. Grace, president of the Bethlehem Steel corporation, in a letter to President Hoover, admitted Shearer had been employed by the shipbuilders to attend the conference as an observer, but said this was done without his knowledge and that when the board of the Bethlehem corporation learned of Shearer's anti-disarmament propagandist activities his employment was terminated. The American Brown Boveri corporation issued a statement to the same effect.

MEANWHILE President Hoover and his chief advisers in international affairs were considering new proposals from the British government for establishing a tentative naval reduction agreement and preparing an answer thereto, which was cabled to Ambassador Dawes Thursday night. The British plan called for reduction of the British cruiser fleet to about 340,000 tons on condition that the United States would limit its 10,000 ton 8-inch gun treaty cruiser tonnage to eighteen ships. Instead of the twenty-three now carried on the American building program.

Under this arrangement Britain would have fifteen 8-inch gun cru-

ers and the United States eighteen. Great Britain proposed that this disparity in big gun cruisers would be made up by allowing the British government to retain four older 7½-inch gun cruisers and maintain an advantage in cruiser tonnage amounting to approximately 40,000 tons of small 6-inch gun so-called police cruisers.

In London it was announced that Prime Minister MacDonald had decided to call for the United States on September 28 to confer with President Hoover and Secretary of State Stimson.

PREMIER BRIAND'S proposals for a federation of European powers was enthusiastically received by the delegates of 28 nations to whom he explained his scheme, and they decided to try to bring the idea into force. Almost the only objection raised was that the plan might result in a loss of sovereignty of the individual states; and some of the statesmen emphasized that the union should be mainly economic. The French premier was asked to draw up a memorandum on his scheme to be studied by the European governments, and after they have replied a conference of all European nations will be called to consider the plan.

HAVING elected Peru, Yugo-Slavia and Poland to seats in the council, the assembly of the League of Nations considered and debated a number of important matters. These included a proposal by Louis Loucheur, of France, for the rationing of coal and sugar among the nations; an appeal by Count Apponyi, of Hungary, for revision of the Trianon treaty to return to his nation some of its citizens now placed as minorities in Rumania, Yugo-Slavia and Czechoslovakia; and a plan to place under the supervision of the league the international bank created under the Young reparations plan.

Dr. C. C. Wu, Chinese minister to the United States, proposed that the league advise its members to reconsider the extraterritorial treaties which, he said, shackle the Chinese republic and rob it of its sovereignty. The agenda committee voted against Wu's plea for adoption of a resolution for revision of treaties that have become inapplicable, on the ground that it opened up a question of too vast an importance, and the Chinese delegate threatened to withdraw from the assembly.

THOUGH war between Russia and China has not been declared, and may not be, nevertheless an actual state of war exists on the Manchurian frontiers and many deaths already have resulted. The Russians have been attacking with artillery and bombing planes and the Chinese have retaliated sharply. There was desperate fighting for several days for possession of the city of Pogranchina on the eastern border, and at first it was claimed the Chinese had won there, but later advice said they had been driven back 40 miles to Mullin, and that Pogranchina had been reduced to ashes. Soviet gunboats made determined efforts to force their way up the Sungari river, but it had been mined by the Chinese. Each side blames the other for the aggressive actions, and actual conditions are rather clouded. Negotiations for peaceful settlement were still going on in Berlin.

WHEN the great tariff fight really got under way in the senate, the regular Republicans in that august body met defeat in the first test vote. Senator Simmons' resolution directing the finance committee to obtain from the Treasury department information contained in the income tax returns of tariff beneficiaries was adopted by a vote of 51 to 27. The thirty Democrats all voted for the measure and were aided by 21 Republicans, including all the so-called radicals and several others. The information sought is to include profits or losses, gross sales, inventories, merchandise bought and costs of manufacture; including materials, wages and salaries. Senator Reed Smoot and others argued in vain that the resolution was offered with a view to delaying action on the tariff bill.

Senator Norris introduced a resolution calling for immediate consideration of the case of Senator-elect Vare of Pennsylvania, and this, too, was

said to be intended to delay the tariff measure, but on motion of Senator Watson the Vare matter was put over until the regular session in December. So the tariff battle continued.

EXHAUSTIVE inquiry into the disparity between prevailing wheat prices in the United States and Canada and also into the alleged congestion of wheat storage facilities by speculators who seek to depress prices for the incoming crop was announced by the federal farm board. It is being conducted by experts of the bureau of Agricultural economics of the Department of Agriculture at the request of the board, which hopes to obtain facts upon which to base future policies as well as to relieve the immediate emergency.

ONE of the most peculiar swindles of recent times was perpetrated on New York banks by Charles D. Waggoner, president of a bank in Telluride, Colo. Through code telegrams ostensibly signed by Denver banks, he obtained from the New York institutions certified checks for half a million dollars, most of which he had placed to the credit of his own bank. It was a kind of a Robin Hood stunt, for he says it was done to make it possible for the people of Telluride to recover the losses they have met through the manipulations of New York financiers. The latter, he asserts, bought three of the largest mines in the Telluride district and closed them to prevent competition, throwing most of the town's inhabitants out of employment and wrecking his bank deposits. Waggoner was arrested in Wyoming and said he expected to spend a long time in prison but was contented with the success of his ingenious scheme.

REV. O. J. KVALE, Farmer-Labor congressman from Minnesota, who succeeded Andrew J. Volstead, was burned to death when his summer cottage near Battle Lake, Minn., was destroyed by flames. Mr. Kvale, an ordained Lutheran clergyman, was the only Farmer-Laborite in the house, to which he was elected in 1922.

Arthur Bullard, former Washington correspondent, for a time chief of the Far Eastern division of the State department and associated in various capacities with the League of Nations, passed away in Geneva after a short illness. He was one of the best informed Americans on questions connected with the league.

Louis Marshall of New York, noted lawyer and Jewish leader and philanthropist, died in Zurich, Switzerland, following an operation. He had been taking an active and prominent part in the Zionist movement.

FLIGHT LIEUT. H. R. D. WAGHORN won the Schneider cup for the British when he drove the supermarine Rolls Royce plane around the Isle of Wight course at an average rate of 238.03 miles an hour, breaking all records for speed. His record, however, was smashed a few days later when A. H. Orlebar, in the same plane, flew four times over a straight three kilometer course at a speed of 355.5 miles an hour. One lap was made at the truly terrific rate of 368.8 miles.

CLAUDIUS H. HUSTON of Tennessee, skillful politician and old-time friend of President Hoover, was unanimously elected chairman of the Republican national committee to succeed Dr. Hubert Work at a meeting in Washington.

OF SPECIAL interest to the central South was the offer of President Hoover to hold up work on the Mississippi flood control project on the floodways extending from the Arkansas river to the Gulf of Mexico if the Southern congressmen interested requested it. Senator Robinson of Arkansas and Senator Ransdell and Representative Wilson of Louisiana concurred in this plan. This will permit the administration to consider the controversies involving payments for flowage rights and other features of the project. Property owners have protested against the ruling under which they can obtain no compensation for flowage rights unless actual damages are caused.

## WHY WE BEHAVE LIKE HUMAN BEINGS

By GEORGE DORSEY, Ph. D., LL. D.

Gives Vagaries of Appendix THE function of the renal organs or kidneys is to preserve a certain constancy in the blood stream and to eliminate certain noxious elements from the body. To perform this double function, three types of kidneys have been evolved. The developing human embryo, as well as embryos of other mammals, rehearses this story, all three types appearing in prenatal life.

The alimentary canal appears first as a closed tube within the body. It opens later at each end, the upper opening becoming part of the mouth cavity. Below this opening four crevices appear which represent the internal arrangement of the fish-like gill-clefts. Below these crevices a single sac-like structure appears; this divides, and by further subdivisions becomes the right and left lung. From the region of the crevices outgrowths of the alimentary canal develop into thyroid, epithyroid, and thymus glands. From the extreme upper end of the embryonic canal develops a portion of another important gland, the pituitary. The stomach at first is merely an enlargement of the canal. Just below the stomach two outgrowths of the canal develop into the important glands of digestion, pancreas and liver.

Without further details of fetal development it will be worth while to recall certain variations in the systems of digestion, respiration, and circulation, which are significant in light of our animal ancestors.

Our dentition is as well adapted for spinach as for beefsteak, specialized for neither. Man, apes, and Old world monkeys have thirty-two teeth, eight on each side of each jaw; two incisors, one canine, two bicuspids, three molars. Man's mammalian ancestor had forty-four teeth, three incisors, one canine, three bicuspids, four molars.

Most fishes have teeth in the roof of the mouth as well as in the jaws proper. They do not occur in "sets," but are endlessly shed and reproduced. In the fish embryo the dental germs appear before the jawbones; in the human embryo also. In the infant's mouth is a ridge with from five to seven pairs of cross ridges; they are even more pronounced in the fetus. They disappear with age. Apes have ten pairs of these ridges. In pigs, they are strong enough to crush food. Their presence in man, with an occasional more or less complete third set of teeth, points to fish and reptile days; teeth in the roof of the mouth, endlessly replaced.

Tonsils appear in fetal life as pockets. They shift position and develop into prominent bodies. With adult life they begin to disappear, leaving pockets prone to disease. They are not understood and are never alike.

The cricket's chirp was the first music on earth, but it was instrumental. The first voice was the amphibian's. Frog, bird, cat, dog, and man would be silent without a larynx; without the human larynx there could have been no human speech or Tower of Babel. Ours is a wonderful larynx; let us get such joy as we can from it. Our developing respiratory system suggests fish; in our youth it is a hotbed of infection. Our vocal cords are human only in their high development. But we all have the blind pocket between true and false cords which served as a resonator and so strengthened the roar by which our ancestors frightened their foes and called their mates. In man it varies, but is never so deep as in the gorilla.

The vermiform appendix is the worm its name implies. It is a feeble, narrow, tapering blind alley, opening by a small mouth into the large intestine. At birth, in size and form it is like an ape's. At puberty it begins to shorten; it is about closed in every fourth adult; in every thirtieth adult it is closed throughout. It shrivels up with old age. It may be ten times longer in one brother than in another. It is a true vestige. It is predisposed to disease; appendicitis is a fashionable operation. Only apes in captivity develop appendicitis. For an appendix that functions we must go to the lowest monkeys.

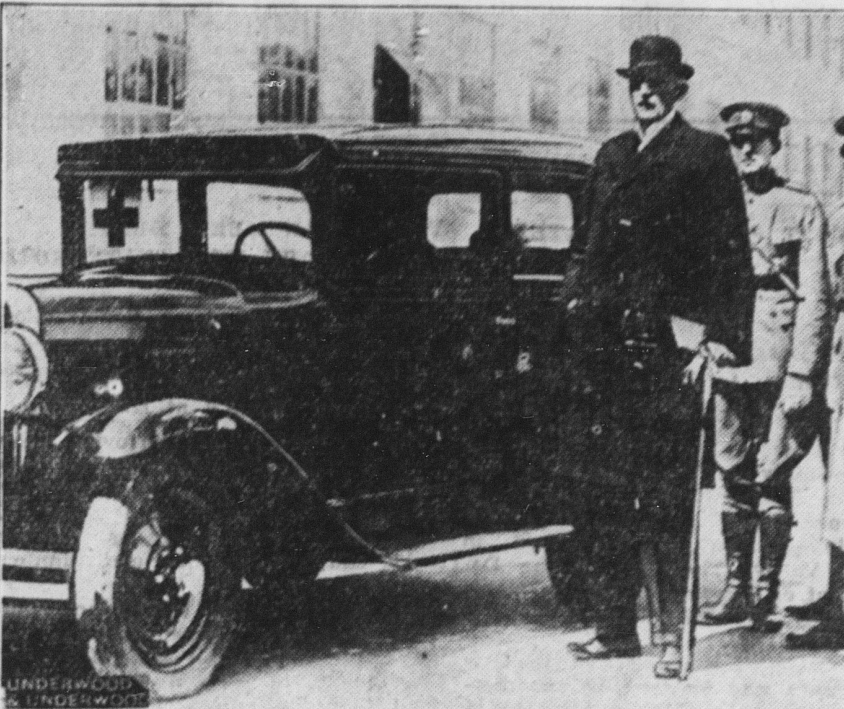
The liver usually has two lobes—it may have none, it may have twelve; it may have two gall bladders—it may have none.

The abdominal viscera in the human embryo are not human in their arrangement. Only later does the mesentery, or sheet of membrane connecting the bowel, become attached to the back wall of the abdomen and so hold it in place and in perpendicular position. Sometimes the mesentery is found arranged as in monkeys.

There are more than mere structural variations in our food canal; there are signs of degeneracy—in teeth, in jaws and throat, and in the large intestine. Changed diet does it. To digest raw food our ancestors had to chew it. They had strong jaws, heavy muscles, sound teeth properly aligned, big throats, and a colon that could digest husks of grain and skins of fruits and vegetables.

The lobes of the lungs vary in number and position. Due to man's upright gait, the heart has come to rest on the diaphragm. In monkeys the azygos lobe of the lung lies between. In man there is always a remnant, of varying size, of this lobe.

## SPECIALLY BUILT RED CROSS AMBULANCE



A specially built ambulance, designed by the Stockholm firm of Arvid Steed, which was accepted by the Swedish Red Cross by Prince Carl, brother of King Gustaf. Prince Carl is president of the Swedish Red Cross.

## "MORTALITY" OF AVERAGE MOTOR

### "Life" of Average Automobile Put at Six Years and Nine Months.

The "life" of the average automobile is six years and nine months, while the average cost of operation, for a four-cylinder passenger car is 6.43 cents per mile, and for a six-cylinder machine is 8.40 cents per mile, based upon an average mileage of 11,000 miles per year, according to the American Motorists' association. In co-operation with the Automobile Club of Illinois.

The "mortality" figure is based upon replacement data furnished by automobile manufacturers. The cost per mile is computed from detailed cost accounting records covering 800 typical automobiles, operated in various parts of the United States.

Maintenance Largest. The largest single item in the composite "average" automobile, for both the four and six cylinder machines, was maintenance, followed in both types by depreciation and gasoline consumption. Following is a comparison of the operation costs of the "average" medium four and six cylinder types:

Items	Cents per mile Four cylinder	Cents per mile Six cylinder
Maintenance	1.72	2.14
Depreciation	1.29	2.09
Gasoline	1.31	1.52
Tires	.44	.40
Garage	.44	.44
Interest	.36	.71
Oil	.22	.20
Insurance	.21	.26
License	.14	.24

The above figures are computed on a mileage of 11,000 miles per year, getting an average of 17.53 miles per gallon of gasoline for the average four-cylinder car and 13.19 miles per gallon for the average six-cylinder car.

Operation Cost. For the light four-cylinder model, the average operation cost is shown to be 6.02 cents per mile; the heavy four-cylinder average type is 7.20 cents per mile; the light six type is 7.38 cents per mile, and the heavy six-cylinder type is 9.45 cents per mile.

### Rear Collisions Caused by Locking of Wheels

Lack of proper understanding of a certain situation causes many rear-end collisions. The driver applies the brakes, starts to slide and discovers that he cannot steer to the right or left so as to avoid striking the car ahead.

If he could stand out on the street and watch his car during this process he would see that the inability to steer is due merely to the fact that the front wheels have locked. They slide straight ahead regardless of whether they are cut sharply to the right or left.

The remedy is to release the brakes the instant the car won't steer. It may be safer to be able to steer to one side than to stop.

## AUTOMOBILE NOTES

Discolored celluloid window lights can be cleaned with alcohol.

Applying the new paint with horizontal strokes of the brush is one way to keep the job from looking streaky afterward.

Some chassis lubrication systems require oil, others grease. The car owner never should try to substitute the one for the other.

California now leads all other states in the number of automobiles in proportion to population, with one car for every two and seven-eighths persons.

Because cars in Great Britain are taxed heavily according to horse power, over 65 per cent of all cars registered there are less than 14 horse power.

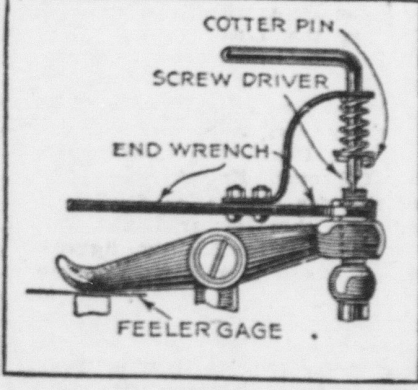
### Problem to Solve

During 1928 nearly 25,000 persons were killed and more than 700,000 suffered serious personal injury as a direct result of the failure to adequately cope with the problems of motor-car traffic, according to the American Motorists' association. The total economic loss due to the destruction of property, to congestion and to other causes incident to inadequate traffic fatalities is estimated by the association to be not less than \$2,000,000 annually.

### Valve Adjusting Tool Is Timesaver for Mechanic

The illustration shows a home-made tool that will be a time saver for either the garage mechanic or the motorist who does his own repairing in adjusting overhead valves that are fitted with a slotted bolt and a lock nut. It advantage is that you do not have to remove the screwdriver from the slot each time you test the clearance between the valve stem and the end of the rocker arm. The spring holds it securely in the slot.

To make this tool, take an end wrench that fits the lock nut. Bend a piece of three-sixteenth-inch cold rolled stock into form, as shown, and



Time-Saving Tool for Adjusting Overhead Valves Fitted With Slotted Bolt and Lock Nut.

bolt the end to the end wrench after drilling a hole for the screwdriver bit. A cutter pin, a washer, and a spring complete the assembly.

To use the tool, fit the wrench over the lock nut while pulling the screwdriver bit up against the spring. Let the screwdriver edge drop into the slot, loosen the lock nut, test the clearance while still holding the wrench in place, turn screwdriver to change clearance, and when you have it right hold screwdriver in the correct position with one hand while you tighten the lock nut with the other.

This tool has saved much time in the repairing of cars with overhead valve motors.—Popular Science Monthly.

### Slow "Creepers" Spoil Summer Holiday Season

The motorist, who gives no thought to the backing up of traffic he causes by pausing to make a left turn in a crowded street during rush hour travel, surrenders the nuisance path to the driver who blockades travel on narrow country roads, especially on Saturday and Sunday afternoons and evenings, declares Arthur Goulson, general manager of the Federal Motor club.

"The car owner who takes his family out for a holiday drive, and seeks the country roads to escape city congestion, generally has his day ruined by motorists who refuse to drive their cars at the pace set by all others in a traffic line," said Mr. Goulson.

"It may be that these creepers are sincere in the belief that they are careful drivers determined to avoid being party to an auto crash, but, as a matter of fact, proved by accident statistics, they are continually inviting collision and possible injury.

"When a creeping car delays all automobiles behind it, then the other drivers begin to seek opportunity to speed by. Motorists coming from the other direction do not like this. Some of them refuse to slow up. The result is a crash that includes, as a rule, the car of the 'creeper.'"