



1—National Vandeville Artists' sanatorium, just opened at Saranac Lake, N. Y., which has huge solarium with quartz windows. 2—One of the Russian gunboats that have been sinking Chinese vessels on the Sungari river, Manchuria. 3—Augustus Vollmer, former police chief of Berkeley, Calif., new member of the President's crime and law enforcement commission.

NEWS REVIEW OF CURRENT EVENTS

Powers Are Busy With Plans for Limiting Armaments and Insuring Peace

By EDWARD W. PICKARD

REDUCTION of armaments and other plans for insuring the peace of the world and so saving the lives and money of its inhabitants are occupying the international mind these days largely to the exclusion of other matters. Chief of the week's developments in this line was the virtual conclusion of the conversations between Ambassador Dawes and Prime Minister MacDonald of Great Britain with enough agreement reached to make certain the calling of a five-power conference on naval reduction. England will issue the invitation, it was announced, to the United States, France, Italy and Japan, and the meeting probably will be held in London, starting in the second week in January. Mr. MacDonald completed his arrangements to sail for the United States on September 28 to confer with President Hoover and Secretary of State Stimson, and it was assumed that this consultation would result only in furthering the plans for the big meeting.

Dispatches from Washington asserted that President Hoover already had agreed to accept a limitation of the number of 10,000-ton cruisers the United States may build, in addition to a limitation of aggregate cruiser tonnage, which is the point for which the British contended in the futile Geneva conference of 1927. Whether America's big cruisers shall number 18 or 21 is to be decided later. It may be, too, the British will put over their former proposition that there shall be no replacements of capital ships before 1936, when the Washington treaties expire. The extremists in the matter of national defense are rather worried by these reported concessions, and cannot see how the United States is to attain naval parity with Great Britain, but Americans in general probably regard the negotiations with complacency.

President Hoover in a radio address sought to reassure those who might be apprehensive for their country's safety. He declared that naval and land armaments should be held down to the barest necessities for defense purposes, in the interests of peace, and that unless this policy is adhered to, preparedness may become a threat of aggression and a cause of fear and animosity throughout the world. The proposals now under discussion by the great powers, he said, "would preserve our national defenses and yet would relieve the backs of those who toll from gigantic expenditures and the world from the hate and fear which flows from the rivalry in building warships."

Dealing with the troubles that may confront the five-power conference, the London Daily Telegraph says: "It is from France and Italy, rather than from Japan, that the greatest difficulties are feared. These two powers may draw together temporarily for the purpose of objecting to holding the conference in London and of weaving causes for delay, but they have been engaged since 1920 in a naval race of a very strenuous and severe character with one another."

"It is not generally appreciated that France has been working on a building scheme which does not reach its maturity until 1942 and which comprises 18 cruisers, 90 destroyers, 67 ocean-going submarines and 48 coastal submarines. Italy's building program was further increased only last year by the addition of 13 ships to cost an additional \$45,000,000, but its principal strength lies in its fast destroyers and motor torpedo craft."

LORD ROBERT CECIL presented to the disarmament committee of the League of Nations the British plan calling for reopening of the question of trained army reserves in any scheme for world disarmament, and was supported by the German delegation. The French, Italians and Japanese argued that this question had been definitely laid aside last spring and that the present time was inopportune for reopening it.

Since the great powers in the League of Nations have rejected France's proposal for an international standing army, and Great Britain refused to help form an international navy, the league is now thinking of forming an international air force to help in compelling the world to be peaceful. Col. Clifford Harmon of America, president of the International League of Aviators, suggested the scheme last December and was sharply rebuked by Lord Cushendun of England; but he did not give up, and seems to have gained some support from Premier Briand of France and other diplomats. Last week both the French and the Germans introduced before the disarmament committee resolutions defying the juridical status of the planes of such an international force over various countries. The French measure said that the international commission for aerial navigation is preparing plans and urges the freedom of flying over all states, granted that they are the league's machines.

The German resolution said that, having learned that the international commission for aerial navigation is studying the legal position of league aircraft, the question must give rise to an important issue that the various governments will require an opportunity to study after they have received complete information on the project. Count von Bernstorff for Germany thought the French viewpoint could not be accepted. Harmon's plan provides for a fleet of bombing planes to attack and break up mobilization in an aggressive country by smashing bridges, tunnels, railways, and other lines of transportation in order to prevent the attacker from invading a neighbor country.

The league assembly shelved until next year a proposal to assist nations threatened by war with international loans guaranteed by all powers in the league. One of its committees also carried toward completion plans for lowering of customs barriers and reductions of economic impediments to trade, an essential preliminary being a world tariff treaty of three or four years.

BRITISH and Belgian troops quietly began the evacuation of the Rhineland, and some of the French troops were withdrawn, though it is expected France will maintain a rather large force there up to the last minute. Wiesbaden is to be made the headquarters of the interallied Rhineland commission, whose staff will be greatly reduced.

CHINA says it is getting tired of the Soviet Russian raids on Manchurian border towns and that unless they cease the Nationalist government will drop its defensive tactics and adopt other measures, confident that it will receive the support of world opinion. The Chinese troops are enraged by the tales of atrocities practiced by the Russians, as brought to Harbin by fugitive Chinese merchants from the border regions and cannot be restrained much longer. Foreign Minister C. T. Wang has protested against the internment by the Russians of Chinese who are not Communists or members of Russian trade unions and demanded their immediate release. While gathering large bodies of troops and quantities of munitions on the Manchurian frontiers, the Chinese are collecting a mass of evidence to prove to the world that Russia has been violating the Kellogg pact. Denials of this by Moscow do not have great weight with those who are aware of the Russian propensity to misrepresent—to put it mildly.

SOON after Col. R. W. Stewart was ousted by the Rockefeller family from the chairmanship of the Standard Oil Company of Indiana there were rumors that he was going to form a combine to fight the American oil kings. These have been revived now, for the colonel sailed for Europe last week and it was admitted he would visit Sir Henri Deterding, oil magnate of Europe and director general of the Royal Dutch Shell company whose products already are sold all over America. If a combine of Standard's

competitors does result, it may bring the Royal Dutch Shell and its ramifications, the Sinclair companies, the Prairie Oil and Gas and subsidiary pipe line company and the Continental Oil company all under a unified control. Rumors in American financial circles were that Stewart had enlisted the Morgan interests. It looks as if a merry oil war were in the offing.

Harry M. Blackmer, the American oil magnate who fled to France to avoid testifying in the Teapot Dome cases and is still over there, was fined \$300,000 for contempt of court by Justice Siddons of the District of Columbia Supreme court. His lawyer gave notice of appeal, and Blackmer's \$100,000 in Liberty bonds, seized some time ago, remains in the custody of the federal marshal in Washington.

CAPT. JOHN McLEOD brought his motor vessel Shawnee of Nova Scotia into Halifax with two shells holed in its hull, and declared these were caused by two of four shells fired at close range by the U. S. coast guard cutter No. 145 when the Shawnee was 25 miles off New York, bound from Bermuda to Halifax in ballast. He said the No. 145 had all its lights doused and that after the firing it called the coast guard Gresham, which later was relieved by another vessel, and that he finally outdistanced his convoy. McLeod said he would make formal protest through Ottawa. The Shawnee is alleged to have been engaged in rum running.

DOWN in the Carolinas the inhabitants apparently are determined not to have Communists from other regions interfering with their labor troubles. The radicals from New York who went down there to aid the striking textile workers are having a rough time, what with kidnapers and whippers, and in a mob attack on persons on the way to a strikers' rally at Gastonia, N. C., one woman was shot to death. For this murder and for various forgings numerous arrests have been made, and the state authorities seem to be doing all in their power to restore order; but the Carolinians are in an ugly mood and further bloodshed is expected.

PRESIDENT HOOVER'S appointment of Henry F. Guggenheim as ambassador to Cuba to succeed Noble B. Judah, resigned, meets with general approval. The new ambassador is one of the leading figures in American aviation, being president of the Guggenheim fund for the Promotion of Aeronautics. During the war he served in the naval aviation forces in both France and Italy and rose to the rank of lieutenant commander.

BRIG. GEN. LITTLE BROWN, one of the greatest of American engineers, was appointed chief of army engineers with rank of major general to succeed Major General Jadwin, retired, and simultaneously with making known this selection, President Hoover announced plans for the reorganization of the office Brown takes. High ranking officers will be placed in entire charge of important projects and held definitely responsible for the successful completion of these special assignments.

General Brown is fifty-seven years old and was born at Nashville, Tenn.

NEW YORK is to have a lively majority campaign with five candidates. Congressman F. H. LaGuardia, extreme wet, won the Republican nomination, but the dry Republicans began laying plans to put up a dry candidate. The Democrats renominated Jimmy Walker, and Richard Enright, former police commissioner, was put up by the Square Deal party, attacking Tammany control of the police department. The fifth candidate is Norman Thomas, running as a Socialist, and he is expected to be stronger than his party because of dissatisfaction with both LaGuardia and Walker.

MERGER of two of New York's biggest banks, the National City and the Corn Exchange, was arranged and approved by the directors. The consolidation brings together total resources of \$2,386,000,401, making it the largest bank in the world. (© 1929, Western Newspaper Union.)

WHY WE BEHAVE LIKE HUMAN BEINGS

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

"Bone-Heads" Really Exist

IN UPRIGHT gait, balanced skull, and arms free at the sides of the body, we differ most from the only animals that ape us. This upright gait is maintained by action of muscle on bone. We hang on a bony skeleton, largely levers. We move by setting those levers in motion. To put us across a hundred yards in ten seconds, the skeleton must be mature. If our bones were cartilage we would be wonderful contortionists, but our upright gait would collapse.

Our ancestors went on all fours. In acquiring the upright gait, the axis of the body changed from horizontal to perpendicular. This necessitated changes in every bone and muscle in the body and a complete overhauling of everything inside—lungs, circulation, abdominal viscera—everything. Our pelvic girdle is a broad, shallow basin; it supports the viscera. The keystone of the girdle is the sacrum. It supports the backbone and locks the arch behind. The dog's sacrum is long and narrow; ours, broader than it is long. The sacrum at birth varies from four to seven vertebrae. These unite into one bone; but the first, and sometimes the second, never unites with the others.

Above the sacrum is the vertebral column proper; seven neck or cervical, twelve thoracic, and five lumbar vertebrae—twenty-four in all. But there may be six or eight cervical; eleven or thirteen thoracic; four to six lumbar, at birth, most of us have twelve pairs of ribs; some, only eleven; some, thirteen.

Seven pairs of ribs join our sternum, or breastbone; there may be only six, there may be eight. The first pair are sometimes mere rudiments. Our floating ribs are not so important as when we walked on all fours; they vary in number and size. The sternum is less important than formerly; it varies enormously. Two little bones sometimes found on its upper border are vestiges of the episternal bones of the lowest mammals.

No man-made column is so delicately adjusted, so slender, or so well balanced as our spine, its sigmoid, or "S" curve, gives elasticity to our body, grace to our carriage, fine lines to our back, and saves our brain from jar and shock. The really human curves develop after birth, especially the lumbar curve in the "small" of our back. The infant cannot stand straight up because it has not yet acquired a stand-up-straight backbone.

Our backbone ends in small rounded bones about the size of peas. They are the coccyx, skeleton of our tail.

The upper-arm bone assumes its human form only after birth, when it also begins to twist, as does the femur, to conform to its new position at the side of the body. Human history may not start with man's foot, but our foot is as human as our hands. Its bones show coming and going changes. The big toe is the strongest and is more powerful in man than in any ape; it is coming. But most of it comes after birth; baby's big toe is a poor affair. The little toe is going. In one individual out of every three it has lost a joint. But not on account of tight shoes—they can make corns, but cannot change heredity; the third bone of the little toe is as often absent in feet which were never shod.

Our skull is no more human than are the bones of our foot or of our pelvis. It is shorter in front, longer at the back, better balanced on the spine; adaptations to an upright gait. Man has a flat face and a sizable chin when he has short jaws. But jaws vary, and long or prognathic jaws change the countenance.

In fetal life we have a pair of intermaxillaries between the upper jaw bones. At birth the suture, as skull joints are called, between them can barely be seen; by maturity, not at all. The suture often persists, obviously atavistic. The chin, or mental point of the lower jaw, has nothing to do with "mentality." It is a human trait, but not of all men equally. Some have "strong" chins, some next to no chin at all.

We have two nasal bones. But in some men and all monkeys they become one; no real bridge then to the nose. Sometimes the bones are small and flat; no bridge at all.

The brain can grow only as long as the three big sutures of the skull remain open. They begin to close at the age of forty; the one at the back first; the fore part of the brain can keep on growing. In animals the sutures close earlier than in man, the front ones first. They may close early in man; they may persist till old age.

When one or another skull suture closes prematurely, curiously shaped heads result. The "boat-shaped" head is due to premature closing of the parietal suture. When all the sutures close prematurely, the skull becomes solid as though a single bone. The brain can grow no more. Idiocy results—the "Aste" people of the circus. (© by George A. Dorsey.)

Chrysolite Highly Valued
The Egyptians, who found the chrysolite in their own domain, wore magnificent specimens as talismans for victory; the Romans believed it had the sun-given power to induce cheerfulness, while during the Middle Ages when large quantities of the finest peridot were brought from the East by soldiers of the Crusades, it was called the "gem of divine inspiration."

SAFETY FIRST AIM OF "DO X" BUILDER

Why Dornier Constructed Huge German Plane.

Berlin.—"Safety First"—this typically American slogan prompted the Dornier company to build the gigantic 12-motored "Do X," the world's largest airplane.

"Do X" was designed and constructed by Dr. Claudius Dornier, it was declared, principally to demonstrate that safety in the air can be substantially increased, and secondarily to prove that airplanes can be made to pay for themselves. Asked "What is today the cause of most aviation accidents?" Dornier officials listed them as follows:

Causes of Accidents.
"The pilots have too much to do. They are almost always overworked. They must steer the aircraft, keep an eye on a multitude of instruments and at the same time navigate the ship. Moreover, they are rarely protected against weather changes."

"The motors are almost always overstrained. They must run constantly under full power. Stopping them or repairing them in the air is hardly to be thought of."
"Gasoline and oil feedpipes and parts of the steering apparatus are often inaccessible. Hundreds of emergency landings can be traced to difficulties arising in this connection. Such landings often result in serious accidents."

"Fire forms a tragic chapter in the history of aviation. The majority of these fires have been due to gasoline leaking from tanks standing close to overheated motors."

Making Flying Safer.
Explaining how some, if not all, of these drawbacks to safe flying have been overcome, the Dornier officials said:

"Aboard the airplane 'Do X' the pilot can devote his attention solely to the task of piloting the craft. He need not be omnipotent or be a pilot, engineer, navigator and commander all in one. The technical work will be handled by an engineer who will be assisted by a number of specialists. The commander will be just that; he will command the ship and the crew, determine the course to be followed and so forth. No one will be overworked. Each will be able to give his undivided attention to his special task."

"Nor will the motors be overtaxed. They have sufficient surplus power to make it possible to reduce their power by 40 per cent immediately after the start.
"Up until now, hidden parts on airplanes have been almost inaccessible. As for the 'Do X,' provisions have been made to develop to the utmost facilities for repairing the motors and equipment. The possibility of making repairs does not alone depend on accessibility, but also on the ability to disconnect damaged parts without interrupting the flight of the airplane.
"The danger of fire has been met by placing the fuel tanks as far as possible from motors."

Argentina Is Ideal Country for Flying

Washington.—Argentina is an ideal country for flying, almost the whole country being a natural landing field, according to the information section of the aeronautics branch, Department of Commerce.

The country is largely level and the distances are great. It has been developing natural resources rapidly and the public and government are keenly interested in the development of commercial aviation.

These conditions, prevailing in a country heretofore lacking adequate transportation facilities, indicate great potential development of the industry. There are, according to recent dispatches, approximately 20 regularly equipped airports in the country.

Camera Shoots Plane, Shows Bullet's Route

New York.—In outward appearance, shape and weight, an exact duplicate of the standard machine gun used on fighting planes, a recently devised motion picture camera enables military aviators to practice all the evolutions of aerial combat in entire safety from bullets. Instead of firing bullets, the gun cameras take small photographs showing exactly where bullets would have struck.

The exact time of the exposure also is registered, so that aviators practicing "dog-fights" can determine which would have been shot down if the fights had been actual.

Texas Youth Only 18 Gets Pilot's License

Fort Worth, Texas.—Homer Truax, eighteen-year-old Fort Worth flyer, may be the youngest aviator in the country to possess a transport pilot's license.

Veteran flyers call the boy "just a natural born pilot." He won the highest rating granted by the Department of Commerce after a year and a half of experience. Most of his lessons were taken piecemeal.

Truax is employed as a pilot by Fort Worth oil men and airplane distributors.

JUMPS FROM PLANE NOT FOR PRISONER

He Didn't Try to Escape on Flight to Colorado.

Denver, Colo.—Prisoners of the law who think nothing of jumping from speeding trains as a method of escaping, would doubtless give the matter a second thought before taking this route to freedom while being transported in an airplane.

At least a Colorado sheriff who was returning a prisoner to Lamar, Colo., from Chicago recently, found no trouble keeping his man aboard the ship, according to Pilot J. G. Ingram, of Universal Air lines, who flew the Fokker trimotor on which the two were passengers and thus probably became the first pilot to serve the law in this manner.

The sheriff was L. E. Alderman, of Lamar, and his prisoner was a suspect in the robbery of the Lamar bank in May, 1928, which resulted in the killing of the bank president and his son and the subsequent murder of a kidnaped teller and of a doctor who dressed the wounds of one of the bandit gang. The two were traveling by plane because Sheriff Alderman wanted to get his man to Colorado before he changed his mind about waiving extradition.

"The air was bumpy," relates Ingram, "and the prisoner got very airsick. It was his first flight and he seemed to get a great kick out of it up to the time when he began to notice the bumpsiness."

"He wore handcuffs, although they were not fastened to the sheriff's wrist, and all the other passengers knew that they had a suspected murderer in the cabin with them."

It has been thought that criminals have made good their disappearance from scenes of their crimes by boarding air liners, but this is the first time one of the fraternity has been returned via air.

BOOSTS AIR DEFENSE



Thomas L. Hill, war flyer and president of the American Society for Promotion of Aviation, who is leading a movement to have congress appropriate \$40,000,000 to provide airplanes free of charge to civilian flying clubs organized throughout the United States. Under this plan, according to the society, 250,000 trained flyers would be available for any national emergency within a period of five years.

Plane With Pontoons Lands Well in Field

Montreal.—Giuseppe M. Bellanca now has a new precept for pilots flying his planes with pontoon landing gear—if you can't make the water make a hay field! Harold P. Ayers, Montreal flyer, found out about it recently while returning from a fishing trip in the Laurentian lake region. A water-clogged fuel line betrayed the faith in Wright motors that lured him out over twenty miles of land, but the "fast" landing he executed didn't even open the seams in his metal pontoons. When the gas line had been cleaned the plane was rolled on beaching wheels to the nearest water and launched again.

Flyers Learn to Avoid Sensation of Falling

San Antonio, Texas.—The sensation of falling may be an optical illusion, after all.

Two lieutenants at Brooks field, Robert J. Smith and Frederick K. Sauer, have discovered that no falling sensation is felt if neither the earth nor the starting point of descent is visible to a parachute jumper.

With eight men, none of whom had made a parachute jump before, they left planes simultaneously. Under directions they did not look at the craft or the ground below. None reported that they felt the sensation of falling.

Capital's Big Airport

Construction of a thousand-acre airport in Washington, D. C., is under way. The field will give the National Capital adequate commercial airport facilities. It may be reached from the center of Washington in less than ten minutes.