



1—Scene on South Carolina side of the Savannah river during the destructive floods in the southeastern states. 2—Johann Schober, foe of Socialists, who has been made chancellor of Austria. 3—Start of the international balloon race from St. Louis for the James Gordon Bennett trophy.

NEWS REVIEW OF CURRENT EVENTS

Democrats and Radicals of Senate Defeat Hoover on Flexible Tariff.

By EDWARD W. PICKARD

THIRTEEN Republican senators, nearly all classed as "radicals," united with the Democrats last week to administer a decisive defeat to President Hoover in the tariff bill battle. By a vote of 47 to 42 the senate adopted the Simmons amendment to the measure taking away from the President the power to make changes in the duties under the so-called flexible tariff provision which has been in effect for seven years. Mr. Hoover had urged that this feature of the bill be retained, but the majority of the senators decided that it represents a delegation of the taxing power by congress to the executive and might lead to further usurpation of the powers of the legislative branch of the government. Anyhow, that was their story and they stuck to it, although unbiased observers thought their action had more of a political basis. The President's position in the matter had the approval of nearly all the big farm organizations, but the radical Republicans, most of whom claim to represent agricultural states, disregarded this fact and took advantage of the opportunity to hit Mr. Hoover. The Democrats are not at all sure of keeping a solid front on the rate schedules, so they made this showing on an administrative feature, only four of their members voting against the Simmons amendment.

Under the amendment adopted, the President would be required to transmit promptly tariff commission reports to congress, adding his own recommendation if desired. Sole authority to make changes in duties would be vested in congress. To prevent the opening up of other tariff matters congress would be prevented from considering any amendments to bills embodying tariff commission recommendations which were not germane to the particular item. Senator Johnson said the tariff would be "infinitely more flexible" under the amendment than under the present law. Of course the house may reject the amendment.

ONE hundred and seventy-five convicts in the Colorado state penitentiary at Canon City mutilated, murdered half a dozen guards and barricaded themselves in one of the cell houses, defying the warden's forces and a detachment of National Guardsmen. The convicts had few guns but plenty of ammunition, and before they were conquered it was found necessary to use machine guns, dynamite and finally a 75-millimeter field piece from the rifle range at Golden. During the fierce battle Warden F. E. Crawford himself was badly wounded. The mutineers, who were led by one Danny Daniels, demanded unrestricted freedom, threatening the death of guards they had captured if this were refused. The state forces would not listen to any such proposals. The warden's men were reinforced not only by the militia but also by police from Denver and other cities and hundreds of armed citizens.

WILLIAM B. SHEARER, the "observer" for American ship building concerns at the Geneva naval conference of 1927, was a voluble and sensational witness before the senate committee that is investigating propagandist activities, and after hearing him the committee adjourned its sessions until the visit of Prime Minister MacDonald is concluded. This probably was wise, for Shearer had brought into the record and handed to the committee a document which would be internationally startling if it were genuine. This purports to be a letter addressed to David Lloyd George and was said to be "reeking with hostility to the United States." Shearer attributed it to Sir William Wiseman, whom he called the chief British spy in the United States during the war and who is now with Kuhn, Loeb & Co. of New York. He said it was given him by a Mr. Summers of Los

Angeles, who received it from a Mr. Wheeler, who got it from Ben McLenden, who extracted it from the files of the British consulate in New York during the war; and that he showed it to navy officers and to the then Senator Reed of Missouri, and it played an important part in shaping the naval policy of the senate.

Sir William Wiseman denounces the document as a "clumsy, absurd forgery." W. S. Summers of Los Angeles says he knows Shearer but knows nothing of the letter. L. B. Wheeler, formerly a federal secret service operative, says he never knew Shearer; and A. C. Merrill, a Navy department expert, has given an opinion that the document is spurious. All of which did not seem to abash Shearer. Several well-known newspaper correspondents who were at the Geneva conference and whose names were dragged into his story by Shearer, have declared that gentlemen's statements to be lies.

BRIG. GEN. F. P. CROZIER of England, right hand man of Lord Robert Cecil in disarmament efforts, sent to Ambassador Dawes a letter stating that in 1927 a man calling himself "Sherman" offered him large sums of money to cease his advocacy of a reduction of the British army and navy, and that in the newspaper portraits of Shearer he recognized likenesses of that man. Shearer denies having approached General Crozier, saying he had not been in England since 1918 and never heard of the general.

When the committee resumes its hearings it will call Sir William Wiseman, former Secretary of State Kellogg and others whose names have come up in the inquiry. Under a resolution introduced by Senator Caraway the senate, through its judiciary committee, also will start an investigation of all lobbies operating in congress.

GERMANY lost its foremost statesman last week when Dr. Gustav Stresemann, foreign minister, died of a heart attack following a stroke of paralysis. He had been in poor health for months but recently had so far recovered as to be able to take part in the reparations conference at The Hague and the session of the League of Nations assembly in Geneva. Doctor Stresemann, who was born in Berlin in 1878, was president of the German People's party, a member of the reichstag and was several times chancellor of both the empire and the republic. It was he who put into effect the policy of reconciliation with Germany's former foes and who brought his country into the League of Nations. He was looked upon as the backbone of the present Mueller cabinet and Berlin politicians doubted whether the coalition government could be held together without him.

THAT tropical hurricane that swept westward from the West Indies, after killing some twenty persons and doing great damage in the Bahamas, struck Florida with devastating force, tearing its way upward from Key West to Pensacola and then veering over to the Atlantic coast region and dissipating itself in furious rain storms. The Floridians, being forewarned, had taken all possible precautions, but the property losses were considerable though the deaths were few. The rains in the Carolinas and Georgia added to the already serious flood situation there, the Savannah and other rivers having risen to stages unequalled in many years. All the way up to New England the storm crippled land and water transportation and wire service.

RAMSAY MACDONALD must have been gratified with the reception accorded him by the officials and people of the United States. The prime minister's ship, the Berengaria, was escorted into New York harbor Friday morning by the cruisers Memphis and Trenton, and at quarantine he and his party were taken in hand by Mayor Walker's welcoming committee and landed at Battery Point. There they were met by Secretary of State Stimson and British Ambassador Sir Esme Howard and then a procession was formed to the city hall, where Mr. MacDonald was granted the freedom of the city. Soon thereafter the party took train for Washington, where the prime minister and his daughter Ishbel

went first to the British embassy. On Saturday Mr. MacDonald became the guest of President Hoover at the White House and the conversations on Anglo-British relations and naval reduction, the purpose of the visit, began. The social program arranged in the National Capital included functions at which Ishbel was the central figure.

While the prime minister was on the high seas, Arthur Henderson, minister for foreign affairs, and Valerian Dorgalevsky, Soviet ambassador to France, got together and signed an agreement for full resumption of diplomatic relations between Great Britain and Russia, including an exchange of ambassadors, and for the settlement of questions outstanding between the two governments. This agreement is subject to the approval of parliament.

QUESTIONING of the members of the federal farm board was continued by the senate committee on agriculture and the board was subjected to further criticism for not using huge sums of money to force up the prices of this season's wheat crop. Samuel R. McKelvie, of Nebraska, the wheat member of the board, had a sharp clash with Senator Brookhart on the question of whether or not the board was authorized to fix prices, the Iowa senator insisting it was.

Mr. McKelvie said that the board members hope that the new grain marketing corporation which is in process of organization at Chicago, will be ready to operate in such a manner as to stabilize wheat prices next year. It was the opinion of the board, he said, that it was not feasible to commence stabilization operations this year. In Chicago William H. Settle, chairman of the organization committee, said the grain marketing corporation would be completed within a week. At the call of the farm board the wool growers of the nation held a meeting in Chicago to discuss plans for a similar central marketing and financing agency for their industry.

THE American Legion, in annual session in Louisville, held the greatest parade in its history and then got down to business, adopting a lot of resolutions most of which concerned the care of disabled veterans and like matters. Woodlawn post of Chicago won first place in the drill team competition and Electric post of Milwaukee won the band contest. Boston and Los Angeles sought next year's convention and it was awarded to the Massachusetts city on the first ballot.

O. L. Bodenhamer of El Dorado, Ark., was elected commander unanimously. He was a school teacher who enlisted as a private in 1917 and was discharged two years later as a major. Mrs. Donald Macres of Council Bluffs, Iowa, was chosen national president of the American Legion auxiliary.

LEADERS in the prohibition cause to the number of a score met in Washington and organized the "co-operative committee for prohibition enforcement" which is intended to coordinate the activities of the country's numerous dry organizations. The headquarters will be in Washington and the chairman is Patrick H. Callahan of Louisville. The committee proposes to lay a scientific groundwork for a campaign of education as to the benefits of prohibition.

President Hoover appointed John R. McNab of San Francisco as head of a special body which will study and formulate changes in federal administration and judicial machinery. In announcing the appointment the President said the recommendations of this group would be submitted to congress for the more effective enforcement of the laws under the Eighteenth amendment.

FRITZ VON OPEL of Germany, wealthy automobile builder and race driver, made the first flight in a plane propelled by rockets as was the car he recently tried out. He flew for about six miles at terrific speed and then, the rockets being used, came down in a crash that wrecked the plane though he escaped uninjured.

Coste and Bellonte, the French pilots who started from Paris eastward on an endurance flight, were believed, toward the end of the week, to have landed in some remote Siberian forest.

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WHY WE BEHAVE LIKE HUMAN BEINGS

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

What Makes Giants and Dwarfs.

ON THE day we are born we have used up only 2 per cent of our allotted growth power. We can grow 98 per cent more if we are spared!

We double our weight the first six months; a calf does it in fifty days; a dog, in eight. We increase our weight 200 per cent in the first year, less than 30 in the second, only 5 in the fifth. Increase in weight then picks up again and continues until the tenth year, to drop back from the eleventh to the thirteenth. From the fourteenth to the seventeenth, puberty years, it increases again, to 12 per cent. That is our last spurt. It drops to 4 per cent during the eighteenth year; to 1 per cent during the twenty-second.

Stature also increases by spurts. By the time the infant can walk, it has grown from twenty to thirty-four inches; thereafter, until puberty, it grows between two and three inches a year. The thirteenth is the rapid growing year for girls, the sixteenth for boys. Between fourteen and sixteen the boy increases his stature eight inches. Girls usually attain their full stature by twenty, sometimes by eighteen; boys by twenty-five. But both may continue growth three or four years longer.

The new-born's brain is already one-fifth the destined weight, about ten ounces; by the second year two-fifths, or as large as an adult anthropoid ape's. Full brain weight comes before twenty-five; after that it loses weight, rapidly in old age.

The two elements in growth are weight and height. Weight often continues beyond maturity, long after the body has taken on its last curl. The giant can grow no taller; the fat lady knows no limit.

Stature is determined almost entirely by the skeleton. Only skin and a thin layer of fat cover skull and the bones of the feet; thin cartilage covers the ends of the leg bones; between the vertebrae are thin pads of cartilage. Stature growth, then, is largely a matter of growth of skull, bodies of vertebrae, and especially of the leg bones.

Bones grow from centers of ossification. Centers for the principal bones of the body appear by the end of the second month of fetal life; centers for the ends, or epiphyses, appear later—many not until puberty, when the skeleton begins to assume its permanent form.

The number of ossification centers varies in different bones. The long bones of the arms and legs have at least three: one in the shaft itself and one at each epiphysis. The humerus at fifteen years is still in three parts: shaft, two heads; but the heads are more closely connected with shaft than at birth. By maturity, the shafts are so united with the shaft that it is not possible to see where they grew on.

In general, facial and skull-dome bones are formed from membrane—"skin" bones; the other bones begin in cartilage. Bone-forming cells multiply by division, absorb lime salts from the blood, ossify, and so continue until the cartilage is replaced by bone. Increase in length ends when the cartilage disappears. In the mature skeleton there can be no further growth in stature or in length of arms. If final conversion of cartilage to bone is delayed, gigantic stature results; if the process is reversed, dwarfs. Only the articulating or joint surfaces of mature bones are covered by cartilage.

Bones increase in girth by additions of bone cells from the surrounding membrane. Long bones are hollow. To preserve their relative proportion of bone wall to cavity, bone cells on the inside are destroyed as fast as cells are added to the outside. Thus the cavity grows with the bone, the form and strength of the bones are preserved. This process keeps up until late in life. With old age the bones become thin and delicate.

Complicated changes take place in acquiring the upright gait. A chick can run from its shell; a baby cannot even straighten its legs. They bend in at the knees and are drawn up at the hips, and are only 60 per cent of head-trunk length. By maturity they will be over 100 per cent. As the walking days approach, the legs grow fast. Knee and hip joints change; the legs can now be straightened out. The soles of the feet no longer turn in. The baby at birth can clap its feet almost as easily as its hands.

The spine also changes. It is not solid, but consists of twenty-four vertebrae with pads of cartilage between. At birth a large percentage of the column is cartilage. Powerful muscles develop to hold the spine erect; others, acting on the ribs as levers, to balance the trunk and spine.

Standing is a complex act involving nearly all our big muscles. When we stand "at attention," powerful ligaments in the hip joint hold the body. This relieves the muscles from strain, but locks the knee joint. We stand easier if the knees are slightly bent and the knee-caps loose.

The feet muscles must bind the many small bones together to give support and from the instep or arch. A man can stand up asleep, but not if muscles of feet or of legs are "asleep."

(© by George A. Dorsey.)

His Occupation
Nosey Old Gent—What are you doing, my little man? Fishing?
Dugusted Boy—Naw! Drowndin' fishworms.

AGED HORSELESS SPEEDER STILL IN USE



Not many years ago horses ran in terror from this horseless carriage. William F. Wolfe, Upland, Ind., the driver, went more than 250 miles in this speeder to attend the recent Ohio state fair. It was made in 1900, has six speeds forward, and six in reverse, goes 15 miles on one gallon of gas and has a top speed of 10 miles an hour.

SWEARING NO CURE FOR PARKING ILLS

Paved Areas Must Be Built to Bring Full Motoring Utility.

(By E. E. Duffy.)

Whether going or coming or not going at all, the automobile occupies a certain amount of space. Oddly, the motorist frequently experiences the greatest difficulty in finding this space when he wants to park. Somehow or other parking spaces always seem to be filled, or else two curt words on a signboard compel him to move on.

Sedans are no longer buggies and the space once devoted to the "hitchin' rail" is inadequate. Parking in city and town today is no small problem, and unfortunately little has been done by municipalities to create open-air stopping places for cars. The parking problem is no joke—and one answer to it is found in a new facility, the establishment of paved parking areas.

Build Parking Space.

In Chicago, the Lincoln park board is making an effort to unscramble its traffic situation by constructing two concrete parking spaces. These will be 320 feet long by 130 feet wide, accommodating 300 cars. At Coney Island there is a concrete parking space 1,350 feet long by 705 feet wide, large enough to accommodate more than 5,000 cars.

A fair-sized city in Illinois realized that it was not getting its share of rural business. Farmers were going elsewhere to do their buying. City officials and business men conferred. Shortly a group of old buildings was torn down and a spacious parking place was provided. Not content with this, the city built a new bridge across a stream which had always been a traffic barrier. Today, probably no city of its size is getting more rural trade than this progressive Illinois community.

The handling of the automobile is a city problem and many municipalities have decided that the provision of parking places is likewise something in which the city government has a deep interest. Vacant city property of low earning capacity might well be turned over to the convenience of the motoring family, which just about includes everyone. In some cases it may be practicable for the city to purchase land for the establishment of parking areas.

Full Utility of Car.

The full utility of the automobile will not have been attained until the motorist can stop within the near neighborhood of his destination. This is something that most motorists are denied at present. The creation of municipally or privately owned parking areas naturally entails some expense which, with the expense of operation and maintenance, justifies low parking fees.

One way of relieving traffic congestion, which harasses city governments more than any other one thing, is to get the cars off the streets. Paved parking areas will do that.

Proper Type Spark Plug

Most Important Factor
To maintain efficient engine performance in cars, buses or trucks, it is essential that the proper type spark plug be used.

The same type spark plug will not meet all driving conditions and all reputable manufacturers include in their lines many different types or spark plugs to meet different operating conditions. Attention to the matter of the proper selection of spark plugs for particular service goes a long way toward insuring trouble-free performance.

An illustration of this point is cited in the case of a bus that had been operated with complete satisfaction on a level route, but when it was transferred to a different route where practically all of the highway was through hilly country, the engine developed preignition. The difficulty was immediately corrected with the installation of spark plugs of a cooler type especially designed to overcome preignition.

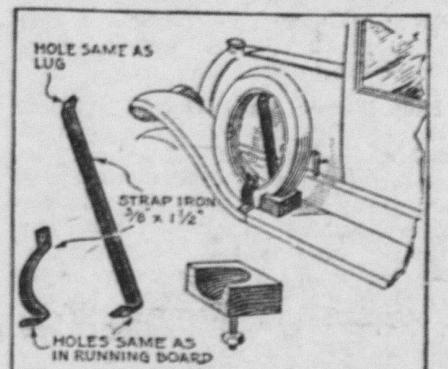
New Light Code Signals Will Help Color Blind

The standard recommendations for a uniform system of traffic lights approved by the American engineering council aim to help the color-blind driver.

The code suggests arrangement of traffic lights when in a vertical bank so that the red is on top, yellow light below it, if used, and green on the bottom. If the lights are set up in a horizontal row it recommends that the red be placed at the left, yellow in the middle and green on the right. The theory is that many traffic accidents can be prevented if color-blind drivers can depend upon the position of the lights, rather than their color.

Tire Holder Arranged on Any Running-Board

The illustration shows a convenient and simple running-board tire holder that can be made from a block of wood, some strap iron, and five bolts.



A Wooden Block, Strap Iron, and Five Bolts Compose This Running-board Tire Holder.

As shown, the arrangement is for a rim fitted with four lugs, but it will work with other numbers of lugs, if necessary. Make sure that the tire is held rigidly in place.—Popular Science Monthly.

Alarm Clock Will Warn When Parking Time Up

The business men of Appleton, Wis., who drive to their offices and park in front of their business places, have put one over on the city authorities who limit parking in the office district to 90 minutes.

The business men have thought of a novel scheme. They set alarm clocks in their cars to ring at the end of 90 minutes. When the startling sound of the clock interrupts the calm routine, a mad rush is made for the curb. Into their cars the big butter and egg men hop, drive them around the block and park them in the space next to the one they had used before.

And calm again reigns for another 90 minutes.

AUTOMOBILE FACTS

Ralph De Palma has been driving racing cars for the last 22 years. He has been badly hurt several times.

Longer wear and efficient operation of the driving gears of a speedometer may be had if lubricated once each week.

"Civilization is at the crossroads" again, according to an economist. And with cars coming at it from all directions.

Eighty-five per cent of all farms in Illinois have automobiles, 13.3 per cent have two or more autos and 21.9 per cent have motor trucks.

A black smoke issuing from the exhaust is an indication of too rich a gasoline mixture, while a bluish smoke discloses an excess of oil passing the rings.

The proportion of people to automobiles in the country is now given as 5.5 to 1, except in the case of the fraternity house coupe, where the ratio still is 12 to 7.

It isn't the prevalence of cars on the streets and highways that makes the trouble; it's the lack of prevalence of sense behind the wheels that causes the difficulty.