

1—Prime Minister MacDonald and his political foe, Winston Churchill, greeting each other over Mr. MacDonald's cake on his sixty-third birthday. 2—President and Mrs. Hoover in their box at the deciding game of the world's series at Shibe park, Philadelphia. 3—Full length view of R-101, huge British dirigible that was successfully tested in flight.

NEWS REVIEW OF CURRENT EVENTS

Senators Begin Digging Up Facts About the Doings of the Lobbyists.

By EDWARD W. PICKARD

INVESTIGATION of lobbies in Washington was begun by the subcommittee of the senate committee on judiciary, and Messrs. Walsh of Montana, Caraway of Arkansas and Blaine of Wisconsin, the more radical of the inquisitors, made it clear that they intend to extract a lot of information concerning the individuals and organizations that try to exert influence on congress in relation to legislation of various sorts.

Alleged tariff lobbyists were the first to be called, and though some of them protested that information demanded was personal and not relevant to the inquiry, the recollection of the contempt proceedings against others who in recent times had refused to answer senate committee questions was potent, and the information sought was reluctantly given. On the opening day those quizzed included William Burgess, vice president of the United States Pottery association; Thomas O. Marvin, chairman of the tariff commission; E. B. Brossard, a member of the commission; F. L. Koch, chief of the ceramics division of that body, and Karl Langenbeck, his predecessor in that position. Burgess denied he was a lobbyist, saying he regarded himself as a legitimate representative of industry. Most of the facts elicited from this group of witnesses had to do with quarrels among them over the furnishing of information to the framers of the tariff bill, and to relations with importers.

Dropping the ceramics for the present, the committee took up the domestic beet sugar lobby, and the most interesting witness in this connection was H. A. Austin, secretary and treasurer of the United States Beet Sugar association. He said his salary was \$8,000 a year and admitted that his organization spends about \$70,000 a year in the dissemination of information concerning the industry and of propaganda. The latter, he said, was incidentally in favor of a high duty on sugar. Since the enactment of the 1922 tariff act, he said, the association has expended about \$400,000 for those purposes. Classifying lobbyists in four groups, he claimed he belonged in the second class consisting of representatives of trade associations who present the case of their industry in an orderly way. For the third day the main witnesses were C. Eyanon, secretary of the Connecticut Manufacturers' association and Senator Hiram Bingham of the Nutmeg state, who had admitted that Eyanon was temporarily employed as his secretary and adviser during the consideration of the tariff bill by the finance committee and as such was admitted to executive sessions of the Republican members of the committee.

PROGRESS with the tariff bill in the senate was slow, and conferences between the Republican and Democratic leaders failed to speed it up. Smoot took to task the radical group for helping in the delay, and Borah, who wants to confine the tariff revision entirely to agricultural products, retorted that the measure could be passed in ten days if revised to suit agriculture.

WHEN the senate took up the confirmation of the members of the federal farm board the radical Republicans and Democrats talked in opposition for some seven hours, but all the appointments were confirmed by decisive majorities after Robinson of Arkansas, minority leader, had announced he would vote for them and let the entire responsibility for the board rest on the President. Thirteen votes were cast against Chairman Legge, twenty-seven against S. R. McKelvie, representing grain, and twenty against Carl Williams, representing cotton. Only Blaise of South Carolina voted against the other five members.

The attack on Legge was based on his former connection with the International Harvester company; McKelvie was assailed because of his alleged belief that most of the help in the grain belt must come from the farmers themselves, while the southern Democratic senators charged Williams with lacking the proper views on boosting the price of cotton.

IN AN official report to the senate concerning the investigation of alleged financial manipulations and creation of monopolies by the power corporations, the federal trade commission charges that its efforts are being hampered by the withholding of vital records. Big holding company groups also are delaying the commission by slow responses to the comprehensive questionnaire sent to them more than a year ago, the report says. Senator Walsh of Montana, sponsor of the investigation, indicated he would move to broaden the commission's authority if necessary.

AFTER months of preparation a combined force of special treasury agents, deputy United States marshals and New Jersey police executed a grand coup on the rum smuggling syndicate that has been supplying New York and vicinity with its imported—and cut—liquor. Secret indictments already had been returned by a federal grand jury in Trenton, and then the surprise attack was carried out with speed and skill along the Atlantic coast from the tip of Long Island to Atlantic City. Thirty-five places were raided, many arrests made and great quantities of liquor seized. Among the places taken was the headquarters of the syndicate, near Highland, N. J., a mansion formerly owned by Oscar Hammerstein, Jr. Its twenty rooms were fitted like a club. In the basement the raiders found tunnels leading to underground vaults in which liquor was stored and where a number of machine guns and a quantity of small arms were hidden. The cupola on top of the mansion was apparently used as a lookout tower from where the smugglers could watch for their craft.

A mile from this mansion the raiders captured a hidden radio station from which orders in code were sent to the fleet of liquor ships and speed boats operated by the syndicate. The federal agents already had learned the code and one of them took the place of the arrested operator, to lure more of the big rum vessels to points where they might be taken by coast guard boats.

William J. Calhoun, prohibition administrator for New Jersey, who was in charge of the raids in his state, said the syndicate was a "million dollar outfit" which operated a fleet of six ships between St. Pierre and Bermuda and an auxiliary fleet of ten speedboats. Unofficial estimates placed the amount of liquor brought in at 6,000 cases a week. Ever since the interception and solution of a code message months ago, every operation of the syndicate had been under close observation by the federal agents and every detail of its business was learned. The liquor organization was elaborate and its personnel well trained.

FRANCE, Italy and Japan all have accepted the invitation to a naval limitation conference issued by Great Britain. Paris and Rome consulted on the form of their replies, and the result appears in the Italian note which was made public in Washington. Secretary Stimson called it an unqualified acceptance, but it does not commit Italy to accept any agreement reached in London as complete in itself and prior to an agreement on general land and sea disarmament. Indeed, the Italian reply says:

"The aim of this conference, to which the powers signatory to the Washington treaty are invited, should be to elaborate a text to facilitate the task of the League of Nations preparatory commission and of the subsequent general disarmament conference."

As has been said before, it is believed neither France nor Italy will consent to the abolishment of the submarine, and France may not consent to naval parity with Italy because much of the French navy strength must be kept outside of the Mediter-

anean while Italy's is concentrated in that sea.

PRIME MINISTER MACDONALD, after a rest in New York and a visit to Niagara Falls, crossed over into Canada, where he was enthusiastically welcomed, and became the guest of Lieut. Gov. W. D. Ross in Toronto. In a farewell message to the people of the United States Mr. MacDonald said he was leaving this country "rich in the proof that while the Atlantic divides us, the cause of peace unites us." In Toronto he appealed to the American Federation of Labor to aid him in his disarmament and peace efforts.

SOVIET forces made the most extensive raid of the present trouble with China, pushing far into Manchurian territory along the Sungari river, occupying Linkianghsien and threatening Hsin and Fuchin and even Harbin. The Chinese fleet on the Sungari then got into action in co-operation with land troops and forced the reds to retire. The invaders had seven gunboats and twelve airplanes.

China's latest Civil war threat was lessened by the news that Feng Yushiang, the disaffected general of 200,000 troops, had been detained at the capital of Shansi province by Commander Yen Hsi-shan who, it had been feared, would combine with him to overthrow the government of President Chiang Kai-shek.

HABIBULLAH KHAN, the water boy king of Afghanistan, is out of it and the country has a new amir in the person of his conqueror, Nadir Khan. The forces of Habibullah were driven from Kabul after the citadel had been reduced by heavy bombardment and their master fled, after which various towns and districts made their submission to Nadir, who was reported to have been proclaimed amir. Another dispatch, however, said he would call a national assembly to choose a king.

BRITAIN'S new airship, the R-101, biggest and probably best of all dirigibles yet constructed, took the air last week on its maiden flight, and for an hour it circled, dived, climbed and zigzagged over the London region in an elaborate test of its powers. The trial was believed to have been entirely satisfactory to her builders and her commander, Maj. G. H. Scott. The huge ship carries 14 passengers and a crew of 33 men. It has five power units, each self-contained in a car slung beneath the bag and each complete in itself, and replaceable without stopping the airship. The R-100, sister ship of the R-101, also is completed and ready for trial flights.

BY UNANIMOUS vote the American Federation of Labor, in convention in Toronto, decided to embark on a campaign for the unionizing of the southern states, pledging the forces and funds of organized labor for the effort. All crafts unions were directed to center organizers in the South in the coming year and a special fund was set up to back the campaign. This action was the direct result of pleas made by representatives of the textile workers who have been involved in such serious troubles in the Carolinas and Tennessee.

Notwithstanding the vigorous protest of the Detroit labor council president, who demanded the extension of United States immigration laws to Canadians, the federation endorsed the executive council's immigration report approving of commuting across the border. The convention, however, called on congress for further restrictions on immigration. It also declared against universal conscription in time of war, and asked for limitation of the power of courts to intervene in industrial struggles.

AMERICA'S most distinguished visitor of the week was Mme. Marie Curie, co-discoverer of radium and famous for her work with that element. She came over from France to receive from American admirers a second gift for the purchase of radium, to call on President and Mrs. Hoover and to pay her respects to Thomas A. Edison on the occasion of the golden jubilee of the electric light. Madame Curie is in poor health and therefore no strenuous program for her entertainment was arranged.

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Self-Feeder Is Best for Swine

Unmannerly Greediness and Gluttony Done Away With by Device.

(Prepared by the United States Department of Agriculture.)

"Hoggishness" and "eating like a pig" are traditional phrases to describe unmannerly greediness and gluttony. Recent experiments in the feeding of pigs suggest that the phrases do not always apply. When pigs are fed by hand they do, in fact, rush in to make sure of their share of the feed. But, put hogs in a pasture and they graze leisurely and in contentment.

Help Themselves.

If, instead of feeding by hand, the owner installs a self-feeder from which the hogs and pigs may eat what they want, when they want it, and in whatever quantity they desire, they soon lose their gluttonous ways.

Commenting on a series of comparative feeding tests in which sows were self-fed and hand-fed, E. Z. Russell of the United States Department of Agriculture, said a noticeable fact about the sows in the self-fed lots was that "there never was any crowding at the feeders. Scarcely ever were there more than two or three sows eating at the same time, even when a dozen or more sows were being fed from the one feeder. Only a small quantity would be consumed at one time. It was taken slowly and apparently thoroughly masticated and digested."

Lose Gluttony Ways.

Probably this moderate eating and thorough digestion accounts for some of the good results of self-feeding. The natural presumption of most persons who have seen hogs eat would be that they would waste a great amount of grain and would overeat. The first thought would be to question whether the saving in labor would not be more than balanced by waste of feed. Instead of this, careful experimentation shows that the labor cost is only one saving from self-feeding. Self-fed hogs eat less grain than is usually fed by hand. They make better gains from the quantity consumed, and the quantity of grain consumed per pound of gain is lower than with hogs fed on a platform in a feed lot.

When left to their own devices, "eating like a pig" seems to mean eating with a nicely adjusted instinctive regulation of the diet for maximum growth and development.

Deficiency of Potash Harmful to Corn Crop

Premature dying of corn plants in black sandy soils may be due to deficiency of potash in the soil, says the United States Department of Agriculture. The corn plants may develop well during the seedling and early-growth periods and attain normal size, but before killing frosts they break over, the leaves die suddenly, and the ears remain incompletely developed, with soft cobs and chaffy grains. Such ears suffer further losses from weathering and ear rots. Experiments conducted in Indiana, where premature dying of corn is prevalent, showed that the continued removal of crop residues and the use of fertilizers containing only phosphates aggravate the trouble. Control measures, says the Department of Agriculture, include fertilization to supply the needed potash, changes in crop-residue disposal, and selection of locally adapted seed.

Improve Cow Beef

Experiments carried out by the food investigation board of Great Britain have recently shown that there is generally a progressive increase in the tenderness of all joints hung in a temperature of 41 degrees Fahrenheit, that this increase is less marked in the best quality meat, as in loin from prime animals; that coarse meat, such as aged cow beef, is greatly improved by hanging, and even after 17 days' hanging meat is still perfectly sweet and palatable.

Agricultural Notes

Every bull is potentially dangerous.

Clover should supplant, or at least supplement timothy meadows.

Six posts to the tree, at a dollar a post, after twenty years growth, yields a good return on the investment in a locust plantation.

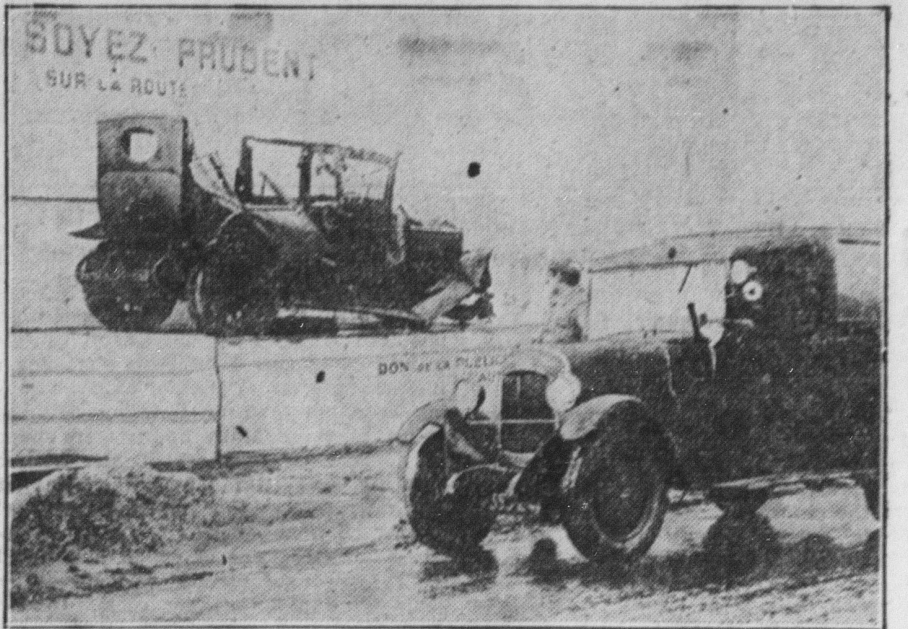
Many orchardists are centering on fewer varieties of apples, and replacing old trees with a few standard kinds demanded by the markets.

It is advisable to give dry cows access to a simple mineral mixture, such as would be had from a mixture of equal parts of salt, bone meal, and finely pulverized high calcium limestone.

It is advisable to keep brood sows away from hog wallows for at least a month before they are due to farrow. Sows frequently become stiff and lame as a result of being in wallows.

It is a wise plan to pinch out the tips of young canes of blackberry and of black and purple raspberry in summer—but not the red raspberry. Shears or knife can be used to do the topping.

UNIQUE WARNING FOR CARELESS DRIVERS



This badly smashed car, elevated on a base, is used as a warning to French drivers on the main highway leading west from Paris. The warning reads "Be Careful on the Highway."

SPEED LIMITS ARE BEING ABOLISHED

Five States Have Eliminated Maximum, Five Others Raised It.

Speed limits are slowly, if not surely, catching up to automobiles.

As to actually overtaking them, the possibility seems rather remote for engineering seems rather more speedy than legislation. But there are two things happening to speed laws that are making the lot of the motorist happy and a third that probably would make it happier than the other two.

The first satisfying thing is that speed limits are being liberalized in virtually all quarters of the country. The second is that, elsewhere, they are being removed altogether.

Slow Driver a Menace.

The third eventually, and it is no more than that at present, is that following the abolition of the arbitrary maximum there may come an arbitrary minimum speed. It is held to be a natural step and there are forward looking officials and motorists in both this country and England who are not so certain these days that the slow driver is not more of a menace than the fast one.

In recent weeks, five states have officially gone on record as favoring higher maximum speeds on their highways. Minnesota has gone from 30 to 35; Mississippi from 30 to 40; New Mexico, Ohio, and Oklahoma from 35 to 45. At the same time, Tennessee and Indiana have gone even further and abolished the maximum law altogether.

In this action, they have followed the course of Connecticut, Michigan and Montana. Anyway it is counted, that makes five states out of the 48 that have gone to higher speeds.

Fix Minimum Limit.

Just 43 states to go and there will be no arbitrary maximum speed limit! Then, many insist, the next logical step is to establish a minimum limit below which the driver may be arrested as dangerous.

A minimum speed limit law is not a brand-new idea. Several years ago, John M. Mackall, then chairman of the Maryland state roads commission, sponsored a measure in the legislature for the establishment of a low speed limit of 20 miles an hour on state highways. The bill failed to pass but it died a gallant, fighting death, and its friends have by no means abandoned hope.

Attention to Automobile During Severe Weather

In cold weather the careful automobile driver will see that his storage battery has plenty of water, that it is fully charged, and that the charging rate of the generator is increased. A storage battery is less efficient in cold weather, more energy is used in starting the engine each time, the drives are shorter, and the lights are used more in winter than in summer.

The ignition should be timed exactly right, for the power of the engine is lessened by a late spark. If the consumption of gasoline is high, the engine runs hot, and the car is sluggish, the ignition may be the cause of the trouble. Headlights should be adjusted to protect the driver and to give him the most possible light.

Rotting Connection Is Caused by Warm Water

Motorists who have wondered why it is that the upper water hose connection needs replacing more often than the lower one only have to know their engine a little better in order to understand the reason.

Circulation of water is from the pump up through the water jackets to the top of the radiator or up through the water jackets in the same direction in the case of thermo-siphon cooling, in which a pump is not utilized.

This means that the hotter water always is rising and that the water is hottest when it is passing through the top water hose to the radiator. This heat has a disintegrating effect on the rubber hose connection. The connections at the pump receive cooler water from the radiator and generally last longer.

Japanese Tootle Their Horn and Shout "Hi, Hi"

"Rules of the Road and Hints to Motorists" in Tokyo, Japan, are printed in Time, the News magazine, as follows:

"1. At the rise of the hand of policemen, stop rapidly. Do not pass or otherwise disrespect him.

"2. When passenger of the foot hole in sight, tootle the horn. Trumpet melodiously at first. Then tootle with vigor and express by word of mouth the warning, 'Hi! Hi!'

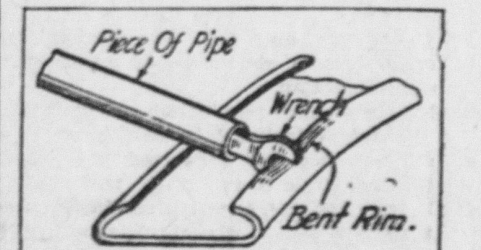
"3. Beware of the wandering horse that he shall not take fright. Go soothingly by.

"4. Give space to the festive dog that makes sport in the roadway. Avoid entanglement of the dog with your wheel spokes.

"5. Go soothingly on the grease-mud, as there lurks the skid demon. Press the brake of the foot as you roll round the corners to save the collapse and tip up."

Troublesome Automobile Clincher Rims Remedied

An automobile clincher rim becomes quite troublesome when the rim gets bent down in a few places so the tire bead will not slip under it properly, and if forced down enough to catch may suddenly slip out when the car is



Straightening a Clincher Rim.

In rapid motion and cause an accident.

The sketch shows a simple method of remedying this trouble by the use of an ordinary open end wrench and a short piece of pipe to slip over it to get greater leverage.

Plan Overhead Roads in Paris for Automobiles

Plans have been placed before the French Ministries of Interior and Transportation of a project linking Paris by an overhead automobile road with Nice, Marseille, Toulouse, Bordeaux, Brest, Lyons and Geneva. According to the scheme, the roads would be carried on reinforced concrete pillars at a height of about 25 feet, and would consist of two one-way tracks, each about 20 feet wide. A large proportion of the heavy initial expenditure, it was suggested, could be covered by the importation of materials from Germany under the reparations plan and the upkeep could be more than met if motorists paid a special tax of 100 francs a year.

AUTOMOBILE NOTES

There was nothing really similar to the rumble seat in the olden times, unless possibly it was climbing over a stile.

A traffic cop of Singapore, Straits Settlements, pulls strings to operate the stop and go signals attached to his shoulders.

Language is wonderful. We heard a fellow say: "The traffic officer came after me to give me a tag, but I gave him the slip."

Our recollection goes back to the old horse-and-buggy days, when there wasn't more than one Dead Man's curve per state.

Ninety cities in California, including San Francisco and Los Angeles, have adopted a standard code for traffic regulations.

According to George A. Parker, registrar of motor vehicle in Massachusetts, a motorist, rather than improving, begins to lose his ability to operate an automobile after ten years of driving.

Do not drive a new car too fast in the lower gears. This will ruin the engine. Be systematic when hunting trouble about the car. This is about the only way to determine quickly the difficulty.