

1—Architect's drawing of world's tallest building, 925 feet high, that is being erected in New York for City Bank Farmers Trust company. 2—Tractor hauling supplies on sledge for relief of people in Oregon where rail transportation was destroyed by forest fires. 3—Mr. and Mrs. Henry Ford, Mr. and Mrs. Thomas A. Edison and President and Mrs. Hoover at Detroit celebration of light's golden jubilee, on replica of old train on which Edison was a news butcher.

NEWS REVIEW OF CURRENT EVENTS

Hoover's Extensive Program for Waterways—Golden Jubilee of Light.

By EDWARD W. PICKARD

PRESIDENT HOOVER has definitely taken his position as champion of the development of our inland waterways and set forth the policy of his administration in that connection. In an address at Louisville, made during his trip down the Ohio in the celebration of that river's canalization, the Chief Executive proposed a program that would call for the expenditure in the next ten years of approximately one billion dollars for the inland waterways projects. He would complete the canalization of the Mississippi system of 9,000 miles within five years at an annual outlay of \$100,000,000 over the present appropriation, and would be ready to spend as much more on the St. Lawrence project.

The chief points of the President's program are thus summarized: Establishment of a nine-foot depth in the trunk systems and six or seven feet in the tributaries of the 9,000 miles of navigable rivers of the country.

The federal government should not only retire from the operation of ocean shipping, but from the operation of barges and craft on these rivers after the period of pioneering. Completion of the entire Mississippi basin system of waterway in five years.

The 746 miles of intercoastal canals should be lengthened by 1,000 miles during the next ten years.

The great lakes channels should be further improved and the lake levels stabilized.

This Mississippi flood control project to be expedited and finished in ten years.

Harbors and their littoral waterways to be maintained and deepened to accommodate the expanding foreign commerce. When it came to the matter of providing the needed funds, Mr. Hoover adopted the idea of beating our swords into plowshares. He expressed the hope that the great increase in expenditures involved would be balanced by reduction in the expenditures for the instruments of war as the result of the present international negotiations for naval limitation.

Mr. Hoover's first participation in the Ohio river celebration was at Cincinnati where, in Eden park he helped dedicate a monument to the men who started the canalization work 34 years ago and, as an engineer, gave high praise to the way in which the project had been carried out. He and his party then took a stormy ride to Louisville on the old lighthouse tender Green Brier, stopping briefly at Madison, Ind. Patrol boats, yachts and other passenger boats carrying members of the Ohio Valley Improvement association and officials from several states trailed in the wake of the Green Brier, making a flotilla of 16 vessels.

As the President's train was returning to Washington some persons discovered near Albany, Ind., an automobile placed across the rails. It was supposed an attempt had been made to wreck the train, and indeed that might have been the result; but two negroes who were arrested said they had put the car on the track in hope of collecting damages for its destruction.

LIGHT'S golden jubilee, the fiftieth anniversary of the creation of the incandescent electric lamp by Thomas A. Edison, was celebrated more or less all over the world but centered in the transplanted early American village, Greenfield, built near Detroit by Henry Ford. There were gathered President and Mrs. Hoover, Secretary of War Wood and other government notables, Mme. Curie of France, co-discoverer of radium, and a host of other important people to do honor to the "Wizard" and his achievements. Bowed by his eighty-two years and

almost overcome by emotion, Mr. Edison, in his rebuilt old original laboratory, repeated his final test of the first successful incandescent light, and then at a banquet heard what his fellow citizens and the world generally think of him and his inventions. Congratulatory messages from the prince of Wales, President Hindenburg of Germany and others were read; Owen D. Young as toastmaster was eloquent, and President Hoover revealed a delightful vein of humor as well as a deep appreciation of what Mr. Edison has done for humanity. Especially did he give the inventor credit for the way he has demonstrated the value of the modern method and system of invention by highly equipped, definitely organized laboratory research. Henry Ford and his son Edsel, the hosts of the occasion, declined to speak. Mr. Edison himself, in broken tones, thanked the American people for the tribute paid him and gave credit for a full measure of his successes to his fellow workers and the great thinkers of the past.

The celebration at Greenfield was supplemented by the dedication of the Edison Institute of Technology which Mr. Ford has created as his concrete tribute to his friend, the "Wizard of Menlo Park."

REPRESENTATIVES of twenty-nine co-operative live stock sales agencies, meeting in Chicago at the call of Chairman Legge of the farm board, made satisfactory progress with the organization of a central sales agency. It will have subsidiary corporations owned by its member agencies and financed to extend activities toward stabilization of the live stock industry.

Addressing the sixth conference of major industries in Chicago, Mr. Legge warmly advocated an economic parity between industry and agriculture as the only way to check the increase of radicalism in America.

"The public can rest assured," Mr. Legge said, "that the American farmer will never be reduced to peasantry, but unless he gets help, and gets it quickly, drastic results may be expected. You can't blame the farmers for backing radical blocs. Those blocs represent distress at home. If we remove the distress we remove the radicalism. If we don't we'll see radicalism in the future that is going to be worse than that we've had in the past."

DEMOCRATS and radical Republicans of the senate, striving at least ostensibly to make the tariff bill more favorable to the farmer, began their fight against the schedules of rates. Their success was variable, and the hottest parts of the battle are yet to come. The debates were so long drawn out that there were renewed fears that the measure would fall of enactment in the special session.

Herbert C. Lakin of New York, president of the Cuba company, was an interesting witness before the senate committee investigating lobbying. He said that American interests with Cuban sugar investments had thus far spent \$75,000 in lobbying against an increased duty on sugar, and that propaganda headquarters have been maintained in Washington at a cost of \$24,000 to date. Mr. Lakin insisted that he and those he represents do not desire to injure the domestic beet sugar industry and have tried to work out a scheme that would be equitable to all groups. Replying to Senator Caraway's questions, the sugar man said he believed his interests would have been unsafe if he hadn't employed persons to represent him in Washington.

ARISTIDE BRIAND, premier of France, and his cabinet stepped out of office last week because the chamber of deputies, by a vote of 288 to 277, refused its confidence in Briand's foreign policy. Briand, who has been premier 13 times and is in poor health, announced positively that he would not accept the task of forming another government. When parliament opened Briand demanded that debate on his foreign policy be postponed until after he had conferred with allied governments, until the conference at The Hague had been resumed for final action on the international bank, and until after final re-

partition of German reparations. This the chamber refused, deputies of all parties joining in the opposition vote. Dislike of the Young reparations plan and of the contingent evacuation of the Rhineland was strongly evinced by the right wing, which was surprised by the fall of the government. The left wing leaders said they really were strongly in favor of the Young plan and the evacuation program. Eduard Daladier, Radical Socialist, was picked to form a new cabinet.

BECAUSE a Slovene student was executed in Pola, Italy, there were violent anti-Italian riots in Belgrade and other cities of Yugoslavia, and the Italian representatives in that country were threatened and insulted. Consequently Mussolini, through Minister Carlo Gallo, made indignant remonstrance, demanding immediate investigation and the cessation of the press campaign against the Mussolini policies.

CROWN PRINCE HUMBERT of Italy arrived in Brussels to ask officially for the hand of Princess Marie-Jose of Belgium, and when the king and queen gave their consent the engagement was formally announced. The consent of the king and queen of Italy was published at the same time. Prince Humbert next day went to place a wreath on the tomb of Belgium's Unknown Soldier and was there shot at by a young Italian student, Fernando di Rose. Humbert, who was unarmed, stood quietly until the bullet was stilled and then proceeded with the ceremony.

CIVIL war in Afghanistan apparently is ended for the present, for news comes that Bacha Saka, the deposed king, and 1,000 of his followers have surrendered to Nadir Khan, the new ruler, stipulating only that their lives be spared. Amanullah, the former king, has sent his warm congratulations to Nadir.

DESTRUCTION, by explosion and fire, of the Hollywood laboratories of the Consolidated Film Industries caused a loss of millions of dollars—nothing like an exact estimate being possible for some time. The place was used by about 75 per cent of the motion picture producers and included in the losses were a number of master films of new screen productions. Fifty persons were in the building at the time and all escaped unhurt except Albert Lund, who was taken out unconscious and died.

URBAN F. DITEMAN, JR., Montana cattleman and amateur aviator, started a surprise hop from Harbor Grace, Newfoundland, for London, and presumably was lost in the Atlantic, though there was a remote chance that he landed somewhere in Greenland.

Dox, the huge German Dornier seaplane, made a successful flight over Lake Constance carrying 109 persons; these included 150 passengers, nine stewards and ten members of the crew. The big ship rose rapidly and for nearly an hour flew at an average speed of 106 miles an hour, though it is capable of 138 miles. Italy, Japan and Spain immediately put in orders for planes of the same type.

SEVEN of the Communist labor leaders who were tried in Charlotte, N. C., for the killing of Police Chief Aderholt of Gastonia during the strike troubles, were found guilty of second-degree murder and sentenced to prison for terms ranging from five to twenty years. Several of the convicted men were from New York; others were native products.

FIERCE raids by the bears brought on the wildest scenes the New York stock exchange has ever known, and prices of stocks crashed down to such low levels that billions of paper profits were wiped out. Trading was utterly demoralized as the brokers fought to execute their orders, and the ticker was nearly two hours behind with the quotations. The excitement was repeated only in lesser degree in the curb market and in Chicago and other exchanges. No explanation of the great crash was satisfactory, at least to the losers. The bulls struggled hard to keep their footing, with some success later.

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Soy Bean Crop to Justify Combine

Advisable Only in Case Where Job Totals 100 Acres of Crop.

(Prepared by the United States Department of Agriculture.)

The purchase of a combine harvester for harvesting soy beans is advisable only in the case where the job of threshing per season is at least 100 acres of soy beans or 100 acres of soy beans and small grain, says the bureau of agricultural economics, United States Department of Agriculture. On such an acreage, says the bureau, the total per-acre charge, including interest and depreciation, will be less for a ten-foot combine than for an eight-foot binder and custom threshing.

Cutting Loss Average.

"The experiments have shown that in straight combining the cutting loss averages about 8 per cent and the threshing loss about 2 per cent, and that when the crop is harvested with a binder and threshed with a stationary separator the binder loss averages 20 per cent and the separator loss 3 per cent," says the bureau. "The relatively large harvesting loss for both binders and combines is due partly to shattering, but the greatest loss is due to low hanging pods being missed by the cutter bar, which cannot be adjusted to cut lower than four inches above the ground. Investigations in Indiana indicate that windrowing and picking-up with a combine is inadvisable except where ripening is not uniform.

"Analysis of combined soy beans has shown an average moisture content of 12 1/2 per cent, and on beans threshed from the shock the moisture content ran about 15 per cent. Most combined beans are generally below the allowable moisture content of 15 and 16 per cent for United States soy bean grades Nos. 1 and 2, but beans which are bound and threshed usually run over these amounts. To offset this lower moisture content in combined beans it is necessary to delay combining from three to ten days after the time for cutting with a binder.

Harvesting Charges.

"Reports indicate that combine operators harvest about twelve acres in a six-hour day and binder operators ten acres in about seven hours. The charge for harvesting with a ten-foot combine is about \$1.10 per acre and for an eight-foot binder, including threshing, about \$3. This does not include interest and depreciation, which are large items on a combine."

Orchard Renovation Is Profitable Operation

Many growers are confronted from time to time with the problem of renovating an orchard. Unless the orchard is nearly dead, renovation will be a very profitable operation.

It is hard to choose a starting point in such an operation. Probably the best place to start is in the early fall and the first thing to do is to give the orchard a good pruning. Dead limbs should be taken out first. Then the light conditions of the whole tree should be improved by taken out good sized limbs here and there where they will do the most good. After this the other bearing wood should be thinned out slightly.

After pruning, a good dormant spray is next in line. This will clean up any scale which may be finding a poor living on the old or uncared for trees.

A fall application of nitrogen is very desirable applied at the time the orchard is pruned. This will get the nitrogen into the tree for use in the spring and will aid the pruning in bringing about a good set of fruit.

Farm Notes

Fail is the time for fixing lawns.

Study the home grounds now for changes you may want to make for next year.

Select seed corn for next year. Save only healthy, early-matured ears from vigorous and disease-free stalks.

Trash, litter, and dead grass and weeds that may form a harbor for the meadow mouse should be kept away from the tree trunks.

Since peach leaf curl is a disease spasmodic in appearance, it pays to play safe and spray, though no sign of the disease is apparent.

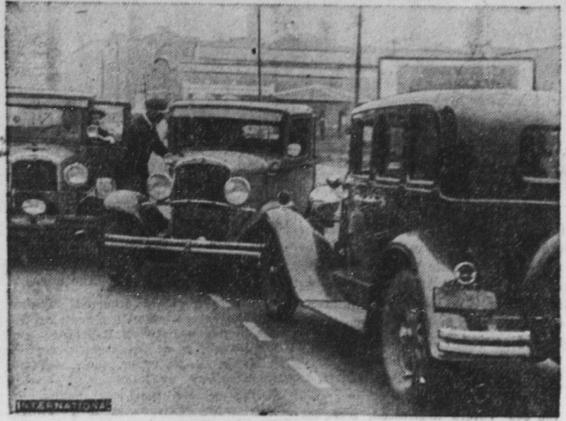
Damp weather and poor seed favor most of the losses from plant disease. The weather cannot be controlled, but disease-free seed is a help.

Trees that are given a moderate amount of pruning at regular intervals will usually produce more profitable crops than those that are pruned heavily and then neglected.

Sod orchards generally suffer worse from mouse injury than cultivated ones because more mice are likely to be present and better nesting places are generally found near the tree trunks.

Contrary to general belief, alfalfa hay is a good feed for horses, and has no bad effects if it is not fed in large quantities. About a pound a day for each 100 pounds live weight of the animal is not too much.

SIMPLER CODE URGED TO END TRAFFIC ILLS



Don't Cut Around the Car Ahead by Going on the Wrong Side of the Traffic Lane; It is a Fruitful Source of Accident.

Psychology in automobile driving will make the world safer for motorists and pedestrians. That is the advice of Dr. Knight Dunlap, professor of psychology at Johns Hopkins university.

Standardization and simplicity, two names for driving psychology, is urged by Doctor Dunlap as a panacea for traffic problems and accident prevention.

For instance, the monotonous run of "dangerous curve" signs on gentle curves tends to make the driver of an automobile less cautious when approaching a really bad curve. Standardization of these signs would serve to keep the driver constantly on the alert for bad curves. He could relax

when the signs told him things were comparatively serene ahead.

The simplifying of traffic signals would make driving of an auto a mechanical process, according to Doctor Dunlap.

Red, he says, can easily be misunderstood in traffic lights, for the reason that that color does not always indicate stop. Detour signs are red. Danger signals are red. Signals set up to indicate road repairs are red.

"Drivers will never be trained to the point of an automatic, unreflecting 'stop' on the red light so long as other uses of red in signals are retained," says Doctor Dunlap. "Fatal accidents have occurred from use of red lanterns on road obstructions.

WIDER HIGHWAYS ARE GREAT NEED

Four Traffic Lanes Would Soon Pay for Themselves.

(By E. E. DUFFY)

Motoring toward a large metropolitan center on a sunny Saturday afternoon, when wheeled hordes are bound for the open country, reveals pertinent facts about highways.

The first thing that is forcibly impressed upon the motorist going against the heavy traffic flow is that two lane roads are decidedly not wide enough—usually by two lanes. Slow trucks, crawling old hulks of cars, hyper-cautious drivers hold back traffic until a jam of cars a quarter mile or so long results.

Human Element Enters. Drivers driven to distraction by delays then suddenly dart out from their prescribed lanes of travel when oncoming traffic permits of a passing. Here, the well-known human element enters in, for if a driver misjudges the open spaces a collision may result. A four-hour ride against this wave of country-bound traffic brought several narrow escapes that cannot be recounted without a rise in blood pressure.

In addition to the dangers present in forging ahead on the two-lane road, there is the inability to get speed in keeping with the temper of modern cars, most of which travel some fifty miles an hour without excessive vibration. Fifty miles an hour is not a dangerous speed, yet it cannot be conscientiously attained on the narrow road when cars are thick. Another criticism of the rural road, in remote regions as well as metropolitan areas, is that it usually passes through the center of every hamlet and town on the route. One little town in southern Wisconsin, with a single traffic light on the main highway running through on the chief business street, is frequently nothing short of choked with automobiles that have no business there.

Must Be Widened. Narrow roads must be widened as fast as communities can make finances available, for without doubt congestion and accidents are costing as much or more than wider roads. Two-lane roads are suitable for traffic only where week-day travel is light and week-end travel moderate. A heavy volume of traffic demands roads at least four lanes in width. Accidents would be reduced considerably if by road builders' magic all congested routes were to be widened. That would mean a distinct lowering of car insurance rates.

AUTO HINTS

An average of 5,500 miles was traveled by each automobile in this country last year.

Motorists in England were taxed more than \$127,005,000 for the operation of 1,758,000 motor vehicles in the past year.

"Remember away back when a flat tire drew a sympathetic look from passing motorists?"—Des Moines Register. No, we are not that old.

"A hotel for automobiles is the suggestion of a prominent New York contractor"—If you can imagine a bell-boy rushing a quart of oil up to 703.

Are refugees losing their speed? A comparative table shows more people killed on New York streets in 1928 than at the first Battle of Bull Run.

MOTOR QUIZ

How Many Can You Answer?

Q. What causes pre-ignition and how can it be remedied?
Ans. Usually the spark plug center electrode becomes red hot and fires the mixture early causing ping and a sharp decrease in the engine's power. Changing to "cooler" spark plugs will correct the trouble.

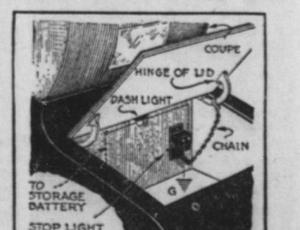
Q. What causes the noise in shifting gears?
Ans. Usually the fault lies with the driver who is afraid of making a noisy shift and so hurries. The shift should be made calmly and deliberately without rushing or hesitating to avoid noises. Also improper adjustment of clutch lever causes clutch to drag.

Q. What should be done with a punctured spare tire?
Ans. The spare should be repaired at once.

Q. What is considered a good rule to be governed by for testing oil level in the crankcase?
Ans. Test the oil level every time the tank is filled with gasoline.

Automatic Light Useful in Luggage Compartment

No need to fish around in the dark trying to find something in the luggage compartment. You can easily arrange an automatic light which will go on when the trunk door is lifted, and go out when you close it. A socket of the bayonet type to hold a headlight bulb is attached underneath the front edge of the door opening, and a stop-light switch is attached at a



Automatic Light for Luggage Compartment Goes on When Lid is Up.

point where it can be connected by means of a chain to the hinge or to a screw eye in the door.

The chain should be adjusted with enough slack so that when the door is in a fully opened position, the switch will be thrown on. Run a wire from the ungrounded battery terminal to one terminal of the socket, connect the other terminal of the socket to one terminal of the stop-light switch, and ground the other terminal of the switch to the nearest point on the metal frame of the car.—Popular Science Monthly.

Headlight Problem Due to Owner's Indifference

Many a headlight problem is due to the car owner's indifference. This is especially true, service men report, when the motorist is taking his annual tour.

On a trip of this character, which may involve night driving and the necessity for effective headlighting, the car owner is prone to forget that high speeds with their possible vibration and rough roads are likely to affect both the focus and the aiming of the headlights. Good illumination is closely related to keeping this point in mind.