



1—Vice President Curtis and Governor Emmerson of Illinois at the Armistice day exercises on Soldier field, Chicago. 2—President Hoover delivering his notable Armistice day address at Arlington National cemetery. 3—View down the long span of the Ambassador bridge across the Detroit river which was dedicated with great ceremonies.

NEWS REVIEW OF CURRENT EVENTS

Reduction of Income Tax by One Per Cent Proposed by the Administration.

By EDWARD W. PICKARD

IF CONGRESS is agreeable, and it almost certainly will be, our income taxes for this year will be reduced by about \$160,000,000. This is the plan of the administration, the announcement of which was made in advance of the President's budget message to congress in the hope that it would serve to ameliorate the stock market situation.

Secretary of the Treasury Mellon, Undersecretary Ogden Mills and Roy Young, governor of the federal reserve board, conferred with Mr. Hoover, and Mr. Mellon then issued a statement which said in part:

"While the final detailed estimates of revenues and expenditures for the fiscal year 1930 and 1931 have not been completed, the secretary of the treasury considers the estimates have reached the point where tax reduction should be recommended to the congress at the coming sessions.

"The indications are that business profits, dividends, interest, and wage payments in 1929 will considerably exceed those of the year 1928. Our estimates indicate that the government should close both the fiscal years 1930 and 1931 with a surplus. Taking all factors into consideration, the secretary of the treasury, with the approval of the President, will recommend tax reduction to the congress.

"The form of relief to the taxpayers which the treasury's recommendations will probably take will be a 1 per cent reduction of the normal tax on the incomes of individuals and corporations applicable to 1929 incomes and payable in the calendar year 1930.

"The total reduction of taxes to be collected during the calendar year 1930 will amount, it is estimated, to approximately \$160,000,000.

"The reduction, it is hoped, will take the form of a joint resolution of congress, thus permitting prompt action by both houses by avoiding a general revision of the revenue law.

"The proposal has been discussed with the Republican and Democratic leaders of both houses of congress, who have tentatively approved the proposed recommendation."

It was believed in Washington that enactment of the necessary legislation will come early in the regular session of congress, which opens on December 2.

COMMENT on the stock market situation seems superfluous, for every one in the country has been reading the financial columns with avidity if not with dismay. Day after day prices continued their downward way and it seemed as if the market had no bottom. Even the bears were surprised, and one of their leaders, Jesse Livermore, was quoted as saying that prices of many of the good stocks had fallen too low. But the amateur speculators were panic-stricken and refused to listen to reason. Many of the highest-priced industrials fell to new low records for the year, and lots of bargain hunters of the previous week were caught in the jam. The New York Stock Exchange on Wednesday took steps to forestall the undercurrent selling that had foiled all efforts to stabilize the market. Every member was called on to give at once the following information:

A list of stocks borrowed and from whom and for whose account; a list of stocks loaned and to whom; intra-office borrowings and for whose accounts; a list of all stocks which they have failed to deliver, and for whose account.

This action, together with the tax reduction news, brought on a flood of buying orders, and prices began to move upward.

PRESIDENT HOOVER'S Armistice day address at Arlington National cemetery was hailed in America and Europe as one of the most important statements ever made by him, and it

was given general approval. Briefly, he challenged the other powers to a radical reduction of naval armaments, declaring that the United States would reduce its naval strength in proportion to any other, that it remained for the others to say how low they would go and that "it cannot be too low for us." He suggested the exemption of merchant ships, carrying food exclusively, from seizure by belligerents as the first step in solving the problem of the freedom of the seas. He proposed amplification of the Kellogg anti-war pact by provision of automatic machinery for investigation of disputes involved in violation of the pact, subjecting the aggressor to the "searchlight of public opinion." And he suggested the need of additional arbitration treaties and of an authoritative system of international law.

Throughout his address Mr. Hoover revealed himself as an ardent advocate of world peace and the reduction of preparations for war, but asserted the latter must be by agreement only. "I have no faith in the reduction of armaments by example alone," said the President. "Until such time as the nations can build the agencies of pacific settlement on stronger foundations; until fear, the most dangerous of all national emotions, has been proved groundless by long proof of international honesty, until the power of world public opinion as a restraint of aggression has had many years of test, there will not have been established that confidence which warrants the abandonment of preparedness for defense among nations. To do so may invite war.

"I am for adequate preparedness as a guaranty that no foreign soldier shall ever step upon the soil of our country."

It should be noted that Mr. Hoover said his suggestion concerning food ships in war times would not be discussed at the London naval reduction conference.

ONE of the many interesting events on Armistice day was the dedication of the Ambassador bridge, the first to be built across the Detroit river to Canada. It is the longest bridge of its type in the world and cost \$20,000,000. Its free span is 1,850 feet long and its total length is one and eight-tenths miles. The ceremonies included military parades in both Detroit and Canada and addresses lauding the structure as an aid in perpetuating the 114 years of peace between the United States and the Dominion.

SIR RONALD LINDSAY, British under secretary of state for foreign affairs, has been selected as ambassador to Washington to succeed Sir Esme Howard, who retires from the diplomatic service early next year. Sir Ronald is well known in this country and his wife is an American, a daughter of the late Colgate Hoyt of New York.

Nelson Johnson, assistant secretary of state in charge of far eastern affairs, was appointed by President Hoover to be minister to China to succeed John Van A. MacMurray, resigned. He is a "career" diplomat who has served in China and is remarkably well posted on the entire far eastern situation. William Phillips has resigned the post of American minister to Canada, to the deep regret of President Hoover and the State department. He was offered another diplomatic post, but wished to return to the United States on account of his children.

SENATOR BINGHAM'S theory that the senate lobby committee was packed against the Republican tariff bill received a measure of substantiation when its chairman, Senator Caraway, asserted that its labors would soon be concluded. For of all the lobbies operating in Washington, little or no attention has been paid by the committee to any others than those whose concern is the tariff. Joseph R. Grundy, veteran lobbyist for Pennsylvania interests, was recalled by the committee last week and Mr. Caraway demanded that he name the senators from "backward" states who, he contended, have too much voice in fixing the policies of the nation. Mr. Grundy said that on reflection he had decided this would be improper and unbecoming, and Mr. Caraway called

him a welsler and yellow. But a moment later the senator retracted this, shook Mr. Grundy's hand and said that, after all, he liked him. In a report to the senate, Chairman Caraway dealt with the testimony given by William Burgess of New Jersey, representative of pottery and other interests. The senator flatly accused Burgess of perjury and slander and said he was a paid lobbyist who had "no regard whatever for his reputation."

DELEGATES to the conference to establish the new Bank of International Relations signed the statutes, charter and trust agreements of the institution and departed from Baden Baden. The statutes, as published immediately, fix Basel, Switzerland, as the seat of the bank and describe its purposes as:

"To promote co-operation of the central banks, provide additional facilities for international financial operations and to act as trustee or agent in regard to the international financial settlements entrusted to it."

So long as the Young reparations plan is operative the bank will not only "observe provisions of the plan in administration of operations of the bank," but also will "conduct its affairs with a view to facilitating execution of the plan."

During the Young plan's operation the bank is vested with the functions of receiving and distributing the German reparations and supervising and assisting in commercialization and mobilization of certain parts of the German annuities.

NADIR SHAH, the new king of Afghanistan, has issued a proclamation saying that strict prohibition is to be enforced in that country. The rights of the people are to be equal, with no distinctions as to nationality, caste or birth excepting those prescribed by the Shariat—sacred law. A recognized national army has been established and equipped with the latest implements of war. A military school is to be founded at Kabul, the capital, where officers will be trained in modern scientific warfare. King Nadir also says he hopes to conclude a trade treaty with the United States.

REDUCED to poverty and without desire to live longer, the former Princess Victoria, eldest sister of the ex-kaiser of Germany, died in a hospital in Bonn at the age of sixty-three years. Wilhelm was estranged from her when she married Alexander Soubkoff, a Russian refugee, and gave her no assistance when she was forced to sacrifice all her possessions to pay her husband's debts. She had applied for divorce from the dissolute Soubkoff, who was expelled from Germany and has been working as a waiter in Luxembourg.

Other deaths were those of James A. Robb, finance minister of Canada; Dr. E. A. Allen, chief of the experiment stations of the Department of Agriculture; Dr. Frederick Mosen of California, eminent anthropologist, and James J. Riordan, New York banker and close friend of Al Smith, who committed suicide.

WHAT is believed to be the largest embezzlement in the nation's history was revealed by a statement of the officers of the Union Industrial bank of Flint, Mich. It shows that within the last few months ten or more of the bank's employees have stolen from it money and securities to the amount of \$3,502,000. Charles S. Mott, president of the institution, has deposited cash enough from his private fortune to guarantee the depositors against loss.

SOCIETY along the Atlantic seaboard was provided with a sensation when it was learned that William W. Willock, Jr., of New York had married Adelaide Ingebert, a recent immigrant from Norway who had been his mother's chambermaid. The young groom is the son of W. W. Willock of the social register and former vice president of the Jones & Laughlin Steel company, and his mother was the daughter of the late B. F. Jones. The family fortune is reputed to be more than one hundred million dollars, but how much the son will get is questionable. He and his bride were found in a \$5 a week room in Oyster Bay.

LESS ACCIDENTS BY BETTER ROADS

Improved Facilities Would Lessen Many Dangers.

(By E. E. Duffy)

A signboard ten feet square with the big lettered words, "Danger—Sharp Curve" clearly outlined against a background of black and white stripes is placed in plain view along a highway in Iowa. Two people were recently placed in a hospital because they didn't see that warning.

This merely illustrates that in automobile accident prevention, chief consideration must be given to the human equation, personal element, or whatever other name can be applied to human frailty.

Fault of Operators.

State records show that 65 per cent or more of motor car accidents may be attributed to car operators and that a tenth to a third of the mishaps are due to the negligence of pedestrians.

Automobile accidents are increasing, taking the country as a whole. Car usage is growing for two reasons; 5,000 cars are added to those present every day, and better roads and the tendency towards motorization lead to more intensive use of every motor car.

Much can be done, of course, to cut down the human factor in accidents, yet there is this, too, to be considered. Highway facilities must be constructed that will reduce to a minimum the possibility of human error in driving cars.

High Speeds to Stay.

Automobiles capable of high speeds are without doubt here to stay, unless some faster means of transportation is created. Laws cannot train man to be a better judge of speed or distance and so long as inadequate highway facilities exist car accidents will occur.

Fortunately, for the most safe highway facilities there is a dollars and cents justification. Highway grade separations, whereby one road or street passes over another at intersections, compensate for their cost where traffic is heavy. Pedestrian tunnels, which permit foot traffic to pass safely and speedily under busy thoroughfares, also are economically feasible. The same is true of railroad crossing separations, of double-decked highways, of wide streets and roads.

Twenty-seven thousand people are yearly dying in car accidents. That is too many.

Starting in Low Gear Is Much Preferred Practice

Starting in low gear is a better practice than starting in second, when viewed from the standpoint of protecting the clutch. But, because it is rather a retarding process when one is in traffic, many motorists prefer to let the clutch take the additional burden of starting in second. One way to get around the difficulty is to practice getting out of low gear quickly. Use it only long enough to get the car under way; but, it is far wiser to use it.

AUTOMOBILE NOTES

A Carlisle, Pa., farmer has been hit three times at the same grade crossing and still lives.

It seems that the well known common law, which requires the word "amazing" in all automobile advertising, has been amended to include "stamina."

According to a returned college student, this country's 25,000,000 cars figures out exactly at the rate of five persons to the front seat of every automobile.

After pumping up four tires the other morning, to give them an additional 15 pounds pressure, the Office Crab said he was air-minded the rest of the day.

Gasoline Dangers Are Not Fully Appreciated

"Familiarity with gasoline should not make one less cautious of the dangers attending its use," says William H. Stewart, Jr., president of the Stewart Automobile school. "While it is well to know the safe side of gasoline, it is far more important to know the dangerous side. People who handle gasoline continually are apt to overlook the fact that danger is always present, lurking unseen, but ready to work harm as soon as the conditions are right for an explosion or a fire.

"Probably the greatest danger comes from the fact that the vapor is very heavy and colorless. Since it cannot be seen, there is little indication of its presence. It may accumulate at the bottom of a closed room or on the floor of a garage until some one drops a lighted match and sets fire to it. When allowed to accumulate in this manner its explosive power is tremendous.

"It is evident, then, that care must be taken to avoid such accumulation. Keep the premises ventilated so that the vapor will be dissipated as fast as it is formed. Do not spill gasoline, being especially careful while filling tanks. One of the most dangerous devices is a gasoline sprayer, used in cleaning the motor. It should never be used in a garage, and is not safe even in the open air. The operator sprays the gasoline on different parts of the engine as he uses the brush. By this process enormous quantities of vapor form which travel to a considerable distance seeking a flame. The operator cannot help breathing some of the mixture, which is injurious."

Motor-Minded Prince on His Swedish Motorcycle



Prince Sigvard, right, second son of Crown Prince Gustavus Adolphus, returning from a spin in the country on his Swedish-built motorcycle.

Important Pointers on Washing Out Oil Filter

When washing out a filter, such as an oil filter, care should be taken to pass the gasoline or other washing fluid through the wire gauze in the direction opposite to the normal flow of oil through the device. The reason for this is that if gasoline is passed through in the same direction as the oil it will probably leave particles of fluff or other substances that might have been caught, sticking just where they were, while washing in the opposite direction would dislodge them.

Cane Alcohol Useful as Substitute for Gasoline

Cane alcohol has been used with some success in Brazil as a substitute for gasoline, the price of which increased 20 per cent last year. Tests have shown that the alcohol is the cheaper fuel at present prices, but admitted objections to its use are gumming of valves and cylinders, "knocking," smoke, viscosity and the high ignition point. Much interest has been shown lately in an alcohol mixture which eliminates these features at a slight additional cost per gallon.

WHY WE BEHAVE LIKE HUMAN BEINGS

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

Pin Scratch May Be Fatal as a Rifle Ball

"FLEA" is any animal that lives on or within the body of a host and depends on that host for its food. All such are parasites. Eccles claims that half of the animals in the world are parasites.

The most numerous and deadly parasites come from that great half-animal, half-plant underworld known as bacteria. Second only in deadliness are some of the unicellular organisms of the animal world, the protozoa. More annoying, but of quite a different order in their powers of destruction, are some of the lower members of the metazoan subkingdom.

To the extent that parasites live on or within us or find a temporary home with us, and to the extent that they are causes of disease and death, they are proper objects of our interest and fit subjects for our attention. Indeed, the claim had been made that natural death in man and higher animals is due to parasitic organisms. This probably overstates the case, but it is a fact that micro-organisms enormously influenced organic evolution, that certain forms are constant menaces, and that no part, tissue, or function of our body is germ-proof. The menace is great because of their astounding capacity to multiply, constant because, like the poor, they are always with us. A pin scratch may be as fatal as a rifle ball; careless handling of milk may plague a city.

The general problem of parasitism is complicated. We shall look only at those parasites which are prone to infest the human body and are likely to cause disease. What are they, how are they carried, how do they enter our body, what damage or disease do they cause, and how may we be rid of them or acquire immunity? The answers to even these questions are often interrelated.

Malaria, for example, is not a bacterial disease, nor do we "catch" it—it is brought to us by a mosquito. Malaria, as a disease, is not understood without reference to its carrier and without a knowledge of the life cycle of the germ which causes malaria. Again, rats are not parasites, yet some of the deadliest scourges of the human race are rat-borne diseases. Why are the rats and fleas immune to plague? And how do they carry germs? The venom of a cobra, the ricin of the castor bean, the toxin of diphtheria germs, are deadly. Are they related substances? Only in their disruption of normal human processes of living and in the similarity of the response our bodies make to such substances.

It is true that no question can be raised regarding any one phase of any human process of living without removing the lid of all of life. The intricacy of life in its simplest forms is profound enough; it is not simplified by the addition of parasites. And yet possibly all living processes in higher organisms are brought about by aggregates of protein molecules, which function as micro-organisms. If we only knew more about the protein molecule!

We shall, for keen minds are on its trail, and sooner or later it will yield its secret and life will be new again.

Meanwhile, there are mosquitoes to swat. And with them we may begin to call the roll of our parasitic enemies. Mosquitoes belong to Hexapoda (six-footed) insects, the most diversified, the most numerous, and for their size the smartest of all animals. Lice, fleas, ticks, bedbugs, jiggers, mosquitoes, flies—dozens of kinds, millions of each. And a variety for every plant and animal on earth big enough to carry one. They live on us, they live off us. They give us nothing useful. They irritate us. But they do not kill us. We are accustomed to them, "adapted," immune.

That is what immunity means. We are not exempt from fleas or dozens of other parasites. Only immune. We can stand them. The germ of death or disease carried by a parasite is another matter. Immunity may come in many forms.

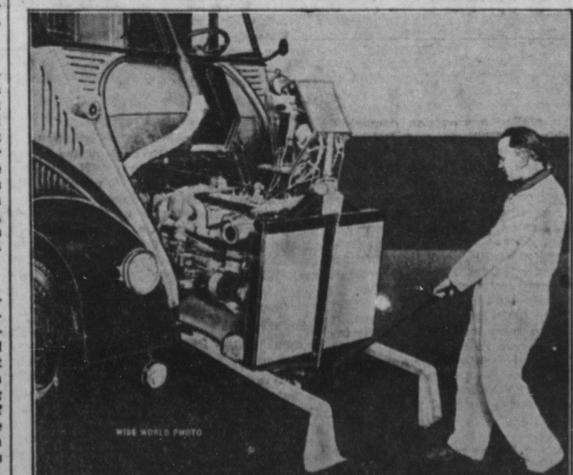
Insects are the highest animals which infest or bedevil the human body. Lower in the scale is a flatworm, the long, flat Taenia, or tapeworm. Its life history is longer and not at all flat. Man gets it from unsalted, uncooked pork. In his alimentary canal it loses most of its anatomy and becomes head and long body of dozens of segments, each for breeding purposes a complete male and female. That is what it is, a series of reproductive units. It needs no sense organs, has none; as it feeds on predigested food it needs no digestive apparatus, has none. Its head is a hook to hang on by and a siphon to suck up food.

Our next lower animal parasitic enemies are the two threadworms—hookworm, trichina. The trichina is well understood and now under control; we hear little of it. The hookworm is well understood; but people will go barefooted.

Roses in History

The rejoicings of victory, the melancholy moments of grief, have known roses. Arbors of delight, the desolation of surrender, playtime of children, dreams of aging men and women, hesitant hope of the sick, all have known the language of roses. In the choruses of the world's sentiment they have sung their part.—Boston Herald.

WORLD'S ONLY COMPARTMENT SLEEPING BUS



Pickwick night coach, world's only compartment sleeping bus, accommodating 20 passengers and having practically all the conveniences that are found in railroad sleepers. Photograph shows motor pulled out for inspection.