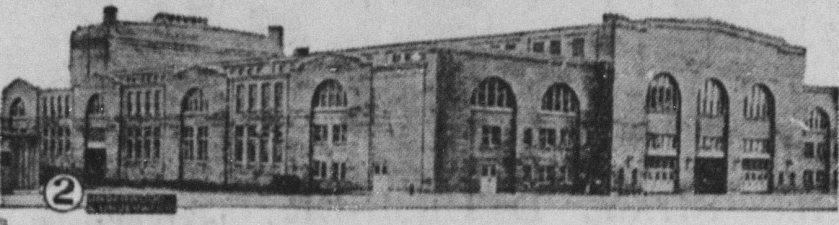


1—View in chapel of University of Chicago at installation of Robert Maynard Hutchins as president of the institution. 2—Omaha's new \$500,000 Coliseum, built for conventions, stock shows and prize fights. 3—Thousands of persons gathered at the grave of Rev. Patrick J. Power in Malden, Mass., where many miraculous cures are reported.



## NEWS REVIEW OF CURRENT EVENTS

### Industry and Finance Give Assurance That Nation's Business Is Sound.

By EDWARD W. PICKARD

UNLESS President Hoover and the leaders of finance, industry and labor are all wrong, the country's business structure is on a firm basis and there is no reason why prosperity should decrease, despite the stock market collapse which in six weeks reduced stock prices by about 37 per cent.

What the leaders mentioned think about the situation was brought out in the conferences called in Washington by the President. First to gather were the presidents of a number of railroads, together with William Butterworth, president of the Chamber of Commerce of the United States; Julius Barnes, chairman of the chamber's board; Secretaries Mellon and Lamont and Ernest L. Lewis, chairman of the Interstate Commerce commission. President Hoover thus told of the results of this meeting:

"The railway presidents were unanimous in their determination to cooperate in the maintenance of employment and business progress. It was stated that the railways which they represented would proceed with full programs of construction and betterments without any reference to recent stock exchange fluctuations; that they would canvass the possibilities of further expansion, and that amongst these particular railroads it appeared that the total volume of such construction work already indicated an increase during the next six months over the similar period of last year."

Later in the week, at the annual meeting of the Railway Business Association in Chicago, the rail officials of the country gave out more definite information of their plans for expansion and betterment which will call for the expenditure of a billion dollars.

The second group to assemble in the White House included the twelve members of the advisory council of the federal reserve system and the members of the federal reserve board, together with government officials. They gave assurance of the soundness of the business structure and the probability of cheaper money. Each member of the council reported that business and banking throughout his district were in a sound condition.

On Thursday morning the nation's industrial leaders assembled, with Julius Rosenwald, Henry Ford and Owen D. Young of the General Electric company at their head. Included in the conferees were the chiefs of nearly all the great corporations—an impressive gathering indeed. The President asked these men to cooperate in maintaining their business activities on the same plane as in past months and to make expansions wherever possible. What the President particularly desires to avoid is a curtailment of industrial activity in anticipation of a possible business slump due to the stock market collapse. He received the assurance that the constructive activities of the various industries would be continued, and even expanded to take up the slack in employment.

That afternoon William Green, president of the American Federation of Labor, and other prominent labor leaders, together with Secretary of Labor Davis, conferred with Mr. Hoover. And it was announced that on Monday there would be meetings of the leading public utility magnates and of farm leaders.

Thursday evening Mr. Hoover announced that a truce between capital and labor had been made; that the big industries of the country would not reduce wages and that organized labor would make no demands for increased pay. Both groups, he said, had pledged themselves to assist the President in his endeavor to maintain business stability and progress.

Soon after this Henry Ford announced that a general wage advance was to take effect immediately in all

his automobile plants, benefiting about 135,000 men. He gave his views on the industrial situation, maintaining that prices of commodities are too high and must come down, while wages are too low and must be raised.

As a result of the series of conferences it is planned to set up some sort of an organization to act as a clearing house for the activities of the different groups. Mr. Barnes and Mr. Butterworth, in co-operation with Secretaries Mellon and Lamont, will figure prominently in this work.

JAMES W. GOOD, secretary of war, died in a Washington hospital following an operation for acute appendicitis. The news of his demise was heard with deep regret throughout the country for Mr. Good was regarded as a most efficient servant of the nation and was popular with a host of friends. President Hoover was especially grieved by the death of a man who had been his close associate for years and who held his high regard. The war secretary was given all military honors at the funeral services which were held in the east room of the White House and were attended by the President and Mrs. Hoover, the members of the cabinet and as many others high in the government as could be accommodated. Then the body, on an artillery caisson drawn by six bay horses, was escorted to the railway station and taken on a special train to Cedar Rapids, Iowa, Mr. Good's boyhood home, for burial. It was accompanied by committees representing the administration and the senate and house and by Acting Secretary of War Hurley and General Summerall, army chief of staff.

PRESIDENT HOOVER has completed the delegation to the naval conference in London by naming as additional members Secretary of the Navy Charles Francis Adams and Ambassadors Charles G. Dawes, Dwight W. Morrow and Hugh S. Gibson. The others, previously selected, are Secretary of State Henry L. Stimson, Senator David A. Reed of Pennsylvania and Senator Joseph T. Robinson of Arkansas. Admiral William V. Pratt, commander of the United States fleet, and Rear Admiral Hilary P. Jones, retired, will accompany the delegation as naval advisers.

The addition of Secretary Adams and the three ambassadors to the delegation was a measure taken to pacify Admiral Jones, who had threatened to refuse to go along because he thought the administration was not giving proper consideration to the navy and the naval authorities who have been opposing what they considered too great concessions to Great Britain. It was said the admiral is now satisfied.

FINDING it was impossible to complete its version of the tariff bill this month, the senate voted, 49 to 33, to adjourn the special session of congress sine die on Friday night, and the house concurred. This gives the lawmakers an intermission of ten days before the regular session convenes on December 2. The adjournment was proposed by the Democrats and the old guard Republicans voted for it because they are disgusted with the tariff measure as it now stands. The new grouping of younger Republicans, headed by Senator Allen of Kansas and called "Young Turks" by Senator Pat Harrison, tried to keep the session alive, believing much more progress with the schedules could be made. The tariff bill retains its place on the senate calendar as unfinished business, and though the Vane case comes up for disposal during the first week of the regular session, the senate leaders hope the tariff measure can be passed before the Christmas recess.

Doings of lobbyists in behalf of high and low tariff on sugar were investigated by the senate committee on lobbying during the week, and the information elicited was interesting though not especially incriminating. Most important of the witnesses was President Rentscher of the National City bank of New York, which institution is deeply interested in Cuban sugar plantations and refineries.

SENATOR George H. Moses remains chairman of the Republican senatorial campaign committee, despite the animosity he aroused among the west-

ern radical senators recently. The committee met last week and apparently all was harmonious. Consequently the New Hampshire senator will be in charge of the arrangements for the re-election of those senators whom he stigmatized during the tariff debates as "sons of the wild ass."

HARRY F. SINCLAIR, oil magnate, completed his term of imprisonment for contempt of the senate and the District of Columbia Supreme court and was given his freedom after 198 days of confinement. He seemed happy and healthy and posed obligingly for news photographers, declared he was guilty of no moral turpitude and asserted his imprisonment was "in violation of common sense and common decency" to make him the scapegoat for corrupt politicians.

CONGRESSMAN Edward E. Denison, Marion, Ill., a bone dry, is added to the victims of the prohibition laws. He and John Layne, his former secretary, were indicted by a grand jury in Washington on a charge of illegal possession of liquor. The indictment is based on the fact that, eleven months ago, a trunk and suit case containing liquor were delivered to Mr. Denison in the house office building, being addressed to Layne in Denison's care. Federal agents opened the trunk in his presence. The congressman says he explained at the time that the baggage was not his and had been checked to him by mistake in New York after his return from a trip to Panama. The agents, he asserts, expressed themselves as satisfied and said there would be nothing more to it. In Washington it was said Denison's receipt for the trunk was laid before the grand jury. Layne, who is now connected with the internal revenue bureau, has flatly denied any connection with the liquor.

TWO of our new ambassadors presented their credentials last week at the courts to which they are accredited. John W. Garrett was received with all due ceremony by King Victor Emmanuel of Italy after being conveyed with his staff to the Quirinal palace in three gala coaches. In the royal palace in The Hague Ambassador Gerrit J. Diekema was received by Queen Wilhelmina of The Netherlands.

MOST of New York, New England and the maritime provinces of Canada were startled by a series of violent earthquake shocks early in the week. At first it was believed no material damage had resulted, but in a few hours the cable companies found that nine of their twenty-four Atlantic cables had been broken. The center of the disturbance was at sea between Nova Scotia and New York, and several liners that were in that region were brought up standing as if they had run against a reef.

Toward the end of the week came the belated news that the quake had caused an immense tidal wave which hit the Burin peninsula on the south coast of Newfoundland. Several villages were swamped by the water and at least thirty-six persons were killed.

GEN. PASCUAL ORTIZ RUBIO was elected president of Mexico, defeating Jose Vasconcelos by a large majority. Rubio may be relied on to carry on the policies of President Gil. He is of an old Mexican Indian family, tracing his ancestry to the last of the Tarascan kings of Michoacan. He has had an adventurous life, taking part in all the revolutionary activities since his youth.

SOVIET RUSSIAN forces, invading Manchuria, captured Dalai Nor, the key position of the Chinese front line defenses in the "Three Rivers" district, after nineteen hours of bloody fighting. The Russians thus cut off the Chinese position in Manchouli and opened the way for a drive on Hallar, besides gaining possession of valuable coal mines.

T. P. O'CONNOR, called the father of the British house of commons and familiarly known to the world as "Tay Pay," died in London at the age of eighty-one years of septic poisoning. Famous as an Irish Nationalist and as a journalist, he had served as a member of parliament for forty-nine consecutive years.

## WHY WE BEHAVE LIKE HUMAN BEINGS

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

### The Black Death

THE Black Death of 1348-49 devastated a quarter of Europe, killed 25,000,000 people, and drove Boccaccio outside the walls of Florence, where he whiled away the time writing the Decameron. In India, the pest bacillus cost 6,000,000 lives in ten years. Almost all plague bacteria are carried by animals, and are transmitted to man by fleas, lice, mosquitoes, or other parasites.

A flea on a dying rat seeks a fresh victim, carrying the rat's plague germs with it. Any man will do. The flea empties its alimentary canal, then bites; the bite irritates the skin, the man scratches it—thereby opening his first line of defense to the enemy! The germs left behind by the flea can now get into the blood. In the new host they begin to multiply. Another flea may carry this tainted blood to another human victim.

More instructive is the propagation of malaria, or ague. When science found out where the mosquito gets malaria and why the astounding clock-like regularity of the paroxysms which wrack the bones with chills and burn the body of the victim with fever, a long stride was made in making this world safe for human beings.

Malaria is caused by three (possibly four) varieties of Plasmodia of the unicellular Sporozoa. Sporozoa reproduce by spores, hence the name. Ordinarily one cell or one bacterium divides and becomes two. In reproduction by spores, one divides into many tiny spores, each spore grows to life size, and again divides into spores. Each kind of Plasmodium has its own time rate of reproduction. The ague paroxysm coincides with the reproductive cycle.

Once any one of the three varieties of malaria germs has entered the blood-stream, it propagates itself by spores and without sex. Asexually the existence of its progeny is dependent simply on the supply of red blood corpuscles. But how does it get into the blood in the first place?

Enter the Anopheles mosquito of which there are several varieties.

The mosquito bites a human victim, discharging saliva and a few thousand thread-like spores. In man's blood they can take care of themselves. They enter an asexual cycle. They soon become incredibly numerous. Assume that the mosquito laid only 1,000 spores; by the tenth day they have become 100,000,000; two days later, 1,000,000,000. When 150,000,000 blood corpuscles have been invaded, fever begins.

The germs of trench and typhus fevers are carried by "cooties." Typhus fever alone killed 120,000 Serbians during the war—all inoculated by lice. When control measures were inaugurated the fever disappeared. But true control cannot come to stay until the facts of propagation are known. In 1915 there were 2,500 cases of malaria in an Arkansas town; within three years there were 73; reduction of 97 per cent.

Formerly, yellow fever lived in the tropics and now and then visited our southern ports, with great loss of life. It is almost forgotten now. Controlled by controlling its mosquito carrier.

But many kinds of germs need no lower animal agency to help complete their vicious life cycle; mere human social relations suffice. The very manner of our living is sometimes a factor in the presence of germs—and in our susceptibility to their ravages. As Jordan says, tuberculosis is primarily and chiefly a disease of men living in houses and of cattle kept in stables. A tubercular patient may expectorate up to 3,000,000,000 tubercle bacilli in one day; the dried sputum in a cool, dark corner may contain virulent germs for eight months. A few drops of urine may contain up to 500,000,000 typhoid bacilli.

The typhoid bacillus, for example, before death overtakes its host, passes into the body of another victim, carried by milk, water, food, fingers, filth, flies. If it passes the acid stomach of the new host, it has a clear field ahead until it reaches the lymph nodes of Payer in the small intestine.

Whether it kills and so dies with its host, or is killed by the leukocytes in the blood, it has already multiplied into an army and has already sent some of its forces out to find new victims. The germs of dysentery, cholera, etc., of the alimentary canal, have similar cycles. But they must all be carried; they no more "pass" from one victim to another without a carrier than a letter crosses the sea without a carrier.

Many disease-producing germs which make their homes in our nose, throat, or lungs (germs of tuberculosis, diphtheria, pneumonia, scarlet fever, influenza, measles, whooping cough, pneumonic plague, etc.), may be carried by the air itself, and generally are sneezed or coughed out to be wafted about until they find new hosts.

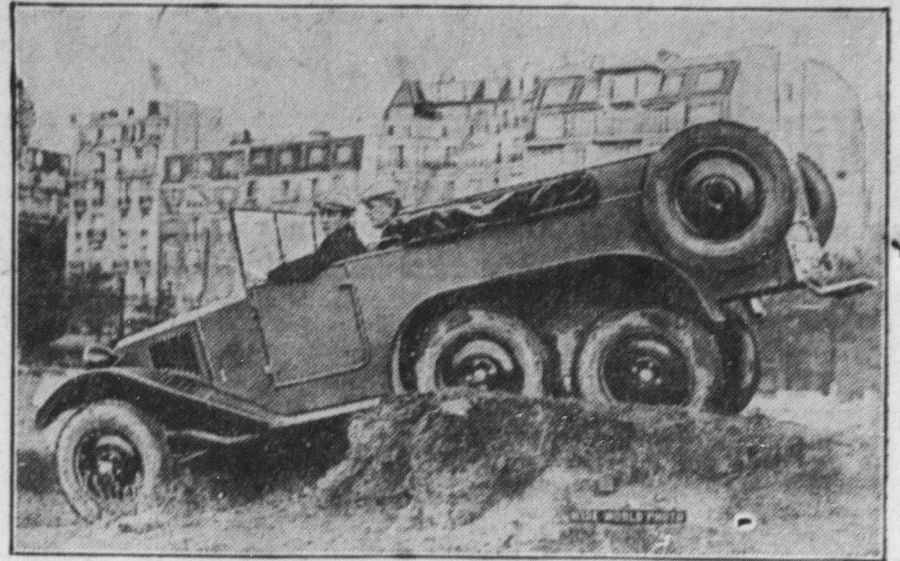
The conquest of germ diseases has only just begun. But the start of that conquest might have been delayed until the sweet by-and-by without the discovery of the germs themselves under the microscope.

(By George A. Dorsey.)

### Real Devotion

Father—Donald, I am only punishing you because I love you.  
Donald—Well, daddy, I wish I was big enough to return your love.

## IDEAL AUTO FOR BUMPY COUNTRY ROADS



A new motor car recently exhibited at the Salon de l'Automobile in Paris, possessing six independent wheels and which can run over obstacles as here depicted. It is powered with a four-cylinder air-cooled motor and can attain a speed of 60 kilometers an hour.

## PERFORMANCE OF ANY SPARK PLUG

### Best Condition Means Maximum of Efficiency.

With the general trend toward higher compression engines, the importance of keeping the spark plug in the best condition cannot be over-emphasized if the motorist would enjoy the maximum of efficient car operation, according to an engineering bulletin, which says:

"A surprisingly large percentage of poor performance may be traced and often eliminated by an examination of the spark plugs, which are often responsible for engine trouble coming under the following classifications:

#### Trouble Classifications.

1. Engine hard to start—misses at low idling speeds, sluggish.
  2. Engine loses power on long runs, at high speed, on hills or hard pulls.
- "Conditions described above may be due to fouled, worn out or wrong type spark plugs, or to improper adjustment of spark plug gaps.
- "If the plugs are fouled, obviously they should be cleaned, and if worn out they should be replaced. If the gap is too wide it should be adjusted to .025 inch for average engines and .020 inch for high compression engines. The distributor contact points should also be cleaned or renewed and the gap set at no less than .016 inch or more than .020 inch in most cases.

#### Cleaning Easily Done.

"In the case of fouled spark plugs that are comparatively new, cleaning is easily done:

"Fill the lower part of the plug with alcohol, metal polish or equal parts ammonia and water, and let it stand for a few seconds.

"Rub carbon from insulator with stiff wire or small wooden peg covered with one thickness of cloth. Then wipe the plug dry. Clean the sparking points with emery cloth. Adjust the gaps. Car manufacturers recommend that spark plugs be renewed every 10,000 miles because worn out plugs cannot be restored by cleaning."

## Highway Grade Crossing Accidents on Increase

Of the 5,036 highway grade crossing accidents in which motor vehicles were involved during the past year in the United States, 1,275 resulted from motorists crashing into the sides of trains, which were either standing still or in motion. This was an increase of 113, or 9.7 per cent, compared with the number of such accidents in 1927. Highway grade crossing accidents resulting from motor vehicles being struck by trains totaled 3,761 in 1928, an increase of 74 compared with the preceding year, or an increase of 2 per cent.

## AUTOMOBILE HINTS

Modern man drives 2,000 miles in a week and calls it taking a vacation.

Statistics show there is one automobile for every 70 of the world's population. Some drivers seem to have an idea it is up to them to kill off the other 69.

"And how do you know I spent my vacation driving a motor car?" asked the amazed client. "That," said Sherlock, "is elementary. Only the back of your left hand was sunburned."

The town of Montellmar, France, averages 200 arrests of speeders a day. One reason for this is that the legal speed is seven miles an hour, and, secondly, the law is enforced.

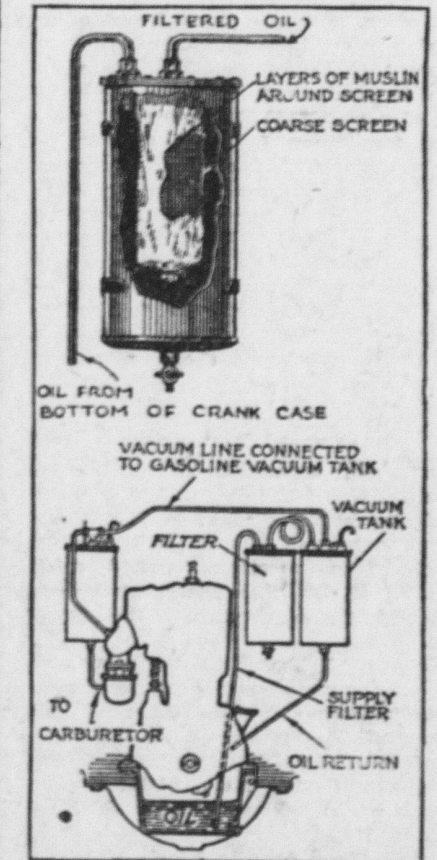
The movement is gaining ground to have the name of every community painted on some conspicuous roof. This will be a great help to the motorist struck by a fast freight at the crossing.

"Perhaps the proposed 200-pound automobile would give the pedestrian less to contend with." We don't know; A Brooklyn girl was taken to the hospital recently after being run over by a baby buggy.

## Homemade Oil Filtering System Fits Any Motor

The illustration shows a homemade oil filtering system that can be applied to any automobile to make it modern and up-to-date.

You need one vacuum tank in good working order. A serviceable one can be obtained at a low price from any auto wrecking yard. In addition, you need the outer shell of another vacuum tank to serve as a filter compartment. Of course, this tank could be soldered up from sheet metal in any shape desired. Copper piping is used to connect the tanks as shown in the illustration. If your car is fitted with a vacuum tank to supply gasoline to the carburetor, fit a tee instead of an elbow on the intake manifold pipe. If your car has no vacuum tank, run the air pipe from the vacuum tank which is to pump oil through the filter directly to a coupling fitted into a hole



This Oil Filtering Device Can Be Applied to the Lubrication System of Any Auto Motor.

drilled in the intake manifold. As long as the motor is running, oil will automatically be pumped up through the filter and allowed to run back into the crank case. This system will work perfectly on any type of gasoline engine no matter what type of lubricating system is used.—Popular Science Magazine.

## Junked Cars Cluttering Highways Called Menace

There are scores of thousands of automobiles on the highways today which were actually disposed of by their owners as junk, but which were salvaged, put in running condition and sold by junk dealers, according to the safety division of the American Automobile association.

The American Automobile association points out that it is a common practice throughout the country to buy junk cars for a few dollars, put them in some degree of running shape and sell them back to the public.

"These mechanically ungood cars," says the American Automobile association, "produce three very bad results. First, they create a serious hazard and intensify the safety problem. Second, they clutter the highway and increase congestion by reason of their inability to maintain anything like an average rate of speed. And, third, since these salvaged cars are almost invariably the first venture of their buyers in car owning, they get badly stung and oftentimes get soured on automobiles in general."

## Find Another Effective Anti-Freeze Combination

The United States bureau of standards has found another anti-freeze that is said to be even more effective than glycerin, in that not as much is needed proportionately. That is ethylene glycol, a petroleum product which has the advantages of both alcohol and glycerin. It costs more than glycerin. Glycerin mixes easily with water and is kept in circulation by the pump or the thermo-siphon system of cars without pumps. It doesn't settle either down or up, so as to permit any part of the cooling system to freeze while the engine isn't running.