



1—Bathing beauties decorating municipal Christmas tree in Venice, Calif., where it is sunny and snowless. 2—New portrait of Joseph R. Grundy, appointed senator from Pennsylvania. 3—German troops saluting the flag of the Reich as it rises over Ehrenbreitstein fortress after the departure of the French troops of occupation.

NEWS REVIEW OF CURRENT EVENTS

Senate Approves Tax Reduction and French War Debt Settlement.

By EDWARD W. PICKARD

WITH the tax cut bill passed by both house and senate and the Mellon-Berenger agreement for the funding of the French debt ratified by the upper house, congress quit work on Saturday and went home to celebrate Christmas and New Year's.

Fourteen senators, most of them classed as radicals, voted against the tax reduction measure but 63 were recorded in its favor, and it was promptly signed by President Hoover. The act, whose terms are already quite generally known, remains in effect only one year, but it is presumed that congress a year hence will provide for another reduction if tax revenues continue at the present high level.

The vote on the ratification of the French debt settlement was 52 to 21. Senator Howell of Nebraska, Republican, led the opposition on behalf of the radical group, which consistently fights against everything the administration seeks to accomplish. Howell contended that the effect of the settlement was to cancel the entire principal of the debt. His theory was that the payments over a period of 62 years represent merely interest at a rate of 2.17 per cent.

The French indebtedness, which was funded at a total of \$4,025,000,000, not only was one of the largest of any of the debts but is the last to be disposed of except those of Russia and Armenia, which are at present listed in the hopeless class. The principal and accrued interest at the time of the funding of the debt totaled approximately \$11,500,000,000.

Unless the entire debt question is reopened at some future time the controversy is now officially closed. There is an impression that if the American public debt continues to be retired at its present rate and is entirely wiped out within the next 17 or 18 years an agitation will immediately develop for a cancellation of all foreign debts which remain outstanding at that time.

PROSPECTS for the naval limitation conference in London in January are no quite so rosy as they were. In the first place the Japanese delegates, who have been entertained in Washington on their way to England, revealed that their program differs sharply from that of the United States in the matters of cruisers and submarines. The Japanese are still asking a 10-7 ratio for all auxiliary craft, including the big gun cruisers, though it is hoped they will modify their demands slightly in order to gain their point concerning submarines. They wish to retain 78,000 tons of underwater craft now in their fleet or under construction. As the United States is anxious to sharply reduce her submarine tonnage and there are some indications the cruiser demands by Japan may be modified, the Japanese submarine proposal now furnishes the chief obstacle to an accord between the two powers.

American naval officials, especially, are opposed to permitting Japan such a large submarine force. One big reason for the navy's opposition lies in the fact that possession of a big submarine navy, together with numerous naval bases, would give Japan control of the Asiatic trade routes over which the United States must transport its supplies of tin and rubber, raw materials not produced in sufficient quantities in this country, but absolutely essential to the prosecution of a successful war.

Over in Paris the chamber of deputies' commission on foreign affairs and naval matters, sitting jointly, approved the government's viewpoint that all results of the London conference must be considered tentative and must be submitted to the League of Nations' disarmament commission for consideration of their possible incorporation into a general disarmament program. Foreign Minister Briand explained to the commissions that France had accepted the theory of limitation on the basis of global tonnage instead of categories; that she demanded the right to devote as high a percentage of her global allotment as she wishes to submarines, and that she insists that each power tell the others just what types of vessels it is using in its tonnage. Premier Tardieu and his delegation, it is believed, will demand a full 800,000 tons for the French fleet, which figure is thought too high by both Great Britain and Italy. There is reason to believe, however, that France and Italy have made progress in reconciling their viewpoints.

A correspondent of the London Daily Telegraph says the American delegates have prepared a series of charts, graphs and data that actually demonstrate that the British navy not only is not superior in strength to the American, but is really greatly inferior. The correspondent understands that these revelations have "deeply impressed the members of President Hoover's cabinet and other American statesmen who previously had accepted the view, carefully fostered by propaganda, that the American navy is below the treaty strength and badly outclassed by the British navy. It is an ironical circumstance that this disclosure should have emerged from the work of American naval officers who were, of course, anxious to make out the case for a larger ship building program."

JAPAN is deeply concerned over the new situation in Manchuria, and statesmen the world over see in it the possibilities of another big war in the Far East. Mongols in the Barga district have seized control and declared Barga independent of China, and the young Mongol party in Hailar is reported to have organized an independent government, installing as officials emissaries from Urga, the capital of outer Mongolia. These movements are believed to be inspired and supported actively by the Soviet Russian government, and if they are successful they will bring the Soviet zone several miles inside the present Chinese-Russian frontier. Dispatches from Harbin said Japan had lodged a verbal protest against the Soviet activities with the Russian ambassador to Tokyo.

PRESIDENT HOOVER'S request for authority to send a commission to investigate affairs in Haiti was approved by the house of representatives. The debate provided an opportunity for Oscar De Priest, colored representative from Chicago, to make his maiden speech, in support of the proposition. He took occasion to give the Southern Democrats some shrewd digs that made the Republicans laugh. One opponent of the proposition was Representative Huddleston of Alabama, who recently declined to serve on a house committee because De Priest had been appointed one of its members.

Seven Haitian political organizations have asked the United States to supervise the island's presidential election in April, 1930. Their petition is considered the climax of a campaign of the anti-Borno factions which hope to effect the withdrawal of American marines before the expiration of the treaty in 1936, under which the United States took over the safeguarding of the republic.

UNDER the terms of a decree recommended to the Supreme Court of the United States by Charles Evans Hughes, special master, the Chicago sanitary district would be required to complete a \$176,000,000 sewage treatment program within the next nine years. Meanwhile there would be successive reductions in the diversion of water from Lake Michigan at Chicago from 8,500 cubic feet per second to 6,500, 5,000 and finally, on completion of the sewage treatment works, to 1,500 feet per second, which Mr. Hughes holds is all that is required for navigation purposes in the Chicago river. The figures given are exclusive of pumpage for domestic purposes. The proposed decree is of interest to the entire Great Lakes region, and the Mississippi valley.

In the light of the adverse decision of the Supreme court of last January, which held that there is no legal basis for diversion of water beyond the comparatively small amount necessary for navigation in the Chicago river, the Hughes report was regarded as being about as favorable to Chicago as could have been expected.

Mr. Hughes made it clear that it is within the power of congress to provide for a greater diversion for navigation purposes. It appeared evident that if congress approves the Illinois state waterway as a federal project the way will be opened for a sufficient diversion of water to maintain navigation in a nine foot channel from Chicago to the Mississippi.

TWO members of the British royal air force, Squadron Commander Jones-Williams and Flight Lieutenant Jenkins, started on a 6,000 mile non-stop flight from England to Cape town, but crashed and were killed on a mountainside 30 miles southeast of Tunis. They had run into a severe storm and supposedly lost their way.

More fortunate were Maj. Tadeo Larre-Borges of Uruguay and Lieut. Leon Challe of France, though they, too, failed in accomplishing what they set out to do. They took off from Seville, Spain, hoping to fly without stop to Montevideo, but, having crossed the ocean safely, they lost their bearings in the dark and made a forced landing in a Brazilian forest. Their plane was smashed and both men were injured slightly.

ONE of the worst mine disasters of the year occurred at McAlester, Okla. An explosion in the Old Town coal mine trapped 50 men, and not one of them escaped death. Seven others who were on upper levels got out alive. Rescue teams penetrated with great effort to the lower levels, which were filled with gas, and there found the bodies of the victims, many of them charred by the blast. The majority had died swiftly of gas suffocation.

CONSIDERABLE relief was assured disabled veterans of the World war when the senate unanimously passed the veterans' hospitalization bill which had previously been put through the house. The measure carries a total appropriation of \$15,950,000.

World war veterans and dependants of deceased veterans who have not filed applications for federal compensation are warned by officials of the veterans' bureau that they must do so not later than January 2.

PRESIDENT HOOVER appointed Joseph B. Eastman of Boston, a Democrat, and Robert M. Jones of Knoxville, Tenn., a Republican, members of the Interstate Commerce commission for terms of seven years beginning January 1. Eastman has been a member of the commission for more than ten years representing the New England section. Jones, who is chancellor of the Eleventh judicial district in Tennessee, will succeed Richard V. Taylor of Mobile, Ala., appointed three years ago by President Coolidge to fill out an unexpired term.

DWIGHT W. MORROW, ambassador to Mexico and delegate to the naval conference, has formally announced his acceptance of the appointment as senator from New Jersey upon the resignation of Senator Baird. He will assume his new duties as soon as his work in connection with the London parley is completed. Baird was given the place when Edge resigned to be ambassador to France, with the understanding that he would step aside for Morrow.

S. P. McNAUGHT, who has been engaged in prohibition work in Iowa, was elected superintendent of the Indiana Anti-Saloon league to succeed the late E. S. Shumaker. He was the choice of F. Scott McBride, the national superintendent of the league, so other candidates retired from competition.

In the process of drying up the National Capital George L. Cassidy, known as "the man with the green hat" and reputed to be the bootlegger to United States senators, has been indicted under the Jones act.

Community Building

Citizens Should Check

Up on Town's Problems

What can the average citizen do about the highway problem? He knows that there is a problem, that there is traffic congestion, a need for wider roads, for more pavements, for highway safety devices; yet the highway, like golf under 72, is somewhat of a mystery to John Per Capita, according to E. E. Duffy, highway educational writer.

Communities have made mistakes in projecting and financing improvements, and probably they will continue to do so, John Per Capita may see that mistakes are being made, yet, feeling that his voice if aroused in protest would be but a small squeak, he does nothing about it. The one great thing that the citizen must learn in order to be a good citizen, is that there may be many others who agree with him that in the interest of better government certain procedures should be taken or eliminated, as the case may be.

To illustrate: Recently in Chicago a city official took it upon himself to instigate a street-resurfacing program in one district where the pavements were so bad that a motorist couldn't keep more than one wheel at a time out of the holes. The street surfaces were so shattered that obviously they wouldn't even serve as a practicable base, inasmuch as a flexible topping would soon be ruined. One property owner saw the folly of this resurfacing project and busied himself, through his community business association, in defeating the plan. An injunction against resurfacing was granted and now in all likelihood the streets will be repaired solidly, saving the community considerable money over a period of years. There are many ways the citizen may serve his community and also his own pocketbook, by directing his attention to improvements wherever shoddy or unstable construction is contemplated.

No Particular Season for Modernizing Home

Modernizing is a year round possibility. The season of the year has little influence on modernizing for the movement is broader than a building season.

During the dead of winter or the heat of summer it is possible to improve the appearance and accessories of the home.

Modernizing starts when the home owner begins to make plans for needed improvements about the house. It starts with the idea that the old home stands in behind the times. It starts when the man of the house begins to plan for a new heating plant or a remodeled exterior, when the lady of the house purchases varied accessories to beautify the home.

Any effort to improve the appearance, convenience and beauty of the home is modernization.

Every endeavor to make the home up-to-date places the home owner in step with the movement.

Buy in the Home Town

Social economists commonly agree that too much of the population of this country is located in great cities, and that conditions would be better if the drift to those cities should stop, and if more people would stay in medium sized cities and suburban and country towns. One cause for this drift into big cities is that in past years many people got the idea that they could gain an advantage by buying their supplies in these great centers. That helped transfer business to such places, and took it away from the smaller communities. The people at least can do their share to counteract this undesirable drift, by buying their supplies of their own town merchants, thus keeping their money to build up their own town, rather than sending it elsewhere to build up bigger cities.—Newark Advocate.

Making Best Use of Land

Houses should fit the neighborhoods in which they are built if maximum values are to be secured from residential real estate sites, says the National Association of Real Estate Boards in a series of articles on what makes urban land values. The home builder would do well to look over the other homes in the neighborhood in which he is contemplating construction and see that his home conforms to the general cost level of the other structures if he wishes to make the best use of his land.

When Home Grows Old

The average home built ten, twenty or more years ago needs only slight exterior changes to give it modern lines. Stained shingles laid right over the wood or stucco walls; perhaps an old porch changed into a sun room or replaced with an inviting entrance; some "gingerbread" removed, are easy ways to improve the looks of a home growing old.

Avoid Low-Grade Materials

The use of low-grade materials, no matter what kind of workmanship is employed with them, is sure, in the end, to show heavy expense for replacements and repairs, placing an undue heavy load and an entirely unnecessary one, on the ownership of homes.

TRAVEL HIGH ON POOR HIGHWAYS

Motorists Pay One-Third More Over Bad Roads.

(By E. E. Duffy)
The motorist who pays out a dollar in car operating expenses in traveling over high type roads, must pay \$1.18 in traveling the same distance on intermediate type roads. The travel cost of the same distance on low type roads is \$1.38.

Cost of Gravel.
These costs, determined by Prof. T. R. Agg and H. S. Carter of Iowa State college for the "imaginary" average car, clearly indicate the high cost of traveling over so-called low type roads. According to their calculations the cost of driving over gravel and so on is one-third greater than driving over smooth concrete.

For the sake of convenience, let it be conservatively considered that the cost of driving a car over concrete is five cents a mile. A dollar will then buy 20 miles of travel on hard pavement. The average motorist now travels some 3,000 miles yearly at, therefore, an estimated cost of \$300. If the motorist's traveling were all to be done over intermediate type roads rather than concrete, the additional cost for this "privilege" would be \$54. But if the motorist were compelled to bump over low type roads the extra travel cost would be \$114—which is \$114 that could be better spent.

Money on Improvements.

A motorists' association has just pointed out that 16 states this year spent less money on highway improvement than they did last year, even in the face of mounting car registrations. Obviously, this cannot be called economy, for every mile of unimproved road a community tolerates costs the taxpayer hard cash through extra car expenses which have to do with fuel and oil, car depreciation, tire wear and allied items.

Cheaper motoring can only come through more extensive highway improvements and these must come through the expedient of making more money available for highway construction.

Motor Lubrication Is of Great Importance

Motor lubrication, important at all times, is doubly so during warm weather when longer trips at higher speeds are made, according to C. W. McKinley, research engineer, who says:

"Oil suitable for summer driving, however, may not be suitable for winter driving, when a lighter oil should be used in most cases. Consult chart at your service station and change oil if necessary.

"Another important factor in maintaining proper lubrication is attention to the oil filter. This device filters the oil and keeps it clean. But after 10,000 miles the filtering unit becomes filled with dirt taken from the oil and needs to be serviced.

"By having the oil filter serviced at 10,000 miles, by using the proper grade oil, and by following the car manufacturer's recommendation as to changing the oil the motorist is assured of trouble-free operation so far as the all-important matter of lubrication is concerned."

Bad Roads Have Fewest Automobile Accidents

The most common excuses given for road accidents are bad roads, foggy weather, poor light and defective brakes. However, according to the statistical bureau of the National Automobile club, these claims are not borne out by official report. Out of 1,827 accidents during one single month, 1,151 took place on perfectly dry roads; 1,238 in clear weather, and 968 in broad daylight.

Out of 2,773 vehicles involved, investigators found that 2,650 were in good condition mechanically and only 23 were found to have defective brakes. The chief reasons for the accidents were reported to be careless and reckless driving.

CANADIAN INVENTS AN AUTO-AMPHIBIAN

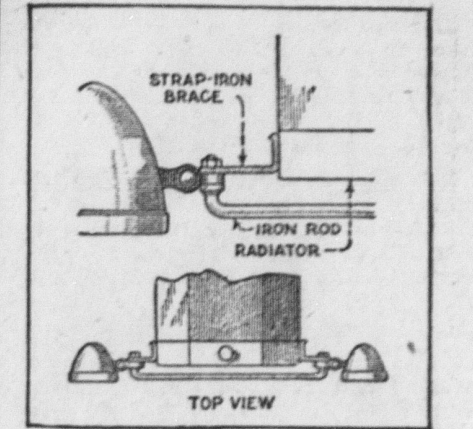


An auto amphibian which was invented and constructed by a resident of Winnipeg. The machine was recently driven through the streets of Winnipeg and then into the Red river. It then made the trip from Winnipeg to Lake Manitoba, up the Red river, a distance of fifty miles. It has a water speed of twenty miles per hour and is fitted with regular plane pontoons attached to racks fastened to the car and when out of the water they can be removed and put on top of the rack. It was designed principally for fishing.

ANTI-RATTLER FOR FRONT CAR FENDER

Two Pieces of Strap Iron on Lamp Lug Stop Noise.

You can prevent the front fenders of certain types of small cars from rattling by installing two small pieces of strap iron as shown in the drawing. The strap iron should be about 3-16 inches thick and the pieces about 3 1/2 inches long. They are bent at right



Anti-Rattler Attached to Car.

angles, and a hole is drilled at the outer end, to fit on a lug of the lamp bracket. The installation shown was made on a Chevrolet of the 490-type. Before drilling the holes, place the pieces beside the radiator shell so that they will spring tightly against it after they have been attached to the lamp-bracket lug.—Guy E. Clark, Everett, Wash., in Popular Mechanics Magazine.

THE MOTOR QUIZ

(How Many Can You Answer?)

- Q. How many head of live stock did trucks haul in 1928?
- Ans. Data from 17 markets show us that 12,000,000 head were hauled. The average haul was 50 miles.
- Q. How many persons are there per motor vehicle in the United States?
- Ans. Four and nine-tenths. In China there are 17,000 persons to the motor vehicle.
- Q. In what country is the price of gasoline probably the highest?
- Ans. Bolivia has an average cost of around 65 cents a gallon. United States is lowest with about 18.3 cents a gallon.
- Q. How many carloads of automotive freight were hauled in 1928?
- Ans. It is estimated that there were 3,500,000 carloads.

Good Performance Will Depend on Spark Plugs

Spark plug, must be in good condition and the electrodes must be adjusted correctly for not only satisfactory all-around performance but especially to relieve strain on the battery and facilitate easy starting, which is so important during the winter season.

A surprisingly large percentage of poor performance may be traced and often eliminated by an examination of the spark plugs. Hard starting, sluggishness and power loss on hills and hard pulls are often traceable to the spark plugs. This is why car manufacturers recommend that spark plugs be renewed every 10,000 miles, and inspected at least twice a year.

AUTOMOBILE HINTS

- Rim lugs should be tightened a little at a time.
- Don't attempt to turn out of ruts while under speed.
- The running gear of the car can be cleaned with gasoline.
- When a 1,500-pound roadster meets a 50-ton locomotive at the crossing, that isn't what you call parity.
- Recently a driver "stopped, looked and listened." Saw the train coming and thought he had time to start and cross. He made a bad guess. Always give the approaching train the benefit of the doubt.