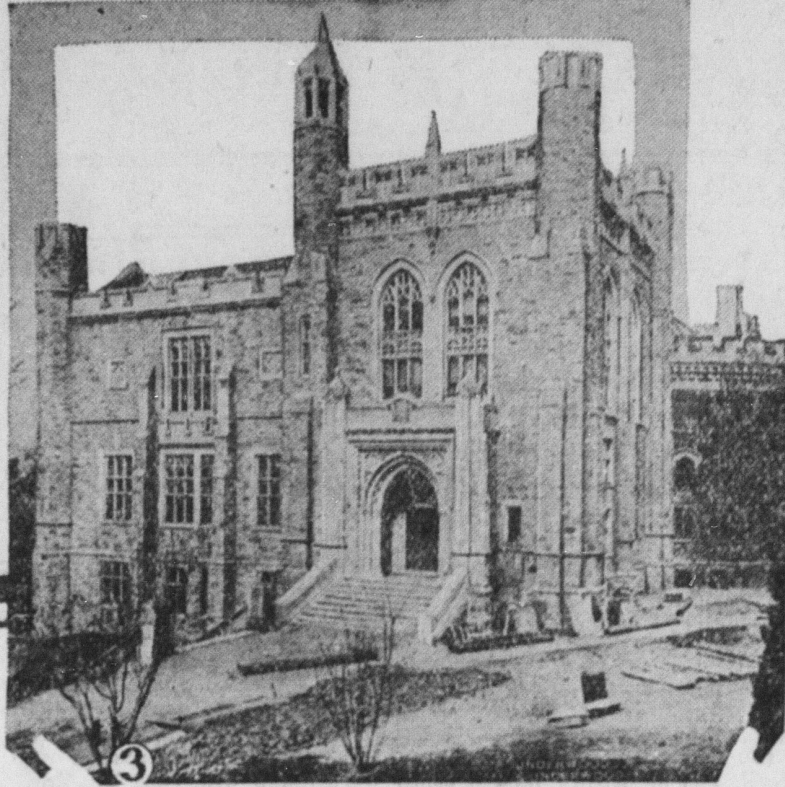




1—Judge Thomas D. Thacher of New York taking the oath as solicitor general of the United States. 2—Dr. Heinrich Breuning, leader of the Centrist party, who is now chancellor of the German republic. 3—New library of Lehigh university, Bethlehem, Pa., costing \$600,000, which has just been dedicated and opened.



NEWS REVIEW OF CURRENT EVENTS

Mr. Stimson Returning With Naval Treaty—Fight on It Due in Senate.

By EDWARD W. PICKARD

SECRETARY OF STATE STIMSON and his colleagues in the London naval conference sailed for the United States Wednesday bringing with them a certified copy of the naval treaty which the senate will soon be asked to accept or reject. The treaty was signed on Tuesday by the representatives of the five powers concerned, the ceremony taking place at the final plenary session of the conference in the Queen Anne drawing room of St. James' palace. Prime Minister MacDonald, Mr. Stimson, Aristide Briand, Rejro Wakasuki and Admiral Soriano all spoke at some length and then affixed their signatures to the momentous document. The conference then was adjourned, with the way left open for its resumption when and if France and Italy can be brought into the full treaty by diplomatic negotiations.

Though the results of the three months of work in London fell far short of the hopes of those who sponsored the parley, they are by no means small. The treaty, though signed by all five powers, is in the main a three power pact between the United States, Great Britain and Japan by which those nations agree to limit the tonnage of all classes of fighting ships. America is to scrap three battleships, England five, and Japan one. The sections of the treaty adhered to by France and Italy provide for a five-year holiday in battleship building, prescribe rules of submarine warfare and relate to less important phases of disarmament. The compromise reached between the French global and the British and American categorical methods of limiting tonnage was omitted from the document but will be transmitted to the League of Nations for use by its preparatory committee on disarmament.

That the treaty would not have an easy time getting through the senate was assured when the plans of Senator Hale of Maine, chairman of the naval affairs committee, became known. He is leading the opposition and in his first attack on the pact will charge that its ratification will not give the United States parity in naval ships with Great Britain during the life of the pact. He also will attack the treaty on the ground that its provisions allowing Japan an increase in cruiser, submarine, and destroyer ratio will weaken the American naval position in the Far East and lower this country's prestige in the Orient.

It was said Mr. Hale found many admirals of the navy were hostile to the treaty mainly because of limitations placed on American building of 8-inch gun cruisers and the increase in the Japanese ratios. Senator Borah, chairman of the foreign relations committee, and Senators Reed of Pennsylvania and Robinson of Arkansas, are expected to lead the fight in behalf of ratification of the pact.

REBUTTAL evidence by the wets was heard by the house judiciary committee, the principal witnesses being Pierre S. du Pont, millionaire chemical and munitions manufacturer; Maj. Gen. Clarence R. Edwards, commander of the Twenty-sixth division, A. E. F.; Miss Elizabeth Harris, representing the Women's Organization for National Prohibition Reform, and Dr. Clarence F. Buck, secretary of the Federal Dispensary-Tax Reduction league. Mr. du Pont presented arguments and statements designed to refute the claims of the dries that the country's prosperity in recent years has been due mainly to prohibition.

The fire started, apparently, from a short circuited wire and spread with great rapidity, and most of the victims perished in locked cells. The other prisoners, numbering many hundreds, being freed, helped the firemen and guards in rescue work and some of them performed notable acts of heroism. Warden P. E. Thomas said that he did not provide general fire protection at the prison because the Columbus fire companies could reach there in two minutes, and that he did not go inside the walls to the scene of the fire because he had given orders and expected them to be carried out. The penitentiary, like most oth-

troops in France where they were permitted to drink wines and beer. Declaring that "temperance" was his objective in coming from his farm in Westwood, Mass., to talk to the committee, he described prohibition as "the most intemperate thing that exists."

BEFORE another committee, that of the senate on lobbying, the liquor issue also was dominant. Henry H. Curran, president of the Association Against the Prohibition Amendment, had been summoned to tell of the activities of the officials of that organization, and he proved a very lively witness. In his first day's testimony he predicted the development of a new national party made up of the wet elements of both the Republican and Democratic parties, the platform for which already has been written by Dr. Samuel H. Church, president of the Carnegie Institute of Technology. He said Pierre du Pont has endorsed the proposal and has said the new party will be successful. As for lobbying, Mr. Curran freely admitted his association took part in the campaigns in Wisconsin and Illinois for repeal of the state liquor laws, but said he didn't see what that had to do with "lobbying in and around Washington," which is the subject of the committee's inquiry and of which he declared the association had not been guilty.

Next day Senator Robinson of Indiana came to bat with sensational charges that Curran's association had "lobbed with members of the United States Supreme Court." He produced letters written by T. W. Phillips, Jr., Republican gubernatorial aspirant in Pennsylvania and a director of the association, to Justice Stone and the late Justice Sanford, and denounced them as "the most amazing thing I ever heard of."

Three hundred delegates representing the hundred thousand members of the Women's Organization for National Prohibition Reform held a conference in Cleveland, Ohio. A platform calling for repeal of the Eighteenth amendment was adopted, and Mrs. Charles Sabin of New York, founder of the organization, was elected its first president.

POSTAL substitution leases are about to be investigated by a special senate committee, and at least one of them already is being probed by the federal trade commission. It is predicted that the inquiries will turn up a scandal rivaling the Teapot Dome affair. Rumors involve the names of high post office and other government officials in an alleged conspiracy that is said to have mulcted the government of millions of dollars and taken the life savings of thousands of innocent investors throughout the country.

NOMINATION of Judge Parker of North Carolina to be an associate justice of the Supreme court was rejected by the senate judiciary committee, and the matter goes to the floor of the senate. The vote to report adversely on the nomination was 10 to 6. The negro issue caused the defection of three administration Republicans and the opposition of organized labor accounted for the votes of the radicals on the committee.

THREE hundred and eighteen inmates of the Ohio state penitentiary at Columbus lost their lives in one of the worst holocausts of recent years, and the pity of it is that not one of them need have died if the cell doors had been unlocked promptly. At least, that is the statement of A. E. Nice, fire chief of Columbus. Where the blame is to be placed will be determined by an official inquiry.

The fire started, apparently, from a short circuited wire and spread with great rapidity, and most of the victims perished in locked cells. The other prisoners, numbering many hundreds, being freed, helped the firemen and guards in rescue work and some of them performed notable acts of heroism. Warden P. E. Thomas said that he did not provide general fire protection at the prison because the Columbus fire companies could reach there in two minutes, and that he did not go inside the walls to the scene of the fire because he had given orders and expected them to be carried out. The penitentiary, like most oth-

ers in the country, was terribly overcrowded; in addition, the buildings were poorly constructed and not fire-proofed.

COLONEL LINDBERGH, accompanied by his wife, put himself on the front page again by a record-breaking flight from Los Angeles to Wichita for refueling, the Lindys made the trip in 34 hours, 45 minutes and 32 seconds. The flight was unique in that it was made at altitudes ranging from 14,000 to 15,500 feet, the colonel's idea being to demonstrate that express and passenger plane service can be greatly speeded up if the planes fly in the higher reaches where the air is thinner and the resistance less. Mrs. Lindbergh shared the honors with her husband, for she acted as navigator throughout the flight and at times handled the controls.

AMONG the victims of airplane accidents were two noted men, Count Henri de la Vaulx of Paris, president of the International Aeronautical federation, and three companions were electrocuted at Jersey City when their plane ran into a power cable in a fog. Maj. Lionel M. Woolson, army air reserve, chief aeronautical engineer of the Packard Motor company and inventor of the Packard Diesel aircraft engine, and two companions were killed near Attica when their Diesel motored plane crashed into a hillside during a blinding snowstorm. They were taking the plane to New York for exhibition in the aircraft show. Major Woolson designed the motor used by Commander Rogers in his flight to Honolulu, the X-type motor for Lieut. Al Williams' racing plane two years ago and the engines of the navy dirigible Shenandoah.

WITH Gates W. McGarragh of New York as president, Leon Fraser as deputy president and Pierre Quesnay as general manager, the bank for international settlements at Basel, Switzerland, was fully organized and ready for work. The directorate decided that the issue of shares of stock of the bank should take place on the eighth day after ratification of the Young plan by Great Britain and Italy. On that day the new scheme of handling German reparations becomes officially operative. The directors decided to enter into trust agreements with Hungary, Bulgaria, and Czechoslovakia to handle the collection of their reparations. Mr. McGarragh was empowered to open banking accounts whenever he pleases if the local and central banks do not object.

CHICAGO is really trying to rid itself of the gangsters who infest the city and who have given it such a malodorous reputation. Last week the Chicago crime commission listed the 28 men whom it considers the worst of the lot, labeling them "public enemies" and asking the police to treat them accordingly. Police Commissioner Russell promised that he would co-operate in harassing them and that they would be arrested whenever they appeared on the streets. There was no news in the list. Every one of the men named is notorious and his misdeeds well known to all readers of the Chicago newspapers. If the crime commission could see its way to printing the names of the corrupt politicians and disreputable lawyers with whose protection and aid the gangsters operate, the crime situation in Chicago might be cleared up more speedily.

REVOLT of the Nationalists of India against British rule is becoming more serious daily, and has passed beyond the "passive resistance" advocated by Mahatma Gandhi. There have been bloody riots in various quarters, and at Chittagong the insurgents raided the arsenal. The authorities now are making free use of the military forces and many natives have been killed as well as some soldiers. The revolt has spread over the entire Indian peninsula, outbreaks being reported in Karachi, on the Arabian sea; Chittagong, near Burma; Bombay, a thousand miles southwest; Calcutta and Madras, and late last week at Peshawar, on the northwest frontier.

(©, 1930, Western Newspaper Union.)

The Kitchen Cabinet

(©, 1930, Western Newspaper Union.)

There is music for lonely hearts nearly always; If the music dies down there is silence Almost the same as the movement of music. To know silence perfectly is to know music. —Carl Sandburg.

A FEW SANDWICHES

Any kind of leftover meat: hamburger, tongue, liver or beefsteak, all make fine filling for a hearty sandwich.

Hamburg Sandwich.—Broil the hamburger until fairly well done, sprinkle lightly with salt and pepper, add one tablespoonful of grated horseradish to each cup and one-half of steak, one tablespoonful of chutney and one-half cupful of minced celery tops. Spread generously between buttered slices of whole wheat bread.

Beefsteak Sandwich.—Fry one-half pound of steak to a good brown. Grind in a food chopper with one chopped, hard-cooked egg and two medium sized pickles. Moistened with mayonnaise. This makes one dozen sandwiches.

Sweetbread Sandwiches.—Take one pound of sweetbreads, cook and chop them, mix with two hard cooked eggs chopped, one tablespoonful of lemon juice, four tablespoonfuls of mayonnaise, salt to season and a teaspoonful of finely minced celery leaves. Spread the bread with creamed butter, then the sweetbread mixture.

Summer Sandwich.—Slice finger-long rolls and spread with a dressing of chopped mustard pickle. Broil bacon and slip right from the pan into the opening, add a bit of crisp lettuce and serve at once.

Bacon Sandwich.—Dice and fry brown one-half pound of bacon which has been thinly sliced. Add seven green peppers which have been seeded and chopped. Drain from the fat and mix with mayonnaise and three small chopped pickles. Butter slices of whole wheat bread and fill with the bacon and green pepper. Serve hot.

Sandwich de Luxe.—Mince fine six thin slices of bacon after it has been browned to a crisp. Add one-half cupful of walnut meats and one dill pickle cut fine. Mix well, toast thin slices of bread on one side; on the untoasted side place a lettuce leaf and spread thickly with the above filling.

Veal Sandwich.—Take one cupful of cold cooked veal, one-half cupful of raisins, one-fourth cupful of ripe olives and three sweet pickles, all finely chopped. Spread on buttered white bread.

APPETIZING DISHES

The French masters of the culinary art have applied their art to all the simple foods with results that delight the epicure. These may help the housewife to introduce variety into her menu, using just the everyday things.

Scrambled Eggs Taruffe.—Simmer two cupfuls of canned tomatoes to which two teaspoonfuls of sugar has been added. Fry a slice of onion in four tablespoonfuls of butter. Remove the onion, season the tomatoes with salt and pepper, and add six eggs lightly beaten. Cook until the eggs are creamy.

Omelette Pont Neuf.—Beat separately the yolks and whites of three eggs, add three tablespoonfuls of milk, one-half teaspoonful of vanilla, one tablespoonful of powdered sugar and a little salt. Put one-half tablespoonful of butter in an omelette pan and when melted pour in the mixture; cook, fold and serve on a hot platter.

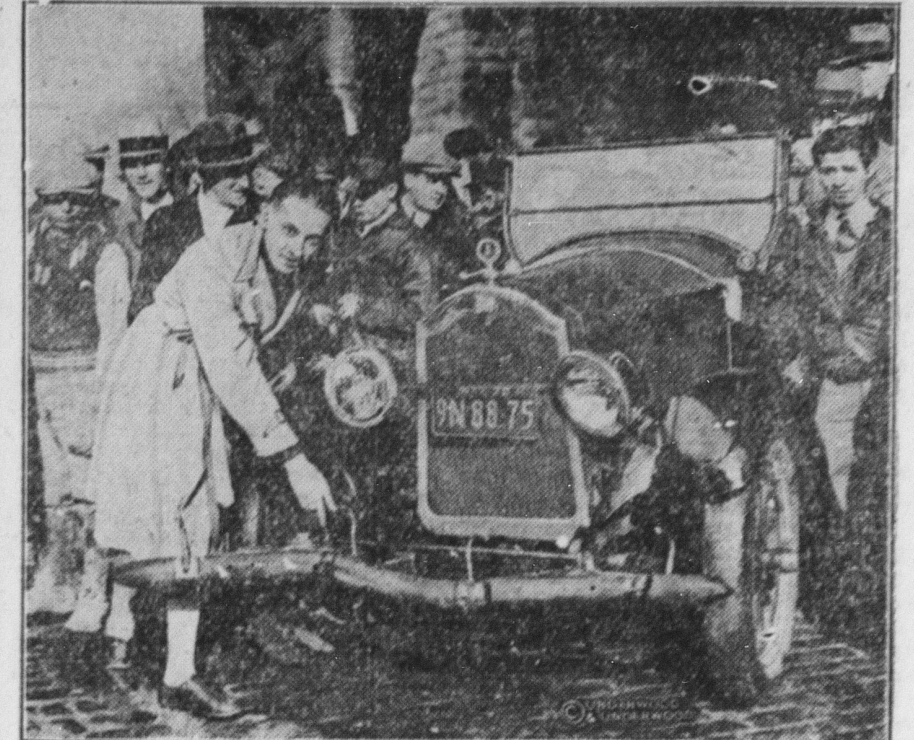
Roquefort Dressing.—This is a delightful departure from the ordinary and is delicious on firm head lettuce, quartered or cut into eighths. Mix six tablespoonfuls of olive oil, two tablespoonfuls of vinegar, one teaspoonful of salt, one-fourth teaspoonful of pepper, a dash of cayenne and sugar and one-fourth cupful of crumbled Roquefort cheese. Beat until smooth. Chill and serve.

Spicy Salad Dressing.—Mix together one-half cupful of vinegar (get the grapefruit vinegar if possible), add two tablespoonfuls of olive oil, one-half cupful of sugar, one teaspoonful of salt, a dash of paprika, one teaspoonful of minced onion, two tablespoonfuls of minced celery and two tablespoonfuls of minced sweet pepper. Chill for several hours, then beat thoroughly and serve with lettuce in a bowl that has been rubbed with a clove of garlic.

Cheese Souffle.—Take three tablespoonfuls each of butter and flour, mix well and add one-half cupful of scalded milk, one-half teaspoonful of salt, a few grains of cayenne, one-fourth cupful of grated cheese, three eggs beaten separately. Add the yolks to the hot mixture after removing from the heat then fold in the stiffly beaten whites. Pour into a buttered baking dish and bake twenty minutes in a slow oven. Serve at once.

(©, 1930, Western Newspaper Union.)

DEMONSTRATION OF NEW CRASH ABSORBER



Capt. Franz Carl Schieff, one-armed former ace of the German air force, pointing out his invention, a crash absorber, after a demonstration. In one test he sped into a pillar of the Riverside Drive viaduct, Twelfth avenue and One Hundred Thirty-fourth street, New York, at a speed of over thirty miles an hour. The absorber consists of a 30-inch bar of solid rubber attached to the chassis by steel claws or scissors, its lateral extension and recoil spending the impact to right and left before it reaches the chassis. The absorber may then be restored to its proper shape. This was the first United States demonstration of the device which is being used in Europe.

ARCHAIC STREETS HECKLE DRIVERS

Many Towns and Villages Have Pavements Designed for Horse.

(By E. E. DUFFY.)

Street and road progress has been rapid within the last few years, so rapid that numberless communities are still building pavements that are not at all suited for the heavy influx of automobiles.

Towns and cities the country over are largely equipped with pavements that were designed for the leisurely horse, who reigned when loads and vehicles were light and when bumps and rough spots didn't matter.

Modernize Designs. Highway authorities are in accord on the thought that every community should modernize street designs and have a rehabilitation program underway with the purposeful replacement of antique highway surfaces by pavements that are both smooth and long wearing.

Aside from the wear and tear that poor pavements inflict on the motorist's car and pocketbook, they also account in a large measure for traffic congestion. Even small towns find that the bulk of the traffic is confined to a few through streets which have been well paved and that countless other streets carry little traffic because of holey, jagged bumpy surfaces.

Spring is in the offing and the havoc of winter is becoming more and more apparent. Chuck holes in inferior street surfaces are as much harbingers of spring as a game of marbles on the corner lot.

Coming of Repair Gang. Year in and year out the coming of spring means the coming of the street repair gang and the going of taxpayers' money. Most street repairs come out of a community's general funds, and the taxpayer doesn't worry much because he isn't levied directly for this repair. But he foots the bill just the same. If street repairs were paid for by direct levies, taxpayers would insist on better pavements.

Modern traffic demands smooth hard surfaces, and where they are not supplied automobile operating costs are high, pavement upkeep is out of line, and satisfaction is conspicuous by its non-presence. In the words of one prominent city official, "Keep repair gangs off the streets by building the repairs into the pavement when the pavement is laid."

Solve Parking Problem by Use of Machinery

An automobile parking machine has been developed by engineers in East Pittsburgh, Pa. All that is necessary for a motorist to do is to drive his car onto a platform, pull a lever, obtain a check, and his car is automatically whisked upward out of sight. The device immediately places another empty platform at ground level, ready for another car. When ready to leave, the motorist can push a button corresponding to his check, and his car is delivered to him at ground level almost immediately. The machine consists of two endless chains passing over wheels at the top and bottom. Platforms are suspended between these chains. Each platform provides space for one automobile.

Cars Financed in 1929

Four hundred and eleven automobile financing organizations have reported to the Department of Commerce that 8,441,629 cars were financed during 1929, with an advance of \$1,588,819,550.

Comparisons for 1928 were not furnished by these firms. In a statement made public by the department, but 325 identical financing concerns reported statistics for 1928 and 1929.

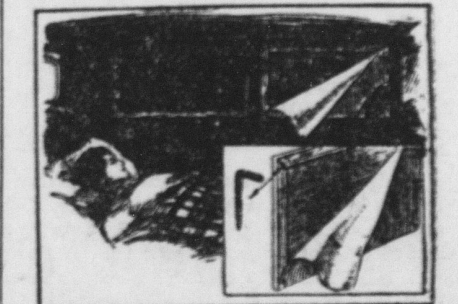
THE MOTOR QUIZ

(How Many Can You Answer?)

- Q. What period saw the greatest improvements in agricultural machinery?
- Ans. During the past 50 years.
- Q. Do old spark plugs reduce horse power of motors?
- Ans. Yes. Manufacturers advise changing spark plugs at 10,000 miles.
- Q. How much is New York state's road appropriation for 1930?
- Ans. It calls for \$52,000,000, one of the largest in its history.
- Q. How do roads affect tires and tubes?
- Ans. Estimates show that where \$1.00 is spent for this item on high type roads the cost is \$2.22 on intermediate type roads, and \$2.90 on low type roads.

Combined Screens and Curtains Camping Help

For those who occasionally sleep in their cars on week-end camping trips, beach parties, etc., the combined screens and curtains shown in the drawing will be found a great convenience. The screen frames are



Combined Screens and Curtains for Car Windows Are Found Convenient by Campers.

made of light wood to fit the windows and the curtains may be of the spring-roller type, or simply pieces of suitable cloth fastened to the screen frames by means of hooks. The curtains are useful as sunshades.—Popular Mechanics Magazine.

Weather Given as One Reason for Tire Wear

The prime causes of tire tread wear are high speed, temperature and weather, starting and stopping, and improper inflation.

Speeds can be reduced, tire pressure can be kept at the proper mark, and quick starts and stops can be reduced, it was pointed out.

The weather, naturally, cannot be controlled, and the tire owner who lives in a hot, dry climate must expect to get less mileage than the motorist who lives in a locality where cool and wet weather prevails.

AUTOMOBILE FACTS

A rim will cut through the best rubber if the tire is too soft. Maintain the proper pressure and you won't be troubled with rim cuts.

America has an automobile for every seven persons and only one bathtub for every twenty. Which shows our preference for outdoor sports.

"A Texas goat makes a specialty of eating motor tires." We have several unusually tender tires around the garage which are of no further use to us.

It has been predicted that the price of tires is going up. That means that the destruction of tires through underinflation will be more expensive than ever. And you can't maintain the right inflation unless you check your tires with a gauge regularly.

Nellie Maxwell