

1—Scene on the deck of the whaler C. A. Larsen at New York, which brought back the dogs and some of the men of the Byrd Antarctic expedition. 2—Enterprise, contender for place of defender of the America's cup, having its first spin under command of Commodore Vanderbilt. 3—Mrs. Leila Morse Hummel placing wreath at statue of her father, Samuel Morse, inventor of the telegraph, on one hundred thirty-ninth anniversary of his birth.

NEWS REVIEW OF CURRENT EVENTS

Farm Board and Chamber of Commerce of U. S. in Open Warfare.

By EDWARD W. PICKARD

WARFARE between the federal farm board and business as represented by the Chamber of Commerce of the United States reached its climax at the annual meeting of the chamber in Washington. Stung by bitter criticism of the board's policies, Alexander Legge, its chairman, retorted scathingly. As a member of the board he uttered a challenge to match any other member "dollar for dollar" in financing a permanent nonprofit making organization to work for farm betterment, a challenge that was later accepted by Julius H. Barnes, chairman of the board of the chamber and wheat director under Herbert Hoover during the war.

Mr. Legge indulged freely in sarcasm in his address.

"I am sure that most of you will agree that you know more about the agricultural situation and how to meet it than I do," he said. "A considerable percentage of your membership have made that quite clear, and perhaps the best answer I can make is the statement that if this is true, and you really know so much about it, the situation presents a very severe indictment of the organization which, having full information of the facts, has made so little effort to remedy the situation."

"When it became apparent that a means had been provided that really would help the farmer get organized co-operatively so that he, like other producers, would have some voice in determining the sale price of his commodity, the effort was branded as government price fixing, putting the government in business, etc."

"I do not recall in years gone by of hearing you business men making any such complaint against government aid that was extended to the manufacturing industry, to transportation, and to finance."

Daniel A. Millett, an investment banker and stock man of Denver, made the chief speech in criticism of the policies of the farm board as fantastic attempts at stabilization without regard for the law of supply and demand and was loudly applauded. His own formula, "in the interest of the farmer and business man alike," he said was:

"1. Repeal the agricultural marketing act and cease any such governmental attempts, and

"2. Revise our tariff downward, not upward, with its elimination, save in a few respects, as speedily as possible, as our idea."

Secretary of Agriculture Hyde, an ex-officio member of the farm board, defended its actions, and the discussion became general.

W. C. McCabe of Duluth, representing the grain exchanges and dealers, contended that the independent grain merchant cannot hope to meet the situation created by the farm board.

"It is the ruination of his business," he said. "It is unfair and un-American, and we demand that the marketing act be modified."

Harrison Jones of Chicago said he represented a four-billion-dollar poultry, butter and egg merchandising industry. He demanded a "policy of modification, whereby American citizens may remain in business without outlawry by government interference."

The chamber, at its closing session, adopted a resolution condemning the policies of the farm board and urging repeal of provisions of the agricultural marketing act which authorize the use of public funds "for the purpose of participation in business in competition with established agencies."

The resolution advocated continuance of the farm board as a proper agency for gathering information and for advice and assistance toward the solution of the farmer's business problems.

President Hoover, speaking at the chamber's banquet, said the country had passed through the worst of its

trade slump and, with continued unity of effort, would rapidly recover.

SECRETARY of State Stimson, accompanied by two of his colleagues in the London conference, arrived in Washington and were received by President Hoover. In a brief ceremony on the lawn of the Executive mansion Mr. Stimson handed to the President a certified copy of the naval treaty and was formally thanked for the efforts of the delegation. Save for the President's aides, the only spectators at this affair were the operators of talking picture machines. The London agreement is now in the hands of the senate for ratification or rejection. Mr. Hoover expressed the desire that it be acted on at this session.

Senator Joseph T. Robinson of Arkansas, the only Democratic member of the delegation, was given a hearty reception by the senate, which recessed so that he might be greeted and congratulated upon his services in London. Speaking informally, he said the treaty marks a distinct advance in world relations. He advocated a building program calling for the construction of all the warships necessary to give the United States a navy built up to the tonnage limits set by the pact, asserting that \$100,000,000 a year should be expended for this purpose during the life of the treaty. If such a sum is necessary. To stop building now, the senator said, would place the United States at a distinct disadvantage in the next naval conference five or six years hence.

ITALY, always rather contemptuous of the efforts to conclude a naval reduction treaty, has embarked on a building program that seems to make likely a navy construction race with France. A few days after launching four cruisers and one submarine, the council of ministers decreed the program for 1930. It comprises 29 units, totaling 42,900 tons, all to be laid down within a year.

The warships to be built embrace one 10,000 ton cruiser, two 5,000 ton scout cruisers, four destroyers, and 22 submarines. A feature of this program is the large number of submarines, in which arm the Italian navy is especially deficient as compared with France. Four of the submarines are to be of 1,400 tons, six of 800 tons, and 12 of 600 tons, and adapted for coastal activities in home waters.

REVOLT of the Indian Nationalists has assumed such threatening proportions that the British government has agreed to back the government of India in any action it may deem necessary to suppress the movement. It was reported in London that the arrest of Mahatma Gandhi was imminent, although influential native leaders have urged upon Viceroy Lord Irwin the view that this step would render the situation much graver. They thought a rapprochement might be reached if both sides retraced their steps. Lord Irwin replied that "as long as the law is openly defied, neither the viceroy nor his government can do anything but resist its subversion by whatever means may be in their power and in whatever way may seem appropriate."

Meanwhile the clashes between the natives and the police and troops are becoming more numerous and a number of deaths have resulted. Despite the censorship, rumors have come of the virtual mutiny of some of the Sikh troops. Two platoons of the Eighteenth Royal Garhwal Rifles refused to fire on a mob at Peshawar and were removed to Abbottabad. Incidentally, the revived censorship law caused the suspension of twelve newspapers in Delhi. The editors refused to put up the cash security of \$18,000 which the law provides every paper must deposit as a guarantee to refrain from publication of seditious matter.

Gandhi's campaign, an important feature of which is propaganda against foreign cloth, is having important economic effect. The cotton manufacturers of Manchester are especially concerned.

CONVICTS in the Ohio penitentiary at Columbus, who had been in a state of more or less passive rebellion since the fire that killed 320 of their fellow inmates, broke out into revolt last week. They made a massed attack on the barred doors and the

guards opened fire on them, wounding two. A detachment of the state troops was then called in and machine guns were mounted. Six hundred of the worst men were put in a barbed wire stockade where tents were placed and will be confined there until the burned part of the buildings has been repaired. Several others were transferred to other state prisons. The convicts had refused to work since the conflagration, but it was stated the prison workshops would soon be reopened.

SPEEDY action on the law enforcement legislation recommended by the Wickensham commission and the Department of Justice was asked of congress by President Hoover, and there were indications that his appeal would be heeded.

The President enumerated the prohibition bureau transfer bill, which has been passed by the house and recently was approved by the senate judiciary committee; bills for the relief of congestion in the courts, which have become involved in controversy in the house judiciary committee; the prison bills, which have been passed by the house and approved by the senate judiciary committee; the border patrol bill, on which hearings were commenced before the house committee on interstate and foreign commerce, and the District of Columbia prohibition enforcement bill, on which hearings have been held before the senate district committee.

Senator Jones of Washington, a leader of the drys, called at the White House to urge that the President call a special session of congress if necessary, to get action on the administration's program of law enforcement legislation.

RUTH HANNA McCORMICK, appearing before the senate campaign funds committee, testified that she spent \$252,572 from her own pocket in her successful campaign for the Republican senatorial nomination in Illinois. She said she received no contributions except from some members of her family. She added that she was supported by only two organizations in Cook county, the Voters' Progress club and the Ruth Hanna McCormick volunteers.

Senator Deneen informed the committee that his losing campaign against Mrs. McCormick cost him a total of \$24,493.21.

Mrs. McCormick read a statement in which she urged that legislation be enacted to provide a closer scrutiny of all campaign activities by senatorial candidates.

MAY DAY demonstrations were of various kinds in the various great cities of the world. In Moscow, as might be expected, the Reds put on an immense parade, nearly a million proletarians following the army through Red Square singing revolutionary hymns. All buildings were decorated and the marchers were reviewed by the highest officials of the Soviet Union. Theatrical companies gave free open air performances, and bands were everywhere. Next day the Soviet government demonstrated its technical achievements with a parade of automobiles, motorcycles, armored motor cars, fire engines, tractors, buses and tanks.

In Paris the radicals were kept from disorders by the activities of the police, and in Berlin they had parades and a huge meeting but refrained from all violence. The same was true of American cities. Japanese officials forestalled trouble by making hundreds of arrests, but the demonstrations were notable for their size and enthusiasm.

MISS Belle Sherwin of Cleveland, Ohio, was re-elected president of the League of Woman Voters at its convention in Louisville. This was arranged under a leave of absence plan under which all the vice presidents will take turns at the headquarters in Washington. Miss Marguerite M. Wells of Minneapolis becomes fifth vice president in place of Mrs. W. W. Ramsey of Chicago. All the other vice presidents were re-elected. They are Miss Katharine Ludington of Lyme, Conn.; Mrs. Roscoe Anderson of St. Louis, Mo.; Miss Ruth Morgan of New York city, and Miss Elizabeth J. Hauser of Girard, Ohio.

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Community Building

Move to Reduce Costs of County Governments

The problem of county government is spreading into nearly all the states that have cut themselves into many county units. Two evils have developed demanding economic and political treatment. One is a growing extravagance in the government of populous and rich counties and the other is the burdensome cost of maintaining the officers and functions of small and poor counties.

In all cases where the problem is becoming acute the remedy, and the only remedy, suggested by the economists and the politically unselfish, is the merging of the counties into fewer and larger units, or the consolidation of certain public services and institutions with common officials and communal buildings.

For example, in North Carolina there is a proposal to set up at Elizabeth City a district jail to be used in common by five counties; the county seats of the four other counties than Pasquotank being in quick and easy reach now of Elizabeth City over new hard paved roads. The taxpayers of those counties seem agreed that a central jail with one jailer and a few guards will serve them much better and more economically than the five jails, five jailers and five bodies of guards they now employ at a large cost to each county.—Atlanta Constitution.

Seek Rational Control of Outdoor Advertising

A resolution passed by the Outdoor Advertising association at its annual convention looks toward harmony between billboard interests, civic improvement projects and those organizations seeking to protect property values. The resolution asks that the Department of Commerce make a survey outlining the manner in which advertising companies should proceed in suburban communities.

The resolution suggests that the Department of Commerce secure the aid of the Chamber of Commerce of the United States, the National Association of Real Estate Boards, the American Hotel association, the Association of National Advertisers, the Art Center of New York and the National Federation of Women's Clubs in making its recommendations to the advertisers.

The National Association of Real Estate Boards four years ago placed itself on record as opposed to outdoor advertising of such a nature that it destroys scenic beauty and lowers property values. At the annual convention of this organization, held last June, in Boston, at a special conference on outdoor advertising, a resolution was passed asking the Department of Commerce to make a survey of present outdoor advertising.

Landscape Home Lot

After the lot has been graded and rolled so that it is level and ready for planting, sow grass seed if the lawn is in bad condition. A stretch of velvety lawn is just the first step in the plan.

Next comes the planting of shrubbery and hedges. A low, trimmed hedge along the public sidewalk and the boundary lines of the lot, defines the limits of the property and holds the lawn together, artistically speaking.

Well-massed shrubbery to soften the abrupt change in line.

Near the house additional shrubbery should be used to conceal the foundation of the dwelling. Flower beds are often set near the house for the same purpose.

Canada Sees Light

The planting of trees is not a costly undertaking and gives splendid returns for the labor and expense it involves.

In the United States special commissions have been appointed by some legislatures, whose sole duty it is to undertake tree planting.

New Jersey provides for a special commission "whose duty it shall be not only to plant trees along highways of the state, but to look after their welfare as well."

Such a measure is well worthy of emulation by Canada's federal government.—Montreal Family Herald.

Beauty Asset to Community

One beautiful home of assured permanence attracts others of the same type and thereby increases its own value as well as the real estate value of the community. This attraction is made stronger when the construction is of a type which increases the fire-safety of the locality. The better residence sections of most communities recognize this in their building restrictions.

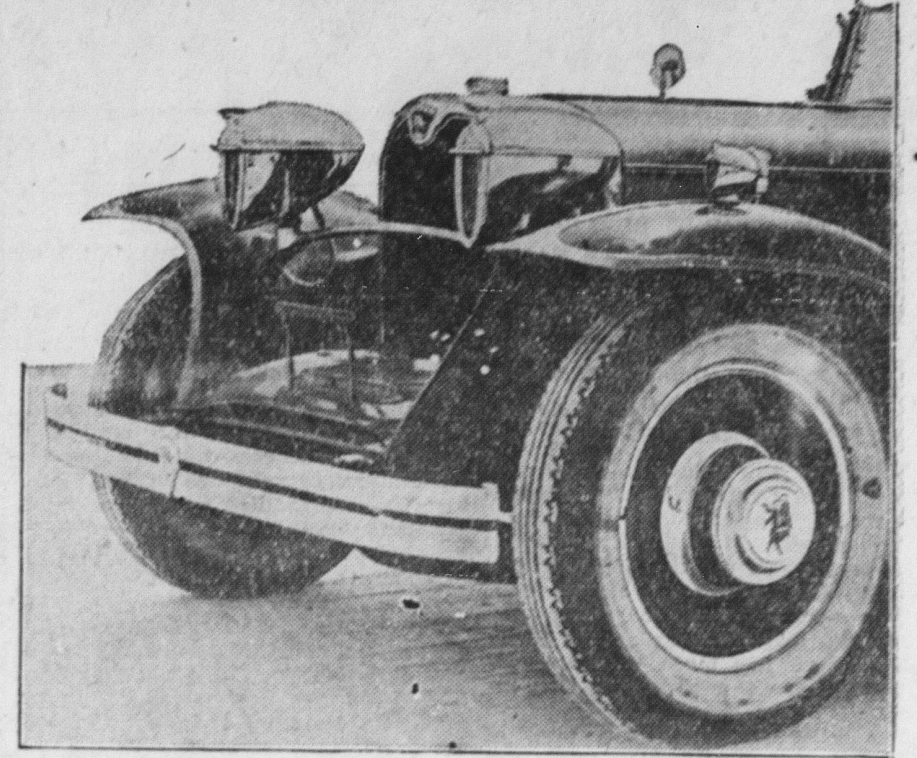
Modernizing Reclaims Values

Many thousands of our old homes, stretching from coast to coast, that are obsolete and out-of-date inside and outside, will take on new life and beauty within the year. Modernization will bring about this great reclamation.

Sound Investment

Those who invest in real estate carefully and wisely have profited in the past and will continue to do so in the future.

NEW FRONT-WHEEL-DRIVE AUTOMOBILE



Capt. D. Risley, member technical staff of A. A. A., officiating at Kaye Don's speed trials, exhibited his new front-wheel drive Ruxton to a party of friends on the Daytona strand, Florida. The front end of the Ruxton, which besides having the motive power, has many distinctive features and also the beauty that marks high-priced cars.

BILL, THE BUS DRIVER SAYS



"A fool there was who took a chance— They carried him off in an ambulance."

(By MARCUS A. DOW.)

Here's my story, everybody, and I'll stick to it. So's you'll make no mistake as to who's tellin' this yarn, I'm Bill, the bus driver.

Mebbe my stories is goin' to be kinda rough on a lotta guys—and the James is included. I'm goin' to call a spade a spade, a fool a fool and a yep a yep.

Lots of stuff has been printed about this auto accident business. Judgin' from casualty lists which keep a growin' and a growin' year by year nobody pays much attention to what is bein' said. Mebbe that's because it's all been kindly advice in polite words that was too highbrow. The hospitals and morgues keep doin' a land office business. More than thirty thousand human bein's gets bumped off and half a million gets busted up, lacerated or bruised from New Year's to New Year's at present writin'. So I think the advice you have been gettin' is too much like the sugar-coated pill only in this case it don't make the sick folks any better. They keep gettin' worse—that is, more careless, accordin' to figures, facts and what takes place.

I knew a family where father—a henpecked little bozo—pulled a boner at dinner when comp'ny was present. Friend wife give him a good kick under the table which put him where he belonged—woke him up to the fact that he was in wrong and all wet like a fish. The effect of the kick was like magic. He shut up and tried to square himself.

So now all you careless drivers and walkers, meanin' everybody, you are all goin' to get a good swift kick in the shins in each article in this column. You'll have the monikers "Drivin' Fools" and "Walkin' Yaps" tacked onto you and if it makes you sore it'll be great! It will at least get a rise out of you and make you think.

Canada Permits Trucks Temporary Entry Free

The Canadian customs regulations provide that automobiles, motor trucks and other highway vehicles carrying goods for delivery to a point in Canada may be admitted with payment of duty, provided a bond is furnished equal to the amount of duty to which the automobile would be subject, according to the Automobile Club of Illinois. Vehicles so admitted may proceed direct to the destination in Canada, deliver the goods, and return to the United States, either empty or with a return load which was picked up at destination. They are not allowed, however, to carry goods to one point in Canada and then proceed to another point to pick up a return load in that country.

AUTOMOBILE NOTES

"I want one of those horns," said Brother Charley to the clerk in the auto accessories place, "the kind that sounds as if its voice is changing."

If you have trouble starting the car, hold the clutch pedal down as you step on the starting button. This will give the engine less work to do as it turns over.

Back home in the early days of motoring you could drive around in the winter ruts for miles at a time without putting a hand to the steering wheel.

We don't know that there is as much demand for an automobile that can be controlled by the human voice as there is for a horn that will respond to "Sh!"

If the spark plugs are dirty or burned, the motorist provoked with the slow starting of his car has a handy remedy in cleaning or replacing the plugs.

An oil soaked fan belt can be cleaned with kerosene and then treated with castor oil. In an emergency, some fullers earth can be sprinkled on the leather or fabric.

THE MOTOR QUIZ

(How Many Can You Answer?)

Q. How does the United States compare with other countries in the number of airplane factories?

Ans. The United States has 180 airplane factories, compared with 71 in other countries.

Q. How do automobile and airplane operating costs compare?

Ans. The "average" automobile costs 6.43 cents to operate, compared with 9.33 cents a mile for the "average" airplane, costing \$3,000 and powered with a 50 horse power motor.

Q. In 10,000 miles of car travel, what is the saving in cost of oil if the engine is equipped with an oil filter?

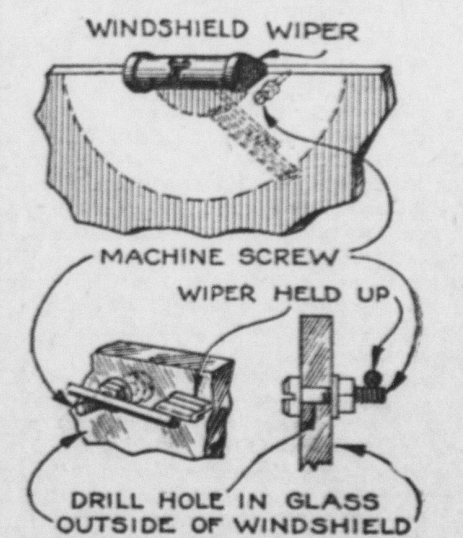
Ans. About \$21.

Q. What is the average amount of dirt and abrasives removed by an oil filter in 10,000 miles?

Ans. About two pounds.

Many Windshield Wipers Botherome by Slipping

Many types of windshield wipers cause trouble when not in use by slipping down into the line of vision. A simple and positive wiper holder is illustrated. Drill a one-eighth-inch hole through the glass and fit a short screw



This suggests a practical way of keeping the windshield wiper out of the line of vision.

and nut so that the end of the screw will project just enough to act as a retaining pin. While this arrangement necessitates reaching outside the windshield in closed cars, it is ideal, because of its neat appearance, on sport roadsters.—Popular Science Monthly.