



1—Thousands of Communists in Union square, New York city, listening to a Chinese orator the day after they had staged a big riot there. 2—Yacht Gem, 85 feet long, offered by Jeremiah Milbank of New York to President Hoover to take the place temporarily of the Mayflower. 3—Thomas A. Edison congratulating Arthur O. Williams, Jr., of Rhode Island, winner of the annual Edison technical scholarship for high school boys.

NEWS REVIEW OF CURRENT EVENTS

Huge Crop Losses Due to Drought Boost Prices and Rouse Government.

By EDWARD W. PICKARD

PROTRACTED drought and excessively hot weather brought to the farmers of the United States a mixture of good and evil and aroused the administration to the consideration of relief measures beyond those contemplated by the act creating the federal farm board.

Both government and private crop reports led to estimates that the new corn crop had been damaged to the extent of at least 500,000,000 bushels, and the rains that fell throughout much of the corn belt during the week were said to have come too late to have much influence on the yield since pollination had failed.

Private reports by one of the leading experts of the Middle West indicated that a large part of the crop was beyond any material recovery. In Ohio the corn was deteriorating rapidly, and in southern Indiana it was badly damaged. In Illinois the situation was at its worst in the southern part of the state. The crop in northern and western Kentucky was said to be entirely ruined, and the condition in Missouri and Iowa was not much better. Throughout the whole drought region, also, pasturage and all fodder crops were burned up to an alarming extent.

On the other hand, these bad crop prospects led to a sensational rise in the prices of grain on the exchanges, and within a few days there was an estimated increase of about \$650,000,000 in the theoretical value of farmers' products. The market in Chicago went wild and corn led in the swift advance, followed by wheat and the other grains. For the first time in five years the public came in on a big scale, and there were heavy buying orders from foreign countries. It was believed there would be a heavy substitution of wheat, oats, rye and barley for corn as live stock feed, and consequently the demand for those grains was large. Also the estimates of the Canadian wheat crop were slashed as a result of damage by drought, heat and black rust. The yield of rye in Europe, exclusive of Russia, will be far below normal, and the Prussian oats crop is greatly reduced.

PRESIDENT HOOVER conferred with Secretary of Agriculture Hyde on plans for a government program to aid the farmers threatened with ruin by the drought, and he asked both Mr. Hyde and Chairman Legge of the farm board to make recommendations within a few days. It was stated at the White House that the President had received prompt and favorable response to his appeal to railroad executives for co-operation in reducing rail rates for the emergency movement of live stock and feed in the stricken areas.

The farm loan board said it was willing to do all possible to extend credit through the intermediate credit banks, the farm land banks and joint stock land banks. From congressional quarters came many requests for help, and to those was added the offer of Senator Robinson of Arkansas, the Democratic leader, to undertake a refund by congress to the farm board if the latter would divert all its available funds to drought relief.

The measures of assistance that the farm board and the other agencies of the federal government can and should undertake are being determined, said Mr. Hoover. "It is too early to determine the precise character of relief; much depends upon the further spread of the drought; but no stone will be left unturned by the federal government in giving assistance to local authorities."

IN OTHER ways the drought had serious results. There were numerous destructive forest fires in both the West and the East; the milk shortage in many regions was serious; and the water in the

Mississippi river was so low that barges and towboats were stuck on sandbars and mud flats all along the Father of Waters. At the same time the levels of Lakes Michigan, Superior and Huron were higher; which led commentators on the lake diversion controversy to think that the policy of the government has resulted in giving the citizens who use the Great Lakes more water than they need, at the same time depriving the manufacturers and farmers of the Mississippi valley of sufficient water to float their cargoes to the sea.

WHEAT prices and drought did not have much effect on the Republican primaries in Kansas as many persons had expected. Gov. Clyde M. Reed, who sought to champion the cause of the farmers and severely criticized the policies of the federal farm board, was defeated for renomination by Frank Hauke, farmer, World war veteran, and former state commander of the American Legion. Senator Henry J. Allen, who was appointed by Governor Reed and is a staunch supporter of the Hoover administration, was nominated for the senate term ending in 1933, and Senator Capper was unopposed for renomination for the long term.

On the Democratic ticket Harry H. Woodring will oppose Hauke for the governorship, and Jonathan M. Davis, former governor, will try to defeat Senator Capper.

SOUTHERNERS who voted for Hoover in 1928, through Horace Mann, formally announced their rebellion against the administration of southern federal patronage and political affairs generally by Postmaster Walter H. Brown. Mr. Mann's statement, which was issued on the eve of a meeting of the Republican national executive committee in Washington, outlined plans adopted by a group of prominent southern Hoovercrats to incorporate in "all-southern" Republican organization and throw off the yoke of northern "patronage carpet-baggers" as well as of "designing political hijackers."

Hoovercrats representing ten southern states had met in conference in Savannah and adopted resolutions expressing resentment at the refusal of the administration to recognize Mann's services and leadership. They agreed to meet again in Atlanta on August 15 to perfect their organization. Because of the heavy Hoover vote in the South in 1928, the ten states represented in the Savannah conference will be entitled to 267 delegates in the 1932 Republican convention, 100 more than they were allowed in the Kansas City convention.

The Republican executive committee accepted the resignation of Claudius M. Huston as national chairman and elected Senator Fess as his successor. Robert H. Lucas was made executive director, and he quits his post as internal revenue commissioner to give his full time to the work.

GREAT interest was felt in a conference which Gov. Franklin D. Roosevelt of New York held with John J. Raskob, former Gov. Al Smith and other party leaders. It was understood that Mr. Roosevelt would seek re-election on a "dripping-wet" platform and would make a leading issue of public electricity rates. The belief was that Mr. Smith would place Mr. Roosevelt in nomination at the state convention.

Republicans of New York state seem badly split as to the liquor question. The wets, led by former Senator James W. Wadsworth, insist upon a declaration for repeal of the Eighteenth amendment, declaring they will accept no compromise. The dries, on the other hand, are as firm in their stand and threaten to form a new dry party if the wet plank is adopted.

BEFORE a crowd of 5,000 persons, two negroes were lynched by a mob in Marion, Ind. They had been arrested for murdering a white man and attacking his girl companion, and were said to have confessed. The sheriff, police and fire department, tried in vain to scatter the lynchers with tear bombs and fire hose streams.

PRESIDENT HOOVER announced the appointment of Maj. Gen. Douglas MacArthur to be chief of staff of the army to succeed Maj. Gen.

C. P. Summell when the latter retires in November. General MacArthur, who is head of the army department in the Philippines, is now on temporary duty in China. He is fifty years old, the youngest army officer of his rank in active service, and was advanced over the heads of several older officers, the President said, because he is the senior major general whose age would permit him to serve the full four-year term as chief of staff. He graduated from West Point in 1903 and his career, especially in the World war, was brilliant.

At the same time the President appointed Brig. Gen. Ben H. Fuller to be commandant of the marine corps to fill the vacancy left by the death of General Neville.

REAL foreign intervention in China may soon result from the bloody doings of the Chinese Communists in Hunan province, if it is not already in effect. The British are leading the way, sending a considerable number of soldiers up the Yangtze to Hankow, which was threatened by the Reds. The troops were to be placed on a cruiser ready to be landed if necessary to protect British property. The American gunboat Tutuila left for upriver to reinforce the Palos, and the flagship Pittsburgh of the Asiatic fleet, with a destroyer division, was on the way from Tsingtao to Shanghai. Japan also was in action, sending a number of destroyers with landing parties of marines to Hankow, Kukiang and other river ports threatened by Communist invasion.

The Nationalist government had admitted its inability to guarantee protection for foreign residents of Hankow, though it was sending additional troops to that region and had re-occupied Changsha. The Communists were still entrenched in the hills about the city and were continuing their sanguinary course, having already slain two thousand Chinese residents of the place and captured four thousand. Outrages against British Nationals included the sending of a severed finger of Miss Edith Nettleton, missionary, with a demand for \$50,000 ransom for herself and Miss Edith Harrison, held captive a month, to the British legation.

UNEMPLOYMENT in Great Britain has reached the highest point since July, 1921, the number registered as out of work being 2,011,467. Last week hundreds of railway employees were laid off because of the falling off in traffic. Official reports show that unemployment in Germany is decreasing slightly, in France is negligible, and has decreased in Denmark, Sweden, Holland, Italy and Austria.

In the United States the situation was brightened somewhat by resumption of work in the automobile factories of the Detroit area and other places and by several of the biggest railway shops. The Chicago region saw good prospects for a revival of the building industry.

JOHN HENRY MEARS and his pilot, H. J. Brown, who intended to make a record-breaking airplane flight around the world, have had to postpone it, for their plane was wrecked as it was leaving the runway at Harbor Grace, Newfoundland.

The German aviators, Hirth and Weller, who were on their way from Berlin to Chicago by way of Iceland and Greenland, reached Reykjavik, Iceland, safely, but abandoned their project for want of a suitable landing place in Greenland and because their supply of gas did not arrive.

Capt. Frank Hawks set a new record for flight from New York to Los Angeles, making the distance in a swift little monoplane in 14 hours, 59 minutes and 43 seconds, with five stops for refueling. His average speed was about 170 miles an hour.

OFFICIAL but unrevised census figures give the total population of continental United States as 122,729,472. The outlying possessions bring the grand total to 137,501,561, this including an estimate for the Philippine Islands where an enumeration has not been made for several years. The proportions of population east and west of the Mississippi have shifted less than one-half of 1 per cent in ten years, being respectively 60.6 per cent and 39.4 per cent.

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MOTHER PROBLEMS

By Mrs. Dorothy Coffeen

Cultivating Insincerity

THERE is a person whom we all know. The one who tells you your hair looks so well when you are conscious it is struggling in dishelment; the one who says: "Oh, my dear, I would love to go to your party," and then at the last minute offers an excuse that is so feeble it totters at the very utterance; the one who vows in a superior tone that he wouldn't be paid to go to one of "those cheap shows" and at the first opportunity sits in the front row; the one who claims and profess friendship and yet behind our back destroys our character or condemns it with faint praise. Insincerity—there is no more hated quality in the world and yet also none other so widely practiced. I saw the seed of it planted in a child's mind only the other day.

Gertie and Helen were playing happily together when Helen's mother came into the room. "Helen must have her supper now, Gertie, you'd better run along home," she said.

So Gertie ran home and Helen asked, "Why do I have my supper now Mother? It isn't dark yet."

"Oh, you aren't going to have it Helen. Mother just wanted you to play quietly alone for awhile. I just told Gertie that!"

Just told Gertie that, when she could have been honest and sincere just as well as not! You see, she did not realize that a child is very susceptible to adult example even in such small ways as speech or manners. Little Helen herself would later use the same tactics and for no other reason than that Mother had shown them to her.

Another example occurred today. Two mothers met two other mothers on the street. They stopped to have a few moments of conversation. Their children were with them and, of course, were forced to wait and listen to the words that passed between them. Both groups were intimate friends and they exchanged the most friendly, confidential remarks. After a few moments, when the children grew restless waiting for them, they said good-by and moved on. Thoughtlessly and insincerely enough each pair then indulged in critical comment of the other two, betraying further confidences made them individually at previous times. The children absorbed every word and, although they probably did not quite understand why their mothers should say one thing to their friends and quite another behind their backs, they naturally felt it must be the thing to do and when they grew older would, no doubt, adopt the same despicable practice.

Children learn by watching and listening to grown-ups. Avoid every practice of insincerity and children will avoid it, too.

Teaching Orderliness

THERE doesn't seem to be any way to persuade six-year-olds sons and daughters to pick up their toys and put them where they belong. If some one stands near and repeatedly prods by saying, "And now pick up the ball, and now pick up the doll's clothes or the ten pins" the prolonged process of being orderly is eventually and painfully accomplished. Little is left of the prodders, however.

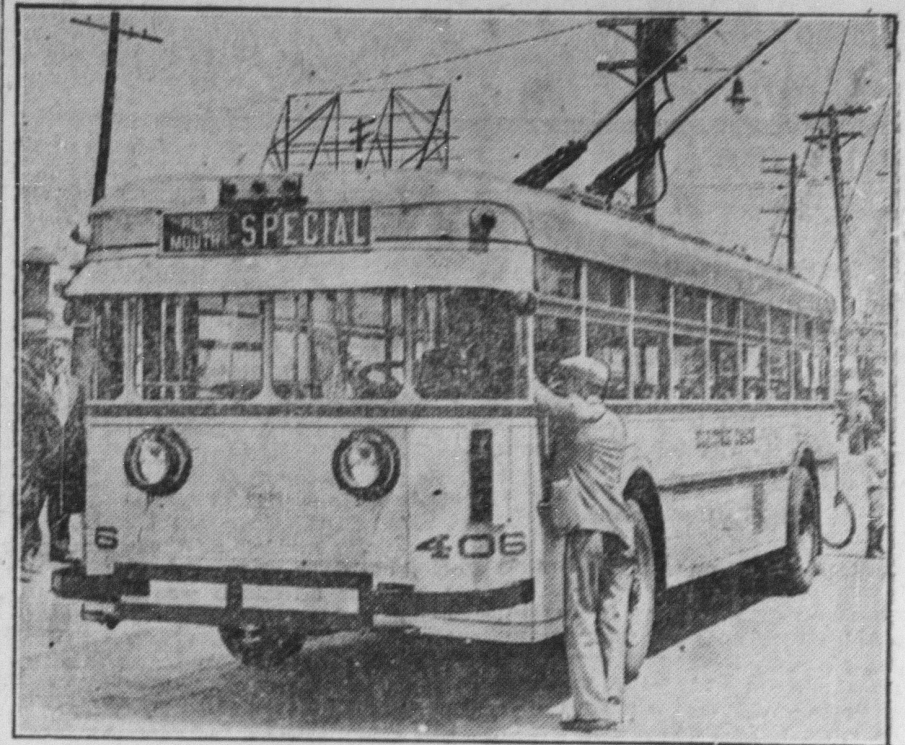
Funny, isn't it? Children will go around and around Robin Hood's barn to avoid doing something that could be over by the time they begin to think about it. We may nag until nagging seems our chief attribute but it makes no impression. What can be done? Shall we sacrifice our idea of order to save our dispositions? Shall we pick the toys up ourselves to save our energy? If we do, we'll let ourselves in for years of doing just that, and we'll also help the children to form the habit of shirking which they will never be able to overcome. Six years of age is only the beginning of a long, long life of avoiding petty duties and it is the most important age for habit formation.

Now the method of attack for this problem is divided into two equally important parts. The first has to do with the elimination of our loquaciousness, our liberality in the use of just plain chatter, our persuasions, our pleadings and our threats which we never bother to carry out. Few words are needed when one wishes to be most convincing and never more true is this than in dealing with children. Have you ever tried the experiment of looking a dangerous animal straight in the eye to keep him from attacking you? Probably not, but try it on your six-year-olds. Look squarely into those teasing young eyes and say, "Son, daughter (whichever the case may be), pick up your toys. Nothing else can be done until they are all back in their places." And mean it!

The second part has to do with honesty in our demands. If we're going to insist upon order, we'd better not be too insistent unless our own bureau drawers will bear inspection. We have no right to pose as dictators of a principal which we do not practice and children are quick to observe this form of hypocrisy. If we are convincing and honest, we will have little trouble in obtaining not only order, but any other quality desirable. The reason why we have to nag so much is usually a lack of one or the other of these necessary attributes of discipline.

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TRACKLESS TROLLEYS IN USE IN DETROIT



Trackless trolley service was inaugurated in Detroit, Mich., recently when the new noiseless, smokeless and electrically operated cars were put in service. The cars have accommodations for 40 passengers, can accelerate to a speed of 35 miles per hour in 30 seconds, and have a leeway of 16 feet each side of the overhead trolley line that supplies the power. They also can pull over to the curb to discharge and take on passengers.

SUDDEN STOP IS BAD ON CHASSIS

Expert Suggests That Drivers Use Their Brakes With Moderation.

How long would your present automobile last if you installed a 350 horsepower engine in the chassis and drove it wide open?

There isn't a motorist in the world who would impose such a load on an ordinary chassis, because every driver knows that no standard automobile could withstand the terrific stresses imposed by so powerful an engine.

Impose Equal Stresses. Nevertheless, many motorists habitually impose equal stresses on their cars without realizing it, a fact brought out by a Detroit manager of a large automobile concern, in a discussion of brakes and braking.

"Few persons realize how much energy must be dissipated to stop a car," he said. "Motor-wise drivers who know that it requires tremendous horsepower to give rapid acceleration never seem to think of braking in similar terms.

"With hydraulic four-wheel brakes, a car running at any speed can be brought to a dead stop in one-fifth the time that it takes to attain that speed. A 2,000-pound car, therefore, would require an engine of 350 horsepower to accelerate to 30 miles an hour in the same time that it may be stopped when going at that speed. "Some drivers who would not expect a standard chassis to stand up with a 350 horsepower engine make it a practice to use the brakes to their full power for every stop. That is, they maintain speed to the last possible moment even when they know long in advance that they must come to a standstill, and then bring the car to a sudden halt.

Advantage in Making Stop. "It is a great advantage to have the ability to make sudden stops in emergencies, but it is a gross abuse of a car to use this power harshly every time.

"Drivers should use their brakes moderately for all service stops. When they see a red light a block ahead they should let the car slow down gradually, bringing it to a standstill finally with gentle brake pressure.

"This practice, if followed regularly, not only saves the tires and brake linings, but guards the whole chassis from undue stresses."

Check Up Repairs After Car Has Been to a Shop

After the car has been to a repair shop always check over some of the things that have nothing to do with the trouble that occasioned the servicing. This is important where cars are taken to shops that do not specialize in the particular make.

What happens in many cases is that mechanics disconnect things and loosen parts that do not need to be touched. They are not quite familiar with the preliminaries to the real work and are obliged to experiment a little. The things that are disturbed in this way are not likely to be thought of when they come to finish the work.

Where the authorized service station does the work it is seldom that anything is disturbed unnecessarily. Any mechanic prefers to check over his work a little but often he is rushed by the impatient owner.

Great Britain Clings to "Keep to Left"

Great Britain still clings to the "keep to the left" rule of the road, despite the fact that the "right" is generally accepted throughout the world, according to the foreign travel division of the American Automobile association.

Aside from Great Britain, other countries which have the left rule are: Alderney, Czechoslovakia, Gold Coast, Guernsey, Hungary, India, Irish Free State, Jersey, Malta, Northern Ireland, Rhodesia and Sweden.

THE MOTOR QUIZ

(How Many Can You Answer?)

Q. What effect on engine performance is produced by improper spacing of spark plug gaps?

Ans. Too close spacing causes the car to jerk at low speed; too wide spacing will cause the engine to miss at high speed or in climbing hills. The proper spacing for high compression engines is .029 inches and low compression .025 inches.

Q. What percentage of new cars is sold on time?

Ans. Fifty-eight per cent.

Q. How many automobile dealers are there in the United States?

Ans. Fifty-three thousand and ninety-one.

Q. What country has the most automobiles per mile of road?

Ans. Mexico, with 37.7. United States ranks tenth, with 7.8.

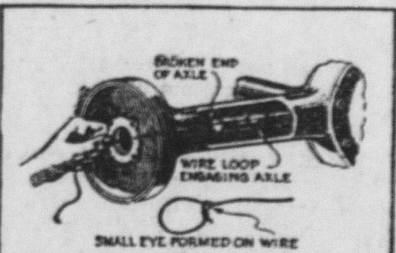
Q. What is considered the average life of an automobile?

Ans. About six and three-quarter years.

Wire Useful to Remove

Broken End of an Axle

With some types of rear axles it is difficult to remove the broken end without taking off the differential housing cover. The picture shows how to accomplish this job without disturbing the cover. A loop is formed on end of the wire as shown. The wire, of course, should be so stiff that



A Loop in a Piece of Stiff Wire Used to Remove Broken Axle Without Disturbing Cover.

the loop can be slipped down over the end of the axle. The slip nozzle arrangement will afford a sufficiently good purchase on the end of the axle to pull it out.—Popular Science Monthly.

Jay Walking Barred by

Authorities of Paris

The authorities of Paris have adopted American methods for the protection of pedestrians. Large brass studs have been placed in the pavements to show the pedestrian where he may safely make a dash to the other side of the street, and pedestrians are expected to use this space and no other. The century-old custom in France of allowing persons to cross the road where and when they will has been abandoned, much to the disgust of 30,000 Parisians, who paid fines for crossing the highways in the old-fashioned way.

AUTOMOBILE FACTS

The Wisconsin traffic code gives a cow in the road the right-of-way over an automobile. The pedestrian gets his under it.

"Fading" is the term that describes the lowered efficiency of the brakes after they have been "on" some time. Heat causes it.

Rust on the rims is hard on the rubber of the tires. It should be removed and the spot covered with an aluminum paint.

With the average car speeds going up, designers are making every effort to raise the point at which gasoline consumption is lowest.

Successful two-way radio demonstrations are slightly reminiscent of the early days of the automobile, when proud owners bragged of "getting there and back" in their machines.