

1—President Hoover receiving a birthday present of a carved buffalo horn from representatives of the Boy Scouts of America. 2—Maj. Gen. Douglas MacArthur who has been selected to succeed Gen. Charles P. Summerall as chief of staff of the United States army in November. 3—Frank Hauke, World War veteran, who defeated Gov. Clyde M. Reed of Kansas for the Republican gubernatorial nomination.

NEWS REVIEW OF CURRENT EVENTS

Drought Relief Program Is in Effect, Directed by President Hoover.

By EDWARD W. PICKARD

DEFINITE plans for drought relief were made at a conference in the White House which was participated in by the governors of the states most seriously affected. To these executives President Hoover stated the program on which he and Secretary of Agriculture Hyde had been working for a week, and in the main it was approved by them. Its principal features are the setting up of federal, state and county organizations through which financial aid may be given farmers who have suffered severely from the long dry spell, and arrangements for emergency means to prevent human suffering.

One relief step already was in effect—the reduction by 50 per cent of freight rates on live stock and feed in and out of the drought areas. In order to make the new rates directly available where they are needed arrangements were made for the Department of Agriculture to certify to the railroad companies of each state where the drought is sufficiently acute to justify them. Any dealer or farmer desiring to move any of the emergency commodities reports his needs to the local county agent, who may approve or disapprove the application and notify the local station agent of the railroad. A special liaison officer in Washington handles negotiations on particular cases between the Department of Agriculture and the railroads.

It is believed that use of the county agents, who are under the Department of Agriculture, will prevent anyone taking speculative advantage of the lower rates.

Following his conference with the governors, the President met the heads of the National Grange, the Farmers' union and the American Farm Bureau federation. Chairman Legge of the federal farm board also was in Washington, having hurried back from the Northwest by plane.

President Hoover announced that his plans for a vacation trip to Glacier and Yellowstone national parks were canceled and that he would remain in or near Washington to help put into effect the drought relief program, spending the week-ends at his camp on the Rapidan.

HOUSEWIVES of the country are warned not to let themselves be gouged by dealers in vegetables, fruit and other foodstuffs. There is no cause for alarm over a shortage of such commodities, and no justification for a marked advance in prices except in certain localities. Congressman La Guardia called upon the President and Secretary Hyde to report that profiteers in New York city had raised prices from 20 to 35 per cent. Mr. Hyde said there would be no profiteering by the farmers, and that the government would do what it could to stop price gouging by middlemen.

Reports that barley, wheat and rye, small grain usually more costly than corn, were being substituted generally over the country for corn as feed for animals and in industrial uses, were noted. The existing barley crop of 330,000,000 bushels is almost twice the size of any barley crop produced in the last ten years. It has increased in value in recent weeks, and is being used to larger extent in dairy feeds and by farmers, chiefly in Wisconsin and Minnesota, millers reported.

Corn products manufacturers have purchased rye and barley as well as wheat in recent weeks for substitution in making industrial alcohol.

Nature did something in the way of relief, sending cooler weather and occasional rains to some parts of the corn belt.

DESPITE the facts that he bolted the Republican ticket in 1928 and supported Al Smith and that he is a leader of the insurgents in the sen-

ate who make so much trouble for the administration, Senator George W. Norris of Nebraska was renominated by the Republicans of that state, the "regular" candidate, W. M. Stebbins, being decisively defeated. Gov. Arthur J. Weaver also won a renomination, beating Harry O. Palmer of Omaha.

In the Democratic primaries former Senator Gilbert M. Hitchcock defeated Dr. Jennie M. Callfas by about three to one. Doctor Callfas bolted the Democratic ticket two years ago to support Herbert Hoover. She was endorsed this year by the W. C. T. U. For the governorship the Democrats named Charles W. Bryan, brother of the Commoner, who formerly held that office.

Regular Republicans of Nebraska were not supine under the Norris victory. They intimated it had been won by wholesale Democratic support, and it was announced that Dentrice Fenton Craig, a Lincoln school teacher, would oppose Norris as an independent Republican by petition.

Senator Joe Robinson and Gov. Harvey Parnell won their fights for renomination by the Democrats of Arkansas. In Alabama the same party named John H. Bankhead of Jasper for the senate. His chief opponent in the election will be Senator Thomas J. Heflin who, being barred from the primary for bolting Smith in 1928, is running as an independent.

Oklahoma's run-off Democratic primary resulted in victory for W. H. Murray for governor and Thomas P. Gore for the senate. Their respective Republican opponents will be Ira A. Hill and Senator W. B. Pine.

Democrats of Ohio went wet and dry. They named for senator Congressman Robert J. Bulkley of Cleveland, an advocate of repeal of national prohibition; and then they turned around and selected as their gubernatorial candidate Congressman George White of Marietta, a pronounced dry who has Anti-Saloon league backing. Senator Roscoe C. McCulloch and Gov. Myers Y. Cooper, Republicans, were unopposed for renomination.

SENATOR FESS of Ohio, the new Republican national chairman, says that the Hawley-Smoot tariff law will be the chief issue in this fall's congressional campaigns. He admits that prohibition may be a controlling factor in some districts, but asserts "the distinctively social and economic nature" of that problem precludes it from becoming a national partisan issue. Neither of the major parties, he says, is ready to make dry law enforcement an issue.

Under the immediate direction of Robert H. Lucas, new executive director of the national committee, research and publicity men will be placed in charge of two bureaus to conduct a continuous "educational" campaign to counteract the Democratic tariff propaganda.

Chairman Fess accepted the resignation of Mrs. Louise M. Dodson as director of women's activities in the Republican national committee, and gave the position to Mrs. Ellis R. Yost of Virginia, a leader in the National W. C. T. U. and an experienced and skillful politician.

VARIOUS aviation records were smashed last week. First, Dale Jackson and Forest O'Brine with their plane Greater St. Louis, recaptured the endurance refueling record that was taken away from them by the Hunter brothers at Chicago. The Hunters' mark was 544 hours, but it was easily beaten by the St. Louis pilots who, at this writing, are still in the air with the announced intention of staying there for 1,000 hours.

Then Capt. Frank M. Hawk sped like an arrow across the continent from Los Angeles to New York, with two stops for fuel, making the distance in the remarkable time of 12 hours 25 minutes and 3 seconds. His plane, a Whirlwind powered Travelair, maintained an average speed of more than 200 miles an hour.

Over in Germany Robert Kronfeld set a new world's record for distance gliding, soaring from Wasserkuppe to Gersfeld, about 97 miles. His flight lasted all afternoon and he had to maneuver his glider in a heavy gale.

Miss Laura Ingalls at St. Louis broke all records for barrel rolls, making 714 of them before coming down. With one of its six engines disabled, the British dirigible R-100 left Montreal Wednesday evening for home.

She started at a speed of 80 miles an hour, with favorable weather indicated for the Atlantic crossing. Fifteen passengers were aboard, besides the crew of forty-four.

LABOR troubles in the coal field at Providence, Ky., led to a novelty. An airplane appeared over the region and a number of bombs were dropped, some of which exploded but none of which did any material damage. The plane was traced by its color and number and one Paul Montgomery of Murphysboro, Ill., was arrested as the pilot. He confessed and named his two companions who, he said, made and dropped the bombs. One of them was nabbed. Montgomery said he was compelled to go on the bombing raid by threats that he and his family would be killed.

BRITISH forces are busily engaged in defending the Khyber pass, northern entrance to India, and the important city of Peshawar against the attacks of Afridi tribesmen. So far the invaders have made little progress, largely because of the efficient use of bombing airplanes by the British; but the situation is considered dangerous and the Afridis, who have been joined by other tribes, though driven back from Peshawar, are threatening other places not so strongly fortified.

In an effort to bring about peace in India the authorities put several of the imprisoned leaders of the passive revolt in the same prison with Mahatma Gandhi, and two prominent unofficial peacemakers—natives—conferred with the prisoners on a plan to have the Nationalist activities held up pending the outcome of the round-table Indian conference in London in October.

WHILE Chinese Communist forces were advancing on Changsha to recapture that city, the Nationalist and northern alliance armies were engaged in a series of heavy battles. The Nanking government, however, had put censorship into effect and little reliable news reached the outside world.

Japanese reports from Tsinan, capital of Shantung province held by the rebel forces, said the city was being repeatedly bombed by government planes. The foreign consuls warned the Nanking forces not to bomb the business section, where most of the foreigners reside. Gen. Chiang Kai-shek, commander of the Nanking army, said he expected to drive the northerners out of Tsinan before long. He declared there was evidence of demoralization of enemy units on all fronts, but this was not quite borne out by reports from the battle fronts.

MORE than forty commissioners on a uniform state laws held an important meeting in Chicago. They considered over fifty acts that had been drafted, including legislation concerning public utilities, real estate, divorce, veterans' guardianship, co-operative marketing, drugs, firearms, air licensing, mechanics' liens, absentee voters, and civil depositions. Of these, forty-three, it was decided, should be recommended to the American Bar association and the state legislatures for adoption.

The purpose of the organization is to remove conflicting laws throughout the various states and substitute as far as possible a general level of laws.

AMTORG Trading corporation, the Soviet commercial agency in this country, announces that in the last two months orders to the value of \$40,500,000 for agricultural machinery and tractors have been placed in the United States.

About 85 per cent of the purchases are made up of tractors, 12 per cent of combines, and the remainder of other agricultural machinery and spare parts. It was stated. The orders were described as "the largest for farm machinery ever placed for export in a corresponding period of time."

TWO men who gained fame in the World War were taken by death during the week. They were Maj. Gen. Charles T. Menoher, one time commander of the Rainbow division in France and a former chief of the army air corps; and Gen. Sir Horace Smith-Dorrien, who saved the allied retreat at Mons by a daring disobedience of the orders of Sir John French.

MOTHER PROBLEMS

By Mrs. Dorothy Coffeen

Respecting Children's Taste

MOLLY, aged seven, utterly refuses to wear a new dress which mother has purchased for her. In Mother's opinion it is one of the prettiest Molly has ever had, but apparently Molly differs from her. Whenever the wearing of it is suggested, she bursts into tears and begs to be allowed to wear something else instead. At first, Mother insists and puts it on in spite of protests. She wouldn't have a daughter with such foolish ideas! But force hasn't worked. For some unknown reason Molly suffers in that dress. Something must be done.

The dress could be discarded, but "What a waste to encourage, but a beginning for crochets and prejudices!" thinks Mother. Taking for granted that she has been fair and made every attempt to ascertain just what feature of the dress is so distasteful and has been unable to discover any single one, it is evident that it is the dress as a whole that is disliked. And, by the way, there is no reason to suppose that seven-year-olds haven't a very decided taste. They have. In the case of this new dress there may be some reason Molly herself cannot explain.

The first thing we want to do is to be fair to Molly. Why not take that dress out of her closet? Hang it somewhere where she cannot see it and let her have a complete vacation from its irritation. After sufficient time, try it again. If she still reacts to it in the same way it is cruel to humiliate her any further. And, incidentally, we have no moral right to so oppose her very definite sensibilities. Why should we be so anxious anyway to conform her ideas to ours? Goodness knows we're standardized enough already! Look at our homes—nine out of ten the same architecture; look at our house furnishings, our clothes—all very similar to our neighbors, and all because our own noses have been rubbed in conformity to other people's ideas of correctness so long that we have forgotten we have such a thing as individuality. Why destroy Molly's?

If Molly won't wear that dress after a long enough vacation from it, something must certainly be wrong with it. If changing it a little doesn't help, either, then for the sake of Molly's self-respect, good taste, individuality and peace which no one can cultivate if uncomfortable or self-conscious, better try giving the dress to the Near East or dumping it in the nearest missionary barrel.

School in a New Light

"WHAT is the matter with Mary Jane?" sings Mr. Milne. What is the matter with Frederick, we hasten to echo. He has been urged repeatedly and most persuasively, too, to depart for school in the morning without raising his voice to a piercing whine and distorting his face in protest. He has been given gold stars as rewards of merit which might eventually profit him something; he has been told that pennies are put in his bank every time he is a good boy; he has been promised a new baseball glove and other coveted treasures, but although he expresses a desire to attain these, he emits daily sounds of torturing penetration as he is helped into his coat and nears the front door.

"I don't want to go to school," he shrieks. Helpless adults stand by and thrust upon him the usual threats, promises and futile questions.

"Why, Frederick," they exclaim, "Don't you want to go to school? Don't you like school? Don't you like all the children, and the games, and nice teacher?"

"Nooooooo!" returns Frederick, in a note that implies that he thinks the children pests, the games a bore and the teacher an ogre. "Nooooooo. I don't want to go to school. I won't, I won't!"

Adults stand helpless while Frederick grows purple. The only way he gets to school is by being forcibly dragged there, and then he is so nervously unstrung (so is every one else) that he is completely hostile and non-receptive. Lessons are in vain.

Well, Frederick is not alone in his hour of struggle. There are many like him. Some are timid; some have been led to the proverbial apron strings so long that they can't stand on their own feet; some receive a subconscious stimulus to their dramatic instincts by securing so much attention; some suffer from genuine shyness, but whatever the cause and whoever the Frederick that dreadful hour recurs again and again and must be done away with. Generalizations are of no use. Assuming that the situation has been carefully investigated and that there are no visible "ghosts in the closet," an experience of complete revelation might be profitable for Frederick. Does he know what a bore his life would be without school? Has he been given a chance to twiddle his thumbs as an alternative to the pleasant association with his schoolmates? Take him at his word sometime, keep him home from school, let him sit in idleness all by himself for a good long time, and there's not much doubt that if his boredom were complete enough, departure for school would soon become a vast and delightful relief, and occupy its proper place in Frederick's mind.

NEW ROOSEVELT HIGHWAY ALONG FLATHEAD



View of Roosevelt highway, along the Flathead river, which skirts Glacier National park. This is the last part of the road to be finished, breaking the link which has held back transcontinental automobile travel across the Rockies.

REDUCE COST OF UPKEEP OF AUTO

Use of Proper Oil and Attention to Filter Will Save Money.

Use of the proper grade oil and attention to the oil filter every 10,000 miles, engineers agree, will reduce cost of mechanical upkeep of the car, saving the motorist perhaps as high as \$150 in car wear during the life of his automobile.

The thin oil film between the moving parts is what protects the automobile engine against wear. This film is six times thinner than the page of this paper. But it must be kept clean and free from carbon residue and other foreign matter.

Function Efficiency

This can be done by proper attention to the oil filter—the device through which the oil passes and is filtered. When the oil is filtered properly it has less tendency to form carbon residue or develop gummy matter which will absorb dust and dirt. The oil filter will function at highest efficiency up to 10,000 miles driving. After this mileage it becomes filled with carbon and other foreign matter and should be serviced immediately.

Inability of an oil to properly lubricate is nearly always the result of its contamination rather than faulty refinement, assuming, of course, that the correct grades to meet engine operating conditions have been selected.

Filter Cleans Oil.

The oil filter cleans the engine oil constantly at the rate of one quart a minute while the engine is running and the entire contents of the crankcase every five to ten minutes. In 10,000 miles of driving it removes sometimes as much as two pints of dirt, foreign matter and sludge from the oil, thus preventing this destructive material from injuring the engine's vital parts.

The use of an oil filter gives clean lubrication and reduces engine wear. But if the cartridge is not renewed every 10,000 miles, its whole purpose is defeated and wear of the engine parts will result from dirty oil.

After 10,000 miles of driving it is important that the filter cartridge be renewed. This is important because this mileage the filter unit becomes filled with dirt, sludge and other foreign matter taken from the oil.

New Device Is Help in Parking of Automobile

A device which may be installed on any automobile and which, it is said, will save time and space in parking, has been invented by R. W. Branson, an employee in the office of the state auditor at Jefferson City, Mo. It consists of a set of two small auxiliary wheels that are attached to the front axle and which are hinged so that they may be dropped to the ground through a control on the instrument board. When the small wheels are touching the ground, the driver puts the car in reverse and backs up from two to four inches, raising the front end of the car on the auxiliary wheels and lifting the front wheels of the car off the ground.

As soon as this operation is carried out the steering gear automatically becomes attached to the auxiliary wheels and the driver may turn the car to either side by merely turning the steering wheel.

Faulty Contact Points Cause Engine to Miss

Missing of the engine and "bucking" frequently blamed on the carburetor are often due to nothing more than improper adjustment of spark plug of breaker point gaps or both. Before making carburetor adjustment in high compression engines the car owner or mechanic should make sure that the plug gap is adjusted according to the car manufacturer's recommendations, and breaker contact points are filed square and likewise adjusted.

Dirty or worn out plugs also cause trouble often blamed on the carburetor, and spark plugs and breaker contact points should be examined at least twice a year.

THE MOTOR QUIZ

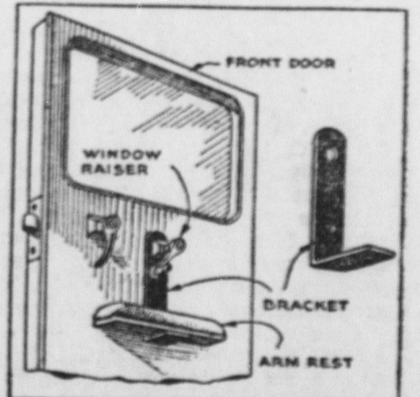
(How Many Can You Answer?)

- Q. Why should brakes be moderately applied for all stops?
- Ans. This saves time, brake linings, and strain on the chassis. Let the car slow down gradually, bringing it to a standstill with moderate brake pressure when a red light is seen a block ahead.
- Q. Name two ways to save a battery, other than by regular inspection of the battery.
- Ans. By seeing that breaker points and spark plug gaps are properly adjusted. They should be inspected at least twice a year.
- Q. What state in the Union limits cars on its highways to not more than 20 miles an hour?
- Ans. Massachusetts.
- Q. How does the United States rank compared with other countries in number of airplanes?
- Ans. The United States has 7,100 of the 10,100 planes in operation throughout the world.
- Q. At what temperature will a fully discharged battery freeze?
- Ans. From 5 to 10 degrees below the freezing point.

Driving Position Made

Far More Comfortable

Although the driving position in modern motor cars is far more comfortable in many ways than it was in older type vehicles, few make provision for an arm rest for the driver. The illustration shows a simple arm rest designed to hook over the window



A Sheet Iron Bracket With Padded Wooden Strip Hooks on Door to Form Driver's Arm Rest.

regulator of the door at the driver's side. It consists of a sheet iron bracket to which is attached a padded wooden strip to form the arm rest. The length of the bracket and the dimensions of the arm rest must, of course, be arranged to suit the car.—Popular Science Monthly.

AUTOMOBILE HINTS

Allen critics of the speed at which Americans travel should see some of our Sunday drivers.

One of every eight men in mechanical and manufacturing industries is employed in the manufacture of cars.

Holding a conversation in an outboard motor boat isn't so hard once you get the knack of spacing your words between the explosions.

A taxi gentleman pulled out the left rear fender the other night with his bumper, so we expect we'll have to get tangled with another, and have him push it back.

Service at some of the tonier filling stations has become so ostentatious we fully expect the handsome attendant will lean over one of these days and wipe off our eyeglasses.

Bandits escaped in automobiles in a small Alabama town with an \$18,000 pay roll belonging to the tire company. This is a case where a blow-out might have helped some.

The reason the back of the car gets so dirty under average circumstances, and especially when driving fast as on a tour, is that a vacuum is created behind it which pulls the dust and mud onto the body.