

1—King Faisal of Iraq leaving the presidential palace in Berlin after a call on President Von Hindenburg. 2—New \$4,000,000 Mid-Hudson bridge connecting Poughkeepsie and Highland, N. Y., which has just been opened. 3—Judge Edward S. Matthias of Columbus, Ohio, who was elected commander in chief of the United Spanish War Veterans.

NEWS REVIEW OF CURRENT EVENTS

Dictator Leguia of Peru Is Custody by a Military Revolution.

By EDWARD W. PICKARD

ELEVEN years of dictatorship by Augusto B. Leguia was enough for Peru, or at least for its army, so he has been ousted from the office of president, together with his entire government.

The revolutionary movement started in the province of Arequipa, where the troops, led by Lieut. Col. Sanchez Cerro, arrested some of their officers and took control of Arequipa, third city of the republic. The revolt spread rapidly to other provinces and was easily successful everywhere. Meanwhile there was surface tranquility in Lima, the capital, and President Leguia attended the races as usual. But this didn't last long. A military junta got busy in Lima, the cabinet was forced to resign, and a few hours later Leguia himself gave up his office and took refuge on the cruiser Almirante Grau. The vessel steamed away, the intention being to land the deposed dictator at some foreign port; but the junta sent a wireless threat to have the officers court-martialed if they did not return within 48 hours, and they yielded. At this writing the fate of Leguia is uncertain. It was understood he would be put on trial for his "misdeeds," this course being insisted on by the students of Lima and also by Cerro.

A temporary government was set up in Lima with Gen. Manuel Maria Ponce at its head. However, Cerro went to the capital city within a few days, and his Arequipa junta was recognized as the real government of the country. Before resigning, Leguia designated first General Martinez and then General Sarmiento as heads of a new cabinet, but the military revolutionists would accept neither. Leguia thereupon wrote his resignation, saying:

"I hereby close another chapter in Peru's history."

The State department in Washington was informed that Lieut. Com. Harold F. Grow, U. S. naval reserve, of Greenville, Mich., and Elmer Faucett of Savona, N. Y., both aviators, were being detained by the Peruvian revolutionists. Ferdinand L. Mayer, American charge d'affaires at Lima, was instructed to take "all appropriate measures" to secure Grow's release. Though the two men were held as prisoners, the State department was not much concerned about their safety. Mr. Mayer in a message to Washington said the revolutionists had promised to protect foreign nationals and maintain order.

IN A report published by the Treasury department it is disclosed that the internal revenue receipts for the fiscal year June 30 last, were a little more than \$3,000,000,000. This was just about \$100,000,000 more than the receipts of the previous year.

Most of the increase was registered in income taxes, which showed a gain of \$75,000,000 over the 1929 fiscal year, notwithstanding the fact that the 1 per cent tax reduction voted by congress last December affected the quarterly payments of taxes paid in March and June of the present calendar year. This increase was attributed largely to the exceptional prosperity enjoyed by corporations and individuals in the calendar year 1929, against which the taxes collected in these two quarters were assessed.

There was diversity of opinion as to whether or not it would be advisable or possible to continue the 1 per cent reduction for another year. President Hoover wishes this to be done if it can, and the Republican leaders in congress are ready to support legislation to that effect if the President recommends it. No definite statement as to whether business conditions will make this continuance possible has been issued from the Treasury department, but Secretary Mellon and some of the officials under him are said to be very doubtful as to its wisdom, fearing that a deficit

would be created due to reduced customs receipts and shrinkage in current revenues.

UNLESS belated returns change the figures materially, Senator Cole Elease and James F. Byrne will be the candidates in a run-off Democratic primary in South Carolina to choose the man to fill the seat now held by Elease. In an eight-cornered race for the gubernatorial nomination Olin D. Johnston was well in the lead. In both cases nomination is considered equivalent to election.

Democrats of Idaho in state convention nominated Joseph Tyler of Emmett to oppose Senator Borah. The Republicans re-nominated Borah and Representatives Burton L. French and Addison T. Smith by acclamation. For the Republican gubernatorial nomination in California James Rolph, Jr., mayor of San Francisco, had a good lead over Gov. C. C. Young and Buron Fitts, district attorney of Los Angeles. Young was endorsed by the California Anti-Saloon league, which explained that Fitts also was dry, "but something had to be done to defeat Rolph."

Mississippi Democrats re-nominated Senator Pat Harrison and the eight sitting representatives in the lower house. In the run-off Democratic primary in Texas Mrs. Miriam Ferguson was decisively defeated by Ross S. Sterling for the gubernatorial nomination.

PERHAPS a dozen naval yards and shore properties will be eliminated as no longer necessary to the efficient operation of the naval establishment, or at least drastically cut down in their activities, as a result of the survey made by Assistant Secretary of the Navy Jahncke and chiefs of navy bureaus. Several shore establishments probably will be consolidated and all possible obsolete equipment scrapped. This will be a part of the Navy department's contribution to the President's retrenchment program, and naval officers say it will save millions of dollars.

The navy yard at Charleston, S. C., the naval plant at New Orleans, the naval ordnance plant at South Charleston, W. Va., and the naval torpedo plant at Alexandria, Va., are shore properties virtually certain to be affected by the economy survey. In the past all efforts to close shore properties along the Atlantic coast have been blocked by political pressure.

NOT more than fifteen hundred members of the Grand Army of the Republic were able to attend the annual encampment that was held in Cincinnati, and hardly a thousand could take part in the grand parade which always is the feature of the gathering. All that could muster the strength walked in the procession, for those old boys resent the infirmities of age and hate to be carried in automobiles on that occasion.

The United States marine band was present by special act of congress and played at all the important functions of the encampment.

Annual meetings were held by the six subsidiary organizations of the G. A. R.—Army Nurses of the Civil War, National Women's Relief Corps, Ladies of the G. A. R., Daughters of Union Veterans, Sons of Union Veterans, and its auxiliary.

MELVIN A. TRAYLOR of Chicago, Nicholas Dosker of Louisville and Morton Prentiss of Baltimore were appointed at a conference with President Hoover to prepare recommendations for utilizing available financing agencies for drought relief. Their work was based on a broad plan of setting up state and local credit corporations to act as intermediaries in handling loans to farmers of the affected regions. The results of their study of the question were submitted to the financial representatives of 15 states who met in Washington with Secretary of Agriculture Hyde, Henry M. Robinson of Los Angeles was made chairman of this financial committee, and its meetings continued throughout the week.

Secretary Hyde, who is chairman of the general drought relief committee, presented a report from the American Railway association showing that the railroads already had transported 665 carloads of feed and live stock at

special half rates which were put into effect in the affected areas. Most of the hauling thus far has been in Virginia, West Virginia, Ohio, and Maryland.

Mr. Hyde also announced the appointment of a federal "co-ordination committee" which will assist the federal and state committees in their work. C. W. Warburton of the extension bureau of the Department of Agriculture will head the group.

An optimistic note in the general agricultural picture was seen in the agriculture department report that farmers intend seeding 4.5 per cent less winter wheat this season than last year. The state Democratic council of Kansas lined itself up with Governor Reed, adopting a resolution opposing the reduction in acreage of "any crop which can be produced with profit in this state."

PRESIDENT HOOVER was gradually making up the new federal tariff board. First he named as its chairman Henry P. Fletcher, Pennsylvania Republican and former diplomat, and then he selected for membership Thomas Walker Page of Virginia, a Democrat and a widely known economist. Mr. Page, who is sixty-four years old, served on the original tariff board under President Taft, and also on the tariff commission under Presidents Wilson and Harding.

WHILE excited throngs were witnessing the national air races at Chicago, gasping at the extraordinary stunt flying and starting at the notable figures of aviation gathered there, four aviators from Germany completed a flight from Berlin to New York in six hops. Some time ago they had reached Iceland, and after delay there they flew on to Greenland, then to Labrador and Halifax, and finally to New York harbor. Their leader is Capt. Wolfgang von Gronau and their plane is a Dornier-Wahl flying boat.

The first fatal accident at the air races occurred when Lieut. Jack P. De Shazo, a navy flyer, crashed, killing himself and a concession holder at the port.

THOUGH the attacks of the Afridis on Peshawar have been repulsed, the danger to the British on the northwest frontier of India is not removed. The Waziris to the southwest have become active and many encounters are reported. While conferring with the mullah of one band of tribesmen, an English captain was shot in the back and in the ensuing fight eight of his men and thirty-two of the natives were killed.

Mahatma Gandhi's peace terms were still under consideration but there seemed little hope of their acceptance or their alteration.

COLLAPSE of the northern rebel alliance against the Nationalist government of China seemed imminent, if dispatches from Shanghai could be relied on, and President Chiang Kai-shek was preparing for an early drive toward Tientsin.

The Nationalist government, upon the instructions of General Chiang, issued an order granting amnesty to all officers of the northern coalition, excepting Generals Yen and Feng, in the event they professed allegiance to the central government and would renounce their connections with the rebel leaders of the north.

DEATH was busy among well known persons during the week. Among those who passed away were Lon Chaney, star of the screen; Frank O. Wetmore, dean of Chicago bankers; Thomas Sterling, former senator from South Dakota; W. R. Spillman, chief postal inspector; J. R. Gordon, president of the Emergency Fleet corporation; Rev. Dr. David G. Wylie, president of the Lord's Day alliance; G. N. Saltzgeber, former commissioner of pensions; Edward P. Morse, New York capitalist, and Justice E. Ray Stevens of the Wisconsin Supreme court.

PREMIER Walery Slawek of Poland and his cabinet resigned because of disputes with the parliament, and President Moscicki called on Marshal Pilsudski to form a new government. So that veteran "strong man" is again the nominal as well as the virtual boss of his country.

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MOTHER PROBLEMS

By Mrs. Dorothy Coffeen

The "Whiny" Habit

CHILDREN come into the world as perfect morally as they will ever be. Even at the ages of three and four many "weeds" may have grown amongst the "rarer flowers" of sweet desirable traits. These "weeds" may not seem serious because it is the common theory that children outgrow them, but do they?

We are all acquainted with the person who speaks with a whine in his voice, the one who does most of the complaining when there is least to complain about. There is little doubt that this whine began very early, fretting no doubt because an own way was not granted. The outlook for a child who whines is sad indeed for he is bound to be unpopular with his fellows.

There are many little ways in which a tendency to "whininess" may be encouraged and the danger of them lies in the fact that they are often in the most trivial circumstances when a mother must be very keen witted indeed to realize their significance. Perhaps at a children's party the seed was planted when little Mary giggled around on one foot with fingers in her mouth and said, "No, I don't want to pin the tale on the donkey," all the time being very anxious to. When the game was over and Mary had had no turn she whinily changed her tone. "I want to pin the tale on, I haven't had a turn!" "Well, the cute thing!" said all the adults, "she wanted to all the time." Whereupon Mary giggled and gurgled, exceedingly proud of her little trick. What an excellent lesson for her if she had been told that her turn had passed, that she had said she didn't want to play and now it was too late to change her mind! Instead, she found it more or less of a joke to whine her way into attention.

Perhaps it is started in a small group of playmates, one having a toy that another one wants. Some of the children are content with the owner's statement that the toy belongs to him and he doesn't wish anyone else to have it, but not so this one child who is determined to obtain temporary possession at all costs. He tries strategy, trading one of his for it, begging for it, finally whining for it until an adult who is nearby admonishes the owner of the toy to let the other child have it for a little while. Had the adult not interfered at this point that child would have learned that whining would have netted him no results except that the other children would have turned on their heels and left him, but with the interference of the adult and the consequent yielding on the part of the owner of the toy, that whiny child won a victory. The next time he would try whining again.

Keeping Promises to Children

AS WE think it over we find that there are many reasons for making promises to children but only one for breaking them. We are very apt to consider them only the fruit of the moment that will be promptly forgotten by the child and may be as promptly forgotten by us. This is where we are wrong. We may forget it but the child does not.

Betty was playing happily the other day when she conceived the idea of removing her shoes and stockings. Soon she came limping into the house, crying as if with the lungs of ten. The foot had been struck by a nail and while nothing serious resulted the accident was sufficient to start a whole day of peevishness, and toward night Mother was at her wits' end, in need of rest. Betty continued to fret and whine. To make a long story short, nothing was pleasing all day long, but the important issue came towards the end when Mother, driven desperate, said "Betty, if you'll only stop fretting for a while and let Mother rest I'll give you some ice cream."

Instantaneous calm and quiet resulted, but when the promise was rashly made the hour had not been noticed. It was in reality very near Betty's supper time. Mother rested for a short while, forgetting all about her promise, revelling only in the quiet. But Betty had not forgotten! When Mother stirred as if to get up, Betty was upon her for the fulfillment. She had made a bargain and rightfully had come for its fruition.

"Oh, goody! Can I have the ice cream now?" she called.

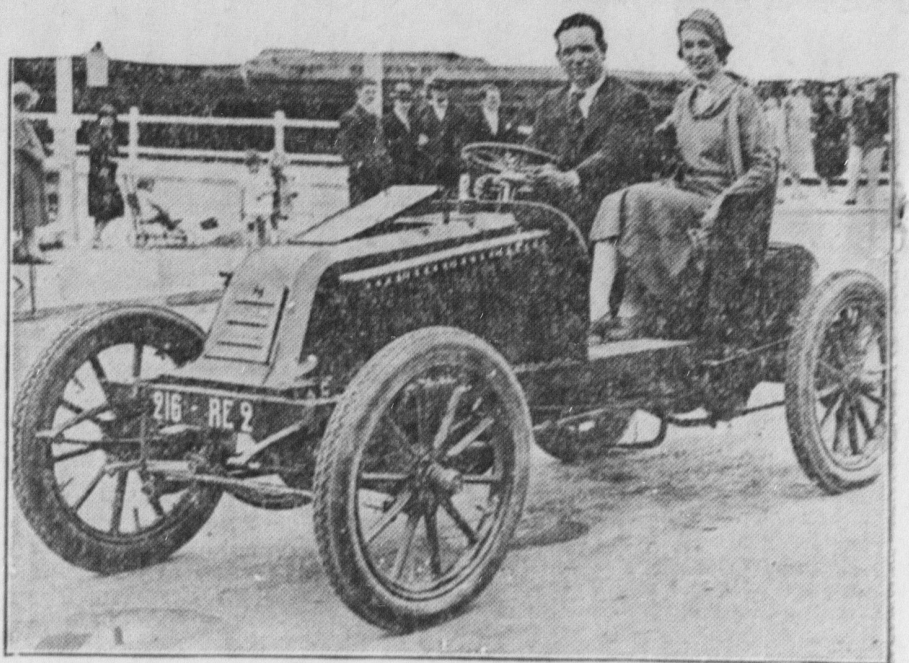
Mother looked surprised and glanced at her watch. "Why, Betty, it's supper time now. Don't you know that ice cream isn't good for little girls so late at night?"

So that was the promise, was it? She wasn't to taste that ice cream after all. Disappointment overwhelmed her and no doubt in her small subconsciousness worked the fretting of complete disillusionment, the faintly defined knowledge that Mother did not play fair. Anyway, a very unhappy child ate a very uninteresting supper and went to bed completely tired out, at war with the world.

Yes, the incident would be forgotten but would that and other similar broken promises never again be remembered? Alas, they would! Not by Mother—she only made them—but by Betty who suffered the pain of their whimsical destruction.

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CAR OF ANCIENT VINTAGE MOVES SWIFTLY



Twenty-nine years of age but this old bus wagon can still breeze along at a forty-five-mile-an-hour clip. Driven by Monsieur and Madame Maurice Bequet it won the Lisleux to Deauville revival race in France. Only cars of ancient vintage were allowed to compete.

MOTOR TRUCKING FARM PRODUCTS

Surveys Show Many Farmers Are Now Selling Direct to Truckmen.

(Prepared by the United States Department of Agriculture.)

The constantly increasing use of the motor truck in transportation of farm products and its far-reaching effect upon the farm marketing system are engaging the attention of the bureau of agricultural economics, United States Department of Agriculture, which is making an extensive study of the motor truck in its relations to marketing. The bureau's survey consists of determining the importance of truck receipts of the fruit and vegetable supply in some of the leading market centers of the country; and in ascertaining the volume of truck movement as compared with movements by rail and boat from representative producing areas. It will determine also the situation with regard to the re-distribution of produce from the large market centers to smaller communities in their trade areas.

Now Sell to Truckmen.

Preliminary surveys by the bureau show that many farmers who formerly hauled or shipped produce to market centers now sell direct to the so-called truckmen-merchants. These itinerant merchants buy supplies on speculation and may haul to one of a half-dozen or more consuming markets within a radius of 200 to 300 miles; or they may peddle their loads in small towns or rural districts. Truckmen-merchants in many instances make it possible for producers to sell products of a grade and condition which it would be impractical to ship by rail.

Produce handlers in market centers complain that the marketing of these supplies has a depressing effect on prices of shipped-in produce, since it frequently results in an oversupply at the market.

Business Increasing.

The motor truck has extended the local supply area of a market beyond the distance formerly within wagon haul and many specialized crops are now being hauled by truck from producing areas for distances up to 600 miles. The truck eliminates much of the handling and re-hauling of the produce on farms and in markets. The business has increased tremendously in recent years, and furnishes an increasing proportion of the market supplies. The bureau is compiling the daily motor truck receipts at several markets, and it is hoped that the present survey will indicate methods of developing more complete market news reports on this phase of the produce business.

Motorists Can Help in Conserving Oil Supply

Conservation of national petroleum reserves, for which government and industry are working, is furthered by the motorist who saves himself time, trouble and money by driving safely and sanely and keeping his car in good repair.

The federal government, through the federal oil conservation board, is committed to the policy of oil conservation in order to assure a future supply of lubricants, fuels and other petroleum products. The petroleum industry itself, from oil field to filling station, constantly is working to prevent waste. Motor car manufacturers are improving engine and carburetor design so that the greatest possible power, mileage and efficiency may be obtained from the least possible gasoline.

Tests show that the average motor vehicle wastes much of the heat value of its fuel, mainly through incomplete combustion due to improper carburetor setting. There is waste also through excessive use of the choke, unnecessary idling, driving at excessive speeds, racing the motor and unnecessary acceleration. Dragging brakes, lack of lubrication, lack of pressure in tires, loose pistons and rings, loose connections, sticking valves and other mechanical faults tend to cause undue consumption of gasoline.

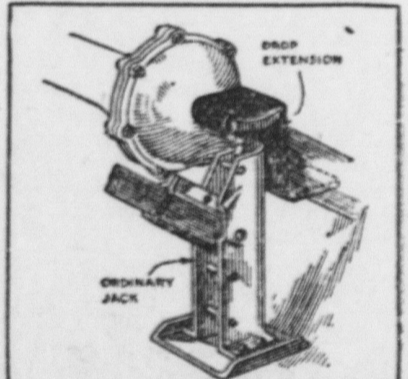
THE MOTOR QUIZ

(How Many Can You Answer?)

- Q. Why should the top of the car be kept clear of snow and ice?
- Ans. Because of the bad effect on the fabric.
- Q. What causes failure of lights to burn?
- Ans. A blown fuse, discharged battery, worn out bulb, or faulty switch.
- Q. What is the cause of dim lights?
- Ans. Weak battery, short circuit, improperly connected wire, or dirty or faulty switch.
- Q. In cleaning spark plugs should the porcelain be scraped?
- Ans. No. A better way is to use a cloth moistened with denatured alcohol. The spark plug electrodes may, however, be scraped.
- Q. What state has compulsory liability insurance on all automobiles?
- Ans. Massachusetts.
- Q. How much air passes through a carburetor with every gallon of fuel used?
- Ans. Approximately 10,000 gallons.

Extension for Jack Is Handy for Emergencies

The illustration shows a way to form a drop extension out of a heavy piece of strap iron. This drop extension will prove extremely useful in cases where it is necessary to get under the axle when the jack itself is too high. Do not attempt to make the drop extension out of light strap iron. The steel must be so thick that



Heavy Strap Iron Is Bent to Make Drop Extension for Jack.

there will be no chance of the weight bending the lower angle and permitting the axle to slip.

The base area of many types of jacks is neither wide enough or long enough. They work well on hard surfaces, but are quite likely to tip over if an attempt is made to use them on sand or soft ground. This is particularly true when an extension is used. It is, therefore, desirable to fit an extra base to the jack as shown.—Popular Science Monthly.

AUTOMOBILE FACTS

Say it with brakes and save the flowers.

Unavoidable Accident—One where all the members of the jury have cars, too.

Have your brakes ready for testing; indeed, it is a good thing to keep them that way always.

Probably the laziest man in the world is the motorist who waited all day in Kansas for cyclone to blow up a flat tire.

At least this is fine growing weather for the development of filling stations and miniature golf courses. Close your eyes and then open them and you'll see.

It is more important that tires be kept properly inflated in summer. Heat is rubber's natural enemy. Under-inflated tires, flexing more, generate much more heat.

The average driver takes more time shifting from first to second than from second to high gear. That is because the throw usually is longer and the direction of movement changes.