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Geneva Parley May End in Anti-War Pact by U. S. and England

BY RODNEY DUTCHER
NEA Service Writer

WASHINGTON, Aug. 2.—Regardless of any temporary bitterness engendered by disagreements at the Geneva arms limitation conference, it is more than possible that the ultimate outcome will be an understanding between the English-speaking peoples which will head off a new and unprecedented race for naval supremacy.

At any rate there are many persons in the U. S. and Great Britain who are bright enough to suspect that such a solution would be more desirable than a building contest involving frightful expense and perhaps eventually terminating in war.

If the Geneva meeting fails and causes an Anglo-American rift, the need for agreement will be all the greater.

There is good reason to suppose that a program which would establish the two nations on a basis of friendship and cooperation would not be frowned upon by this government. Leaving other considerations aside, it might appeal to Britain solely because she knows the United States could outbuild her if the issue should come to that kind of a showdown.

British-U. S. Pact Wise

It is rather to be assumed that the people of this country and of

the British Empire would welcome an agreement designed to eliminate the possibility of war between the world's two greatest powers. Such a war is often declared "unthinkable," but history reveals that power moves westward along with civilization and that up to the present time war has accompanied the process. Now that the world is for the first time pretty well in the hands of peoples who speak the same language, the time may have come to call the turn on history's repetitive trend.

Farseeing men have long since suggested the wisdom of an Anglo-American understanding as a potent factor for world peace and international happiness. The idea has not been confined to mere theorists and comparative nobodies. The Scripps-Howard newspapers made such a proposal years ago and more recently it has been endorsed by William Randolph Hearst.

Now, with the demonstration at Geneva that from a purely strategic standpoint based on geographical limitations and dissimilarities of interest the United States and Britain find it hard to agree on standardized shapes and sizes for their respective navies, the world echoes more than ever before with pleas for measures of

safety such as some once felt would be achieved through the League of Nations.

Ambassador Houghton apparently had an Anglo-American agreement in mind recently when he proposed, without mentioning names, reciprocal pledges in which contracting nations should agree not to attack each other for 100 years. He tied up this suggestion with a plan to limit wars to those declared by popular vote.

Houghton Plan Supported
J. L. Garvin, distinguished editor of the London Observer, now comes out for a treaty such as Houghton proposed and points out that "where there is agreement about policy there can be no disagreement about armaments."

If it is true, as some persons here believe, that the governmental brains of the two nations have been figuring on such an agreement all along, and that Houghton's speech was sort of a trial balloon or way-paver, light is then shed upon the motives which inspired Foreign Minister Briand of France some time ago to propose a 100-year Anglo-French treaty to outlaw war.

Some of the anti-imperialist noisemakers here have privately expressed the opinion that the row at Geneva is a "smoke screen" preparatory to an Anglo-American alliance which will result in a division of spheres of influence. Such a view seems rather extreme, but despite lack of official confirmation there is a likelihood that in case the Geneva conference breaks up in a threat of a new international armament race some

thing will be done to stop it before it gets underway. Powerful influences from the international bankers down to the ordinary citizen, would support any government which undertook to keep the beanpot flat on its bottom.

FARM POINTERS

Turkeys suffering infestations of parasites are relieved by having their shanks dipped into crude petroleum, the O. A. C. experiment station reports, care being taken to keep the oil from coming into contact with the feathered parts of the legs. It is also suggested by the station that the birds' quarters be cleaned up and the treated turkeys put into new quarters if possible.

Owners of young Oregon filbert groves find it especially advantageous to cover crop them while the trees are young, says the experiment station. The difficulties of picking the nuts from among the grain and vetch of the cover crop often cause the grower to delay in seeding the crop until after the nuts are picked. Too often that results in small growth. Effective cover crops will have to be used sooner or later in the life of the grove, and this is more easily done and brings better results in the early life of the trees.

An Oregon clover field may suffer considerable loss of seed if allowed to get over ripe by breaking off entirely or breaking to pieces, reports the experiment station. It pays to get it cut earlier than this and put into shocks or bunches before breaking of heads and shattering of seed takes place.

House ferns attacked by scale insects may be protected by frequent applications of common laundry soap, a quarter of a pound of soap to one gallon of water, report the O. A. C. entomologists. The plants are washed thoroughly with this solution which is best washed off about two hours after it is applied, and spoils the seed for planting.

In threshing Oregon grain the essential losses are cut down in satisfactory operations to one half of 1 per cent or less, reports the state college extension service. A loss of a half to 1 per cent is considered about average. Losses of 1 to 2 per cent are considered as poor operation, of more than 2 per cent very poor. Most losses of 1 per cent or more can be cut down by effective operation of the threshing unit.

GRAHAM BROS.

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"Right from the start."
This is a fundamental policy of Graham Brothers in the building of motor trucks. It means not only that every part going into the truck must be right from the very beginning of its manufacture, but that the whole truck is right and ready for service when it reaches the buyer.

Guarding the qualities of dependability, strength and long-life in every Graham Brothers truck is a corps of highly trained inspectors which in itself would form a large organization. These inspectors make more than a quarter million "checks" or inspections daily. To follow the course of a single part through Graham Brothers plants is to encounter a seemingly endless series of "checks." The inspections begin before the raw materials enter the factories. Metallurgists and chemists in Dodge Brothers and Graham Brothers chemical and physical testing laboratories analyze each lot of iron, alloy steel and other materials entering into the completed truck. If it doesn't come up to Graham Brothers rigid requirements, it is rejected.

In the huge forge shops and foundries, more "checks" meet the materials. Testing machines of many tons capacity tear forgings apart or crush castings to fragments to determine ultimate strength. Then the laboratories step in again, retesting and submitting the materials to microscopic examination.

In the machine shops, precision is guarded by inspectors at every turn. So complete are the means for checking the quality of workmanship that every part meets blueprint specifications before it reaches the assembly.

Assembly inspectors check each operation. High class workmanship is required and given by the assembly men.

With this multiplicity of inspections it would seem that the manufacturers might be satisfied that everything possible had been done to insure quality. But it is not enough for Graham Brothers trucks. Each one must be given a performance demonstration to skilled mechanics on a special test track. Then it is again the subject of critical examination.

Graham Brothers engineers frequently conduct extraordinary tests of caravans of trucks on proving grounds for their heavy mountain grades and other difficult conditions. Those show that the performance standards of the present Graham Brothers trucks are now at the highest point attained in their history.

NINE-YEAR OLD BOY HAS SAVED LIVES OF SIX

BRISTOL, Pa., Aug. 2.—Little Charlie Capella is a hero—even if he is only nine years old. Six children owe their lives to Charlie's swimming prowess and his bravery.

He had been saving lives two years ago, when he dragged three children from the water in a year. Last year Charlie pulled out Frank Green, Jr., nine, when he was sinking, and also rescued Harry Russo, 10.

A few days ago six-year-old Mary Moffett waded into the canal basin here and was soon into water over her head. Charlie was swimming near by. He swam to her, dived, caught her by the hair, and brought her ashore.

Charlie is modest and his rewards have consisted so far of local glory, 50 cents and a pair of running shoes. But Bristol citizens have decided that a public reception is in order.

STAMP FORGER SENTENCED

PORTLAND, Ore., Aug. 3.—Raymond Thayer Goode was sentenced today in federal court to six months in jail, on a charge of forging pre-cancelled postage stamps. He was alleged to have sold those stamps to collectors. He had an office in Salem. Stamp collectors furnished the district attorney's office with the evidence in the case.

MOST NORTHERLY SCHOOL

KHE, Siberia, Aug. 3.—The world's most northerly situated school has been opened in this village, 499 miles north of the Arctic circle. The pupils are mostly of the Yakut and Samoyed tribes. Throughout the year they attend their lessons clad in reindeer skins.

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DODGE BROTHERS, INC.

TO REDUCE MARRYING COST

SPRINGFIELD, Mo., Aug. 3.—The Rev. M. B. Schriener, local pastor, believes in "pre-war" prices for getting married, and has set about correcting the alleged high cost of marriages here.

Charging that the "courtship combine" boosts the price of getting married, Rev. Schriener has announced he will marry any and all couples at \$1 a couple. The usual price, he says, is from \$2.50 to \$5.00.

FIND AGED TURTLE

DULUTH, Minn.—The grandfather of Minnesota turtles was found in Cloquet river by two Du-

luth automobile salesmen. The venerable turtle weighed 30 pounds. His age was figured at 75 years. He had fourteen squares on his back. Each was figured to represent five and three-sevenths years.

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