



NEIL HAMILTON AND SHIRLEY MASON IN A SCENE FROM ZANE GREY'S "DESERT GOLD" A PARAMOUNT PICTURE PRODUCED BY GEORGE B. SEITZ.



"Didn't you see I had my hand out?"
"What of it, this ain't tag day, Brother."

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Bravest Officer In Army is Cited

WASHINGTON, July 20.—(UP)—One of the bravest men in the world is Captain Victor Bleasdale, U. S. Marine Corps, who walks daily through heavy machine gun fire just to show troops the infallibility of machine guns. Captain Bleasdale, a B I a n c e Mont veteran, walks through a ten inch wide lane, during a machine gun barrage. He takes his stroll calmly, confident that the bullets do not vary in course after they are discharged. But this courageous method marine troops are shown how close they can walk to a machine gun barrage, in making a surprise flank attack on the enemy. The secret of the trick, Captain Bleasdale said, is simple. All you do is walk in a straight line. One step to the right or left probably would mean instant death. Another stunt of the officer is to walk between the machine gun fire and target to illustrate there is a dead space where troops will be safe under their own barrage fire overhead.

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NEW STYLE OF DIPLOMACY FLOURISHING AT GENEVA

BY HENRY WOOD
(United Press Correspondent)
GENEVA, (UP)—The League of Nations has created a new form of diplomacy. Founded, as it originally was, to kill secret diplomacy, it has succeeded in giving birth to what might be called open secret diplomacy. Within the past two years Geneva in general, and the precincts of the League in particular, has become the world's recognized center of open agreements, secretly "arrived at." Before the war for the foreign minister of one country to visit the foreign minister of another country meant in degree of publicity that rendered almost impossible any specific aims being reached. At that time diplomacy could not stand publicity of any kind—even the publicity of the mere fact that negotiations were going on was likely to be fatal. But now instead of paying visits to each other in the different countries, the foreign minister of all leading nations of Europe now come to Geneva every three months or oftener, and under the pretext of transacting "League business" take advantage of the close contact that is offered to reach secretly, but under the eyes of the entire world—including some 200 newspaper correspondents—whatever agreements they may have under consideration. The way open-secret diplomacy works out at Geneva is something as follows: Briand, for example, may "happen" to take the same train to Geneva to "transact League business" as Chamberlain. On the way private conversations—before the very eyes of everyone on the train—may be conducted for hours. At Geneva, the French and Spanish delegations may occupy the same hotel. If the Spanish ambassador wants to see Briand all he has to do is to slip up stairs by the front way or the back way, as he may choose, and an exchange of views quickly takes place. On the way to the next morning's meeting of the Council, Chamberlain on descending from his automobile at the door of the Secretariat, happens to see, Aschmann, the German Consul General at Geneva standing in the hallway. They walk together, through a throng of newspaper correspondents and public generally for two minutes, but during those two minutes, Chamberlain tells to the German consul general, the latest word that he would like to have transmitted to Berlin. During the session of the League council, while Viscount Ishii, the Japanese delegate, is reading a long report on the League's international health efforts, in which no one is interested and to which no one is paying

MANY GOOD ROADS ARE NOW AVAILABLE

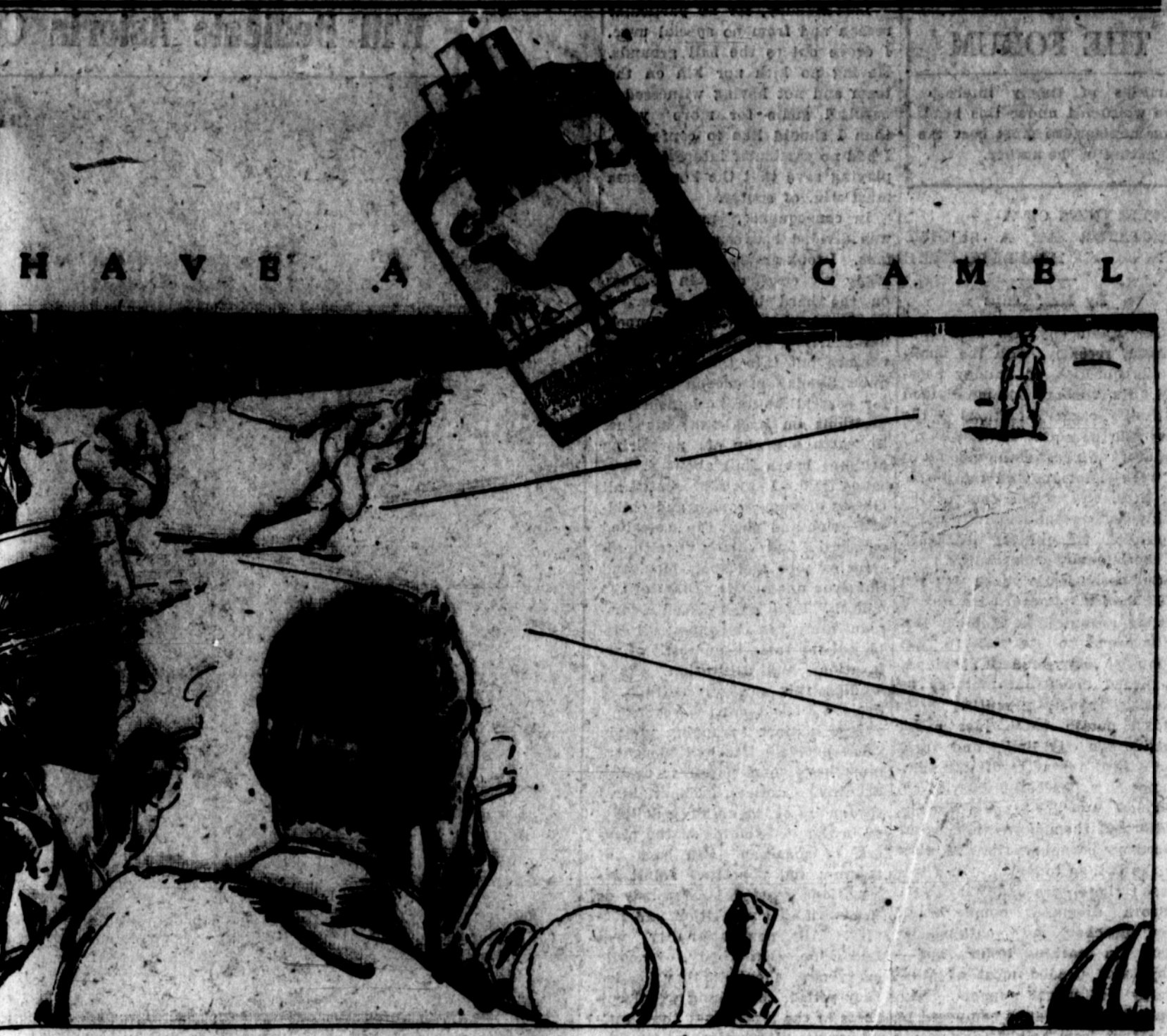
WASHINGTON, July 20.—(UP)—Motorists in the United States have more than 400,000 miles of roads, suitable for automobiles, on which to tour this summer, according to the National Geographic Society. When the "horseless carriages" first appeared 30 years ago the problem was to find roads on which they could run. Now the problem of tourists is which road to take, there are so many of them. A tourist, driving 12 hours a day at an average speed of 30 miles an hour, could cover all the tourable highways of the United States and nearby Canada by extending his journey three years and 14 days. America is now riding up the crest of its third renaissance of road building, according to the society. Moundbuilders, the mysterious vanished tribe in the Mississippi Valley, had the first roads built in North America. The second high point in highway history came when the nation expanded westward and trucking roads were constructed. The automobile brought forth the third, and most notable era of turnpike construction ever seen in any nation of the world.

Actor Sues Owner Of Vicious Dogs

HOLLYWOOD, Cal., July 20.—(UP)—Lee Duncan's police dogs did not make a proper allowance for Robert B. Thurston's summer attire, according to the recital of woes in a \$15,000 damage action filed here. Duncan trains his dogs for motion picture work and Thurston also makes his living before the camera. In this particular picture Thurston was the villain. The dogs were assisting the hero in the heavy thwarting role. The actor sets forth in his complaint that he had been assured the dogs were trained to bite through clothing, but to stop before contact with the skin. With this assurance he went on the scene. But no sooner had Duncan said "sit 'em" according to the complaint, than the dogs sprang upon Thurston, tore off his clothing and then set to work on the flesh thus disclosed. He was ill for weeks afterward, he asserts. The speed limit means how fast you can go, not how slow. Being cynical is enough to make any man a cynic.

PRINTS OLD STORY ABOUT AUTOMOBILE

EMPORIA, Kan., July 17.—(UP)—"The automobile has brought an economic revolution and with it a social and political revolution," William Allen White writes in commenting on his own fun-poking at the motor car of 20 years ago, exhibited in the Twenty Years Ago column of the Emporia Gazette. The 20 year old item read: "Atchison may have her brewery; Hutchinson may have her salt works; Topeka her woolen mills; Wichita her packing house, but Emporia is about to have a garage. To which the editor adds today: "How quickly times have changed. Twenty years ago the garage business was an experiment. Today almost as many men are engaged in the care and feeding of the automobile as are engaged in the care and feeding of homo sapiens. It costs almost as much to keep the wheels going under our cars as to keep the wheels going in our heads. As it is, the revolution has come quietly and only wise people know how deeply it has affected economics, politics, and American society from top to bottom."



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