

## Industry Proclaims Its Independence



Industrialists, farmers and scientists held a conference at Dearborn, Mich., and drew up and signed a declaration of industrial independence. In the photograph Francis P. Gervan, president of the Chemical foundation, is putting his name to the declaration while Howard Coffin, vice chairman of the committee for economic recovery; Mrs. Louis J. Taber, wife of the master of the National grange; Carl B. Fritsche; Wheeler McMillen; and Col. Frank Knox, publisher of the Daily News, look on.

## Old Time Whalers Give Way to Steam

### Modern Methods Easier, but Risk Still Remains.

Seattle, Wash.—The old whaling vessels, huge and cumbersome, carrying a nest of small boats to search out and kill the whales, as well as all necessary implements for "trying out" the blubber, have all but disappeared from the famous whaling grounds in the Bering sea. Still common in the Antarctic waters, they are seldom seen in waters about the Aleutian Islands. In their place have come small, snub-nosed "stream whalers."

Fourteen of these modern ships are roaming the cold Bering sea. With a 200-ton gross displacement, each carries a Sven Foyn gun mounted on a high and flaring bow. No more do men row away from the motor ship in search of whales; with the modern gun and high speed, each vessel seeks out its own whales and shoots the harpoon from the bow gun.

The gun throws the harpoon, four feet in length and weighing

a hundred pounds, from 30 to 40 yards. Behind the barb of the harpoon is a cap, containing a charge of explosives timed to go off three seconds after the harpoon has struck. The whales do not often run with these appliances; the "strike" is usually fatal.

### Processed on Shore.

One of the great dangers of the older methods of whaling was that of fire. The blubber was "tried out," or cooked down, in great kettles carried aboard the ship. The crews turned from hunters to butchers and "cooks," and the whale aboard the ship, to the accompaniment of an unholy odor and the constant danger that one of the cooking fires might get out of control and destroy the vessel.

Under modern methods factories for processing the whales are established on shore near the whaling areas. When a whale is killed it is inflated with air and marked with a flag. After the day's catch is completed the dead are gathered

up and towed to shore, where the factory carries on the oil producing processes with a much greater efficiency than was possible under the old methods.

### It's Still Dangerous.

Not all the danger and excitement has gone, though, from the actual killing of the whales. So testifies Capt. Peder Oness of Kodiak, master and gun man of one of the Bering sea whalers, when he said:

"It's just as dangerous as it used to be. No one has an easy time standing on the deck behind the gun, in a heavy sea—and the gales are bad off the Aleutian Islands. The whale zips up for as long as you can say 'scat' and you are supposed to shoot him now. That is hard to do."

But the Bering sea whalers were jubilant as they started out this year. Prices on whale oil were double what they were last year and the prospects for a good catch were good. Best quality oil is used for soap making, while sperm oil, which comes from the head cavities of certain types of whale, is used in perfumes and medicines.

Only one company, that of William Schupp, known as the "whale king of the Pacific," operates in the Pacific whaling industry. The company operates seven boats from Seattle and seven from Canadian ports. Last year they got 814 whales.

## BRISBANE

### THIS WEEK

Goodby, NRA  
Wall Street's Dormouse  
Good Wages, Short Hours  
Lottery Swindles

The Supreme court unanimously declares NRA unconstitutional.

High judges, whose decision nobody can veto, short of a constitutional amendment, say congress must do its work and cannot abdicate in favor of the Chief Executive. The most important decision in many years, this probably makes further argument about extension of NRA unnecessary. You can't extend that which is dead. American business men may now resume business not led by the kindly light of professors and others.



Arthur Brisbane

Alice's puzzled Dormouse, at the Mad Hatter's tea party, could not understand his watch, that would not keep time, although the Dormouse did everything. He dipped the watch in his tea, put butter in the works. "It was the best butter," he said, "but nothing seems to please it."

The stock exchange is something like that watch—nothing seems to please it, either. At first, stock broker gentlemen, whose "Kaaba stone" is the stock ticker, began a weird dance of joy when they heard that NRA was dead, and pushed up stock prices. Then, suddenly, as the day wore on, one broker asked another, and every broker asked every other broker, "How do we know what is coming next?" And then they put prices down.

It is announced, but not by Mr. Green, head of the American Federation of Labor, that a great strike will be called in protest against the Supreme court's NRA decision. Mr. Green is too wise to permit, if he can prevent it, a strike against the United States Supreme court. He may, should, and probably will take a wiser course and work, as organized labor has worked successfully for generations, to improve working conditions.

Some union men know that wages, hours and other conditions improved in the old way are more durable than increased pay based on political fiat. It is necessary for some one to provide as well as for some one to take it.

Peddlers of tickets in the Havana lottery send out "come-on" letters, trying to sell tickets to foolish Americans. On one such letter this is printed: "Arthur Brisbane says large sums of money . . . are won by Americans buying foreign tickets."

What Arthur Brisbane has said, and now repeats, is that through foreign lottery schemes Americans are swindled out of large sums. He who invests in a lottery throws away his money, adding foolishness to incapacity. The Havana lottery is as much of a trap for fools as any other lottery.

Postmaster Farley's plan to hasten air mails allows a crowd of 10,000 to see a whirling autogiro drop down on the roof and deliver mail, another autogiro coming to get mail bags and carry them away.

Mr. Farley's plan is to have the autogiro fly between outlying flying fields, where high-power, fast planes land, and carry mail bags to the roofs of city post offices, saving time lost in slow street travel.

With no sign of smoke, flame, crater—nothing to indicate an extinct volcano—a new and live volcano suddenly begins eruption in an out-of-the-way place in Iceland. A great hole appears in the earth, flames and red-hot lava rise. No overflowing of neighboring farms as yet.

What would natives have thought had this happened in earlier days, when everybody believed that hell, the devil and all his wickedness were just beneath our feet and heaven just over our heads?

Postmaster-General Farley thinks of printing on all postage stamps, Sursus Corda, which means "Lift up your hearts." He sees a great summer ahead, "a summer of content."

"Car loadings," says the postmaster general, "are up." Incomes reported by our taxpayers "are up," "more people are buying automobiles than before."

For some, the big news is that Little, the San Francisco golfer, has defeated Doctor Tweddell, the British challenger.

For others, more important news is the killing of 300 Chinese by Japanese troops. The 300 killed are said to have been professional bandits. The killing of 300 armed Chinese bandits cost the lives of only six Japanese, which sounds like efficiency.

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## Pipe Surely Should Be Broken in by This Time

Hallin Hatem Ellis of Shawnee, Ohio, is smoking a pipe that dates back to 1656, when it was purchased by Ato Hatem, at Haman in Persia. He handed it down to Nader Hatem in 1700 and it went in turn to Aca Hatem in 1740; Soma Hatem in 1870, on to Alias Hatem in 1890, and to Hallin Hatem Ellis in 1905, says the Detroit News.

Without much fear of contradiction save from the occasional archeologist who dares puff a clay pipe made by the mound-builders, Ellis may say when he sits down to draw the smoke through six feet of pipe stem that he is inhaling from the oldest pipe in active service in these United States.

Mounted on a glass bowl and standing 30 inches high, this ancient pipe is inlaid with ivory. When in operation, the glass bowl is filled with water, and the smoke is in-

haled through the water from the tobacco bowl on top of the glass receptacle. The tobacco is soaked in water first, and is kept burning by means of charcoal.

### The Years Bring Sense

At twenty a man believes everything is wrong and demands that it be righted. At sixty, he still thinks everything is wrong and has ceased demanding.

### California's Success

California is a state that always did make money in providing things that people didn't have to have—from gold dust to avocado pears.

## PIMPLY SKIN

from clogged, irritated pores, can be relieved, improved, and healing aided with **Resinol**

## OVER 300 AWARDS

won by Mrs. M. E. Ryerson for her baking. She now uses **CLABBER GIRL** Exclusively



**CLABBER GIRL** BAKING POWDER

## CHILDREN Like Milnesia Wafers

**MILNESIA WAFERS** The Original MILK OF MAGNESIA WAFERS

# PROTECT YOUR LIFE AND THE LIVES OF OTHERS!

THERE are three questions you should ask yourself about the tires you buy:

- 1—"Will the non-skid tread give me the greatest traction and protection against skidding?"
- 2—"Are they built to give me the greatest blowout protection?"
- 3—"Without sacrificing these two important safety features will they give me longer mileage, thus making them the most economical tires I can buy?"

**Answer No. 1—**Harvey S. Firestone early realized the value of tire traction and safety and was the first to design an All Rubber Non-Skid Tire. Through the years Firestone has led the way in the design and development of tires with most effective non-skid treads.

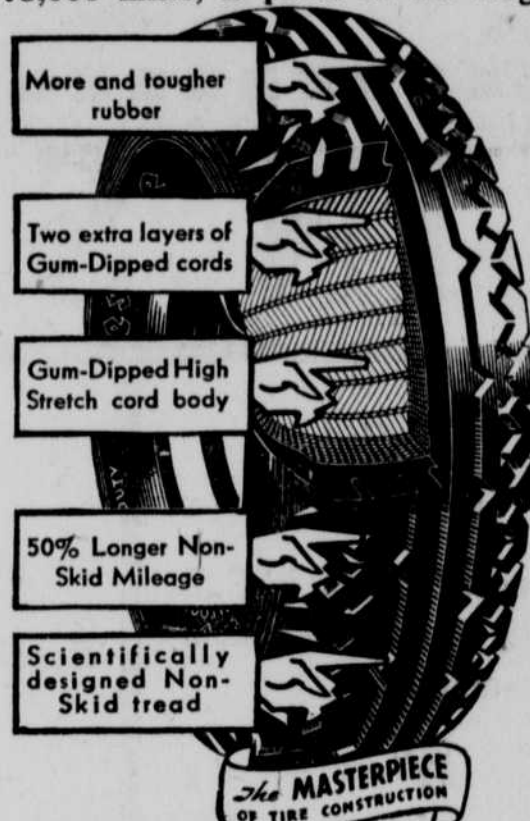
Firestone does not depend solely on traction and non-skid tests made by its own engineers — it employs a leading University to make impartial tests for non-skid efficiency of its tires, and their most recent report shows that Firestone High Speed Tires stop the car 15% quicker than the best of all popular makes of tires.

**Answer No. 2—**Blowout protection must be built into a tire. Friction and heat within the tire is the greatest cause of blowouts. Firestone protects its tires from friction and heat by a patented process which soaks every cord and insulates every strand with pure liquid rubber. This is an additional process known as Gum-Dipping, by which every 100 pounds of cotton cords absorb eight pounds of rubber. This extra process costs more and is not used in any other make of tire.

Leading race drivers investigate the inbuilt qualities of the tires they use, because their very lives depend upon their tires, and they always select Firestone Tires for their daring speed runs. In fact, Firestone Tires have been on the winning cars in the gruelling Indianapolis 500-mile race for fifteen consecutive years, and they were on the 5000-pound car that Ab Jenkins drove 3,000 miles in 23½ hours on the hot salt beds at Lake Bonneville, Utah, at an average speed of 127.2 miles per hour, without tire trouble of any kind. These amazing performance records are proof of the greatest blowout protection ever known.

**Answer No. 3—**Thousands of car owners reporting mileage records of 40,000 to 75,000 miles, is proof of the long mileage and greater economy by equipping with Firestone High Speed Tires. Let these unequalled performance records be your buying guide.

Go to the Firestone Auto Supply and Service Store or Firestone Tire Dealer and let him equip your car with Firestone Tires, the safest and most economical tires built.



HIGH SPEED TYPE	
We select from our enormous stocks of raw materials the best and highest grade rubber and cotton for the High Speed Tire. In our factory we select the most experienced and skilled tire makers to build this tire. It is accurately balanced and rigidly inspected and we know it is as perfect as human ingenuity can make it.	
SIZE	PRICE
4.50-21	\$7.75
4.75-19	8.20
5.25-18	9.75
5.50-17	10.70
6.00-16	11.95
6.00-19	12.75

**\$ 7.45**  
4.50-20  
*Other Sizes Proportionately Low*

Volume—Direct Purchasing—Straight Line Manufacturing and Efficient and Economical System of Distributing to our 500 Stores and to 30,000 Dealers, enables Firestone to give you greater values at lowest prices



CENTURY PROGRESS TYPE		OLDFIELD TYPE		SENTINEL TYPE		COURIER TYPE	
This tire is designed and built with high grade materials and is the equal or superior of any so-called First Grade, Super or Deluxe line of tires built, regardless of name, brand or by whom manufactured, or at what price offered for sale.		This tire is designed and built of high grade materials and is equal or superior in quality and construction to any special brand tire manufactured for mass distributors and advertised as their first line tire but does not carry the manufacturer's name or guarantee.		This tire is of good quality and workmanship and carries the Firestone name and guarantee, and is equal or superior to any tire made in this price class.		This tire is built of good quality materials and workmanship. It carries the Firestone name and guarantee and is sold as low as many inferior tires that are manufactured to sell at a price.	
SIZE	PRICE	SIZE	PRICE	SIZE	PRICE	SIZE	PRICE
4.50-21	\$7.30	4.50-21	\$6.65	4.50-21	\$6.05	4.40-21	\$4.75
4.75-19	7.75	5.00-19	7.55	4.75-19	6.40	4.50-21	5.25
5.25-18	9.20	5.25-18	8.40	5.25-18	7.60	4.50-21	5.25
5.50-18	10.40	5.50-17	9.20	5.50-19	8.75	4.75-19	5.55 30x3½ CL.

OTHER SIZES PROPORTIONATELY LOW

### AUTO SUPPLIES AT BIG SAVINGS

Our large volume enables us to save you money on every auto supply need for your car. All Firestone Auto Supply and Service Stores, and many of our large tire dealers, have complete stocks, and you have the added convenience and economy of having them applied.

<b>BATTERIES</b> as low as \$5.55 Exchange	<b>RADIATOR HOSE</b> as low as 20¢ A FOOT	<b>SPARK PLUGS</b> 58¢ EACH IN SETS	<b>FAN BELTS</b> as low as 40¢ FLAT TYPE	<b>BRAKE LINING</b> as low as \$3.30 Four Wheel Shoe Exchange
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# Firestone

## LIGHTS OF NEW YORK By L. L. STEVENSON

Sonny was the name given him at the shelter of the Society for the Prevention of Cruelty to Animals. That was just as good a name as any since, even after a week, he paid no attention to whatever he was called. As a matter of fact, he paid no attention to food, his surroundings, those who tried to be friends with him or anything else. Seemingly his whole world had come to an end when he had been placed in the society's ambulance. Before that, he had been a different dog, indeed. Then he had been a militant animal with hackles standing, fire in his eyes and long white fangs ready for use. Not that the world was his enemy. But he was guarding some one he loved deeply and when a big dog, mostly police, is guarding some one he loves, even policemen and firemen do not interfere. Instead, they summon an expert.

The call came to the society's hospital at about 4 a. m. William Ryan, an ambulance driver for the last 23 years, rubbed the sleep from his eyes, hurried outside, started the motor and sent the ambulance speeding toward East Eleventh street. The call had stated that a woman was lying in the driveway of an engine house in such a manner that the apparatus could not be moved without running over her and she could not be removed because a police dog refused to allow anyone to come near her. Since alarms are frequent down there, Ryan stepped on the gas harder than ever and within a few minutes, was at his destination.

One look at the dog told the experienced Ryan that it would be merely a waste of time to attempt to win its confidence or to catch it off its guard. So he got out his loop and soon had the dog in the ambulance. Then the police and firemen attempted to revive the woman. Their efforts were fruitless and Ryan went back to the ambulance. All the fight had gone out of the dog that was to become Sonny. He was whimpering in a corner as if in some way the fact had been communicated to him that the one he had been guarding so valiantly was dead.

So Sonny went to the shelter and the one he loved went to the morgue. Her purse and her clothing yielding no clues, she was listed as "unidentified" and a description was sent out. Days passed and none who went by the slabs recognized her. Meanwhile, though

given every attention, Sonny continued to droop. Then something happened. Two young girls came to the shelter. They had been there before and were looked on merely as visitors. But when Sonny saw them, he went wild. His demonstrations attracted the attention of the girls and they broke into tears.

Eventually, the story was learned. The older girl is a hat check girl in a Yonkers restaurant. Her duties keep her out late at night so her mother always met her at the subway station and took her home. Accompanied by the dog, the mother felt entirely safe. The daughter, surprised at not finding her mother in the usual place, went on home without knowing that sudden death had prevented the mother from keeping the appointment.

When the mother did not appear, the two girls appealed to the police. But there had been some slip up since the description the police had of the woman in the morgue did not check with that given by the girls. So the girls called various hospitals. Then, in a last hope, they went to the Society for the Prevention of Cruelty to animals. Strange and shy, they asked no

### COL. JOHN BUCHAN



Col. John Buchan, the author, will succeed Lord Bessborough as governor-general of Canada. He is the first commoner to be appointed to the post.

questions with the result that they did not see Sonny until their third visit. So Sonny, not only stood guard but solved a mystery.

After all these years, what a reporter I've turned out to be! Sonny's story so interested me that I failed to learn his real name.

With the routing out of concessionaires under it, now it seems that there is an excellent prospect of the disappearance of what has often been called "the ugliest structure in New York"—the Manhattan extension of the Brooklyn bridge. According to word from the department of plants and structures, the extension will be razed as soon as the elevated lines using it can change their tracks and signals. Also Brooklyn bridge may be modernized so that eight lanes of traffic can be accommodated, the plans having already been drawn.

### Stove Designer Becomes a Cook to Learn Needs

Cleveland.—It takes more than a pencil and an artistic eye to design stoves, washing machines and pancake turners, young Henry Dreyfuss, New York industrial designer, made clear here.

Before he can turn out a pancake turner that women will cry for, he has to know first how to turn pancakes himself, Dreyfuss said. The same thing applies to machines that do the family wash, ironing and hold the refrigeration unit for the week's market.

When the young designer redesigned a washing machine, he spent nine months with his sleeves rolled up, washing everything a housewife does. He caught his fingers in the wringer, tore buttons off pajamas, tore lace into shreds.

Now he is going through a siege of baking, broiling and boiling everything from potatoes to cakes, in the interest of more beautiful and efficient stoves.

Only thirty now, Dreyfuss began his career as a scene designer. He was art consultant for a large theater chain and won recognition with his settings for several Broadway productions, including "Fine and Dandy," "Strike Me Pink," and "The Last Mile."

### Calf Tops Records

Gloucester, Ohio.—A Holstein calf born on the dairy farm of D. M. Sawyer weighed 130 pounds, topping all records in the county and possibly in the state. The largest calf of record heretofore born weighed 105 pounds.