

League of Nation's Meeting Does Much to Clear Muddy World Waters

GREATEST WAR NOW SEEMS TO BE LIQUIDATED

Simonds Interprets Present Feeling As One of Optimism Among Powers.

By FRANK J. SIMONDS

WASHINGTON, D. C., Sept. 14.—While no acute issue gave peculiar interest to the recent meeting of the assembly of the league of nations and there was lacking the dramatic circumstance supplied by the entrance of the Germans in 1926, this tenth annual session may well be remembered as the first gathering of a Europe that had liquidated its latest and greatest war. Unmistakably there was the sense of something beginning rather than of the end, and the familiar sense of routine and leadership. The position of Ramsey MacDonald was made more difficult by reason of the course of Snowden. The league cannot be galled; but on the other hand the labor premier had a good press and public at Geneva because it still recalled that his decision to come to Geneva in 1924 marked the first step in the process that has gradually extended until many prime ministers and all foreign secretaries expect to attend the assemblies.

Until the Young plan is actually applied and all the pending political and financial details are cleared up, it is of course premature to regard the European state as calm. But no one now doubts that in the end, after much eloquence and many protests, both the French and German parliaments will bow to the inevitable; that for five, perhaps even for ten, years the question of reparations will cease to trouble, and that of military occupation will be permanently disposed of.

Minorities Are Trouble Center

When MacDonald told the assembly that it was physically impossible to draw any map of Europe which would not create intricate and troubling minority questions, he touched upon the real center of the problem of peace of today. And he could well have added the equally exact statement that no minority problem of any consequence can be solved by territorial change.

In the Europe of the present hour there are, say on the one hand, all Russian minorities, between 15 and 20 millions of people living under governments to which they do not consent. And behind these millions are not less than a hundred million more for whom the fate of these dissatisfied minorities is at once a potent issue in domestic politics and a determining factor in foreign policy. But in the same fashion there are more than a hundred millions of persons belonging to other nations for whom any revision of the present frontiers is totally out of the question.

It is a fair assumption that in the main, the same desire for peace exists in all the great capitals and amongst all the great peoples. Yet there are nearly eighty million of Germans for whom it remains an impossible thing that the existing frontiers should exist. No public man could live in the Reich who proposed that Germany should accept the territorial decisions of the treaty of Versailles. But no Frenchman, Italian, Polish or Czech-Slovak statesman could survive advocacy of any revision.

Trouble Caused By Minorities

A MINORITY is not a mere accidental collection of people belonging to one race and ruled by another. It is first of all the basis of a claim by some nation to interfere in the domestic affairs of another and of a hope some day to include this minority within its own frontiers. No matter how kind and considerate the treatment of the German minority in Poland, the people of that minority would still hope to return to Germany; and the Germans of the Reich would hope to reclaim them.

If all the minority populations of Europe would accept their destiny as promptly and as completely as do the foreign-born elements in the United States, there would be no minority issue. The persistence of their mother languages among the Pennsylvania Dutch or the Scandinavian of the northwest does not disturb anyone on our side of the Atlantic because this persistence does not threaten American territorial unity. Sweden will not some day claim Minnesota because some thousands of that state claim to be members of their past.

On the other hand just as long as the Germans in Poland and the Czech-Slovakia and the Magyarians in Rumania and Czech-Slovakia constitute a base for claims for revisions of frontiers, the Poles, the Czechs and the Rumanians are bound to do everything possible to assimilate or expel the discordant and dangerous elements. But just as certainly each member of a coalition of oppression will hope to see the opportunity of the free press which will be his.

Campbells' Literary Success Is Rarely Equalled

Husband and Wife Write First Novels and Both Will Be Published this Week

ONE first novel to the credit of a family name is sufficient to create a festive air in that home when the date of publication is but a week in the offing—but eleven first novels in the same home, both to be in the hands of a waiting public this week, and what have you?

Visit the home of W. S. Campbell, associate professor of English at the University of Oklahoma, and you can learn, for that is the situation which exists there. What, with Mrs. Campbell's first novel, "Jack Sprit," announced for release September 15 by Coward-McCann, publishers, and "The Walls," Mr. Campbell's first novel announced for September 13 by his publishers, Houghton-Mifflin Co., the Campbells are in a state of intense excitement these days.

CAMPBELL has been known to many readers for a number of years writing under the name of Stanley Vestal, having to his credit three books, "Pandango," "The Happy Hunting Grounds," and "Kit Carson," the latter which is now recognized both in this country and abroad as the biography of the famous hero of the early southwest. But "The Walls" is his first attempt in the novel field.

Mrs. Campbell, who writes under the name of Isabel Campbell, and who graduated from Oklahoma City high school as Isabel Jones, has had published poems and short stories. Though they came from the same home and will be released within two days of one another, few other points of similarity can be drawn between the two novels.

CAMPBELL, whose boyhood on the Oklahoma plains coupled with a fascination for and interest in the Indians has made him a student of the old southwest, sticks to his field. His novel is historical, based largely upon stories told him by George Bent, a Cheyenne half-breed, son of the famous Col. William Bent of Old Fort Bent. It is George Bent, who died in 1918, that the book is dedicated.

A few fictitious characters have been added for the sake of the story. But the background before which the colorful early day figures move is woven from pure fact with little if any original fabrication. So vivid were those days that fabrication is unnecessary to make a real story. The figures which move across the stage will greet the readers of "Kit Carson" as old friends. The addition of such characters as the beautiful Mexican



Wayne S. Campbell (Stanley Vestal) and Isabel Campbell

But he can claim no credit for my writing," she laughs, "for I was never credited in one of his classes."

They were married in 1917 in the sister's home in Dallas. It is to that sister, Mrs. A. C. "Jack Sprit" is dedicated. At that time Campbell was a captain in the eighth-seventh division and she lived in Dallas with the sister in the two rooms where their parents' busy themselves at the typewriter.

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CHRYSLERS

A JOY IN MOTORING THAT IS WHOLLY NEW

Road Conditions this Week



This report is supplied by the Oklahoma Auto Club, Inc., (A. A. A.) as of Friday, September 12. Dirt roads throughout the state generally in good condition.

TO DALLAS (219 miles) and FORT WORTH (216 miles)—U. S. 77 through Norman, Ardmore, Galesville and Denton. All paved and graveled to Dallas, except about nine miles well maintained dirt between Denton and Dallas. Leave U. S. 77 at Denton for Fort Worth, turning right on Texas state highway 10. All paved or graveled. Gravel between Purcell and Davis much improved.

TO WICHITA (181 miles)—U. S. 77 north through Guthrie and Perry. Follow U. S. 177 north through Tonkawa, Blackwell and Brainin, Okla. to South Haven, Kan. North on U. S. 81 through Wellington to Wichita. Paved to point 20 miles north of Perry. Five miles graded dirt, then paved to Wichita. Detour 19 1/2 miles north of Perry and one-half mile south of end of paving—one mile east, six miles north, one mile west. Well maintained but slippery when wet.

TO ARKANSAS CITY (136 miles)—U. S. 77 north through Guthrie and Perry, 161 Ranch, Marland, Ponca City and Newkirk. All paved but five miles (see above).

TO ST. LOUIS (562 miles)—U. S. 66 via Tulsa, Miami, Joplin and Springfield. Paved or graveled all the way except about 70 miles between Oklahoma City and Tulsa. (See below).

TO TULSA, via U. S. 66, Chandler, Bristol, Emporia. North to Edmond east to point 1 1/2 miles west of Luther; detour two miles east, eight miles east, three miles north to Wellston. Paved in Chandler, good graded dirt to two miles east of Edmond, paved to Tulsa.

Optional route: North on U. S. 77 to Guthrie, east on state 31 through Coyle, Cushing, Drumright and state No. 1 from near Orlon through Mannford and Keystone to Tulsa (129 miles). Paved through Coyle in bridge. New grade for 16 miles to new paving 11 miles west of Cushing. Old gravel ten miles to Drumright. Paved to Tulsa. Dirt mileage this route 160 miles. East on U. S. 66 to point two miles east of Cushing, north five miles, east two miles, north five miles, east eight miles, north three miles to Wellston. East about one-eighth mile to U. S. 66 paving. East 11 miles to Chandler, then to Tulsa on U. S. 66 (see above). Paved 14 miles east from Oklahoma City. Well graded dirt to Wellston. Paved Wellston to Tulsa. Dirt mileage this route, 44 miles. Total mileage 126 1/2 miles.

TO KANSAS CITY (426 miles)—Via Tulsa (see above), Bartlesville, Independence, Chanute, Lawrence, U. S. 75 Tulsa to Independence. East to Cherryvale, U. S. 73—west to Lawrence. U. S. 40 to Kansas City. All paved or graveled, Tulsa to Kansas City.

Via Wichita (see above), Newton, Emporia and Lawrence (429 miles). U. S. 21 Wichita to Newton, U. S. 59—south Newton to Waverly, Kansas state 33 to Ottawa, U. S. 73—west to Lawrence. U. S. 49 to Kansas City. Paved to Newton except five miles as noted in Wichita log. Gravelled to Florence. Good graded dirt to Plymouth. Paved Plymouth through Emporia to Junction of state 33. Graded dirt to Ottawa. Paved to Kansas City. Dirt stretches in good condition when dry. Bad when wet.

Via Salina, Manhattan and Topeka (458 miles). U. S. 81, Newton to Salina, U. S. 49—south to Manhattan, U. S. 19 to Kansas. Gravelled and graveled between Newton and McPherson. Gravelled to Abilene. Paved to Manhattan. Gravelled to point about ten miles west of Topeka. Paved to Kansas City.

Recently there has been some discussion for neighbors will add to their own. Americans who are inclined to criticize the Germans should recall that they would be in a similar position if Mexico, by reason of a military victory, took California. In that case it is conceivable that either the Californians or the citizens of this country generally would accept the loss of territory as final and abandon all hope and purpose of regaining the lost province.

And would the critics who denounce the Polish, Czech or Hungarian treatment of minorities be prepared, particularly those who are citizens of southern states, to turn over to the league of nations the authority to watch over the interests of the negro and agree to abide by the dictates of Geneva?

NEW BUILDING FOR BOULWARE

Graham-Paige Home Started At Tenth and Broadway; Ready Dec. 1.

The Charles T. Boulware Motor Co., 250 South Broadway, expects to move into its new building at Tenth and Broadway, for which contract is let, by December 1, according to Charles J. Elspenson, of the firm.

John Campbell was county attorney at Wagona and a member of the constitutional convention. Stanley Vestal is Campbell's given name, the Campbell having come from his stepfather.

Coward-McCann have contracted for Mrs. Campbell's next two novels and she is not going to disappoint them. She uses a unique system of note-taking which she says is not hampered with by housekeeping and care of the lovely Campbell daughters, Malory and Dorothy.

The Campbells maintain two studios in the big house on Lahoma. He writes at regular intervals each day to his study on the second floor where he forgets the world of the campus and moves back through the years in the days of the old southwest when his beloved Indians roamed the plains. Indian trophies and gifts which he is reaching back through the years to that time.

She finds herself up in her study on the first floor and beyond earshot however of the room nearby where Malory and Dorothy, with a room filled with dozens of dolls, enacted more imaginary scenes in five minutes perhaps than can be created in the two rooms where their parents busy themselves at the typewriter.

Salesmanagers Named



J. A. Sheffield and E. B. Russell

With the purchase by the Greenleaf-More Cadillac Co., 916 North Broadway, of the Holt Motor Co., handling Oldsmobile and Viking cars, an expansion of the sales force was necessary, according to John D. Pate, manager of the newly organized Greenleaf-More, Inc., distributor of Cadillac, LaSalle, Oldsmobile and Viking cars.

E. B. Russell has been made retail sales manager of Cadillac and LaSalle division, while J. A. Sheffield holds the same position in the Oldsmobile-Viking division. Both are veterans along automobile row. Russell has been with Greenleaf-More five years, and in Oklahoma since 1922. Sheffield has been with the firm four years, and his promotion, like that of Russell, follows a remarkable sales record built up through the years.

The Oldsmobile and Viking cars are being shown in the building just south of the main showroom, formerly used for used cars. It has been remodeled and redecorated for Sheffield and his sales force. Cadillac and LaSalle remain in the main showroom with Russell in charge, and Pate in general charge of both sales divisions.

Russell has charge of the new model Cadillacs now on sale.

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CHRYSLERS

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No matter how wide and how varied your motoring experience, you find all the thrill behind the wheel of one of the new Chryslers that came when you drove your first car.

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WITH MULTI-RANGE GEAR SHIFT

\$985 NEW CHRYSLER "66" PRICES

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