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 H. SIMONDS

WASHINGTON, D. C., Sept. 14.—While no acute issue gave peculiar interest to the recent meeting 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 older and more familiar sense of enduring handicaps.

That the position of Ramsey MacDonald was made more difficult by reason of the course of Snowden at The Hague cannot be gainsaid; but on the other hand the Labor premier had a good press and public at Geneva because it is 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 celared up, it is of course premature to regard the European slate as clean. 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; then 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.

But if the old problems arising directly from the war are soon to be removed from the calendar, it is not less clear that at the present session of the league there was a real appreciation of the fact that henceforth Europe was destined to wrestle with questions that admit of no easy solution and can, in fact, be solved only as a consequence of very great changes in the temper of many nations, great and small.

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, laying aside all Russian circumstances, 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 millions 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 traty of Versailles. But no Frenchman, Italian, Pole or Czecho-Slovak statesman could survive advocacy of any revision.

MacDonald's idea as expressed at Geneva was that the real solution must come through the decision of the peoples having minority populations to treat them with consideration. This suggestion pretty clearly indicates his doubt of the possibility of any remaking of frontiers. But the difficulty with such a simple proposal lies in the fact that it is equally unsatisfactory to the peoples who possess minorities and to those who are forced to submit to seeing fractions of their races under alien rule.

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 Scandanavians 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 or hundreds of thousands of the people of that state cling to memories of their past.

On the other hand just as long as the Germans in Poland and Czecho-Slovakia and the Magyars in Rumania and Czecho-Slovakia constitute bases for claims for revisions of treaties, 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 measure of coercion or oppression embitters not only the minority but the free majority to which it belongs.

Moreover, the whole question of security turns upon the same issue. No nation will disarm while it knows that an adjoining country demands there be new frontiers. Disarmament waits upon the arrival of the time when peoples feel secure and this happy time can come only when all nations are prepared to make the formal announcement that they accept their existing frontiers.

AND in the larger sense the whole question turns upon the final decision of the German people. Germany is very shortly to be free from all occupying armies. She is sure within the present generation to be more powerful in every sense than any of her neighbors. If she decides to use her power, their salvation must be in making a common cause, in arming themselves and striving to keep her disarmed.

But all Germans feel that they are as a matter of right entitled to a revision of the treaties. That they should now resign what they hold to be a matter of right and equity is not to be expected. In this situation there is far more chance that Germany will presently arm than that her neighbors will disarm. But as she arms, her neighbors will add to their preparations.

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 Rumanian treatment of minorities be prepared, particularly those who are citizens of southern states, to turn over to the league of nation the authority to watch over the interests of the negro and agree to abide by the dictates of Geneva?

Americans are accustomed to regard war as the worst thing in the world, and it would be for us. But the last war, had as it was, resulted in the liberation of nearly 70,000,000 of people being under intolerable conditions. For them this war, so costly to all the great powers, was a war of independence worth all it cost them in blood, treasure and misery.

(Copyright, by McClure Newspaper Syndicate)

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 given two 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 Sprat," announced for release September 15 by Coward-McCann, publishers and "Dobe Walls," Mr. Campbell's first novel announced for September 13 by his publishers, Houghton-Mifflin Co., the Campbell's are in a state of rare 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, "Fandango," "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 "Dobe 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 highschool 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 to 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 girl, Dolores, and the prim New Englander, Mary, add a touch of romance. Mary's reactions to the rough, hard life of the prairie, and her final absorption in it are interesting to say the least.

Wayne S. Campbell (Stanley Vestal) and Isabel Campbell

BUT this is not a book review—that will be for the book page after the publication dates have come.

Isabel Campbell's story is historical in that it gives a picture, and a vividly drawn one at that, of a home in the gay 90s "an average, normal home," she hastens to explain. "The book is not autobiographical, though she has drawn upon childhood memoirs for much of her material.

Her characters follow much the same course of geographical locations as did her family. Born in Rochester, N. Y., Isabel Jones was not to live the life of an easterner, for while still a very small girl her family moved to St. Louis. Later they went to Kansas City and thence to Oklahoma City where she spent her girlhood days and where she was graduated from highschool. Later she attended the University of Oklahoma, where she met her husband.

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

They were married in 1917 in her sister's home in Dallas. It is to that sister, Mrs. A. C. Plage now of Atlanta, Ga., that "Jack Sprat" is dedicated. At that time Campbell was a captain in the Eighty-seventh division and she lived in Dallas with the sister during his eight months in France.

So it is not without experience that Walter Campbell writes of fightin' men. Nor is it without background.

Since his boyhood days he can remember his grandmother impressing him with the fact that all his forefathers and male relatives were fighters, army men. He was born in Kansas, but at the age of 10 moved with his family to Guthrie. His summers were spent on his uncle John Campbell's ranch at Watonga where he spent his days playing with little Indian boys in a nearby camp.

JOHN CAMPBELL was county attorney at Watonga 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 interfered with by housekeeping and care of the lovely Campbell daughters, Malory and Dorothy.

The Campbells maintain two studies in the big house on Lahoma. He retires 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 aid him in reaching back through the years to that time.

She shuts herself up in her study on the first floor—not beyond ear shot however of the room nearby where Malory and Dorothy, with a room filled with dozens of dolls, enact more imaginary scenes in five minutes perhaps than can be created in the two rooms where their parents busy themselves at the typewriters.

Road Conditions *this* Week

This report is supplied by the Oklahoma Auto Club, Inc., (A. A. A.) as of Friday, September 13. Dirt roads throughout the state generally in good condition.

TO DALLAS (219 miles) and FORT WORTH (216 miles)—U. S. 77 through Norman, Ardmore, Gainesville 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 Braman, 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 10½ 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, 101 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, Bristow, Sapulpa. North to Edmond, east to point 1½ miles west of Luther; detour two miles south, eight miles east, three miles north to Wellston. Paved to Chandler, good graded dirt to two miles east of Stroud, paved to Tulsa.

Optional routes. North on U. S. 77 to Guthrie, east on state 33 through Coyle, Cushing, Drumright and state No. 1 from near Oilton through Mannford and Keystone to Tulsa (129 miles.) Paved through Coyle to 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 16 miles.

East on U. S. 266 to point two miles east of Choctaw, 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, thence 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 130.2 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, Ottawa and Lawrence (420 miles). U. S. 81 Wichita to Newton. U. S. 50—south Newton to Waverly. Kansas state 33 to Ottawa. U. S. 73—west to Lawrence. U. S. 40 to Kansas City. Paved to Newton except five miles as noted in Wichita leg. Graveled to Florence. Good graded dirt to Plymouth. Paved Plymouth through Emporia to junction of state 57. Graded dirt to Ottawa. Paved to Kansas City. Dirt stretches in good condition when dry. Bad when wet.

Via Salina, Manhattan and Topeka (455 miles). U. S. 81, Newton to Salina. U. S. 40—south to Manhattan. U. S. 17 to Kansas. Sanded and graveled between Newton and McPherson. Graveled to Abilene. Paved to Manhattan. Graveled to point about ten miles west of Topeka. Paved to Kansas City.

NEW BUILDING FOR BOULWARE

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

The Charles T. Boulware Motor Co., 820 North Broadway, expects to move into its new building at Tenth and Broadway, for which contract is let, by December 1, according to Charles J. Elsperman, of the firm.

Razing an old residence on the northeast corner of Tenth and Broadway has been underway several days. Campbell and Price, contractors, will turn the first dirt within a few days. The building is being erected by J. H. Garrison for the Boulware Motor Co., Graham-Paige distributors, which has taken a long lease.

The new structure, designed by Baldwin and Baldwin, architects in the Magnolia building, is to be 75x140 feet in size, two floors high, and unique in automobile construction.

A spacious display room on the first floor will be decorated and finished so as to be a beautiful setting for the four-speed Graham-Paiges handled by the Boulware company. Offices and a used car display room also will be on the first floor.

A built-in ramp will connect the first with the second floor, where the parts room, paint shop and service department will be located.

John R. Turnbull, American missionary, recently traveled the perilous route between Amman and Jowf across the Arabian desert in a Studebaker big six—the first time the trip has ever been made by motor car.

According to the registrations in eight key states for first six months of 1929, eights above $1,000 increases 90 percent; sixes above $1,000 decreased 16 percent.

Salesmanagers Named

J. A. Sheffield *E. B. Russell*

With the purchase by the Greenlease-Moore 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 Pirle, manager of the newly organized Greenlease-Moore, Inc., distributors of Cadillac, LaSalles, 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 old-timers along automobile row, Russell has been with Greenlease-Moore 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. Cadillacs and LaSalles remain in the main showroom with Russell in charge, and Pirle in general charge of both sales divisions.

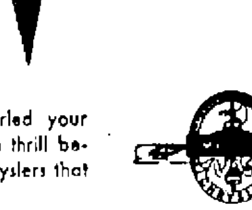
Russell has charge of the new model Cadillacs now on sale.

Copyright 1929 Chrysler Corporation

CHRYSLER

CHRYSLER MOTORS PRODUCTS

A JOY IN MOTORING THAT IS WHOLLY NEW



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.

Men and women who for years have driven their cars without experiencing any enthusiasm discover in the performance of the new Chryslers a joy in motoring heretofore unknown. Yet the reason is simple. It is to be found, for instance, in these epochal new advancements of the new "77" and "70":—

MULTI-RANGE GEAR SHIFT
DOWN-DRAFT CARBURETION
SYNCHRONIZED POWER SYSTEM
PARAFLEX SPRING SUSPENSION
ARCHITONIC BODIES

and a host of other revolutionary engineering features.

In the "66", lowest-priced Chrysler Six, you will experience a performance characteristically Chrysler in speed, power, pick-up and smoothness, combined with easy riding and handling—a performance that puts this car as far ahead in its field as the new "77" and "70" and the Imperial are in theirs.

$2895 CHRYSLER IMPERIAL PRICES—Roadster, $2895; Town Sedan, $2975; 5-passenger Sedan, $2975; Standard Coupe, $2995; Convertible Coupe, $2995; 7-passenger Sedan, $3095; 7-passenger Phaeton, $3095; Sedan-Limousine, $3475; Custom-built 4-passenger Phaeton, $3855. F. O. B. Factory. (Special Equipment Extra).
WITH MULTI-RANGE GEAR SHIFT

"77"

$1595 NEW CHRYSLER "77" PRICES—Business Coupe, $1595; Roadster, $1625; Royal Coupe, $1695; Royal Sedan, $1695; Crown Sedan, $1775; Town Sedan, $1775; Crown Coupe, $1775; Convertible Coupe, $1795; Phaeton, $1795. F. O. B. Factory. (Special Equipment Extra).
WITH MULTI-RANGE GEAR SHIFT

"70"

$1245 NEW CHRYSLER "70" PRICES—Phaeton, $1245; Roadster, $1295; Business Coupe, $1295; Brougham, $1295; Royal Coupe, $1345; Royal Sedan, $1395. F. O. B. Factory. (Special Equipment Extra).
WITH MULTI-RANGE GEAR SHIFT

"66"

$985 NEW CHRYSLER "66" PRICES—Business Coupe, $985; Roadster, $995; Phaeton, $995; Brougham, $995; Royal Coupe, $1045; Royal Sedan, $1065. F. O. B. Factory. (Special Equipment Extra).
THE LOWEST-PRICED CHRYSLER SIX

DEALERS
Fore Motor Co., Wewoka
Fore Motor Co., Seminole
Cobb Motor Co., Norman
Rutledge Motor Co., Kingfisher
J. E. Clift, Prague
Densmore Bros., Erick

FERGUSON-OLANDER, Inc.

Sales at Seventh and Broadway; Service at Fifth and Santa Fe
7-2577
Used Cars: 509 North Broadway and Frisco and Robinson

DEALERS
J. D. Van Hoozer, Guthrie
Click Motor Co., Shawnee
E. H. Scannell, Elk City
Ray Evans, Binger
Strickel Motor Co., Wellston
Kinsey Motor Co., Edmond