

Out Our Way



WASHINGTON LETTER

By RODNEY DUTCHER
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WASHINGTON—More ambassadors may be enough to satisfy such elderly millionaires as Charles G. Dawes and Dwight Morrow, but the really ambitious federal job-seeker will go hunting for a post as an American High Commissioner.

An ambassador parks himself in a foreign capital and usually becomes little more than a glorified messenger boy. But when an American High Commissioner goes anywhere he goes there to run the whole show. He has the rank of an ambassador and he ranks as the senior officer present at all times.

There is no more powerful American outside this country than an American High Commissioner. He is perhaps the nearest modern approach we have to the old Roman pro-consul.

These Jobs Are Scarce

Unfortunately, there are very few of these jobs to be had. There never were very many and the only High Commissioner now in force is that of Major General John A. Russell in the island of Haiti.

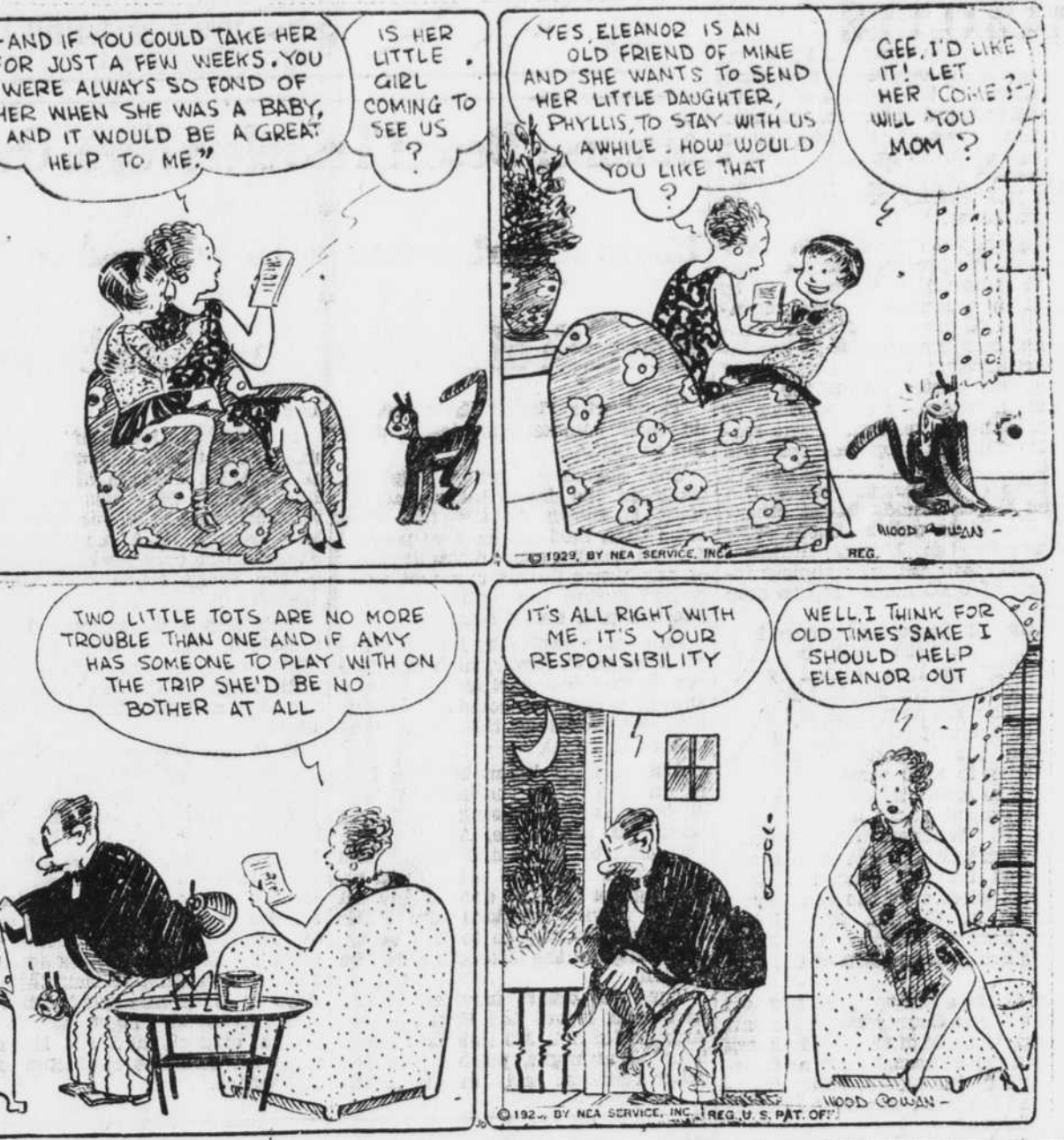
What appeared to be a demonstration of Russell's power was given last year when Senator King of Utah who had criticized American occupation of Haiti, was barred from visiting the country by President Borno. While it could not be shown that Russell had intended the ban, few failed to concede that a word from him to Borno would promptly have averted this affront to an American senator.

With the benign though tacit approval of Russell, free press and free speech in Haiti have been pretty generally suppressed and Borno has jammed through laws extending his titular dictatorship and effecting his domination of the Haitian courts, which we did not take over under the treaty. American Marines long ago dissolved the Haitian congress, so Russell hasn't a representative legislative body to contend with as has our governor general in the Philippines.

MOM'N POP



Company Coming



BY COWAN

Grandfather Studies France to Pay Huge War Debt

Former Las Vegas Train Dispatcher Preparing at Age of Forty-six to Qualify Himself as Physician.

Many Las Vegas people who are friends of Arthur J. Dubois, former Union Pacific train dispatcher here, will be interested in the following article by Larry Jacobs, San Bernardino Sun.

Arthur J. Dubois, who is 46 years old and has two grandchildren, was born in the burg of his home at 928 Western street, San Bernardino, yesterday afternoon, pulling up the weeds that grew while he was completing his two-year course at the San Bernardino Junior college during the past 10 months and holding down a townerman's job with the Santa Fe.

"Yes, I've just let things drift around here," said the man whose both children are old enough to be college graduates. "But now I've three months before I go back to college again and I'll catch up."

But next fall the weeds will have their own way again and for four years after that they can grow to their heart's content for Arthur J. Dubois is going to keep on attending college until he has won his degree as a physician and surgeon.

Two years ago, at the age of 44, Dubois started his college career he was wise in losing sleep and giving up time he might spend at his while his family wondered whether he would be able to gather learning from books as rapidly as youths just out of high school. He had been out of high school for 29 years.

Why Dubois showed his family. It has all come so easily to him that he's going to keep on. Next year he will go to Redlands university or the University of California at Los Angeles, depending on whether the Santa Fe will transfer him to Los Angeles. He will be in either one of these schools for another year to complete his pre-medical training.

After that he will go to medical school, working while he does, and after four years in medical college will serve one year as a hospital intern before hanging out his shingle.

Dubois was born in 1883 in Kalkaska, Mich., and two months before he was born his father died. His mother is still living, making her home in Mantland, Mo.

At the age of 13 Dubois started working to earn his own living and one of his first employers was a physician. "One of the finest men I ever knew," he says. He has liked the profession of medicine ever since.

Thirty years ago Dubois left high school and came west. He was employed for a while as a train dispatcher for the Union Pacific in Las Vegas, and six years ago came to California to work for the Santa Fe. He moved to San Bernardino four years ago and now is living in his own home.

A townerman in the Fifth and I street tower of the Santa Fe, Dubois had the inspiration two years ago to go to college and work toward his ambition to be a surgeon and physician. His hours on the railroad begin at midnight and end at 8 a. m. He entered the school in September, 1928, and since that time, during the school year, has been leaving his work at 8 o'clock and entering his first class at the college at 8:20. On three days a week he was at the college until 4 o'clock in the afternoon, putting in six periods. He sleeps five hours a day during the school year and feels better than before he started to school. Eight hours of sleep now leave him feeling tired, he says.

"The only difficult part about the two years was the start. Now I remember things more easily than I did when I was in high school because I can associate things I learn

FRECKLES AND HIS FRIEND



Look, Fellas!



BY BLOSSER

Short Stroke Engine Design Reason For Chevie's Great Power

The unusual power found in the new Chevrolet six has brought many inquiries to James M. Crawford, recently appointed chief engineer of Chevrolet Motor Company.

"The abundance of power is made possible by its short stroke engine design, which embodies an advanced method of cooling," he said. "This construction brings water around both inlet and exhaust valve seats. It differs radically from the Siamese system of valve ports, and makes for greater durability of the valve train."

"In starting off with my new engine design, one of the early considerations is how long shall the motor be in order to lay it out on the chassis into which it must fit. On account of the importance of wheel base, it is desirable to keep the motor length down to a minimum. This is one of the conditions which has brought the small bore, long stroke high speed engine into the picture.

"Durability being important, we did not feel we should shorten the engine to meet a certain wheel base, rather to design a motor of the short stroke and medium bore type.

"To insure round cylinders, we circulate water completely around all the bores. Therefore, after the bore was determined the cylinder length was automatically governed by the bore size and the bore size was determined after taking the stand that a short stroke, low speed engine was the only way we could insure durability."

with things I've seen. Teaching methods are different now, but I haven't as much trouble keeping up with my work."

Mr. Dubois was asked where he is going to practice.

"Oh I'll come back to San Bernardino and live in this house if I don't have to peddle it to get through college," he said. "I like the town and want to live here."