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AIR MAIL PROBLEM IS GROUND DELAYS

Slow Delivery Is Cause of Most of Complaints.

Washington.-The majority of complaints concerning slow delivery of air mail concern delays which occur on the ground, it is admitted by officials of the Post-Office department. The department has launched a new effort to increase the speed of ground handling so that the main value of transporting mail through the air may not be lost through this handicap.

The problem of increasing ground speeds is difficult, according to Earl Wadsworth, superintendent of air mail service. The most that the department can do, says Mr. Wadsworth, is to utilize to the fullest extent the existing means of transportation. Each city and the mail airport terminal presents different difficulties.

Police Speed Deliveries.

Months of experimenting have been required to determine what is the best method of bringing New York's air mail from the eastern terminal at the Newark airport into the general post office at Eighth avenue and Twentythird street.

In most cities the municipal government aids delivery by giving trucks which are delivering the air mail the right of way and allowing them to disregard the speed limits. In other cities these trucks are accorded the same attention in traffic which fire apparatus receives. Police are notified of the coming of the trucks and see that no traffic obstructions bar the way.

Amphibians Used in Chicago. A special experiment was tried in Chicago in an effort to speed the delivery of mail arriving on the trans-continental mail planes. Amphibian plane service was authorized there to deliver the mail to the city, the amphibians taking off from the air mail field and flying to the lake front, where the mails could be delivered to trucks which then had only a short haul to downtown post office stations. This service must be suspended in the winter as the amphibians cannot operate because of the ice in the lake.

Tests have been authorized of air mail catching devices but the feasibility of placing them on the top of post office buildings is not yet determined because of the fact that regulations provide that airplanes must not fly lower than 500 feet when passing over

It is possible that regulations might be changed to allow the mail planes to use such devices, but even then it is problematical what the performance of the planes would be down in the

canyons formed by tall office buildings. The possibility of the use of pneumatic tubes for the transport of air mail from the airports to the post of fices also is under consideration. The expense of installing tubes over such long distances is one of the limiting factors in such a plan, according to

AIR TOUR WINNER



J. H. Livingston of Aurora, Ill., piloting a Waco biplane, was winner of first place in the 5,000-mile national reliability air tour which ended at

Muskogee to Replace The "Hat-Box" Airport

Muskogee, Okla. - Hat-box field, whose register includes signatures of nearly every aviator of prominence, is to bow to progress after ten years as Oklahoma's pioneer private airport. A municipal field is to replace the

"Hat-box," whose present steel hangar was erected by the army, following demands for a handy refueling point between Texas fields and northern

Little commotion was caused in aerial circles when Joe Witt, an army aviator, leased a plot of ground here and built a one-plane wooden hangar shortly after the war. Nevertheless, it proved a convenient stop for army

When Witt's ramshackle equipment was destroyed by fire the army was asked to rehabilitate it. That was done, and a lieutenant was placed in

One day a squad of nearly 50 army ships stopped, en route to maneuvers in the North. Cramped in the small field and struck by black and white vertical stripes on the hangar, the army fivers remarked, "Why, it's just a hat-box!" Thus the field was

Muskogee is most hospitable to avicial hotel rates.

9******** Women Desert Tours

for Airplane Trips Brussels. - Flying, especially among American women visiting Europe, is on the increase, according to a railroad and steamboat agent of this city.

"It is getting quite annoying," he said. "We start out with a 'group' of twenty or thirty women. As we proceed it dwindles. We wonder where it has gone to. Little by little we discover that individuals, one after an other, forsake the good, welltried methods of traveling for flying. The fashion is catching on and is very awkward for us, as it upsets all our calculations and organization for taking people by sea and land."

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DROPPING GUNS AND CREWS IN CHUTES

Army's Demonstration in Texas Is Successful.

Washington.-According to a report eceived by the chief of the air corps, the technique of landing machine guns and their crews from airplanes is being constantly improved. During a recent demonstration at the Air Corns Primary Flying school at Brooks Field, San Antonio, Texas, two machine guns were dropped in parachutes and put into action by two crews of three men each, who descended from an airplane to the ground via the parachute route. Assembly of the machine guns and preparing them for firing was only a matter of a few minutes.

This demonstration featured a machine gun parachute bag, recently developed by Sergeant Erwin H. Nichols, head of the parachute department of Brooks field. The parachute supporting the bag opens automatically upon being thrown from the airplane and floats to earth. The bag containing the gun, ammunition and a gallon of water for use in cooling, opens quickly by means of a rip cord similar to that on the parachute.

The parachute jumps were made by Sergeant Dewey Horton, Corporals Travis Garner and Robert E. New and Privates R. W. Stevens, Eddie Benzency and Lorraine Tolle. Sergeant Horton had a thrilling escape when his parachute landed on the roof of the big dirigible hangar at Brooks field. The roof of this structure has a 30-degree slope and is well over 100 feet from the ground. Despite his precarious position, Sergeant Horton was able to spill the air from his parachute and climb to an entrance on the peak of the building, none the worse for his experience.

Cooling of Engine

Problem of Builders Detroit.—"Air-cooled versus watercooled" remains the outstanding controversy among aircraft engine builders. Recent performances and experiments have done little to resolve a definite answer to the question. Rather, they have merely intensified the

It seems inevitable that eventually aircraft designing must be standardized around either the engine which s cooled by water or by air. All of fact, all aviation feats which contributed to the awakening of public interest in aviation, which began in 927, were made with air-cooled me

The argument was advanced that this performance justified specialization in the radial air-cooled type of motor to the exclusion of other designs. It was asserted that it was wasted effort to carry water into the air to reduce engine heat when the air flowing around the plane in flight would serve that purpose

But when aircraft builders began seeking greater speeds, the radial type with its enormous frontal resistance, lost some favor, and designers began discussing the possibilities of watercooled types. A method of chemical cooling brought forward and tried by the United States army, has met with favorable results in preliminary tests.

California Publishers Seek Crash Details

San Francisco.—What is believed to be the first instance in the United States of a newspaper publishers' association adopting a resolution to protect the aviation industry resulted during a meeting of the California Newspaper Publishers' association. Justus F. Craemer, president of the association, announced the adoption of the following resolution:

"Whereas California is the most air-minded state in the Union, and, "Whereas California bids well to retain its leadership in an infant in-

"Whereas commercial aviation will become soon an important factor in the advertising world, and, "Whereas most airplane accidents

result in unlicensed obsolete planes, or when the pilot is inexperienced. "Be it therefore resolved, that we, the state executive committee and governing boards of the California Newspaper Publishers' association, urge the press in carrying airplane accident stories to carry the complete ators. Invariably they are given "keys | facts, if at all obtainable; that is, the name and type of plane, whether li-That concession includes admission to censed by Department of Commerce all theaters and golf courses and spe- and whether the pilot and plane were licensed to carry passengers for hire."

MOVE FOR HUMAN BETTERMENT

By DR. JAMES G. K. M'CLURE, Retired Presbyterian Minister,

HE greatest merger in history-the merger of science, business and religion-can be foreseen. Increasing knowledge and good will are to banish the prejudices now dividing religion and science and business, and the two are now entering an era of harmonious achievements for human betterment. The fundamentalist-modernist dis-

There is no question that the true spirit of Christianity is entering into business through such men as Thomas A. Edison and Henry Ford, John D. Rockefeller, Jr., and Cyrus H. McCormick, and into international relations through such men as President Hoover and Premier Mac-

Likewise science has its brilliant minds with a spiritual understanding, such as Prof. A. A. Michelson, Prof. Arthur N. Compton and Mme. Curie, all winners of the Nobel prize. They see no conflict between the study of the operation of the laws of the universe and faith in God

We don't emphasize in this day and age the brand of religion so much as we used to do, and it is a good thing. It is the spirit that counts. While there may be fewer people in the church now than there used to be, the jazz age is passing because it is superficial and unreal and people are becoming more serious minded, a condition which will eventuate in an intensified zeal and faith, marked by tolerance and social

HOME OWNERSHIP ON WANE

By DR. PHILIP D. JORDEN, Long Island University.

Scientifically arranged multiple dwellings of steel framework and glass walls will be the typical abode of the people of the next generation in the cities of the United States. Home ownership is not only on the decline, but is likely to disappear in the great cities. Even very wealthy persons are deserting the cities for the great open spaces of the country, or taking apartments or quarters in multiple dwellings.

The multiple dwelling of the next generation will be a marvel of scientific perfection. Temperatures will be regulated by ventilation, and the present-day steam radiator will be as out of date as the old-fashioned

We may expect houses to have walls of non-shatterable glass, frosted and colored to admit health giving rays of the sun, and to exclude the harmful rays. Such dwellings will occupy entire blocks, or perhaps several blocks, and be operated as a unit.

The private kitchen, or kitchenette, as it has come to be called, will have disappeared like the dodo bird, and meals will be scientifically prepared in a central kitchen and probably served in central dining rooms.

NEED FOR JUVENILE COURTS

By CHARLES L. CHUTE, National Probation Association.

An extension of the probation service which would place juvenile courts and skilled probation officers in every city and county in the United States would act as a preventive of crime. Child delinquents in towns where there is no juvenile court are tried in the criminal courts to keep up.-Bulwer Lytton. and sent to jail, if convicted, giving them an attitude toward society which may lead them to a criminal life.

Many a professional criminal is developed through a series of minor offenses. If he had been dealt with properly in the earlier stages, his later crimes against society probably would not have occurred, and crime statistics in our country would not be what they are at present.

Although there are only two states in the Union without juvenile court laws, hundreds of cities and the majority of rural communities have no juvenile court or probation service. This is unpardonable because we know today how to prevent a great deal of juvenile delinquency; how to lessen much of the misery of neglected children in broken homes; how to change backward, sullen youngsters into good and useful citizens, and yet we are applying this knowledge to only a small fraction of the cases.

RELIGIOUS TRUTHS AND SCIENCE

By REV. DR. HENRY DARLINGTON, New York (Episcopal).

The dictates of science should not cause one to become skeptical of great religious truths. There was a time when I was interested in squaring the teachings of religion with modern scientific thought. However, I discovered that what is good science today is bad science tomorrow. Therefore I have found that I have invariably had all my work to do over again. For instance, those religious leaders who have adapted themselves to the Darwinian teaching of evolution have had only to discover that we have practically outgrown Darwin's conception.

We need to preach a definite teaching based upon the great truths that Jesus emphasized. We should be more pragmatic. We should not be afraid to believe things that we have found to work, but which may be impossible of scientific proof, or which, when tested by science. may be entirely explained away. We must not sell our birthright of belief for a

SCHOOL TRUANCY LESSENED

By HENRY J. GIDEON, Philadelphia Educational Bureau.

The old-time sport of playing hookey, which was made famous by Tom Sawyer and Huckleberry Finn, is on the decline. Truancy plays a small part in school absences now. The reason is not so much that boys and girls are better than they used to be, but rather that schools are more

A three-year survey in Philadelphia has shown that 87 per cent of all nonattendance of pupils was due to illness. The survey also showed that boys attended school more regularly than girls, but that unexcused absences were greater for boys than for girls.

Whatever truancy there is in schools today is largely due to the incapability of parents. Illegal employment also keeps a few children out of school. Some teachers also aid in causing truants, for if the teacher 18 cross, unattractive and lacking in understanding, the child has an incentive to stay away from school.

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tries-in an oven just like yours. Only flour which acts the same perfect way every time is allowed to go out to you. Thus you know Eventually Why Not Now? in advance exactly what your

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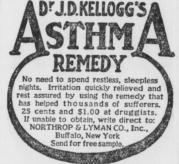
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Bessell Chemical Co., Hackensack, N. J.

of Thomas Jefferson Monticello, historic home of Thomas Jefferson, has many oddities which excite the popular interest, says an article in Pathfinder Magazine. For example, it is a home without beds.

The master slept (and died) on a cot Wright's Indian Vegetable Pills reof his own contrivance located in an pening between his study and what should have been his bedroom. He was able to jump out of it into either

daytime to leave a passageway be- forcing the food and drugs act. tween the two rooms. There are unfounded tales that

Student's Thrilling Ride G. M. Smith of Lakewood, Ohio, took nis first lesson as a student pilot in a runaway plane. Accidentally the throttle was left open when Smith's in-structor cranked the engine. The plane roared down the field with a very much frightened student aboard.
"I pressed the right rudder to avoid a

was ready to continue the lesson. Now, just how could we "contribute to the happiness of others?" Perhaps, merely by keeping still.

use," Smith said, "and crashed into

a tree. I scrambled out as quick as

I could." He was unhurt and so

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No drug cures for cancer are sold room. The cot was so arranged that in the interstate drug trade today, it was raised to the ceiling during the according to government officials en-

There are unfounded tales that Jefferson was afraid of his life and took this means to insure safety. One basis for this, probably, is the secret room directly above his bed which has porthole-like openings in the walls, formerly covered by pictures, through which supposed bodyguards could fire down on intruders if need be.

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