

POULTRY DISEASES RESEARCH PLANNED

Theories Regarding Transmission To Be Investigated By Government

By W. C. Conner
The Northwest Poultry Journal is just in receipt of the announcement of the dates for the third National Poultry council, which are November 10 to 12 inclusive, at Edgewater Beach hotel, Chicago. This is the one big important annual meeting of the leading poultrymen of the United States at which the most important questions bearing on the poultry industry are discussed and much good constructive work is accomplished.

This organization, the National Poultry council, makes the following announcement, which has quite a bearing on the Oregon, Washington and Idaho poultry embargoes and would make it appear that the compulsory test for bacillary white diarrhea in these states is somewhat premature, as this test and the whole question of how the disease is transmitted from one fowl to another is still a matter of research and investigation and therefore in the experimental stage. The announcement says:

"The federal government undertakes poultry disease research projects at the request of the National Poultry council. The federal development of agriculture at Washington has just undertaken a most important research project, namely, to study various questions relating to bacillary white diarrhea, especially the development of a uniform technique for the conduct of the experimentation test, also a STUDY OF THE MODE OF TRANSMISSION OF THE DISEASE WITH SPECIAL ATTENTION TO ITS POSSIBLE DISSEMINATION THROUGH THE MEANS OF INCUBATORS. As the project develops other phases of this and other diseases will be undertaken. The initiation of this work has made possible through the raising of a fund of some \$15,000 by the National Poultry council, which amount was largely contributed by the leading manufacturers of mammoth incubators. It is expected that the extension and further conduct of this work for the first year will be financed by the federal department. Requests for appropriations to cover this work already have been included in the budget requests of the department for the next year. This new work makes a distinct step in advance for the poultry industry, for in this project the federal department is for the first time undertaking long time poultry disease research activities for the industry along disease lines."

Should Halt Embargoes
It will be remembered that up to within a year or so ago it was generally proclaimed that the bacillary white diarrhea germs were transmitted from parent to young poultry stock through infection of the shell of the egg. Now, it is contended by a few poultry authorities that the disease is transmitted through minute germs in the egg itself, which is disputed by other authorities, and now the government research committee is to conduct experiments to ascertain if the disease is not transmitted through incubators during the hatching season. At any rate, the fact is evident that there is too much divergence of opinion by high authority on these important questions to justify any state attempt to pass and enforce any compulsory embargo regulations based on any particular one of the many theories advanced for the cause, prevention or eradication of the bacillary white diarrhea, and that such state regulations or orders should very properly be held in abeyance until such time as the federal research committee submits its report and findings.

BYRD VISIONS OCEAN AIR LINES BY 1937

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shortest New York to Paris route is not wholly a matter of following the great circle route or any other plotted course, but taking advantage of favorable winds at various altitudes.

"The flyer of the future will find the shortest route to Paris at varying altitudes, depending upon the local weather conditions," he writes, "because the winds change both in strength and velocity, with changes of altitude. But when the great plane of the future reaches the Atlantic Ocean beyond Newfoundland, the navigator will probably go up into high altitudes, where he is almost certain to obtain very strong winds with him, owing to the revolution of the earth. He will be able to increase his speed by as much as 40 or 50 miles an hour; almost the speed of an express train. That is not a wild dream, because we increased our speed between 20 and 30 miles an hour by flying at about a two-mile altitude."

Passengers who take air passage to Europe in the future will not face constant delays because of adverse weather conditions, Commander Byrd believes. "I am glad now that we had ex-

GIRL SMASHES WORLD RECORDS



Miss Margaret Jenkins, hurling the javelin with which she set a new world's record when she threw it 127 feet 3 1/2 inches. Miss Jenkins also set a new national mark for the baseball throw with 233 feet 1 1/2 inches.

remely adverse weather, for I believe, from what we have learned, the airplane of the future can shove off with almost any weather conditions. For, when a storm is blowing across the Atlantic, it will be able to fly at that side of the storm center which will give strong winds in its favor. We did just that. We were greatly helped by flying along the southern end of a storm area, and the northern end of a high-pressure area.

"When the trans-Atlantic plane of the future strikes near the center of a storm area, as we did over France, there will be radio direction finders to enable flyers to locate the exact position of their plane, regardless of fog, winds or rain, or the darkness of the night. Radio beacons will be erected to guide the aviator to his destination.

"A chemical will be invented which will disperse the fog, or a beam of light will be discovered that will penetrate it. Until that time comes, landing platforms in mid-Atlantic are not practicable."

Of the problems confronting him at the start of his voyage Commander Byrd said:

"We were anxious to establish certain scientific facts. We thought that the trans-Atlantic plane of the future must be a multi-engine one that would fly with one of the engines out of commission. That would give the degree of safety necessary for taking passengers across the Atlantic.

"We also wanted to demonstrate that it is possible to carry a useful load of 500 or 600 pounds, three or four people, and an efficient radio. As a matter of fact, the 'America' could transport eight or nine people to France in addition to the useful load.

"Other pioneers, however, must follow the three successful flights (by Lindbergh, Chamberlin and Byrd). I believe that in ten years regular trans-Atlantic flights will be made.

"It is possible now to build a large plane, with twice the wing spread of the 'America,' that will

transport 15 passengers and three or four times the useful load we carried.

"The only three-engine planes that were built to cross the Atlantic crashed. Davis and Wooster with the 'Pathfinder' (American Legion), and Fonck with the Sikorsky plane met tragedy; and our crew, with the 'America,' almost met a similar fate on the test flight, when Floyd Bennet was injured.

"When the 'America' rose again, after repairs to the forward part, I made up my mind that, regardless of the pressure being brought to bear upon me, I would take my time and do everything humanly possible to get that plane safely off the ground with the load necessary to fly 4,000 miles.

"A long run on the ground before a plane will take the air is necessary when flying with heavy loads. That is why we took such care with Roosevelt Field and it is gratifying to us that Lindbergh, Clarence D. Chamberlin and the 'America' took off from this field.

"Few people realize how difficult it is, with a plane like the 'America' to obtain revolutions of the engines for the various loads carried that will give maximum mileage per gallon of gasoline used, because their revolutions vary for every different weight carried. Of course, as the plane consumes gasoline, there will be an infinite number of ever-lightening loads. To calculate this we had to run over a course of known length, noting the speed over the ground and the fuel consumption for each number of revolutions. This had to be done for all the different loadings of the plane.

"The Weather Bureau assigned Dr. James H. Kimball, of its New York office, to make weather predictions for the trans-Atlantic flights and, for the first time in history, regular weather maps for aviation uses were made of the North Atlantic. This work, I think, undoubtedly is the beginning of a valuable meteorological service."

Miss America



Miss Lois Eleanor Delander, ("Miss Illinois"), 16, of Joliet, Ill., now is "Miss America, 1927," having been chosen at the Atlantic City beauty pageant.



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TEAR DOWN HOUSES FOR NEW BUILDINGS

One Hundred Houses Will Vanish to Make Room for University

LONDON—(AP)—Parliamentary powers are to be sought to close the eight block area which the London University has acquired in Bloomsburg, so that a \$5,000,000 range of buildings may be erected on the site.

The 100 houses which will finally vanish to make room for the University stand chiefly in Torrington square and one side of Russell-Square and Malet-street.

A row of red-brick, five-story houses in Russell-square will ultimately go. Once they were fashionable residences but now they are offices.

Torrington Square is an avenue of hotels, boarding-houses, and private residences, with two long rows of tall trees standing in the narrow garden which takes up the center.

In that great area, when the new headquarters have been finished, there will be a Senate House, a ceremonial hall, and examination hall. The students' union

headquarters will almost certainly be there, as well as a great library.

The range of buildings will have a character of its own—a striking skyline of halls and towers. An artist who can design it will soon be sought.

"The University of London is already the greatest university in the world," according to Mr. S. L. Loney, chairman of the convocation of London University. "It has 10,000 students—as many as Ox-

ford, Cambridge, Manchester and Liverpool put together—and its income is more than equal to the first three of those four."

Artistic Blanks Provided for Steamer Radio Report

BERLIN—(AP)—Tourists on German liners, to whom friends or relatives send wireless congratulations, are now handed these messages on artistic blanks es-

pecially devised for this purpose. At the head of the blanks there is a lithograph of a Brandenburgian frigate from the seventeenth century with all sails set. In the corners are the coats of arms of the large German steamship companies. At the top of the sheet is printed in Medeval German, "Gode Wint, glatte See" (favorable breeze, smooth sea). The design is by Carl Prinz, a Berlin artist.

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