

SAILING SHIPS THING OF PAST

Only 4 Windjammers Pass Through Golden Gate Since First of Year

SAN FRANCISCO, Calif., Sept. 20.—Great fleets of "wind" ships of all rigs which made shipping history at this port are no more. Since the first of the year the records of the marine department of the chamber of commerce show that but four sailing craft, all fishing boats, passed through the Golden Gate.

With the return of these boats from Alaska next month, the complete passing of the "canvas power" type of ship from the Pacific shipping is seen. Although sail salts along the local waterfront saw the handwriting on the wall many years ago, the absolute disappearance of these vessels from the trade routes out of San Francisco Bay—at least so early in the nineteenth century—was never dreamed of by these men who were classed as master sailors.

The last fleet of "windjammers" in the world now lies at anchor in the Oakland estuary. What will be done with them, whether they will go the way of all old time sailing ships, whether they will be converted into steam vessels, or whether they will be purchased by foreign countries for the fishing trade, are questions being discussed in marine circles.

In the meantime, the moorage is an outstanding attraction for sightseers in the bay region and attendants report they have been visited by a large number of motorists from many sections of the country, determined to have a last look and inspection of this famous Alaska packer's fleet. It is also being given wide and poetic attention by writers who admit a fondness for the sea.

There are twelve of the trim allors, ten of steel and two of iron, in the fleet, according to the scouts. They are known in all parts of the world, where, under various names, they have fluttered their stary pennons in the passenger, freight and mail services. Coming to their present owners, they were renamed "Stars" of various countries, and they are known and recognized in many countries as the "Star Fleet."

AMPHIBIAN PLANES BECOMING POPULAR

By ALLEN QUINN
Associated Press Feature Service
WASHINGTON—(AP)—A decided trend toward development of amphibians is shown in the recent appearance of several new craft of this type.

While most of the planes are small four and six place craft, appealing more to the sportsman and business executive than to the air line operator, their appearance indicates manufacturers are beginning to prepare for the day when large rivers and lakes of the country will be routes for commercial air lines.

That the flying boat will become a practical carrier along the waterways within a few years is predicted by many far-seeing men in aviation, who urge its development.

Present development in this country, however, is running more to amphibians, the majority of manufacturers feeling that this type of craft, which may alight on either land or water, best serves the current need.

Direct appeal is made to the sportsmen by virtually all of the amphibian builders. Secluded lakes several hundred miles distant are made accessible, they point out, for the business man who likes week-end fishing or hunting.

Several new types of these land and water aircraft, which draw up their wheels to alight or take off on water and let them down for use on land, were displayed at the national air races and aeronautic exposition in Cleveland. They represented wide variations in design.

One was a twin-engine biplane designed by Capt. H. C. Richardson of the Great Lakes Aircraft corporation, who as a naval aeronautic engineer created the NC-4 flying boat, the first plane to cross the Atlantic.

One of the Fokker design was a monoplane, appearing more like a flying boat than an amphibian, which carried its single pusher engine above the wing. It was designed for seven passengers and a pilot.

A third, displayed by the Cadillac Aircraft corporation of Northville, Mich., also was a monoplane with its two engines streamlined partly into the wing.

Still another amphibian appearing recently is a single engine biplane designed by Grover Loening, who built the amphibians used by the army's Pan-American fliers, the first craft of this type to gain wide attention.

Three people are killed in automobile accidents every hour and an average of 80 every day, according to a report just received by the Oregon State Motor association from the National Safety council.

The report indicates that automobile deaths in the United States are steadily increasing and estimates a total of 15,900 motor

Dode Starts Helicopter Test



This helicopter, designed by a Detroit for vertical ascent, recently underwent preliminary tests near the Motor City. After being towed into position by a Dodge Brothers Six sedan, several experiments were conducted with the machine. The lifting force is provided with the umbrella shaped propeller at the top.

Senate Propaganda Sifts Deeper Than Shearer Case

By KIRKE SIMPSON
AP Feature Service Writer
WASHINGTON—(AP)—By an unprecedented sequence of circumstances, William B. Shearer, who describes himself as a naval expert, became the leading figure almost overnight in the international naval limitations drama.

And what was indicated when the senate ordered its investigation was a far-ranging examination of all prospective naval contractors whose future business might be impaired by reductions of the fleet.

Neither in the Borah resolution nor in any White House statement was there an intimation that a violation of law might be involved, except that President Hoover referred the issue to Attorney General Mitchell.

Shearer bobbed into prominence some years ago when he sought unavailingly a court stay of the sinking of the battleship Washington, scrapped under terms of the naval limitation treaty of 1921-'22.

He said at that time that he had acted at the request of unnamed naval officers. It is possible the senate naval committee will inquire into circumstances surrounding such action.

And another angle reasonably to be expected is the revealing in an official way of many untold tales of the cruiser deadlock between the United States and Great Britain at the Geneva conference.

Failure of that conference was what induced President Coolidge to lend his support to the bill authorizing construction of 16 cruisers of 10,000 tons within the next few years.

That financial burden lay on Mr. Hoover's doorstep when he entered the presidency. It inspired his efforts to untangle the knot of conflicting national interests with Great Britain around which the Dawes-MacDonald conversations turn.

ST. LOUIS—(AP)—No long trek to the woods or seashore faces Victor J. Ashe, St. Louis engineer, when he takes his vacation. Ashe merely steps into his backyard.

Only a few steps separate Ashe's city home and his log cabin "country retreat." Both built in the same yard, he has surrounded each with the atmosphere befitting its purpose.

Ashe, who came to this country 22 years ago as an uneducated Austrian emigrant youth of 17, started out as a furnace man. Now he is a successful consulting engineer.

He built the cabin originally for seclusion when working on involved engineering reports. Now it's his hobby and he actually does take his vacations in the back yard. When he wants a day or a few hours away from business cares or rush of city life, he steps out to the cabin.

Ashe fashioned the hermitage—inviolably a male domain—with his own hands and equipped it as nearly as possible as such a cabin would have been furnished in the early American days.

WORDS CREATED BY CHRYSLER PEOPLE Wins Race

Language is Enriched Due to New Developments in Auto World

Among the writings of the philosopher Diogenes who lived some 2,000 years ago was the statement: "Things are not made for the sake of words but words are made for things."

This is as true today as it was in the time of Diogenes. In the process of new movements bring into being those phrases that best describe them. When a new thing comes it demands a label, a name, a word.

From the World War, phrases and words, hitherto unknown or with unfamiliar meanings, expressed the experiences of the men in the trenches as no other words could have done. Taken up by everyone, such words as "dug-out," "barrage," "Big Bertha," "tank," "flying pig," "camouflage," "dug-out," "whizz bang," "zero hour," and even "cooties," were as familiar to the man in the street as words people had used all their lives.

The vocabulary of the air, also to a great extent a legacy from the war, has given the modern dictionary its "fuselage," "tailspin," "aileron," "hangar," "falling leaf," "airdrome," and "joystick." And with the advent of the radio came "static," "microphone," "broadcast," "aetnae," "heterodyne," "tune in," and "sign off."

Recent political moves saw the words "Bolshevik," "Left Wing," and "Fascist," coined to describe them.

So, in industry, with each development there comes the necessity of the new words to tell about it. Not long ago, in the recent announcement of three new lines of cars—the "77" and the "70" and the "66"—Chrysler had to create a language all its own to describe the innovations they brought to the mechanical world. Such words as "multi-range gearshift," "down-

draft carburetion," "architonic body," "synchronized power," "Pennon Louvers," "Chromifim architraves," "Paraflex spring suspension," and "Sconce-type parking lights," are examples of phrases that appear in the vocabulary of the automobile world for the first time.

WASHINGTON—(AP)—In the alphabet of the American Association of University Professors, now organizing national headquarters here, "A" stands for academic freedom.

Dr. Joseph Mayer, on a year's leave from Tufts college, has taken over the task of centralizing the work of 16 national committees, starting with "A" for academic freedom and tending and ending with "Z" for pensions.

Dr. Mayer ranks the work of Committee A as the most important phase of the national program in behalf of the college professor. The office is intended, among other purposes, as a clearing house for the complaints of the inhibited or unfairly treated educators.

The first official act of Dr. Mayer, will be a report on the case of two University of Missouri psychology professors who were dismissed for circulating a sex questionnaire.

"Our organization holds that an educator has a right to express himself freely in the field in which he is an expert," Dr. Mayer said. "If the studies of an economics professor lead him to believe in free trade, he has a perfect right to set forth that conclusion, whether or not the republican party is in power. Only in freedom can we arrive at truth."

In the further interest of academic freedom, a committee titled "M—on freedom of teaching in science," is now grappling with the Arkansas anti-evolution law and soon will clear its findings through the new national headquarters.

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- Highway Garage, Jefferson
- Hopewell Garage, Hopewell
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