

## ROAD APPROPRIATION WILL SPEED UP WORK

Forest Roads to Benefit by Increase in Federal Funds

WASHINGTON, D. C., April 19.—Construction of highways in the national forests of the West will be speeded up approximately 100 per cent as a result of the action of Congress in increasing the annual appropriation for forest roads from \$7,500,000 to \$12,500,000, it was announced today by the American Automobile association.

The national motoring body pointed out that preference is given to forest roads that are on the Federal-aid system in order that the heavily-traveled highways will be the first to be completed. This applies particularly to the forest roads where some program of development has not already been assured by state agencies.

The A. A. A. said that the increased amount in line with the policy of making appropriations for forest roads equivalent to ten per cent of the total Federal-aid appropriation, which was recently raised to \$125,000,000 annually.

This measure which now needs only the approval of President Hoover, represents a successful climax to a long campaign on the part of organized motordom to secure greater attention to road-building needs of the West.

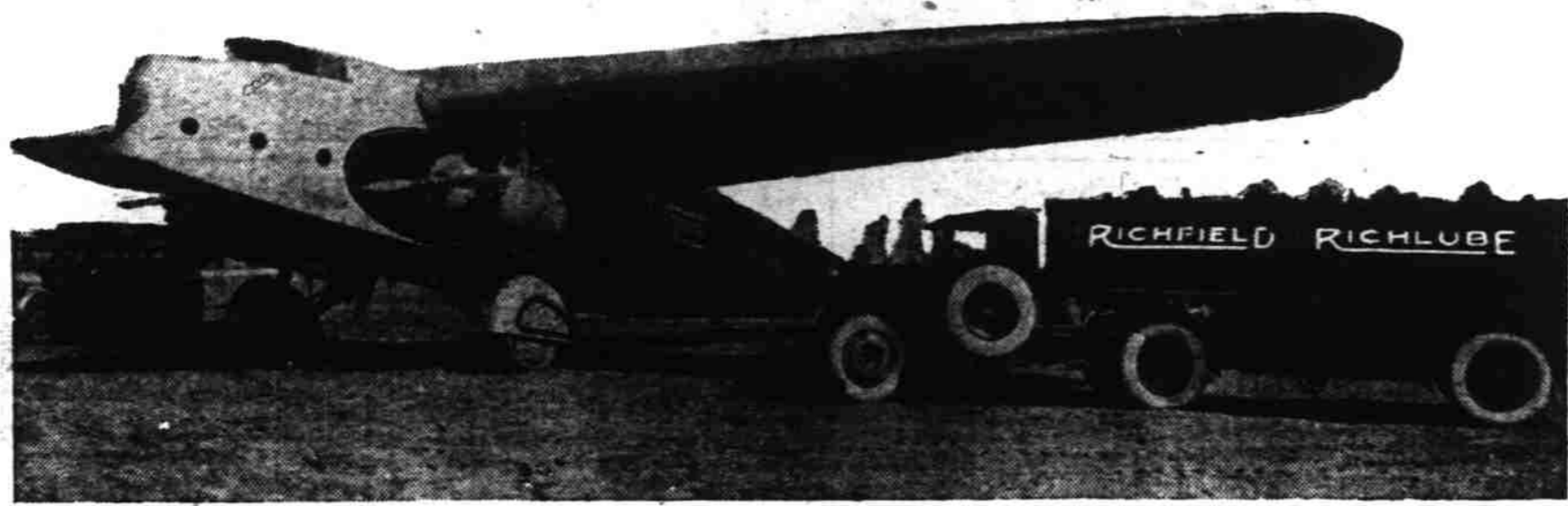
"Although the national forests comprise more than 138,000,000 acres and represent a large percentage of the public domain," says the statement, "it was found that forest roads were not being improved at a rate in keeping with the progress on the Federal-aid system outside of these reserves.

"The American Automobile Association, at its twenty-seventh annual meeting held at Buffalo, N. Y., in July, 1929, went on record in favor of increased funds for forest highways, and with the support of Western affiliations, laid the foundation for the Oddie-Colton bill, which has just been enacted.

"Prior to passage of the bill for increased Federal assistance, it was estimated that an average of fully 40 years would be required to complete the forest roads. Under the new program it can be accomplished in an average of 20 years."

Air service between Prague and Rotterdam, via Leipzig and Halle, started April 1 and will be extended to London.

## WORLD'S LARGEST LAND PLANES "FLYING STAGES" OF THE WEST



Three or more gigantic 30-passenger Fokker cabin air liners, the largest land planes in the world today, will soon be placed in regular service on the Pacific Coast by the Western Air Express. The first two of these huge ships are due to arrive here about April 7 or 8—the third will follow shortly thereafter, and another pair, it is expected, will reach here the latter part of the month. Like all other Western Air Express passenger ships, these will be fueled with Richfield Gasoline, the air corporation having used Richfield exclusively since the creation of its air lines. The photograph shows the start of one of the big "aerial buses" from New York, with a transcontinental motor stage drawn up alongside and a Richfield tank truck at the right.

DWARFING the huge four-teen-passenger planes which have been in service heretofore on the air lanes of the Pacific West will be the new gigantic thirty-passenger Fokker four-motored monoplanes which will be put into service here this month by the Western Air Express.

Indicative of the size and capabilities of these huge liners of the air are figures which have just been made public by the Richfield Oil Company. That organization announces that in daytime runs each plane will be loaded with 400 gallons of Richfield gasoline with a cruising range of 400 miles. For night flying, each will carry a total of 700 gallons of gas with a cruising range of 850 miles.

In addition to the weight of this fuel, each plane will have a capacity of 820 pounds of baggage. On daylight flights, 30 passengers, in addition to a crew of four, will be speeded through the air at a regular cruising velocity of 130 miles an hour. At night, with a crew of five, 16 passengers will sleep in comfortable berths.

**FLEET OF 5 COMING**  
Five of these huge ships, each costing \$110,000, have been bought by Western Air Express for immediate delivery, it is announced. The first two are now en route West by easy stages and are daily expected to arrive at the home field at Alhambra, Calif. The

other three will reach the Pacific Coast this month. Power of the gigantic "flying Pullmans" is obtained through four 525-horsepower Pratt & Whitney motors, arranged in tandem from nacelles suspended from the monoplane wings on either side of the fuselage.

Two-bladed propellers are on the front of the engines to pull the ships through the air, and three-bladed propellers of the pusher type are on the rear motors.

**HUGE FLYING POWER**  
In test flights the monoplane operated on its two starboard motors alone, and on its two port motors alone, and was able to turn with or against the motors.

A useful load of 8,700 pounds can be transported by the plane, which has a gross weight load of 22,500 pounds. Its overall length is 69 feet 10 inches; overall height, 16 feet 6 inches, and wing span, 99 feet.

The cabin interior, fixtures and passenger equipment form a design of comfortable simplicity. Although decorators have made an original effect they have followed the general ideas of those who designed the interiors of the German steamship Bremen and French Ile de France. Passengers are seated in four individual compartments with folding tables for each compartment.

Completion of the Bremen and three large motorships made tonnage of Hamburg shipyards in 1929 largest since 1923.

A total of 49,090 vessels passing through Kiel canal in 1929

represented a tonnage 6 per cent greater than 1928.

Electrification of farms on a large scale is being considered by the provincial government of Quebec.

## INFIDEL BRAINLESS, EVANGELIST STATES

"It doesn't require very many brains and it doesn't require any moral character whatever to be an infidel," Dr. E. J. Bulgin, who is conducting a series of special meetings at the Calvary Baptist church, said last night in preaching on "An Infidel's Gall."

Outlining the various forms of unbelief, Dr. Bulgin said: "There are a number of words which characterize the modern unbelief, and they are very confusing to the average person because they do not mean the same things. The word 'unbelief' will cover all, but just what we mean when we say 'infidel' is one lacking fidelity to the bible. When we say an atheist, it is one who denies the existence of God, and when we say an agnostic, it is one who doesn't know whether God has made a divine revelation, of Himself, either in the bible or through Christ.

When we say 'unitarian,' it is one who denies that Christ was the divine Son of God, rejecting the trinitarian theory. When we say 'universalist' we mean a man who thinks everybody universally will be saved, which of course is infidelity, because the bible says there will be a hell for the wicked. When we say 'modernist,' we mean the man who puts a question mark after almost everything divine, denies the creation story and most generally accepts evolution and no miraculous origin and progress of the universe. He

puts the question mark after the virgin birth, and of course that would make Jesus the product of illicit love. They put the question mark after the fall of man in the garden of Eden, and make the story of sin a mythological story." Dr. Bulgin replied to unbelievers as follows:

"Unbelief requires the proof of a fact already proved and is, therefore, unreasonable. The fact of God is self-evident; it does not have to be proved. Unbelief requires that kind of proof which renders it a moral impossibility, and hence is unreasonable. The best demonstration of His fitness as the Savior was given in the way in which He ignored the foolish demands of unbelief when my Lord and your Lord was hanging on the cruel tree, there bleeding and dying and agonizing for the sin of the world. Unbelief is unreasonable because it asks that kind of evidence that renders impossible to doubt and hence salvation of faith out of the question."

**BILL INCREASED**  
WASHINGTON, April 18. — (AP)—The house rivers and harbors committee late today added to the rivers and harbors omnibus bill an item of \$112,000 for construction of a jetty at the mouth of the Quillayute river, Washington.

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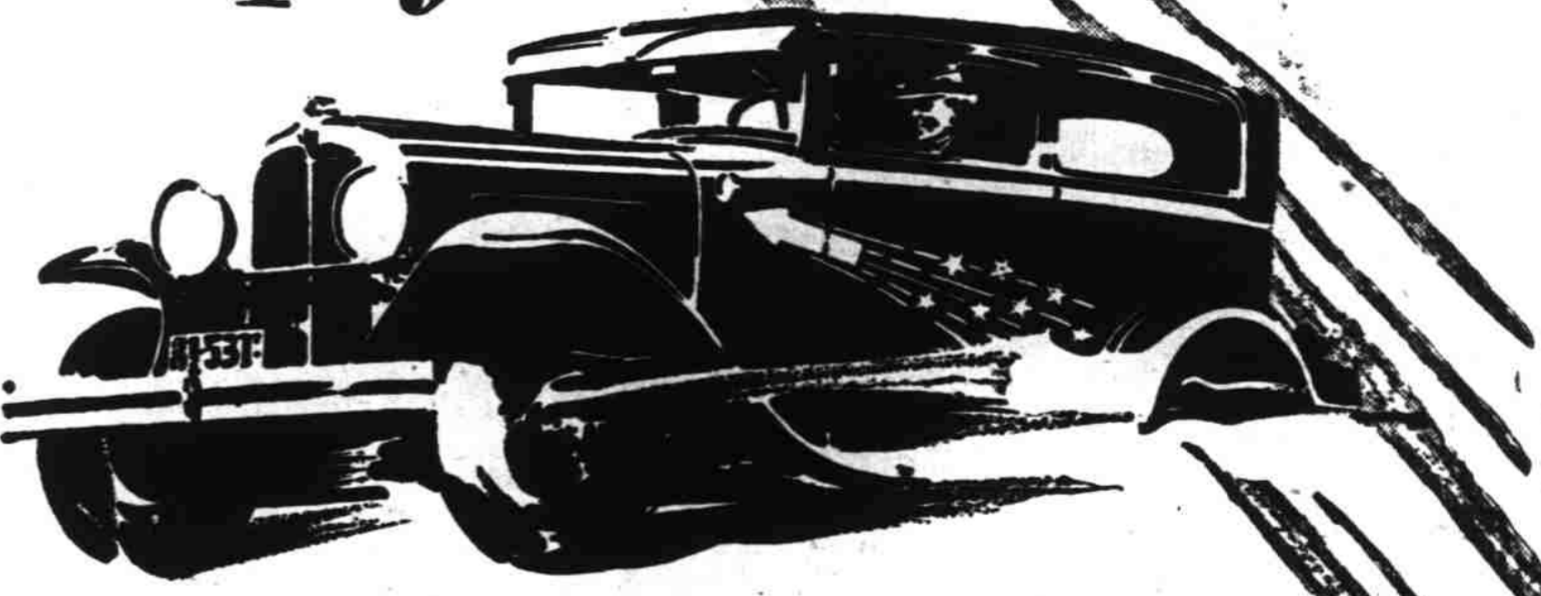
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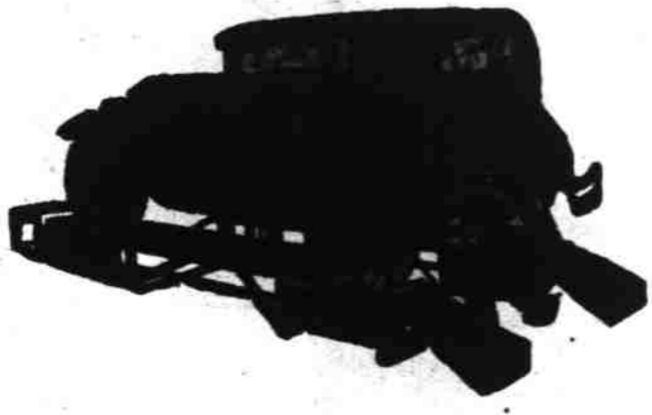


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