

### BATTLESHIPS RUN BY RADIO AND MANLESS AIRSHIPS ARE SUCCESS

Huge Tanks, Laden With Explosives and Guided by Wireless Make Fighting Terrible.

BY HARRY L. ROGERS

WASHINGTON, D. C., Aug. 29.—"Mother, take in your service flag for this is a wireless war!"

In some such manner will the Doughboy's deplorable fate at those who saw service behind the lines have to be amended in the next war if time bears out the predictions of naval and military experts as to the part radio is to play in the conflicts of the future.

Destroyers without a soul on board, maneuvering at full speed in battle formation; battle cruisers zig-zagging with lightning-like swiftness to escape the bomb of a pilotless airplane or the unseen torpedo of a crew-less submarine; whole fleets of dreadnoughts, whose monster guns, aimed by mechanical hands, belch forth tons of steel at other squadrons of electrically-manipulated war-craft—this is the naval warfare of the future, as it is glimpsed by the eye of scientific possibility, from the not inconsiderable height of present-day achievement.

On land the radio-controlled airplane or dirigible may operate even more easily than at sea. Carrying its death-dealing load of bombs or poison gas, which the pressing of a button a hundred miles away may release, it could soar over enemy cities, compelling surrender of their inhabitants by the mere threat of the destruction it might wreak. Should armies ever get within striking distance of each other huge tanks, laden with tons of high explosive might be guided by radio into the enemy lines and there exploded by closing a contact switch in the control station far in the rear.

A few years ago such prophecies would have been hailed as absurd and ridiculous. Today they are accepted as possibilities, even probabilities of the future and the not very distant future at that.

Navy Department experts have been working on problems of radio control for many months and have made notable progress, as was evidenced by the performance of the radio controlled battleship Iowa, during the recent bombing tests off the Atlantic coast. Army engineers, too, are giving intense study to the subject.

What Army experts think of the future of radio in warfare is shown in an official statement concerning the progress of experiments now being conducted at McCook Field, Dayton, Ohio.

"The possibilities of radio control and its application to wartime problems are almost without number," says the statement. "Radio control can be applied to any mechanical apparatus that moves, whether it be in the air, on the ground, on the surface of the water, or beneath the water. Huge land tanks may be constructed and filled with TNT and driven to any desired point along the enemy's lines, where the explosive can be fired by means of radio, or it can be applied in a similar manner to a boat, submarine, torpedo, or even an airplane, and the explosive can be fired when and where desired."

Recent visitors at McCook Field have been astonished at the gyrations of a brightly-painted, three-wheeled vehicle which has been dashing to and fro between the buildings and among the airplanes on the field, under no visible means of control. It is often seen to approach a group of persons, its horn tooting wildly, and then, when apparently about to strike them, to stop short, back, turn sharply to right or left and then speed off in the opposite direction.

The movements of the car are controlled entirely by radio impulses sent out from the station at the lower end of the flying field. The fact that no aerial or antenna system is visible adds to the mystification of the uninitiated.

The car is of cigar-shaped construction, about eight feet long, and turns on three pneumatic-tired wheels. Its speed ranges from four to ten miles an hour, and the controls are so nicely adjusted as to make steering along a narrow roadway an easy matter.

An examination of the interior of the car shows an amazing collection of batteries, switches, wires, vacuum tubes, potentiometers, relays and magnetos, all of which are necessary to a complete control of the apparatus. The "brain" of the mechanism is the selector. Various combinations of dots and dashes are sent out from the control station by means of a specially-constructed transmitter, each combination calling for the accomplishment of a certain operation of the control apparatus.

It is the function of the "selector" to decode these various combinations of dots and dashes and to close the circuits to the desired controls. So delicately is the "selector" constructed and so rapidly will it operate that it is possible to put in operation any of twelve distinct controls in a period of less than one second. That is to say, less than one second elapsed from the time any push-button on the automatic transmitter at the distant radio station is pressed until the control on the car is functioning. Such speed of control has never before been accomplished. The car has been controlled equally well from an airplane and from a ground transmitting station.

### GUNNERS OF NEW MEXICO ARE STILL IN THE LEAD

WASHINGTON, Aug. 29.—(I. N. S.)—The battleship New Mexico, flagship of the Pacific fleet, is perhaps one of the best, if not the best, fighting ship afloat on the seas of exercises recently completed. This vessel came off with the highest honors for battleship efficiency, gunnery and engineering of any ship in her class of the American Navy.

### AUTHORITY FINDS THAT SUICIDES OF CHILDREN ARE ON THE INCREASE.

Noted Persons Were Prey to Mania for Self-Destruction; Why Some End Lives.

BY MARGERY REX

(Written for the International News Service.)

NEW YORK, Aug. 29.—Suicides are on the increase.

Especially among children. Reports covering suicides for the first six months of this year show that 214 boys and 233 girls have killed themselves.

During the same period of 1920, 225 children ended their lives.

The figures come from the Save-a-Life League, of which Dr. Harry March Warren is president.

The object of the league is the prevention of suicides, and its head reports that the increase in the number of self-inflicted deaths is the aftermath of war among adults and the fear of parental anger due to failure in school examinations in the case of children.

Of the many children who killed themselves in the first six months of this year Dr. Warren said: "Many of these children leave notes in which they declare fear of examination impelled them to die.

It is not the examinations, really, but the barbarous threats of parents to inflict terrible treatment in case children don't pass. Many fathers and mothers are rough and mean to their unfortunate offspring. Some teachers are so vexed. Many children are in poor health and therefore weak in their studies and in resistance.

"Many parents actually persecute their children. I cannot understand how this can be. They select one particular child as the victim of their temper."

The difficulties of childhood and of that period of adolescence during which the child becomes an adult were understood very well by George Eliot, the writer, who reflected upon her own youth, the hardships of which made her contemplate suicide.

"The insupportable piteousness of youth! I was happier when older. If there is any terror of despair equal to that of adolescence it has yet to be discovered."

Napoleon Weak at 17

At the age of thirteen Lord Byron, in school at Harrow, spoke of the attractions of death. Later, in Cambridge, he kept pistols about "with which to answer some of these questions."

Napoleon said:

"What madness impels me to desire my own destruction? Since death must come, why not kill myself? Why should I endure those days when nothing I am concerned in prospers?"

This at seventeen—later he felt more sure of success.

But what of the adult's suicide? Mr. Warren says:

"The increased number of suicides is due to the aftermath of war. People wrought up during that period are relaxed now and in this let-down condition often think of death.

"During the war there were few suicides. Misery likes company, and when many persons had the same burdens they seemed lighter to bear.

"In May and June, when the world is bright and gay, and when people are outdoors and looking happy, there are many suicides. Miserable people cannot endure to contrast their lives with those of contented persons.

"November, that black, horrid month, finds few wishing to die. A general air of gloom has settled upon the world, and troubles are easier to bear.

It is a Common Tragedy

"The tragedy of suicide is a common one. There is no thought that comes quicker when adverse conditions pile upon us. People think: 'What's the use?'

"Would-be suicides need a friend, and to quote the words of Paul—'this is the thing I do.'"

"We must keep people from destroying their God-given lives. We set them when they have reached the most desperate stage of existence.

"Hope is what they need.

"Two things cause the desire to end life, a multiplicity of sorrows and losses and a great loneliness. We insist we hope, give people a second wind. We show them another way out. We point out the awful risk of taking such a step.

Try to Keep Plans Secret

"When we are sick we go to a doctor. If in need of legal help to a lawyer. Why, then, when we mean to

take a much greater step do we not talk it over with some person of discretion?"

"Secretiveness always marks the person who comes to me to discuss a contemplated suicide. The man or woman before me describes the troubled mental state of a friend.

But they finally tell all.

"Many men write to me to get them wives, but that is impossible. These fellows say they would marry girls that were unfortunate and betrayed and not ask questions. I tell all these people to go into church social life, where they will meet people.

Lincoln, at the age of thirty-two, wrote to Stuart, his friend: "I am the most miserable man alive. I must die to be better. I cannot write more." In a note to another friend he enclosed a clipping on suicide.

With this comment Mr. John Drinkwater summed up his experiences while on a lecture tour in the United States, from which he has just returned.

He is thoroughly optimistic about the future of the relations between the two great English-speaking nations.

"No Reason to Be Scared."

"Of course," he went on, "there is the small minority, with a loud voice, which wants watching and answering from time to time, but there is no reason to be scared about them.

"Americans and Englishmen were, of course, made to like each other. Although I would not live anywhere else but in England, I have the highest regard for Americans. A man like J. W. Davis, the retiring ambassador, for example, is the salt of the earth."

He is enthusiastic about bringing the two nations closer together by the aid of literature and the fine arts.

"Literature Moves Westward."

"It is a great pity that the great stream of literature moves westward," he commented; "there is a great and generous public for English literature in America, but one can hardly say the same here of American books."

Mr. Drinkwater suggested that some such body as the English-Speaking Union should organize a lecture tour in England for some half-dozen of the great men of American literature, giving as his reason that if England wanted to strengthen its friendship with America she should pay some of her writers the compliment that they have paid Englishmen and begin to take some interest in American works.

# Mothers and Fathers of Pendleton

IT DOES MY HEART GOOD TO MEET SUCH FINE AND HEALTHY YOUNG AMERICAN BOYS AND GIRLS AS YOU CAN BOAST OF FOR AT NO TIME IN ANY TOWN ON THIS SIDE OF THE MISSISSIPPI RIVER HAVE I EVER MET A FINER BUNCH. AND I ONLY HOPE THAT AT SOME FUTURE DATE I MAY RETURN, EVEN AFTER THESE CHILDREN ARE GROWN, SO THAT I MAY SEE THEM AS MEN AND WOMEN, FOR I KNOW THEY WILL BE A CREDIT TO THEIR HOME TOWN AND A SOURCE OF GREAT JOY TO YOU, THEIR PARENTS.

## I Will Always be a Booster for PENDLETON

THE BEST TOWN THAT I HAVE SEEN IN OREGON

BUT I AM NOT HERE AS A PUBLICITY MAN FOR YOUR FAMILY OR CITY, I AM HERE TO SELL

# \$20,000 Worth of High Grade Furniture

AND SELL IT I WILL! YES, AND THE WAY SOME OF THE PEOPLE ARE BUYING, MY CONTRACT WILL SOON BE COMPLETED. HAVE YOU GOT YOUR SHARE? NOW YOU ARE GOING TO BUY BEFORE I LEAVE, SO COME ON IN, THE WATER IS FINE, GET IT OVER WITH, THEN I CAN SELL YOU SOMETHING ELSE.

The Place | The Time  
**CRAWFORDS** | **Now!**

--BECAUSE--  
**YOU SAVE MONEY**

Don't forget the pig race Thursday morning, the chicken race Saturday afternoon at four o'clock, and remember, you may get a floor lamp or the phonograph free.



J. T. CALLAHAN  
America's Greatest Sales and Publicity Expert.

### Original One-Piece Suits



This was taken at Heidelberg, which is becoming Germany's most popular seaside resort. It is the only place in the world where the blue bathing suits and no beach cap says a thing about them.

### Affinity Cases Multiply

There are many affinity cases. They write or call to tell me of the wreck of life without the loved one who is somebody else's wife or husband. They tell of going over to look at the river. They consider themselves unique types of matryrs. I tell them that sort of thing is much commoner than generally believed and that lots of people have the same delusions from which they suffer.

"In later years they will look back with unbelieving minds on the torments they suffered through such ideas.

"I am not aware that we have ever lost a person. It is possible, but never have I read in the newspapers of the suicide of anyone whom we tried to save."

But many famous men of the past have despaired and thought of death and lived on to find fame and happiness in some cases.

John Hay, statesman and writer,

### "SOLIDARITY" OF BRITISH AND AMERICAN SEEN BY PLAYWRIGHT

LONDON, Aug. 29.—(I. N. S.)—"There is no shadow of doubt as to the solidarity of the goodwill existing between the Americans and the English."

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### Introducing "Mona Lisa"



She's queen of her class. She was judged the best French bull at the dog show at Long Branch, N. J. M. Roemer, of New York owns her. He calls her "Champion Monte Carlo Mona Lisa."