

JAPAN READY TO LAUNCH LAST OF MIGHTY WARSHIPS

By Glen Babb
(Associated Press Correspondent)

TOKYO—(AP) Last of the eight 10,000-ton cruisers called for by the Japanese navy's current building program, the Maya is now under construction in the big Kawasaki dockyard at Kobe.

A dozen Shinto priests, in white robes and carrying branches of the sacred "sakaki" tree, emblem of sacramental purity, recently performed the simple purification rites accompanying the laying of her keel, designed to ward off evil influences and beseech the blessing and protection of the national gods for this instrument of empire.

These rites of an ancient cult seem a little out of harmony with the modernity of the Maya and her sisters, but they help ensure the human morale that must make these machines effective.

The Maya, whose details are to be followed in all her sisters, has a speed of 33 knots, a designed horsepower of 130,000, and carries 10 eight-inch guns. She is believed to embody many new features of naval design, but these are a well guarded secret.

The glimpse obtained of her at the Yokohama naval review showed long, low lines drawn for speed. She carries a fighting top more like that of a battleship than of a light cruiser; turrets for her eight-inch guns show fore and aft; her whole aspect is formidable. She has a crew of 700 men.

The Maya is to be joined in commission within a few weeks by her next sister, the Myoko, now undergoing her trials off the Yokosuka naval base, where she was built. The Haguro and Ashigara, from the private dockyards of Mitsubishi at Nagasaki and Kawasaki at Kobe, respectively, were launched last spring, and should reach completion about the end of 1929. Next come the Atago and Takao, still on the ways at the naval arsenals of Kure and Yokosuka and due for launching this year. The Chokai was laid down at Nagasaki last April and now the Kawasaki builders have the Maya in hand.

On the last authority it is learned that this eight-cruiser program is the only one now contemplated by the navy department. It still has three years to run, as it will not be completed until early in 1932. At the time the American house of representatives passed the 15-cruiser bill a year ago, Admiral Kato, minister of the navy, said Japan had no intention of framing a "reply" program. The budget for 1929-30 contains no appropriations for any naval construction except the program already in hand.

The official Japanese position is that the Maya class are merely replacements for old cruisers now becoming obsolete and are necessary to maintain the balance of the navy as an instrument of imperial defense.

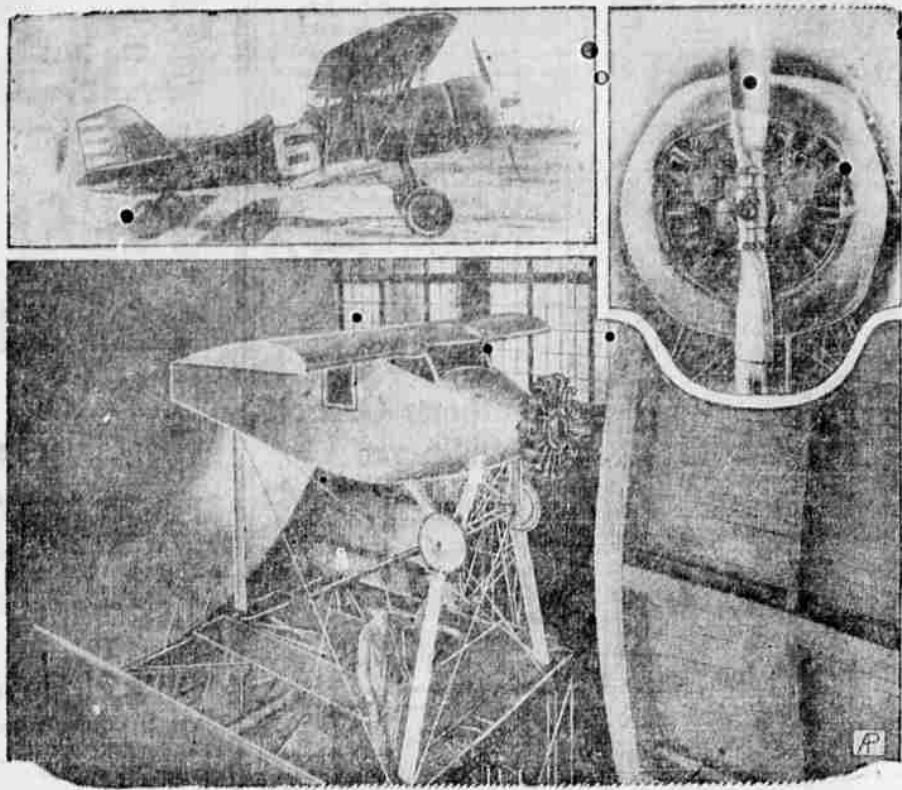
This will give Japan in 1932, a navy of six super-dreadnaughts, four battle cruisers, 23 cruisers, including 12 first class (more than 7,000 tons) and 17 second class (under 7,000 tons), 54 first class destroyers, 49 second class destroyers and 65 submarines. This does not include ships which will have become obsolete by 1932.

The Maya and her sister ships are costing each about \$15,000,000. A noteworthy feature of these vessels, as of the new cruisers of all the naval powers, is the tremendous horsepower. The Maya's 130,000 horsepower is greater than that of any battleship afloat, and only four naval craft in the world, all of special design, exceed it: the American aircraft carriers Lexington and Saratoga, 130,000; the British battleship Hood, 144,000; and the Japanese aircraft carrier Aogi, 131,000.

To compare with the Maya class the United States has the new 10,000-ton cruisers Pensacola and Salt Lake City, with a designed horsepower of 107,500, speed of 32.5 to 33 knots and a main armament of 10 eight-inch guns. Six others of similar design are to follow these. Great Britain has the Kent and her four sisters, 10,000 tons, 33,000 designed horsepower, 32 knots and only eight eight-inch guns. The Kent, Berwick and Suffolk of this class were guests at the Yokohama review and presented a very peevish aspect as compared with the Maya. The British cruisers, painted white, riding high and broad of beam because of their anti-torpedo blisters looked more like merchant ships than like the warlike Maya.

Japanese naval men are watching with interest the American cruiser program and the developments in cruiser design accomplished under it. The six cruisers authorized to follow the Pensacola and Salt Lake City are expected to exceed the Maya and her sisters in speed by about two knots, which still further increases the expected speed of the 15 cruisers which President Coolidge has asked the senate to approve.

Intricate Study Produces Simple Cowling



Experiments by the scientific staff of the National Advisory Committee for Aeronautics in the 20-foot wind tunnel (below) at Langley Field, Va., have resulted in development of a new cowling for radial air-cooled engines which increases the speed of flying qualities of airplanes at small cost. The flow of cooling air is controlled from the time it enters an opening at the front (upper right) until it flows smoothly out at the rear of the cowling around the fuselage (upper left).

By Coleman B. Jones
(Associated Press Science Editor)

LANGLEY FIELD, Va.—(AP)—The new cowling for radial air-cooled engines developed here in the Langley Memorial laboratory of the national advisory committee for aeronautics gives little indication, in its simplicity, of the intricate problems its development involved.

"The new cowling provides, for the first time, an efficient means for covering the air-cooled engine in such a manner that, while it is provided with sufficient air to keep it from overheating, the resistance it offers to the wind in flight is radically reduced. The effect is to increase the speed of a plane greatly without additional power, and to improve its flying qualities in smoothness of operation.

The device is a combination of two forms of cowling worked out during the investigation. Inside, a little less than half of each cylinder and the connecting rods are covered, leaving the tops of the cylinders jutting out. These are then covered with a sheet of metal shaped like a halfed off shell and having a hole at the front to provide space for the propeller shaft.

The admission of air, The air taken in through the hole is directed between the cylinders to reduce turbulence and at the same time cool them, and is directed so that it flows out at the rear of the cowling in a smooth layer around the fuselage.

To attain this result, a number of experiments and exact measurements were necessary which had never been possible until the laboratory's 20-foot wind tunnel was completed early this year.

With a full size, single engine cabin fuselage set up in this tunnel, facing a stream of air moving toward it at a velocity of 110 miles an hour just as if it were in flight, various degrees of cowling for the engine were installed and studied, ranging from entirely exposed to completely covered cylinders.

Temperature measurements were made at 65 different points on the engine during the experiments and then each test cowling was cut away and altered until the measurements showed that it was allowing the engine to cool properly under the most arduous conditions of flight. The effects of each cowling on the drag of the plane and the propulsive efficiency of the propeller also were measured.

At the different stages of alteration the cowling was tested in progress. It was discovered that the air resistance of the fuselage itself could be reduced by making it more nearly round than the conventional form, and when the net results were put together, it was demonstrated that the design finally adopted reduced the drag 2.6 times as much as the most effective form ever before used.

A Curtiss army pursuit training plane equipped with the same type of Wright Whirlwind engine used in the experiments and with its fuselage rounded and with the new cowling installed, was used for the actual flight tests.

The maximum speed of this plane, it was found, was raised from 115 to 137 miles an hour with the engine turning over at 1900 revolutions a minute, which without the cowling would have required an additional 63 horsepower to accomplish. It was also discovered that the 115-mile speed could be attained at only 1770 revolutions a minute instead of 1900, which was estimated to represent a saving of three gallons of gasoline for each hour of flight at that engine speed.



Flivver Sam

"Old men," reads a scolding editorial, "are too frisky these days. Too many of the flivvering crowd consider themselves constantly flivvered. Why not? After all, a man's only old ones."

Times Are sure Expensive
A thousand dollars once
A fortune seemed—but now, alas!
We need almost that much
To keep the car in trees and grass!

When the Fair Sex Takes to Selling Cars
"I intended to buy a Buick, but that blonde from the La Salle agency gave me a better demonstration."

"She's a beauty! I mean the car!"

"My wife saw me out riding with the saleslady, but I had enough presence of mind to tell her that I was going to buy the car."

"I've had five demonstrations. None of the demonstrations appealed to me."

"Have you heard about Jim?"

"No. What about him?"

"He's got a new car coming next week, and for the life of him he can't tell you the make."

Every family should own its own home and its own flivver to stay away from it in.

But roads show which way the taxpayers' money goes.

Before a speeding motorist can complete his remarks about a small town he has to speak in the past tense.

"What kind of a car have you?"

"I got a Wreck."

"A Wreck?"

"Yeah. Every time I park it a dozen people come up, ask me if I've reported the accident yet."

Though I speak with the tongue of men and of angels, and have no charity, I am become as a 1915 model Ford.

Stop, Look, Listen!
He heard the foot, but tried to shout
And bent the chin-choy to it.
The poor gabool now (wange a hoo!)
Take heed and don't you do it.

The curtain rises and Tolly and Yella come on.

Tolly: "Well, I see you're back from your cross-country tour. How were the roads in a whole?"

Yella: "As holes they were fine, but as roads they were terrible."

Tolly: "You looked for bad

roads in the middle west, didn't you?"

Yella: "No, we didn't have to look for them."

Tolly: "How did you get thru Kansas?"

Yella: "As soon as possible."

Tolly: "Is the scenery pretty in Missouri?"

Yella: "I don't know—we didn't buy any postcards."

Tolly: "What did you get out of your drive?"

Tolly: "Nineteen no. 25 and 27 ticks."

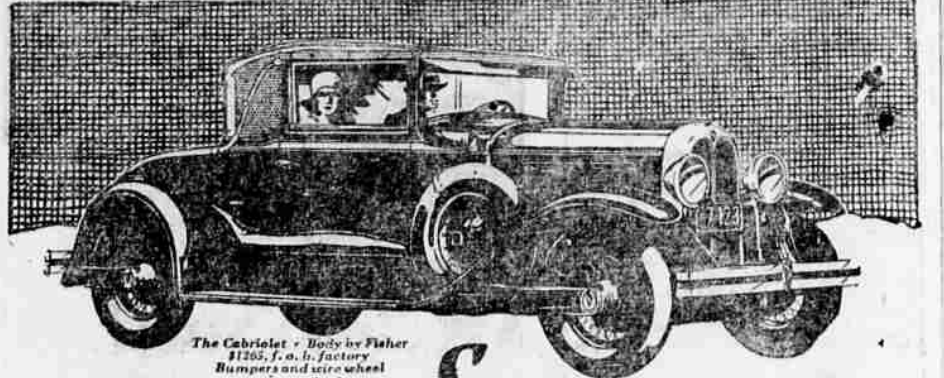
Very bad roads. Non-Medford is protesting the establishment of several "parkies."

Mother Goose
Jack and Jill went up the hill
At 80 miles an hour
A cop unkind—
Was right behind—
They're seeking bail to get out.

Gumpowder, automobiles, planes and professional patriots are all dangerous and should be prohibited along with whiskey.

Looking over the picture of the Young woman who was being put into the hooves by a misanthropic of a Baptist organization we are inclined to believe that his judgment was good on some occasions.

KLAMATH FALLS, Ore., Jan. 26.—(AP)—The fate of William Thompson, picturesque cattleman of Klamath, charged with the murder of Velox Pearson, Indian, on the main street of Chiloquin on the night of November 27, neared the jury stage late today as state and defense attorneys submitted their final arguments.



The Cabriolet - Body by Fisher
\$1265, f.o.b. factory
Bumpers and wire wheel equipment extra

Some Day Soon you're going to Drive this Great New Car...

Some day soon you're going to drive a New All-American. And what a glorious experience that will be!... What a revelation in brilliant performance. In smoothness... in silence... in flashing change of pace. In the safety provided by its "squeakless" internal-expanding four-wheel brakes. In the power produced by a big, smooth, silent engine... with its dynamically balanced, counter-weighted crankshaft... its exclusive patented rubber cushioned mountings... its Harmonic Balancer... its C-M-R cylinder head. And what a discovery in new and effective beauty.

Prices \$1145 to \$1275, f.o.b. factory, plus delivery charges. Luxurious Hydromatic Shocks, bumpers and spring covers included in list prices. Bumpers and rear tender guards extra. Check Oakland desired price-features, include lowest landing charges. General Motors Time Payments Plan available at participating rates.

SANDERSON MOTOR CO. Phone 1385
So. Bartlett and 8th
ROBINSON MOTOR CO., Ashland, Ore.

PRODUCT OF GENERAL MOTORS

A NEW ALL-AMERICAN SIX

BY OAKLAND

service dealer uses Firestone equipment and the Firestone method of tire repairing. That is why it is possible to guarantee results from every job that is undertaken.

Firestone's service includes: checking air pressure, aligning wheels, inspecting rims, inspecting tires and giving helpful advice. Every detail is handled by men thoroughly familiar with Firestone principles. They know they have a reputation for quality and dependability to uphold, and they take pride in doing the best work.

Every car owner should avail himself of the opportunity that is offered to regularly check up on the condition of his tires. If he did this, he would not only save money on repair bills, but would get many extra miles of trouble-free service from his tires.

a great number of questions about her.

The Afghan queen is reputed to be a good horsewoman and a good shot with a bow. And they say she has great personal courage. It is reported that contrary to the general impression she refused to flee from her palace at Kabul to the security of a fortress during the dark moments of the Afghan rebellion, thus placing herself on a par historically with that other beautiful queen, Theodora, consort of the Emperor Justinian, who, when a mob attacked the palace in Constantinople, refused to fly to safety and withered her advisers with her famous retort:

"How brave a spectacle is a kingdom!"

Queen Soraya plays the harp and sings in a most beautiful manner. Her voice is a clear, and beautiful soprano.

When their majesties visited Persia recently, King Amanullah's advisers prevailed upon him to suggest that the queen appear before the parliament in a traditional Afghan dress. But Amanullah was not satisfied.

"If one has a beautiful flower," he said to some Persian officials, "one likes to show it in one's buttonhole. And the queen is very beautiful."

GRANTS PASS, Ore., Jan. 26.—(AP)—Gold ore too valuable to be milled was being exhibited in Grants Pass today. The ore, from a new strike in the rich Robertson mine at Galice, is to be sent east for jewelry purposes. It is from a vein about 16 inches wide and will run in value about \$500 a pound.

MODERN WAYS OF AFGHAN QUEEN IS OIL TO UPRISING

PESHAWAR, India.—(AP) Queen Soraya of Afghanistan may yet live to see her name bracketed with that of Helen of Troy.

This British outpost on the northwest frontier of India, the haven of refuge for those who escaped the fighting at Kabul, which is 100 miles away over the mountains, already is calling her the woman who took off her veil and started a war. That is not a whole truth, but it sums up a large portion of the reasons for the Afghan revolt, which has resulted in the abrogation of King Amanullah in favor of his brother.

The wild and warlike Afghans, whose country has been a perennial fighting ground since the days of 328 B. C. when Alexander the Great marched through on his way to conquer India, swallowed many of King Amanullah's western reforms without a murmur, but when it was suggested that the Afghan women might follow the lead of their Turkish sisters in discarding their veils, the mutinies began to clamor. And their clamor finally resulted in a full fledged revolution, in which some of the beautiful queen's western trinkets were burned by a public bonfire.

Not only that, but the beautiful royal palace at Jalkhabad was burned and the king and queen besieged in their other palace at Kabul (pronounced Kaw-lah, with the accent on the first syllable).

The queen is of Syrian descent. Her father, Bey Khan Taraq, Afghan foreign minister, was at one time a newspaper writer. Her brother, Abdul Tarai, commands the cavalry school at Kabul.

When she was in Paris, Queen Soraya insisted on visiting Versailles, and she took particular interest in the apartments of the ill-fated Marie Antoinette. She asked

The O. K. TAG

ON OUR Used Cars Is Your Assurance of Complete Satisfaction

We have the best equipped used car lot in southern Oregon.

We have a line of GENUINE O. K. USED CARS that will meet every requirement and every pocketbook.

The O. K. tag is backed by the integrity of PIERCE-ALLEN MOTOR CO.

Your Money Goes Farther When You Choose an O. K. Used Car

Pierce-Allen Motor Co.

112 South Riverside—Phone 150

USED CAR LOT—8th and Bartlett Phone 941

I like it

- is motordom's landslide verdict by actual ballot

1,000,000 Super-Six owners lead the overwhelming vote

In more than 5,000 Hudson-Essex salesrooms all motordom is voting, "I like it"—of the Greater Hudson, and of Essex the Challenger.

Thousands are seeing and inspecting these beautiful new cars. Thousands are riding. Thousands are experiencing the performance of greater power and smoothness, the efficiency of new type double action 4-wheel brakes, the greater riding and steering ease, and the even greater economy of these cars.

And on just such ballots as shown at the left they are personally marking and depositing the mightiest verdict of favorable opinion ever authentically expressed for a motor car—And that opinion is almost unanimous.

See these cars for yourself at the nearest Hudson-Essex Salesroom—and vote your own ticket.

Seven Essex models from \$695 up at factory, fourteen Greater Hudson models from \$1095 up at factory.

ARMSTRONG MOTORS, INC.

101 S. Riverside Ave. Phone 18

ESSEX the CHALLENGER

THE GREATER HUDSON BALLOT

I LIKE IT

1. General Appearance Liked I don't like it

2. Size

3. Riding Qualities

4. Control

5. Performance

6. Detail

7. Mechanical Details

8. Quality

service dealer says: "Tire service rendered by Firestone dealers is designed to save you money and serve you better. Thousands of motorists have learned from experience that this service is responsible for many extra miles from each Firestone tire.

In the first place, a Firestone