

FASTER LINERS TO PLOW ATLANTIC IN QUEST OF RECORDS

NEW YORK (AP)—The reign of the Bremen, new queen of the seas, extends over a rebellious domain.

The rule of the new North German Lloyd liner, barely enthroned beneath the mythical blue pennant emblematic of the speediest crossing of the Atlantic, already is being challenged by three nations.

The challengers representing France, Great Britain and the United States are the French, White Star and United States lines, and particularly the British dynasty of Cunard, whose Mauretania for 22 years prevailed as the fastest commercial vessel afloat until the coming of the Bremen.

Honors of the Bremen are temporarily secure, even from the threat of the Mauretania, while in Germany a sister ship, the Europa, is building and reports that it will surpass the accomplishments of the present record holder.

Even before the Bremen departed last week on its maiden voyage to establish a new record of 4 days 15 hours and 42 minutes between Cherbourg and New York, major competing lines had projected construction of new giant ships, but steps toward actual accomplishment were slow until the Bremen completed its spectacular trip.

The voyage stirred shipping circles to recognition of a tremendous competition which will revolutionize transatlantic business, and steps must be taken immediately to meet it.

The United States line, headed by Paul W. Chapman, banker, has announced that keels will be laid early next year for two new ships, each to cost \$25,000,000, and each to be larger than the flagship Leviathan, which is of 59,557 registered tonnage and 867 feet long. No speed estimates of the new ship were given, but T. V. O'Connor said they would surpass anything in both size and speed.

The French line, long ago announced plans for a 1,000-foot liner, and on his return from Europe two days ago, Jean Billier, assistant director of the line in the United States and Canada, reiterated that the project would go through. He declined to give figures, contenting himself with saying that the vessel will be "very much larger and faster than anything afloat today."

The Cunard line, through John Gammie, assistant manager, said the keel would be laid within a year for a new Cunarder to cost between \$25,000,000 and \$30,000,000. Final designs are being considered.

Work has been started on the

NO DUDES HERE



Riders of the Dude Ranches of the West have no place with these cowpunchers whose annual Rodeo season begins in July and August. The spectacle of these annual affairs staged in true Western fashion as shown above brings visitors from all parts of the country. Notice how a cowboy has roped the young lady in the Pontiac sport coupe.

Hudson-Essex Largest Half Year in Its History

new White Star Oceanic, although progress has been halted pending determination of whether the propulsion will be Diesel-Electric or Turbo-Electric.

It will be of 60,000 gross tons and 1,000 feet in length and would cost approximately \$25,000,000. Plans are to have the vessel in operation in about two years.

BELGIAN WOMEN BACK PROHIBITION REGIME

BRUSSELS (AP)—The governmental committee appointed to investigate Belgium's prohibition law has received a petition signed by the representatives of 145,000 women affiliated with the Democratic Christian Labor organization.

The petitioners, who represent groups from 350 communities de-

claim that the vessel will be in operation in about two years.

By depending all fuels at the same time, it takes about three minutes to refuel an airplane completely, as compared with 30 to 40 minutes by ordinary methods of pumping. Parks' pump shoots about 20 gallons of gasoline a minute into a plane's tank.

In defiance of the natural habits of the fowl, 131 turkeys are being raised in complete confinement at the Pennsylvania State college agricultural experiment station.

PLANE REFUELED QUICKLY BY SPECIAL TANK ON CAR

SAN ANTONIO, Tex. (AP)—Just how closely the automobile may be associated with the airplane is demonstrated by a refueling truck designed by Wayne Parks, manager of Winburn field.

It accommodates 200 gallons of gasoline, 75 gallons of oil and 25 of water. Special pumps and an air compressor are driven by a power take-off from the truck's transmission.

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SUMMER MONTHS MOST DANGEROUS YOUTHS ACCIDENTS

Chicago, Aug. 10.—(Special)—What are the most dangerous months of the year for children on our highways?

To answer this question, the National Safety Council recently assembled the accident reports of 41 cities of the United States of over 100,000 population, that had sent in their classified automobile fatality reports for the entire year 1928.

Mostly Accidents to Pedestrians.—These cities reported for 1928 a total of 759 fatal automobile accidents of all kinds to children under 15 years of age. A total of 645 of these accidents, or nearly 85 per cent, were accidents to children as pedestrians.

The classification of these figures by months shows that the four summer months of June, July, August and September are the most dangerous to children as pedestrians. These are the months when school is not in session, and when automobile traffic is probably at its height. Closely following these four months in highway hazards, according to this report, are the months of April, May and June.

September Most Dangerous.—This report showed September to be the most dangerous month of the year to the child on the highway, and February was the safest month. For the month of September, these 41 cities reported 78 deaths to children as pedestrians. July showed 77 deaths, and August 79 deaths. April showed 64 automobile fatalities to children under 15 as pedestrians; June showed 69 fatalities, and May 59 fatalities.

October was also a dangerous month to children on the highways, this report showing 57 deaths. There was a sharp drop for the other five months of the year. March had 42 fatalities to children as pedestrians. December followed next, with 40 fatalities. January had 33 fatalities. While February, with only 27 fatalities, was only about one-third as hazardous to the child on the highway as the month of September, with 78 fatalities.

These reports indicate, as stated, that about 85 per cent of all automobile fatalities to children were as pedestrians.

ATMOSPHERIC KICK DRIVING A PLANE

By Erwin Greer
President Greer College of Aviation, Chicago, Ill.

"Anyone can fly" has long been the slogan of manufacturers of small airplanes. The past two years, and that slogan is fact, for anyone can fly. Private owned airplanes are now quite within the reach of the average man's pocketbook.

Let's say that the small planes cost the same to fly per mile as the railroads charge for a ticket—no more.

Motor operation and depreciation are the largest items in the private flyer's budget, but these are constantly being reduced. The most common of present day planes is said to have a depreciation cost of about \$2 an hour, and uses about six gallons each hour of full flight. Fuel costs are therefore in the vicinity of \$2. An added expense of fifty cents an hour for high-grade oil brings the total cost for power at \$2.50 per hour.

This sum will provide you with at least seventy-five miles of transportation, which is much less than the fare for two persons by rail. Of course, though, the original cost and storage of the plane have not been considered. Storage for light planes can be had for \$30 a month, but the original cost of the plane must be counted as an investment. Its maintenance is of minor cost. The plane itself will outlast several engines.

One owner who has kept a detailed account of his expenses in flying with an engine of eighty-five horsepower says his total expense for repair and maintenance has been less than three cents a mile over a period of three months. This owner, who is a pilot of limited experience, makes no claim to excel in any form of flying. But he does say that his plane has saved him many hundred dollars' worth of time.

From this, and from other experiences of light plane owners, it is seen that flying is well within the reach of the average business man. Expenses will, of course, vary with your taste in aircraft and the intensity with which you follow flying.

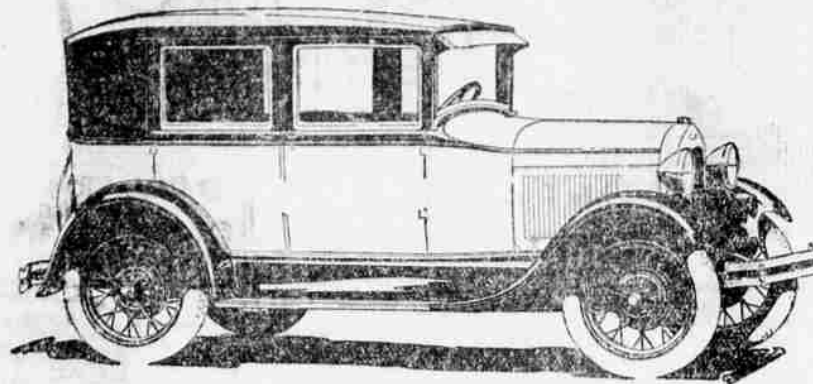
So, order your plane now. It will later enable you to save hundreds of dollars in transportation. Besides, the freedom of business life will be transferred into an atmospheric kick, and literally shoot you "up in the air."

BETTER DEAL FOR GIRLS
IS NEW GOAL OF CHINESE

SHANGHAI (AP)—One of the hopes of the nationalists is to give the baby girl equal rights with the baby boy. The Chinese boy for ages has had much the best of it all around.

He is looked for and prayed for and when he arrives he is pampered and spoiled. Wage earners the thing out here—the boys earn much more than the girls. It has been the custom of centuries. A girl is not wanted, but the new regime would change all this, or at least put all the little Chinese misses on an equal footing in parental eyes with the tiny male members of the family.

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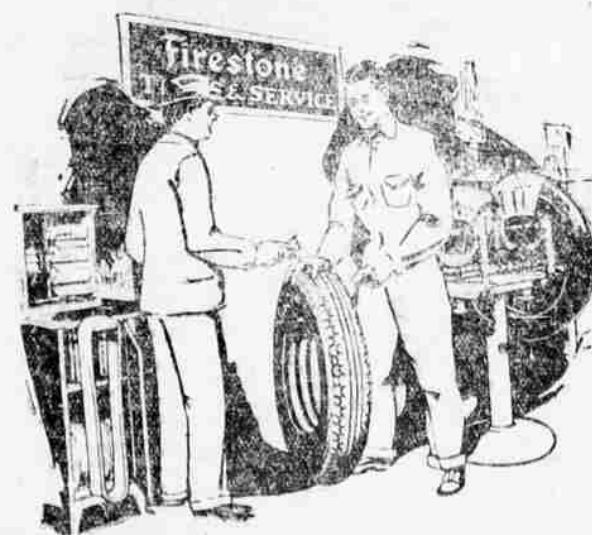
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