

ATLANTIC AIRLINE RUSHED BY FOUR RIVAL COUNTRIES

U. S. Leads in Plane Development as France, Britain Bid for Ocean Traffic - Germany Favors Airship

PARIS.—(UP)—Convinced that the day is not far off when aircraft will compete with ocean liners in carrying mails and passengers regularly across the North Atlantic, four nations this year will speed their preparations for entering in this unknown field.

The United States, France, Great Britain and Germany, each of the first three with its favorite airplane types and chosen routes, and the last named with airships, will try to clinch their positions in the coming year. If not actually running regular air routes within the next 12 months, they will at least have the most important part of their preliminary study done. Routes will be mapped, organization arrangements will be under way, and perhaps even plans for hangars, seaplane landing places and other ground work will be accomplished.

U. S. Ahead Technically

All of these countries have devoted careful study to the North Atlantic in recent years and have made plans, at least in a general way, for the

KING OF KINGS AT WAR FRONT



Haile Selassie (foreground), emperor of Ethiopia, is shown during his secret airplane tour of the southern battlefront when he inspected defenses thrown up against the invading Italian army. This picture was rushed to London and sent by radio to New York. (Associated Press Photo)

HOW'S YOUR STOMACH?

WHEN your stomach gives trouble, with gas or "sour risings," why not try Dr. Pierce's Golden Medical Discovery. It stimulates the appetite, improves the action of the stomach and makes the food digest better. Mrs. Edward De-Clark of 263 E. Ave., Anacortes, Wash., has this to say: "I took Dr. Pierce's Golden Medical Discovery when I had gas on my stomach and my condition needed attention. A few bottles of the 'Discovery' corrected these disorders. I was soon in fine health again. I have great faith in Dr. Pierce's Remedies." Sold by all druggists. Buy now! New size, tablets 50 cts., liquid \$1.00. Large size, tab. or liquid, \$1.35.

time when separately or in pools they will begin exploitation. In heavier-than-air craft the United States is conceded by European experts to be farthest advanced. France at the end of 1935 seems next best prepared to undertake final study of a regular North Atlantic seaplane line, and England appears in third place. Germany remains faithful to Zeppelins.

For a regular Atlantic route France, experienced in ocean traffic as a result of the highly successful South Atlantic mail line from Dakar, Senegal, to Natal, Brazil, places the most stock in huge seaplanes like the famous 37-ton Lieutenant Paris. Besides these, several of which are projected, the air ministry and commercial

experts are studying an aerial giant that would weigh 80 tons and easily carry more than 100 persons.

Favors Azores Route

The French feel that the most feasible route is the southernmost, namely, by way of the Azores and Bermuda, and they are losing no time in making a detailed study of it. Lieutenant Nomy, who was named by the air ministry to head a special mission to the Azores, has made extensive reconnaissance flights over the islands, noting the best places for landings. Early in the spring several other experts will proceed to the Azores, where they will carry the study further and map the necessary ground work.

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Later, if Britain is willing, negotiations will be opened either to obtain permission for a French line to use aviation facilities at Bermuda, or for joint Franco-British exploitation. While the United States devoted most of its attention to the Pacific during 1935, the Atlantic was not forgotten. The remarkable performance of planes like the Glenn Martin China Clipper and the four-motored Sikorsky S-42's have definitely been borne in mind with an eye to establishing an air link with Europe.

Non-Stop Flights Possible

But the most outstanding American project as viewed from abroad is the still embryonic plan for a fleet of 50-ton Glenn Martins that could, it is believed, make regular North Atlantic non-stop flights. Non-stop flights are more costly than voyages such as the French planes would make with stops at the Azores and Bermuda, but they would be much faster. The great liners now cross in 90 hours, and airplanes should cut the time in half if they are to compete.

British are understood to be planning to test big seaplanes of their own soon. Meanwhile they are studying the problem of North Atlantic transportation with a view to forming a pool with either the United States or France. Imperial Airways is negotiating with Pan-American Airways for the possible formation of a pool.

Design Novel Plane

While all the countries interested have airplane types of their own with which they are experimenting, the Italians have come forward with a machine which has aroused considerable attention in France and England as a possible trans-oceanic candidate. This is the four-motored land plane Piaggio, which can carry 15 passengers at great speed and, what is most important, can float.

Germany, at the beginning at least, is certain to use Zeppelins for North Atlantic crossings. The unparalleled success of the Graf Zeppelin will make the Germans continue to use this type craft. The Graf itself is getting old, but next spring the "129" will be ready. And plans are under way for it to make 12 flights a year to the United States, using the airports of Miami and Lakehurst in America and Friedrichshafen and Savelle in Europe.

The French, incidentally, are interested in this German dirigible service because at Orly stridrome near Paris they have some of the best facilities for Zeppelins in the world. The suggestion is being made that some sort of agreement for the "129" to land at Orly be reached.

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SCHOOL SOCIETY BRINGS DISTANT PAIR TOGETHER

Membership in an old English school society today had united two men on opposite sides of the world in what gave promise of growing into a lasting friendship. Neither has ever met the other, one had graduated from the school a quarter century before the other and it was only the roster of the society that brought them together.

The story was told today by M. E. Forman, retired rancher now living a short distance outside the city on route one.

When Mr. Forman graduated from Repton school in Derbyshire, England, 30 years ago, he joined the Reptonian society. Not long afterward he emigrated to the United States and 34 years ago came to southern Oregon where he has since resided. Mr. Forman thought little more about the Reptonian society until this week when he received an airmail letter from Robert W. Barnes, Westlands, Kenya colony, British East Africa, who graduated from the school about 25 years after Mr. Forman.

The letter related that Mr. Barnes had come across Mr. Forman's name on the Reptonian society roster and was motivated in writing by a desire to establish contact with a fraternal brother in Oregon. He said there was only one other Reptonian living in this state, and he resides in Portland.

Mr. Barnes stated that he was in the business of raising Pyrethrum, a flower used in making insecticide. He was interested in procuring an efficient drier for the flowers, and as he had read a great deal about Oregon fruit and drying methods, he thought Mr. Forman might be able to obtain helpful information from the state agricultural college and horticulturists in this state. He specified the kind of drier he was seeking and asked Mr. Forman if he would assist in gathering helpful information.

Mr. Forman appeared delighted at hearing from a fellow Reptonian in so distant a land, and has already begun to collect the information Mr. Barnes seeks.

Are you a member of Ethelwyn B. Hoffmann's HOSERY CLUB? Join Now.

CHAMPION, G-MAN CELEBRATE



It was the right fist of James J. Braddock (left), holder of the world's heavyweight boxing title, against the toy gun of J. Edgar Hoover, head G-man, when they got together in celebration of the dawn of 1936 at New York. (Associated Press Photo)

HIGH POWER COST BLOCKS RECOVERY CLAIMS TVA CHIEF

NEW YORK, Jan. 22.—(AP)—David K. Lillenthal, director of the Tennessee Valley authority, described high electric rates today as a major barrier to economic recovery.

In an address prepared for the National Retail Dry Goods association's convention, he charged that the "Casper Miguel" of the holding companies' prevented reductions which operating company employees desired.

"In recent months," said Lillenthal, "there has been some progress in the reduction of electric rates, but the reductions have been slow and, in most cases, inadequate. High electric rates create a log

of electricity the purchase of electric equipment and the wiring of homes heretofore unerved in the TVA's area, the speaker estimated that similar sharp rate reductions throughout the nation would mean:

- (1) A \$2,000,000,000 expenditure for new equipment, opening new fields of manufacture, sales and service.
- (2) At least a million totally new customers in a year.
- (3) Increased demand for general household furnishings and home modernization.
- (4) Increased profits to the utility companies through increased consumption of current.

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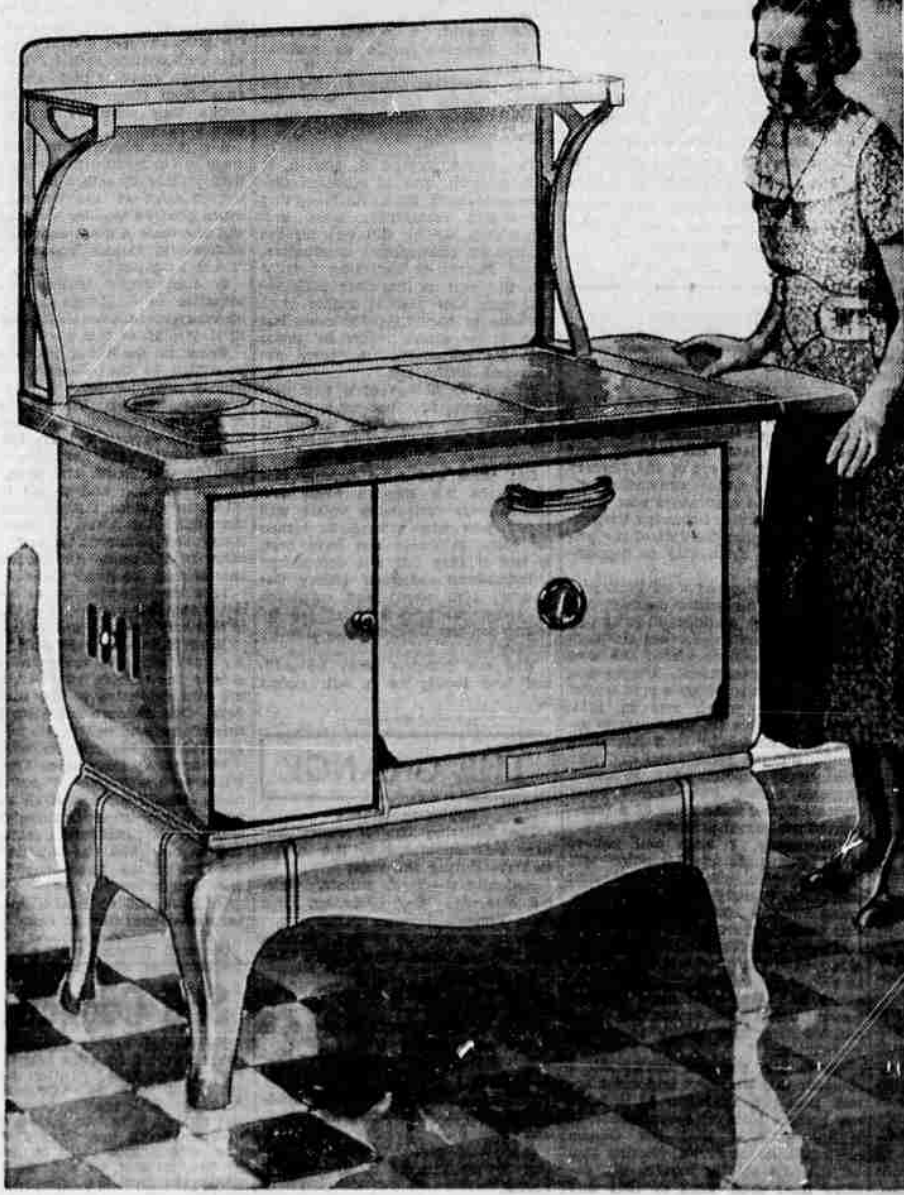
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Probably your last chance at this price! Costs of pig-iron and steel are steadily advancing! We bought these massive cast-iron ranges months ago at low cost prices. Save now in this February Sale! They won't last long at this low price!

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- Full 18-inch cast-iron oven—quick, even heat! Accurate oven thermometer!
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- Heavy cast-iron firebox! Duplex grates so you can burn either wood or coal!

59⁹⁵

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Two Cast-Iron Cook-Tops WOOD AND COAL RANGE

- Oven conveniently high! No stooping!
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- Built-in Hot Water system available at slightly higher price!

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\$7 DOWN, \$7 Monthly, Small Carrying Charge

Polished Griddle Cook-Top! WOOD-COAL STEEL RANGE

- Cast-Iron duplex grates! Separate wood feed door!
- Oven heat indicator
- Porcelain enameled

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\$8 DOWN, \$8 Monthly, Small Carrying Charge

Quick Heating Steel! WOOD AND COAL RANGE

- Large size! Easy to refuel—drop feed door.
- Polished cook-top
- Porcelain finished!

44⁹⁵

\$8 DOWN, \$8 Monthly, Small Carrying Charge