

YOUNG TEACHER ABDUCTED AND BADLY BEATEN

Authorities Search for
Two Men and One
Woman Today

WILKESBARRE, Pa., March 28. (AP)—Suffering from shock and bruises, Miss Margaret Dodson, 26, remained in the Nanticoke state hospital today, while search continued for two men and a woman who kidnaped her and abandoned her in a wooded section. She is a teacher at the rural school Muhlenberg.

She was seized at the school yesterday and, while her frightened pupils looked on, was thrown into an automobile. Some of the children ran to their homes and told their parents, who notified state police.

Searchers found her in the woods several hours later and after being taken to the hospital she frequently lapsed into unconsciousness. She gave no detailed account of her experience, but said she did not know the men and woman who took her away.

Police started search for the writer of three threatening letters, one of which was found in Miss Dodson's desk Monday after the school had been broken into the night before. The letter was signed "Frank J." and read: "This has gone far enough. Watch your step." Two other letters were pinned to the schoolhouse door recently.

Belief was expressed by the police that the kidnaping was actuated by revenge because the teacher had reported a parent for not sending a pupil to school. Miss Dodson said she could assign no reason for the kidnaping. She fainted after being bound and gagged, she said, and remembered nothing more until revived at the home of Mrs. Charles Bonham, with whom she boarded.

TO CLOSE "SPEAKERS"
WASHINGTON, March 28.—President Hoover's ban on sensational prohibition "drives" apparently failed to cool the ardor of local officials here who are preparing to institute padlock proceedings against 49 "speakers" listed in a police census recently made.

Cleveland Airport, Given Highest Rating, is Model for Other Cities

By ISRAEL KLEIN

Science Editor, NEA Service
CLEVELAND, March 27.—Cities desiring to participate in the progress of aviation by construction of their own airports may look to Cleveland for their inspiration.

For here is the first municipal airport in the world, and is rated according to Department of Commerce airport regulations as an "A1A" port, the highest type of air field. It is therefore a model for other cities to emulate.

Good Landing Soil
The field comprising the Cleveland airport covers 1600 acres of which an area 4200 feet by 1600 feet is now in use. It is practically level and free of all obstructions—an ideal landing area. Its sandy clay soil Major John Berry, manager of the airport, considers the best for airport purposes.

Department of Commerce regulations require a minimum landing of 2500 feet in all directions for an airport rated "A1A" but Major Berry adds 500 feet to this minimum for the best type of airport.

"The entire field must be clear—no runways, no center lights, nothing that obstructs the free landing and departure of the planes," he says. "Runways have been found to be impracticable. With several airplanes arriving at the same time, and all trying to land along the one runway that will keep them facing the wind, you can see how congested the air would become. The pilots would have to wait for each other to land. That may be all right now, when there are not so many airplanes in the air. But it won't be a few years from now."

Important Features
In a recent address before the Society of Automotive Engineers, John Nolan of Cambridge, Mass., an expert in city and regional planning, attempted to outline the features that go to make up the ideal airport. Practically every one of his points, Berry points out, has been incorporated in the construction of the Cleveland airport, while one important feature, that of runways, has already been discarded as out-of-date. Another significant development planned by Berry may be new to Nolan and even to the aviation authorities of the Department of Commerce.

This latest development is the pavement of three concrete strips, each 100 feet wide. One

would run directly in front of the hangars for the entire width of the airport—4000 feet. The other two would extend out from the hangar line along each side of the airport for about 3000 feet.

"These strips," Major Berry explains, "will enable pilots landing in any direction to taxi back to the hangars safely out of the way of departing or arriving ships."

Names Requirements
Outside of this innovation of Berry's, Nolan enumerates the following essentials in the construction of an airport:

1.—The port must be easily accessible by modern highway and railway.

2.—Adjacent buildings, within 250 feet, should be no higher than 50 feet, to afford a safe gliding angle of 7 to 1.

3.—The higher the altitude the larger must be the field, as the rare air delays acceleration and take-off of planes.

4.—A level plot with unobstructed approach in all directions and with turf of firm texture is essential. A light, coarse soil is most suitable.

5.—The field must have at least 2500 feet of landing distance in any direction.

6.—The location should permit easy expansion with increasing needs.

7.—All wires must be underground.

To these Major Berry adds the important feature of drainage. The Cleveland field may be taken as a model in this, too.

Along the middle line of its length runs a 48-inch sewer. Across the field and draining into this large sewer are smaller drains, like a fireman's scaling ladder, is a series of small French drains of crushed stone set 20 feet apart.

Thus quick and complete drainage of the entire field is maintained even in the worst weather.

Of great importance, in addition to these essentials, is the weather and radio equipment maintained by the U. S. Weather Bureau and the Department of Commerce. Berry prides himself in the contention that he has the best equipped airport weather bureau in the country. This includes not only the regular weather observing apparatus, but a high-powered transmitting station which broadcasts the latest weather reports to pilots along the New York to Cleveland airway every hour.

The station has a teletype reporter which is directly connected with the weather bureau at Washington, a modern radio beacon and a direction finder for the location of ships in flight. In addition, apparatus at the port and in some of the small planes permits of direct ship to ground communication, while other radio apparatus has been installed for the guidance of planes in flight, day or night.

An administration building is to be completed by the middle of May. It also will be a model for such structures. In the basement of the airport depot—which is what the building may be termed—will be extensive rest rooms for men and women, besides the necessary heating and other apparatus. The main floor will have an observation dining room looking out on the field, a large waiting room and ticket offices, a first aid room, a customs and immigration office—for Cleveland is a port of entry—and a postoffice.

Pilot's Hotel
The second floor will have six sleeping rooms for pilots, baths and showers, a pilot's information office, weather bureau, radio remote control, general and private offices and the field manager's emergency sleeping quarters.

On the roof in the center of the building will be the control tower where a man will be stationed day and night, operating the neon landing tee, the neon signals and the other controlling lights on the field. He will be the "traffic cop" of the airport.

This administration building will complete the line of buildings along the front of the Cleveland airport. The left side will be next in construction of additional hangars.

NEWS NOTES OF MILLS ADDITION

(Special to The Herald)
(Mrs. Nelson F. Cole, correspondent)

MILLS ADDITION, March 28.—Mrs. L. J. Brink of Wantland avenue returned home Sunday evening from a two months visit in California and Nevada with friends.

Mr. and Mrs. A. J. Hopkins and family have moved from Wantland avenue to Orchard avenue.

A. Polk, who recently sold his grocery store on East Main, is now affiliated with the McFall Real Estate and Insurance company on Wantland and East Main.

W. J. Parent purchased an acre tract in the Mt. Shasta district and is now building a home. The Parent family expect to move to their new home about April first.

Mrs. Paul Hanlan and sons, who have been visiting relatives and friends in Portland, returned home this week.

Mrs. G. W. Gawland left this week for Ashland, where she was called by the serious illness of her father.

Mrs. H. K. Brown is recovering from a badly sprained ankle. Faye Kesterson, who has been ill with quinsy, is rapidly recovering.

Miss Floriane Finnell spent the week-end with Mr. and Mrs. Roy Nelson of Keno.

DIVORCE SUITS ARE FILED IN CIRCUIT COURT

Charging cruel and inhuman treatment as a grounds for suit, Bernice Harbison today instituted suit for divorce from C. W. Harbison and, in addition, asked for the custody of their two minor children.

Mrs. Harbison also asks for \$50 a month for the support of her two children. She is represented by C. F. Stone and J. B. Bacon.

W. E. Day brought suit for divorce from Irene Day on the ground of desertion. She is represented by the firm of Manning, McColloch and Driscoll.

LICENSE CASH IS DEPOSITED BY SECRETARY

Clara Calkins DuVauk, county treasurer, has received \$15,482.44 from the state of Oregon as the county's share of auto license monies collected by the state from September 16, 1928, to March 15, 1929.

During that time Klamath county automobile owners paid \$188,095.15 to the state in license fees and charges. After deducting Klamath's share of the expense of operating the auto department in Salem, one-fourth of the net total was returned to the county in the amount of the sum received here.

AT THE THEATRES

AT THE LIBERTY

Presenting the ever-popular Ted Wells in a role that calls for some of the most difficult trick riding ever performed on the screen, "Born to the Saddle," a Western feature playing at the Liberty Theatre today.

Wells, who is considered the best thrill rider in pictures plays a Chicago millionaire who spends his vacation on a mountain ranch, living the life of a cowboy. Becoming involved with a wealthy man and his daughter who experience a series of hair-raising adventures with a band of outlaws determined to kidnap the father, Wells is precipitated into one dangerous and thrilling situation after another.

AT THE PINE TREE

"Silks and Saddles," the picture starring Marian Nixon, which is at the Pine Tree now, is a story of horse racing at its most thrilling pitch.

When watching some of the exciting scenes in "Silks and Saddles," one can easily understand why horse racing has been named "the sport of kings." The thrill and pleasure derived from watching a group of speeding horses straining for the best position at the turn or using every ounce of strength to pull up on the leader just before the finish cannot be surpassed by any other diversion.

A Pathé News Special Edition playing today and tomorrow with "Silks and Saddles" carries an

item under the caption "Race to Death," which graphically shows the disaster at Daytona Beach, Fla., of the death of Bible and the last pictures which Pathé cameraman Traub's camera filmed.

AT THE PELICAN



NORA LANE, J. J. COHEN AND KELLY IN "ATLANTIC CITY" A UNIVERSAL PICTURE

"The Cohens and Kellys in Atlantic City," latest of laugh-epics of the Cohen and Kelly business partnership, is now the current attraction at the Pelican Theatre. The three is reported to be a riotous comedy, from start to finish and even funnier than the previous Universal Cohen-Kelly numbers. In the cast are such outstanding comedy players as George Sidney, Vera Gordon,

Mack Swain, and Kate Price. Others in the company are Cornelius Keefe, Nora Lane, Virginia Sale and Tom Kennedy.

WOULD COMMEND BOARD
JEFFERSON CITY, Mo., Mar. 28.—A resolution commending

the University of Missouri board of curators for discharging faculty members who circulated sex questionnaires among students was recommended today for adoption by the house committee on university affairs.

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