

PILOTLESS ARMY PLANE A WONDER

Equipped With Automatic Control Device It Is More Dependable Than Human Pilot.

MOST EFFECTIVE IN BOMBING

Army Air Service Declares Results of Experiments Constitute "Most Important Post-War Development."

Washington, D. C.—The pilotless army airplane, equipped with an automatic control device said to be more accurate and dependable than any human pilot, has been developed to a point where it has made successful flights of more than ninety miles. It was announced by the army air service.

The announcement declared the results produced after a long series of experiments constituted the "most important post-war development of the many novel ideas of new engines of war." Experiments had shown it possible, it was said, to shoot bomb laden planes, without pilots, at targets on or off the ground with astounding accuracy.

Gyroscopes for Brains. "Of the automatic pilots being experimented with," the statement continued, "that which has proven most successful to date can be described as using a gyroscope for its brains and bellows or pneumatics, similar to those used in player pianos, for its muscles."

"The ability of a balanced rotating mass, moving on frictionless bearings to maintain its position in space, so long as it is not acted upon by outside forces, is called a gyroscope force. This force is made use of in the stabilizing and directing of the airplane on a true course. Two separate and distinct gyroscope units are used for this purpose. The function of one is to direct the lateral and longitudinal variations in flight and the other to maintain direction."

"These gyroscopes are electrically driven from a generator geared to the airplane engine and run continuously during the flight. The sense of direction, whether it be vertical, horizontal, or fore or aft, is taken from its respective unit and transmitted by means of leakage ports in the pneumatic system, which in turn control relay valves delivering a suction to the power pneumatics."

"These relay valves and tubes controlling this supply of power correspond to the nerves of the human body. The power pneumatics are directly connected to the control surfaces of the airplane and the engine vacuum is sustained by a pump gear driven from the airplane engine."

"There," the statement added, "we have the three functions of the pilot; the gyroscopes functioning as the brain, the relay valves and tubes as the nerves, and the power pneumatics as the muscles."

True in Bumpy Weather. In actual work, the announcement said, hundreds of automatic takeoffs and a number of automatic flights of ninety miles and more have been made. This "pilot" is capable of being mounted in any type airplane and in bumpy weather will hold a plane much steeper than a human pilot and will carry it in an absolutely true course regardless of fog or adverse weather conditions.

In the tests just concluded the machine used was one of the small type, having a span of only twenty feet, a sixty horse power motor, capable of carrying 250 pounds.

HOW PAT EXPRESSION BEGAN "They All Look Fast Going Past Trees" Originated by Henry Dempsey.

Detroit, Mich.—"They all look fast going past trees," a rubby Celt, a keen judge of horseflesh and a trainer of distinction, is credited with originating this phrase, which, first applied to horses, has become a pat expression in nearly every other branch of sports.

A friend had asked Dempsey to look over some horses. The thoroughbred was worked, Dempsey watching them steadily.

"They look great, don't they, Henry?" said the owner with delighted pride.

"They all look fast," drawled Dempsey, "going past trees."

The phrase was recalled recently by the death here of Dempsey.

White Foxes Pleasant. Calgary, Canada.—White foxes are very plentiful in the Far North, with prospects very bright for the coming trapping season, according to the semi-annual report of Inspector S. T. Wood, in charge of the Arctic division of the Royal Canadian Mounted Police.

NO LONGER FEAR SNOW

Railroad Tie-ups Prevented by Modern Equipment.

Periods of Weeks of Stalled Trains in Late 90's Reduced to Matter of Hours by Plungers and Snow Plows.

St. Paul.—The day of blocked railroad lines in winter due to huge snow drifts is gone. Where periods of weeks of stalled trains in the Northwest were experienced in the late '90s and early in the present century, snow plows have reduced the stoppage to a matter of hours, northwest railroad officials agree.

Plungers and snow plows—wedges and rotaries—are the most common equipment used to keep the rails clear on all the various systems, although in the deep cuts and mountain territory in the Dakotas and Montana, snow gangs of half a dozen men or more are necessary to fight the frigid precipitation.

The Northern Pacific railway equips all locomotives with plungers attached near the wheels, which force the snow from the rails to the wayside, the road superintendent states. At all terminals, wedge plows are stationed, awaiting calls from any section. In the mountain districts, the rotary plow is used, which burrows through the snow, whirling it from the tracks.

Similar methods are used by the Minneapolis and St. Louis, the Great Northern and the Minneapolis, St. Paul and Sault Ste. Marie systems. The former road has most of its trouble in its 250 miles of railroad in South Dakota, says W. H. Bremner, president of the Minneapolis and St. Louis, but wedge plows are the fighting force.

Snow gangs are employed in many cases by the Great Northern in deep cuts, where the wind piles up drifts too high for the plows to penetrate. This road does not wait for calls to arrive, but keeps all plows busy during a snowstorm.

Railroad men declare that the delay occasioned by snowstorms on main lines has become negligible, except in severe weather and terrific storms, but admit more work is necessary on the branch lines because of the inaccessibility of the plows. Some railroad officials are inclined to believe that the winters in the Northwest have been milder of recent years, while others declared the use of modern equipment has made it seem the weather had less effect on the railroads.

FIRST AMERICAN WOMAN MATE



Mrs. Wanda Heilig, daughter of a Polish nobleman, who is now a stewardess on the Koron Maru, is the first woman to receive a mate's license on an American ship in which she has been the navigating officer through typhoons in the Philippine waters. Mrs. Heilig recently arrived in San Francisco where she resides when in port. In her boat, called the Elypsa, she has personally steered through the most terrific storms in Manila bay.

REUNITED AFTER 34 YEARS

Three Brothers and Sister Meet at South Bend as Result of Police Clue.

South Bend, Ind.—Three brothers and a sister, separated for 34 years, were reunited here recently when the quartet met at the home of Policeman Theodor Walter. The prisoners were, in childhood, parted out from an orphanage and lost track of one another. The reunion resulted from the arrest by Policeman Walter of an arson suspect, who mentioned the name of one of the brothers of Mrs. Walter. From this clue the relatives were brought together.

The brothers are Fred Stockman, thirty-five years old, Fort Wayne, Ind.; Elmer Stockman, thirty-eight and Harry Stockman, forty, Rolling Prairie, Ind. The kinfolk will hereafter hold annual reunions.

STAR RZ CEPHEI FASTEST OF ALL

Harvard Observatory Declares That 2,500,000 Miles Per Hour Is Its Pace.

LONG KNOWN TO ASTRONOMERS

Speed of the Star Was Measured at Harvard Observatory by Complicated Process of Observations and Computations.

Cambridge, Mass.—Nearly 2,500,000 miles per hour, or 1,100 kilometers per second, is the speed record set by the star RZ Cephei, which, according to a bulletin issued by the Harvard college observatory, has been found by Harvard astronomers to be moving through space with a greater velocity than that of any other star whose speed has yet been determined.

This star, a variable star of the so-called cluster type, has long been known to astronomers, but its velocity was never measured until recently. It is far too faint to be seen with the naked eye, is being of the tenth magnitude. It is in the constellation Cepheus and is 4,500 light years distant from the earth, which means that the light from it which astronomers now see through their telescopes started on its journey to the earth in the time of the shepherd kings of Egypt, nearly 1,000 years before Christ.

Velocity is Greatest. That distance is only a small fraction of the distance from the earth to some of the more distant star clusters, but the outstanding fact about RZ Cephei is that its velocity as it flies through space is the greatest yet known for a star.

The speed of the star was measured at the Harvard observatory by a complicated process of observations and computations, including among other things the comparison of photographs recently taken at Harvard with others taken 31 years ago, when the observatory was just beginning its task of preserving a photographic history of the entire sky. Since that time a "sky patrol" has been kept without interruption at Cambridge, supplemented by photographs taken at the station at Arequipa, Peru, and the history of the stars down to the eleventh magnitude has been written by the stars themselves on over 250,000 photographic plates weighing 140 tons.

Study Sky Photographs.

Most of the discoveries made by Harvard astronomers, it is said at Cambridge, are not made by looking through a telescope at night, as is popularly supposed, but by doing what was done in the case of this discovery of the speed of RZ Cephei, by studying and measuring by day, in the laboratory, photographs taken at night, and by computing the significance of the changes in the brilliance or position or spectra of the stars as recorded on these plates.

DIBETIC COMA IS ARRESTED

Medical Authorities Are Keenly Interested in Results Obtained by Use of Insulin Serum.

New York.—With the recording of what is believed to be the first case of diabetic coma to be successfully arrested, medical authorities expressed high praise for the treatment used—the insulin serum, a discovery of Drs. F. G. Bantlin and C. F. Best, two University of Toronto graduates. The insulin treatment is taken from the pancreas of a pig.

Sixteen-year-old George Van Hassel of Brooklyn taken to the hospital three weeks ago in a diabetic coma, a state heretofore regarded as hopeless, was given the insulin treatment and a few days ago was discharged.

Successful use of a serum to arrest the progress of gangrene also is claimed. Edward Trainer of Ossining, who from both feet ten years ago, was admitted to a hospital after both legs and several fingers had been amputated in an effort to stay the progress of the gangrene.

As a result of the serum injections Trainer was able to see artificial legs when he left the hospital.

The discoverer is Dr. Benjamin Jablow, who began experiments while attached to the laboratories of the A. S. F.

Wire Fence Kills Two Half a Mile Apart

Lufkin, Tex.—A boy and a man, although half a mile apart, were killed at almost the same moment by contact with a wire fence, charged by a high tension wire, which had fallen across it during a storm. J. D. Adams was killed in front of his home and Herman Bird, in a field out of sight of Adams' home, starting to go through the fence, touched it also with fatal results. A neighbor of Adams was shocked in trying to effect a rescue.

ANIMALS IN CRATER

Mouth of Volcano Inhabited by 75,000 Wild Beasts.

Scientists Hope to Find Alive Strange Creatures of Which Only Skeletons Have Been Found in Other Parts of World.

London.—An untouched Eden in the mouth of a burned-out volcano in the heart of Africa, providing a refuge for thousands of animals, many of them extinct in every other part of the world, has been purchased outright by Sir Charles Ross of Bainsgowan, the inventor of the Ross rifle, and is to be explored by scientists.

It is the giant crater of Ngoro Ngoro, the largest volcano that ever existed on this planet—ten miles across and a paradise for wild things. Nobody knows what discovers a thorough explanation of the crater may bring. Prehistoric animals, believed to have perished from the earth thousands of years ago, may inhabit its caves. Scientists hope to find alive strange creatures of which only the skeletons have been found in other parts of the world.

Sir Charles Ross went to Tanganyika in January, 1921, on a shooting expedition, accompanied by the explorer-photographer, Mr. T. A. Barnes, and Mrs. Frederick Dalziel of New York and discovered the crater. Sir Charles Ross stalked and shot five lions within the basin, and the wonders he saw there made him resolve that no more shooting parties should be allowed.

The crater is 100 miles from a railway, in the midst of wild country. The number of animals in the crater is estimated at 75,000.

The crater is, in fact, a city of animals, who have lived there for centuries safe from attack. Its steep sides make it a citadel of the forest and while in all other parts of the world the work of extermination went on, no hunter dared to penetrate this fastness. Thus, it is highly probable that animals which have perished elsewhere have survived at Ngoro Ngoro.

Other volcanoes are grouped about the central crater of Ngoro Ngoro. More than one of them is larger than Mount Etna. The whole region, ages ago, was the scene of a terrific volcanic upheaval.

SWINDLED BY LAND SHARKS

Mennonites of Canada, "Induced" to Emigrate to Mexico, Return to Former Homes.

Swift Current, Sask.—Fooled by shrewd speculators who induced them to migrate from their valuable lands here to worthless tracts in Mexico, 1,000 Mennonites who left for the southern country last year as a protest against the government interference with their schools are drifting back to Saskatchewan.

Many members of their religious sect are starting lawsuits to recover their Canadian farms.

When the emigration to Mexico began it was asserted that 30,000 Mennonites would move, some going to South America and Russia as well as Mexico. Only 1,000 actually emigrated.

Land speculators are said to have started the movement, obtaining concessions of worthless lands from one of the shifting Mexican governments and then offering the head men of the Mennonite colonies here practically free land in exchange for their Canadian holdings.

MOTHER AUNT BY MARRIAGE

And Husband's Aunt Becomes Mother-in-Law as Result of the Same Ceremony.

St. Louis.—When Miss Leone Fraizer, eighteen, married Irving Campbell, twenty-two, her mother, Mrs. Corn Campbell, became her aunt. Her husband also is her cousin. Her husband's aunt became his mother-in-law. It untangles this way: Miss Fraizer's mother married Frank Campbell several years ago. Irving Campbell is a nephew of Frank Campbell, his wife's stepfather.

Father and Son Marry Sisters

Schenectady, N. Y.—Father and son became brothers-in-law and sisters assumed the relation of mother and daughter-in-law here the other day when Herbert A. Davenport, forty-three years of age, married Rebecca Graham, thirty-five years of age, and Anson Davenport, nineteen years of age, took Helen Graham, twenty-one years of age, as his bride.

The son, a minor, was required to gain from his father permission to marry.

Find \$250 Diamond Ring After Killing 18 Chickens

When Henry Wagsaner, of Peoria, Ill., lost a diamond ring valued at \$250 he reported the loss to the police who, on questioning him, learned it had been missed soon after he fed his chickens. They advised him to look to his chickens.

Wagsaner killed 18 of his flock and found the missing gem in a gizzard. His neighbors enjoyed chicken dinners the next day.

MENACE OF AUTO SPEEDERS GROWS

Various Punishments Meted Out to Stop Steadily Mounting Toll of Victims.

JAIL SENTENCES EFFECTIVE

Digest of Reports From Middle Western States Shows Methods Being Employed to Check Evil—Fines \$2 Per Mile.

What do you think ought to be done to stop the slaughter by auto speeders?

Chicago.—Heavier fines, jail sentences and trips through morgues and hospitals to view the dead and injured victims of reckless automobilists are becoming effective in many parts of the Middle West to curb the steadily mounting toll of auto victims, a digest from the report of several states shows.

Fines alone, the reports indicate, are not proving effective. In Chicago and Cook county, despite increasingly heavy fines, the death toll in automobile accidents for the fiscal year ending November 30 was 298 lives, as compared with 400 last year and 542 the year before. There were 75 automobile deaths in November of this year.

In Louisville, where 41 persons were killed by automobiles in the first eleven months of the year, fines have also failed, officials say. One police judge there imposes fines of \$2 for each mile per hour on speeders, and adds jail sentences if the prisoner was intoxicated.

A successful campaign was launched at Detroit more than a year ago, when Judge Charles L. Bartlett began sending speeders to jail for terms of one to fifteen days. Among those sentenced was John Duval Dodge, wealthy young man, who served five days.

Recently speeding returned to Detroit and Judge Bartlett began conducting offenders through the morgues and hospitals to see the results of speeding. Arrests the week after the trips started dropped from 78 to 25.

Revokes Driver's License.

In Cincinnati jail sentences have been invoked and in some cases driver's licenses revoked.

Cleveland, with 134 deaths and 2,388 injuries in traffic accidents up to the middle of November, is employing workhouse sentences and morgue and hospital visits, as well as fines. Six speeders were sentenced to attend the funeral of a four-year-old victim of a speeder.

City Law Director Lambhas proposes the speed of automobiles passing schools, playgrounds and churches be limited to ten miles an hour; that judges be authorized to revoke speeders' licenses; a uniform signal system for autoists stopping, turning or backing and that no one under eighteen years of age be permitted to drive in cities or under sixteen years of age on any road.

In Des Moines Police Chief John Hammond has ordered intoxicated drivers held without bail, while judges are adding jail sentences in many cases to heavy fines.

Judge George E. Mix of St. Louis, who assesses fines as high as \$300, has added a traffic law school to his court. Speeders who admit they know the traffic ordinances draw heavy fines. Those who do not are required to sit down between two policemen and study it. When they can recite the entire law to the judge they get a lighter fine.

In Indiana, the secretary of state has revoked autoist's licenses on recommendations of courts, and has promised to continue his co-operation. Judge Delbert Wilmet of the Indianapolis court has added jail sentences to fines of third convictions.

Imposes \$25 Fines. Kansas City has had occasional heavy fines on jail sentences, but no continued campaign against speeders. Police take license numbers of traffic law violators and on the third violation a fine of \$25 is imposed.

Judge W. F. Wappick of Omaha takes groups of speeders to hospitals in the police patrol to see their victims and then assesses fines.

Judge Sylvester J. McAtee of San Francisco recently sentenced a speeder to sixty days in jail, and announced he would continue a drastic campaign against traffic law violators.

Oklahoma officials at Oklahoma City, Tulsa and Muskogee are warring on speeders. Twenty-two persons have been killed in Muskogee county and eleven in Oklahoma City this year. The worst offenders in Dallas are light commercial trucks, according to Judge P. D. Crawford. He assesses fines up to \$200.

An Old Mortgage.

Philadelphia.—A mortgage for \$650 recorded November 3, 1845—77 years ago—against the Haagen farm in Beech Creek township, Clinton county, has just been satisfied at the office of Register and Recorder P. S. Kift, Lock Haven. The original holder of the mortgage was William G. Jackson, who later became a resident of Nottingham, Va. The amount due was paid within a year after the mortgage was given, but the transaction had never been cleared up on the books.

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