

TRANSPORTATION BY AIR SHOWING GAINS

BOTH MAIL AND EXPRESS

Records of National Air Transport Over Several Routes Indicate Popularity Is Growing

More than 110,000 pounds of airmail was carried by National Air Transport over the Chicago-Dallas route in the year ending in 1927, and in four months of operation of the New York-Chicago route, about 173,000 pounds of airmail were carried on that route. N. A. T. planes flew over 1,900,000 miles in 1927. Substantial cargo increases in monthly averages were shown in 1927 compared with 1926.

Since the year just closed was the first full year of operations on the Chicago-Dallas route, no comparative figures, except averages are available, but the monthly average of airmail poundage of 9,167 for 1927 shows an increase of nearly 1000 pounds monthly over 1926, based on the average of 8,189 pounds carried monthly on that last year. Since the start of operations on that line, May 12, 1926, a total of 174,569 pounds of airmail have been carried, of which 64,558 pounds were carried in the period of seven and one-half months in 1926.

New York-Chicago Route
The New York-Chicago route, since private operation of this line was taken over by the company from the government on September 1, 1927, handled 172,502 pounds of airmail to December 31, 1927, or an average of 43,300 pounds per month. This average in 1926, under government operation, was between 30,000 and 35,000 pounds, an increase in 1927 in the neighborhood of 10,000 pounds.

"The figures simply show what one air transport concern, privately operated, even though it is the largest in the country, can do in one year, and allowing fully for this remarkable aviation year of 1927," said Col. Paul Henderson, general manager of the company and formerly Assistant Postmaster General in charge of airmail.

Col. Henderson recalled that for a long time the Post Office department had desired to relinquish operation of the airmail to private companies but that it was not until, September 1, 1927, that that goal had been reached. Both government officials and leading citizens had long hoped, from a patriotic standpoint, for the true development of aviation, so that in a time of national emergency, private enterprise, in the production and operation of air planes would be ready to supply the government with ships and pilots ready to serve their country to the utmost.

"We believe that time is almost in sight, thanks to Col. Lindbergh and other great flyers and the development of the aviation industry and of technical knowledge," said the Colonel.

Two Million Miles
To date, N. A. T. planes, since May 12, 1926 have flown about 2,000,000 miles without loss of mail or express, although one serious accident occurred, the only trouble worthy the name in more than a year and one-half of operations.

During 1927, one of the epochal undertakings in aviation was the first flight of the air express. Express by air had been the aim of officials of the American Railway Express company for a year or more, but it was not until September 1, 1927, that that goal was attained. It was on the same date that N. A. T. took over control of the New York-Chicago mail contract route. In the first four months, ending December 31, last, N. A. T. carried 15,057 pounds of express, or an average of 3,764 pounds a month.

Other Developments
-Other important developments in aviation in the year just closed were the opening of the new Chicago and Kansas City airports; the national airport conference called at Chicago and presided over by Col. Henderson and attended by many mayors and city officials; the starting of service over the Chicago-Cincinnati and Cleveland-Albany routes on December 17, and the virtual completion of the lighting of the Chicago-Dallas route preparatory to the establishment of night service on that line at an early date. Earle H. Reynolds, Chicago banker, late in the year was elected president of N. A. T.

SAYS GOVERNMENT CONTROL IS FATAL

Thomas A. Edison Says It Kills Success; Optimistic of Future

Government control of business is fatal to success, in the opinion of Thomas A. Edison, inventive genius and one of the great minds of electricity, who made this statement while broadcasting over the radio, newest of electric discoveries, during the recent "Edison Night" program in his honor.

Mr. Edison made the assertion while answering seventeen questions asked by E. W. Rice, Jr., honorary chairman of the General Electric company board of directors, to disclose the inventor's philosophy of life and his outlook on the future. The dialogue, broadcast from Mr. Edison's library in West Orange, N. J., was regarded as the most interesting event of the program.

"Will business ever get so big that it will be desirable to have it handled by the government?" asked Mr. Rice.

"Government management is fatal to success," responded Mr. Edison. "The government should regulate, not manage, private business in its relation with the public."

Asked if he thought the tendency in America will be toward bigger and bigger business, Mr. Edison replied: "Competent men are so scarce that there are not enough to go around. Hence, large corporations are of advantage as they can obtain better management."

During the unusual public questioning Mr. Edison stated he considered the incandescent electric light and power system the most important invention, while he regarded the introduction of electricity, power, telephone, etc., the greatest factor in human progress.

"Have the possibilities of electric invention and discovery been exhausted?"

"Oh, no," answered the genius. "They appear endless."

WOOD CARVINGS SHOWN IN THE ART INSTITUTE

Whimsical in Character and Attract Wide Notice; On Display to Feb. 28

Many visitors to the Art Institute will remember the whimsical wood carvings, made by Carl Hallsthammar, which have been seen at recent exhibitions in the museum. These carvings are small, of a size to rest comfortably on the mantle or shelf and are colored.

One such carving entitled "The Singing Brothers," was recently added to the children's museum, the gift of Charles H. Worcester. Another, entitled "Devotion," was shown in the American exhibition at the institute, just closed. This was the representation of two old people of humble circumstance, the woman with a large Bible across her lap, reading to her hard-working, calloused husband who sits beside her, one arm thrown protectively about her shoulders and the other holding a pipe which he thoughtfully smokes as he listens to the holy word. Mr. Hallsthammar does this sort of thing most skillfully and with a sense of humor that is highly diverting.

Admirers of his work will be pleased to note that an exhibition of his wood carvings will be given at the Art Institute, in the children's gallery, until February 28.

COST OF TRAVEL BY AIRPLANE IS SHOWN

Figures just compiled by the department of commerce show that the cost of travel by airplane per mile is 31.28 cents. Postoffice department figures during 1926 show that the average cost per mile for carrying the mail was \$1.087.

ADD LINCOLN CRADLE TO PRICELESS RELICS

A little walnut cradle in which Abraham Lincoln was tenderly rocked by his fond mother in a Kentucky wilderness shack more than 118 years ago is to be added to the now large number of Lincoln relics on display in Springfield. It has not been determined where the cradle, now priceless from a historical and sentimental standpoint, will be placed.

The cradle was brought to Springfield by Miss Margaret O'Herron, Streator, and it belongs to her mother, Mrs. Anna O'Herron. The relic is in an excellent state of preservation and is made of walnut mortised together with wooden pegs. It is 36 inches long, 20 inches high at one end and 14 inches high at the other.

OAK PARK NOW HAS FINE LIGHT SYSTEM

Claimed New Installation Is Finest in World for This Largest Village

The most complete street lighting system in the world has been completed recently in Oak Park, Ill., the largest village in the world. In proportion to its size—latest estimates give a population of 53,500—this village has more light on its streets than any other community.

On 103 miles of streets there are 4,004 electric lamps. Energy is provided through cable, of which 1,100,000 feet is underground.

Quantity and character of illumination are gauged by the use made of the street. Illumination of principal thoroughfares is higher than that of strictly residential streets, while in business districts the quantity of light exceeds that of thoroughfares. The height of the lamp standards and the diffusion of the light depend upon the street, also.

Lamps of 250 candle power are in the majority. On thoroughfares lamps of 400 candle power are used.



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