

AVIATION PUTTING WINGS ON WORLD

VALUE PIONEER STUNTS

Promotion of Safety Helping to Popularize Flying in This Country; Careful Supervising

Behind the scenes of ocean-crossing, pole-visiting, world circling events in aviation, great work is being done by the American government to make civil air transportation ready for the demands upon it which will inevitably come during the next few years.

This work of preparation for a winged world, centers in the department of commerce, which has already made enormous progress in its far-sighted planning and preparation. The net-work of airways under its jurisdiction includes, for instance 6200 miles of routes which are to be beaconed at every 10 miles by 1928. Its preparatory work involves air regulations and airway mapping by scores of engineers. It involves designing and controlling 1,000 airports and 3,000 auxiliary fields. It involves airport bulletins, development of radio assistance, research, and trade aids to production.

But the preparation which had had the most dramatic results is the promotion of safety, in which the department of commerce has achieved remarkable success. Secretary Hoover's annual report says that "the aids to airway flying now installed or in the department's program should practically eliminate accidents in scheduled flying."

Most Important

To the average man, this seems more important than anything else in the report. The average man has been thinking, "Just how safe is this thing going to be?" Before he sees assurance. Therefore he finds significance in Mr. Hoover's warning that practically all the casualties today occur with unlicensed pilots and unlicensed planes. Of the accidents which cost the lives of 28 passengers and 15 pilots during the six months preceding the secretary's report, all but two occurred with unlicensed pilots and unlicensed planes. There were only two accidents on contract routes under Hoover supervision, both these accidents being chargeable to exceptional weather conditions.

Careful forethought to provide rigid pilot examinations, plane inspections and the service of lighting, weather forecasts and other aids supplied by the department of commerce, protected 476,000 passengers carried by planes which flew 12,600,000 miles last year.

SOUTH AMERICANS ARE IMPRESSED BY WARSHIP

American Visitor to Cuba Says Battleship Understood by Delegates There

The United States senate started out to stop the "warlike" Coolidge's efforts to regulate the Nicaraguan elections, and quiet Sandino, the bandit. But when the senators came to vote upon the matter last week they approved the Coolidge policy and in consequence the marines will remain in Nicaragua, and continue to enforce peace, or fight Sandino, as occasion requires. After all, it is the "strong hand" of the United States that is best understood in Latin America.

A visitor to Cuba last winter during the great Pan-American conference said that the delegates from Central and South America didn't seem to understand what the United States delegates were talking about most of the time, but, he observed, "when they saw the battleship Texas, with the President of the United States aboard, steaming into Havana harbor, they gazed upon the brilliant sight, and their understanding functions worked perfectly. Unfortunately," he added, "it is the only language that seemed plain to them."

SAYS CONGESTION IN U. S. STREETS WORST

Before sailing for Europe, after having visited all the large cities of the Middle West and the East, where he studied traffic conditions, J. P. Thomas, operating manager of the London Underground system, declared that the congestion in the streets of our American cities exceeds anything anywhere in Europe.

American street railways are hampered by the vehicular congestion to a far greater degree than the tramways in Europe, he says, and in some of our cities, especially New York, there are far many more taxicabs than are needed. If half of them were removed there would be better service by the remainder, he said. Mr. Thomas said that the Ministry of Transport of Great Britain some time ago decided there were 4,000 more buses operating in the streets of London than were needed, and there is a steady weeding-out process in order that the really essential services may not be ruined, and that congestion may be relieved.

RECOGNIZED AUTHORITY ON ARABIAN PAINTINGS

Miss Eda Sterchi, a former student of the Chicago Art Institute school is said to be a recognized authority in painting of Arabian desert subjects of northern Africa. She has painted more than a score of canvases in that country and will soon bring them back to the United States for exhibition. France has decorated her with the violet rosette of the Academy, and she has been made an officer of Nichan Iftikhar, which is the Tunisian equivalent to the French Legion of Honor. Miss Sterchi says that the Arabian people are not the bad men they are supposed to be, but instead are a gentle courageous people whose upper classes live in a European manner and whose desert men are "splendid physical specimens with many excellent qualities."

It seems to us that the older we get the less we care about having a new outfit on Easter Sunday.

One way to break up these Paris divorces would be to charge a tariff on 'em when the principals come back home.

FIELD MUSEUM SHOWS GYPSUM CAVE FEATURES

A peck into subterranean depths, into a crystal cave, is made possible by an exhibit in the department of geology at the Field Museum of Natural History. The exhibit is a reproduction of a gypsum cave, the original of which is located in Wayne county in southeastern Utah.

The museum's cave is constructed with large gypsum crystals, remarkable for their size, purity and perfection of form, brought from Utah. Some of these are shown projecting from the floor of the cave, others from the sides, and others hang from the roof. This is the manner of their occurrence in the Utah caves, where they were discovered a few years ago by cowboys. Other cave formations from many parts of the world, and representing caves in Kentucky, Missouri, Cuba, Italy and other countries are shown in an adjoining case. This exhibit includes a collection of cave specimens presented to the museum shortly before his death by Floyd Collins, the Kentucky boy whose tragic fate when he became imprisoned in a cave collapse, engaged the attention of the whole country some time ago.

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