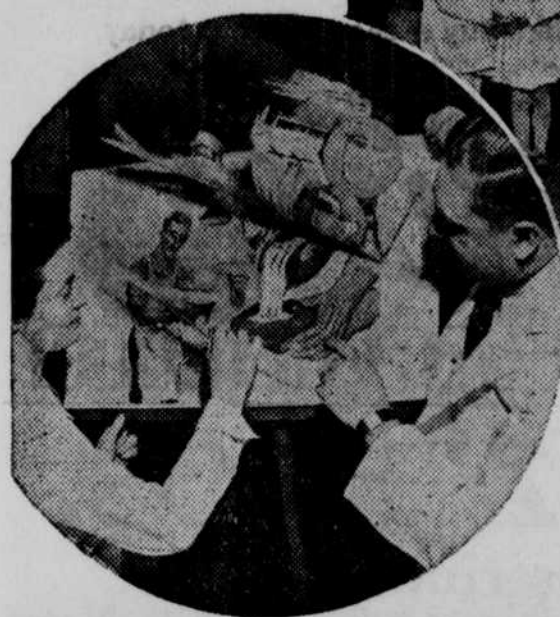


### Education Goes 'Gadget-y'



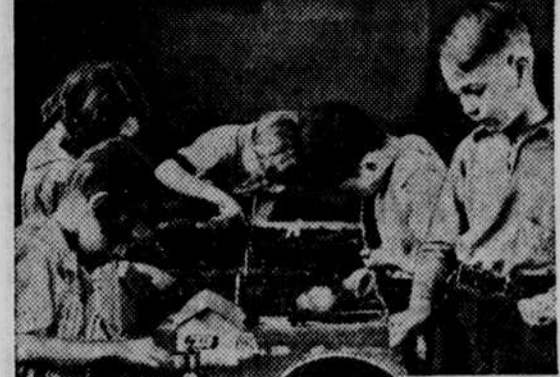
OPENING of the new school year brings new methods of teaching, involving eyes, hands and ears... otherwise, learning by doing. Above: This Chicago youngster uses a reader dictionary. She puts the word opposite the drawing, thereby fixing spelling and meaning in her mind. At right: Boys and girls investigate the world. Here they build a miniature post office to find out just how letters travel through the mails.



Ideas are built up in step-by-step sequence with this book of thin cellulose sheets superimposed upon each other to form a composite whole. It was invented by Dr. Theodore Jonas, a dentist.



Above: This California shorthand instructor not only takes his class out of doors but demonstrates symbols with huge placards. Left: Elementary school pupils study about nature, tending their crops of beans, oats and clover to learn sources of foods.



Picture Parade

Radio is becoming increasingly important in American education work. Music and current events subjects are taught with this instrument as well as with phonographs and newspapers. Radio often proves valuable during stormy weather, epidemics and other times of stress when children cannot get to school. This picture shows a mother in an epidemic-bound city helping her children with lessons broadcast from the local radio station by members of the school staff.



## Floyd Gibbons'



### ADVENTURERS' CLUB

HEADLINES FROM THE LIVES OF PEOPLE LIKE YOURSELF!

#### "Two Kinds of Death"

HELLO EVERYBODY: This is the story of a man who had a choice to make—a choice between two kinds of death.

One of those deaths was certain—and unpleasant. If he chose the other, he'd at least have a chance.

But he chose the death that was unpleasant—and certain!

Anthony A. Hensler is his name, and he lives in New York City. Tony is an aviator, and one day in the latter part of July, 1927, he had a call from Andy Andrews, who was then senior pilot at Curtis field out in Mineola.

Andy wanted to get hold of somebody who could take a blimp up in the air and put it through test flights. There were few men available in the East, at that time, who knew enough to test fly a blimp, and Tony Hensler was one of them. Andy asked him if he would do the job.

Tony said it was all right with him, and Andy took him to meet a fellow named Hamza who owned the blimp. The arrangements were made and Tony went to work. He did a little tinkering with the machinery and finally had the big gas bag whipped into shape for a first hop.

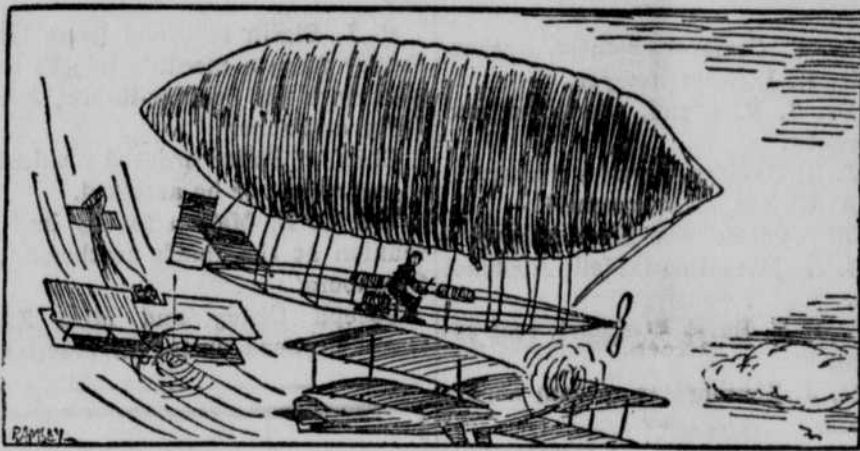
The department of commerce lays down certain rules by which various types of aircraft are tested, and the rule in regard to blimps was that the first hop had to be a fixed flight. That means that the blimp is sent aloft with a line attached to the ground, so that if anything goes wrong it can't get away, float over the city and kill somebody or damage property in coming down.

#### Tony Decides on a Second Fixed Flight.

Tony made that fixed flight. He adjusted the controls and centered the stabilization. But just to make sure everything was in good shape he decided to make a second fixed flight a few days later while he checked those controls over again. And three days later, on the third of August, he did make that fixed flight. And it nearly fixed Tony for good.

Tony climbed into the blimp all set for what he thought was going to be just another routine test in a captive balloon firmly anchored to the ground by a land line. But the trouble wasn't long in starting. No sooner was the blimp in the air than the land line snapped and the big gas bag started shooting upward.

"She went up to 6,000 feet before I got the motor started," Tony says, "but the motor, a two-cylinder, high-speed motorcycle engine, finally began to turn over, and for a while everything went swell. But not for long. I was just over Manhattan, with my spirits as high as my ship.



They were creating a wind of their own that was slowly turning the blimp's nose around.

when things began to happen. And what I mean, everything happened at once. My controls began to go sour. The big bag began to hog badly. And to make matters worse, a large hole appeared in the nose of the ship.

"I shut off the motor for fear of an explosion. I had carried 15,000 cubic feet of hydrogen when I left the airport, and if a motor spark ever got into any of that leaking gas it would blow me and the blimp to bits."

The ship was losing altitude fast. The city seemed a long way down, but it was getting closer with alarming speed. And then Tony took a desperate chance—did the only thing he could to save himself and avoid crashing on a tall building or in a crowded New York street. He climbed out on the narrow catwalk and pulled on the foremost suspension cords, doubling the cloth over the hole in the bag's nose to prevent any more hydrogen leaking out of the balloon.

#### The Blimp Wallowed Helplessly in Mid-air.

"After securing those ropes," he says, "I felt a little better, for I then knew that the ship wouldn't crash in the crowded city. But I still didn't dare start the motor, and the blimp was wallowing helplessly in mid air. And what was worse still, the wind was carrying me out to sea."

And right there was where Tony had to make his choice—his choice between two kinds of death. There was a slim chance that he might bring that big bag down safely in crowded New York. On the other side of the picture was the prospect of blowing far out to sea and drowning in the Atlantic. Drowning wasn't a pleasant thought. It would be much better to try and make a landing in New York—for Tony. But what about those other people down there—those scurrying humans that looked like ants as they crawled along the crowded streets? If Tony landed among them there was a pretty good chance that a lot of them would be killed.

So Tony made his choice, and he chose the sure, unpleasant death rather than taking a fighting chance and perhaps killing someone else. He sat still and did nothing while the wind carried him out to sea!

#### Tony Recognizes a Woman Pilot.

Out across New York harbor he floated—out toward Sandy Hook and the ocean—and his doom! And then, from over toward the Jersey shore Tony saw two planes coming in his direction. As they neared him, he recognized one. It was the plane of Thea Rasch the famous German woman pilot.

The two planes came closer and closer. They couldn't take Tony off that blimp in mid-air. In fact, it didn't look as though there was much they could do but stand by, or return to the airport from which they had come, and send help. But Tony wasn't counting on the ingenuity of Thea Rasch. She headed straight for the blimp until Tony thought she was going to crash into it—until he could feel the wind of the plane as it dived under him. The other plane followed suit. They were creating a wind of their own that was slowly turning the blimp's nose around—pointing it back to land.

About that time, too, the wind that was blowing him out to sea shifted to another quarter. Aided by that, and by the two planes, Tony finally landed at College Point, L. I., and there he was met by a crowd that would pack the Yankee stadium, including the College Point police reserves.

"None, I wasn't locked up," says Tony. "But if it hadn't been for the backwash of those two planes I'd have blown out to sea and never found again."

(Released by Western Newspaper Union.)

#### Earth's Motion Interferes With the Law of Gravity

If you make a deep hole in the earth you can't drop anything to the bottom, because the earth moves on and the side of the hole stops the falling object. This has been proved by experiments in the deep shafts of the American copper mines. Tools dropped from the mouth of a shaft were not found at the bottom but wedged against the side of the shaft, and this led the Michigan college of mines to make experiments. The object being to discover how far the earth's motion interfered with the usual effect of the laws of gravity. The tests employed included suspending marbles by threads just below the mouth of the shaft, the threads were then burnt by the flame of a candle and the marbles allowed to fall. Investigations showed that after dropping some 500 feet the marbles in all cases came to rest on the east wall of the mine.

### 'Swing Style' Reading Not New; The Greeks Had a Word for It

Every now and then, the newspapers report a "brand new" idea or a "brand new" discovery. Take, for instance, the report about "swing reading." According to recent headlines, "swing reading" is the latest thing imaginable—the invention of two smart eye doctors in Los Angeles.

As the papers say, the doctors disclosed their "idea" a short time ago at a national convention of the American Optometric association. Advocating a new system of printing in "swing style," the doctors said they had something that would help the eyes. In short, they urged this type of thing:

Many of the convention delegates a rof snoisses dennuhs yadretsey day on the golf course. The weath-enif sau re

This little excerpt must be read by swinging the eyes left to right along one line, then right to left

along the next, and so on. Well, we don't like to make ourselves seem scholarly, but the doctors have unwittingly dug up something pretty old. As a matter of fact, the ancient Greeks had a word for it, used the system and gave it up. They called it boustrophedon, and you can find the word in a good dictionary even to this day. Pronounced boos-trofee-don, with the accent on the third syllable, it means literally "turning like oxen in plowing." It is a compound of two Greek words—bous, meaning ox, and strephein, meaning to turn.

P. S. Incidentally, the excerpt quoted above reads normally this way: "Many of the convention delegates yesterday shunned sessions for a day on the golf course. The weather was fine." Anybody else got a new idea?—Pathfinder.

### Finally Name Was O. K. Though Not 'O,' but 'K'

A gentleman had completed his purchases, and the clerk, in filling out the sales slip, asked:

"What is the name, please?" "Jepson," replied our hero. "Sixteen twenty-one West—"

"Your first initial, please."

"Oh, K."

"O. K. Jepson."

"I said 'Oh.'"

"O. Jepson."

"No. Rub out the O."

The clerk began to look haggard.

"Your initials again, please?"

"I said 'K.'"

"Pardon, you said 'O. K.'"

"I said 'Oh.'"

"Just now you said 'K.'"

"I said 'Oh,' because I didn't understand what you were asking me. I didn't mean it was my initial. My name is Kirby Jepson."

"Oh."

"No. Not O, but K. Here, give me the pencil and I'll write it myself. There, I guess it's O. K. now."—Annapolis Log.

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4.40-21				
4.50-21	\$7.20	\$3.60	\$10.80	\$3.60
4.75-19				
5.00-19	7.45	3.73	11.18	3.72
4.50-20				
5.00-20	7.60	3.80	11.40	3.80
5.25-17				
5.50-17	9.50	4.75	14.25	4.75
5.25-18				
5.50-18	8.65	4.33	12.98	4.32
6.00-16	10.35	5.18	15.53	5.17

AS LOW AS \$3.60 AND YOUR OLD TIRE UNDER THIS PLAN

Firestone CHAMPION									
SIZE	Price For The 1st Tire	Next Tire 50% Discount	Price For 2 Tires	YOU SAVE	SIZE	Price For The 1st Tire	Next Tire 50% Discount	Price For 2 Tires	YOU SAVE
5.50-16	\$14.15	\$7.08	\$21.23	\$7.07	6.00-18	\$17.15	\$8.58	\$25.73	\$8.57
5.25-17	14.65	7.33	21.98	7.32	6.25-16	17.95	8.98	26.93	8.97
5.50-17					6.50-16	19.35	9.68	29.03	9.67
5.25-18	13.35	6.68	20.03	6.67	7.00-15	21.35	10.68	32.03	10.67
5.50-18					7.00-16	21.95	10.98	32.93	10.97
6.00-16	15.95	7.98	23.93	7.97	7.50-16	27.80	13.90	41.70	13.90
6.00-17	16.50	8.25	24.75	8.25					

Firestone HIGH SPEED				Firestone CONVOY					
SIZE	Price For The 1st Tire	Next Tire 50% Discount	Price For 2 Tires	YOU SAVE	SIZE	Price For The 1st Tire	Next Tire 50% Discount	Price For 2 Tires	YOU SAVE
4.75-19	\$10.30	\$5.15	\$15.45	\$5.15	4.40-21	\$8.35	\$4.18	\$12.53	\$4.17
5.00-19					4.75-19	8.60	4.30	12.90	4.30
5.25-17	13.20	6.60	19.80	6.60	5.00-19				
5.50-17					5.25-17	11.00	5.50	16.50	5.50
5.25-18	12.00	6.00	18.00	6.00	5.50-17				
5.50-18					5.25-18	10.00	5.00	15.00	5.00
6.00-16	14.35	7.18	21.53	7.17	5.50-18				
6.25-16	17.40	8.70	26.10	8.70	6.00-16	11.95	5.98	17.93	5.97

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