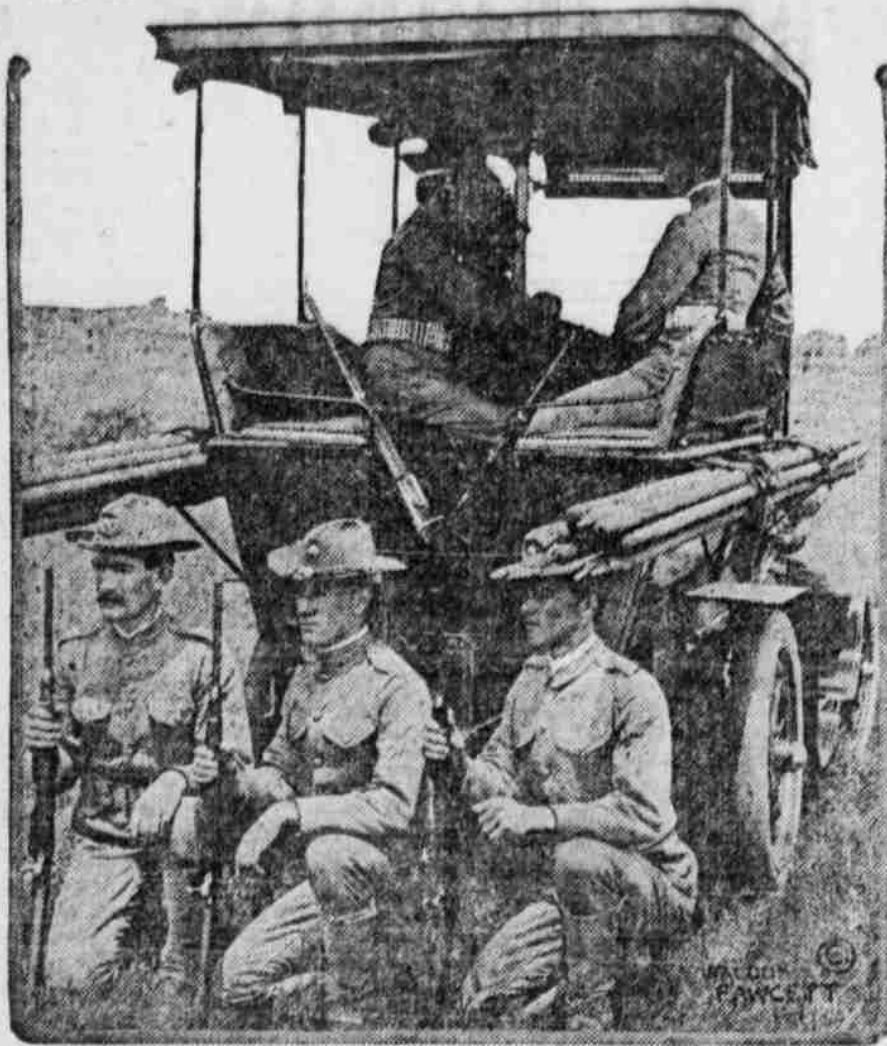


NATIONAL GUARD AUTO WIRELESS STATION

GREAT NATIONAL
"AERIAL DERBY" IS
BEING PLANNED

Race by Aeroplane From Atlantic
to Pacific Will Start Early
in the Fall.

BIG CASH PRIZES OFFERED

Interest Intense Among Aviators and
Manufacturers of Aeroplanes—
Rivalry Among Cities Across
Continent for Designated
Place on Route of
Racers.

New York.—Not only has the picturesque history-making project of an aerial race from the Atlantic to the Pacific seized the imagination of the entire country and attracted the interest and endorsement of United States senators and representatives and governors of many states and started rivalries among cities across the continent for a designated place on the route of the racers, but, as may be imagined, the interest has become intense among aviators and the manufacturers of aeroplanes and motors.

Inquiry upon inquiry has poured into the Aero Club of America regarding details of the transcontinental aeroplane competition for the Pulitzer cup and the cash prizes, the first of which is \$20,000.

To meet the special and public demand for information as to how this great national aerial derby is to be conducted, the Aero Club of America sets forth the project with its patriotic and progressive objects and tentatively—for the officials are still holding themselves open to suggestions from aviators and firms entering their brands of machines—have formulated the rules and conditions of the contest.

Many Important Prizes.

"The Aero Club of America," the statement reads, "has offered a first prize of \$20,000 to be awarded the aviator winning the contest under the conditions to be herewith described. There will be about fifteen 'controls' (landing stations) on the route, and each city which is made a control will give prizes, making a total of from \$100,000 to \$150,000, from which fund eight principal prizes and other special prizes will be awarded—the first eight as follows: First prize, \$20,000; second, \$15,000; third, \$10,000; fourth, \$7,500; fifth, \$5,000; sixth, \$2,500; seventh, \$2,000; eighth, \$1,500."

Special prizes will be given for the best time between controls and for the best demonstration with radio, sending messages to land stations, for the making of maps for the war department and of photographic films for aeronautical maps of the first great aerial highway.

The winner of the Pulitzer trophy will, of course, be the first aviator who lands at the final control on the Pacific coast. But when it comes to the awarding the cash prizes certain penalties of time are to be considered for changes in the motor and aeroplane parts of the machine during their transcontinental journey. A set of these penalties regarding motor changes, repairs and alterations has already been tentatively drawn up, forming, as nearly as possible, a consensus of the suggestions of entrants and aeroplane makers.

Many Landings.

Whatever the route chosen, the distance between controls east of, say, Kansas City, will not be more than 850 miles, and in desert and mountainous countries in the West the distance between controls will be limited to between 175 and 275 miles.

"The contest committee," says the

Aero club statement, "proposes this limitation for the following reasons: To prevent excessive flying, making it possible to every aviator to fly in this initial long distance contest with safety, and to approximate ordinary conditions to be met in every-day practice, in aerial training, carrying mail, passenger carrying, etc.

"To give a larger number of controls and enable the population of important centers in different parts of the country to see the competing aeroplanes and become familiar with the present possibilities of aerial transportation.

"To hold the contestants together as far as possible.

"Each competitor must expend a minimum aggregate of hours while his machine is on the ground in the controls. These periods of 12 hours will be called 'resting time.' No competitor will be allowed to start until the 12 hours' resting time shall have elapsed. A competitor may expend as much time as he likes at the starting control, but after once having been officially started from any control, the whole time until he reaches the next control will be counted as flying time.

Saturday, September 2.

"The contest will commence on Saturday, September 2, 1916, and will finish at latest on Saturday, September 30, at 7:30 p. m.

"The contest is open to competitors of any nationality holding an aviator's certificate issued by the International Aeronautical Federation and the Aero Club of America's yearly license, and to the militia, aero clubs, cities and any other organizations wishing to participate and who can enter a properly equipped aircraft and a licensed aviator.

"The entrance fee is \$200, and entries will be received up to 12 noon, August 1, 1916. The entrance fee of \$200 is payable either in one sum or as follows: \$100 by 12 noon on August 1, \$100 by 12 noon on August 15. Late entries will be received up to 12 noon, August 25, 1916, in which case the entry fee will be \$500. The entry form, which must be accompanied by the entry fee, must be sent in to the secretary, Aero Club of America, No. 237 Madison avenue, New York city.

"The start will be made from Sheepshead bay, Belmont park or Garden City on Saturday, September 2, 1916, at 1 o'clock p. m. The order of starting will be by lot and announced five days prior to the start of the competition.

"Controls open at 6 o'clock a. m. The competitor who makes the fastest elapsed time between controls shall start first, the others following at intervals determined by the difference between the time of their respective flights and the time of the fastest flight.

"Each competitor before starting will be supplied with a time card, on which will be entered his time of arrival and departure from each control. The competitor is alone responsible for the safe custody of his card and for its being produced and entered up at each control, and for the production of same when duly called upon.

Stoppages En Route.

"Stoppages en route between the controls are not prohibited, and frequent official landing places will be established between controls, about fifty to one hundred miles apart. Competitors will only be timed from the departure from any one control to the arrival at the next control.

"Individual replacements and repairs to the aeroplane and motor may be made, but the competitors making the repairs will be duly penalized according to the conditions to be decided by the contest committee. Changing of unbroken propellers and undamaged wings will not be penalized.

"Carrying a passenger weighing not less than 145 pounds is compulsory. Equipping an aeroplane with dual control to enable passenger to participate in piloting is allowed.

"Every aeroplane is required to have as part of its equipment compass, chart holder and fire extinguisher.

CHARTING LAKES
HAS TAKEN YEARS

Government Has Spent Millions
to Make Waterways Safe
for Ships.

PERIL OF JAGGED REEFS

Herculean Fight Against Unseen
Shoals That Menace Navigation Has
Been Carried on Since 1841—
New Method of Sounding.

Detroit, Mich.—Summer after summer the fleet of the Lake Survey sails the broad expanse of the five lakes and the score of bays and inlets searching for danger spots that may claim their heavy toll in human life and vessel tonnage.

Probably no frequented waterways in the world are so hazardous as the Great Lakes. At no time is a steamer on them more than a comparatively few hours from shore and periodically fierce storms arise, fully as violent as those experienced on the ocean, which play with the steel ships, battering them helplessly about, threatening to engulf or sweep them ashore.

Over \$5,000,000 has been spent by the government since 1841 for the prosecution of the work of charting the lakes. Locked in heavy timber boxes, protected from fire in immense vaults in the old post office building, Detroit, are over 1,300 field charts, dating back to 1818, when a survey of Lake Erie was made by officers of the British navy. With few exceptions the maps are the result of the scientific researches of United States engineers and surveyors.

Work of Generations.

These maps represent the work of generations of men who have toiled to make the Great Lakes safe. As a result of their investigations light-houses have sprung from barren rocks, and the solemn ringing of bells on buoys carries their warnings to passing navigators.

While the work of charting the lakes has been carried on since 1841 with only one break in the task, which occurred in 1880 and lasted until 1890, there is still much to be done to make the survey a thorough one. In fact it was only 12 years ago that what might be called an unfulfilling system for testing the depths has been devised.

Previous to that time the old method of dropping a weight of twelve pounds or so, trying to keep the line plumb, was employed. The system was far from infallible.

This lightweight testing method was employed until the '90s. Then came the heavy 100-pound sounding bell. This heavy obstacle was dragged through the water, a machine on board ship registering the angle the metal was deflected from the boat as the ship stemmed along. The bell's sheer weight made it an excellent drag.

But this system was too crude and imperfect. Twelve years ago Major Keller, United States Engineer corps, in charge of the lake survey, devised a method whereby a piano wire from 1,000 to 5,000 feet in length, slung from two launches and weighted down, was used to search for shoal spots and other elevations of submarine land.

Today this ingenious device is in use on the lakes and as a result of it many shoal and reef regions, hitherto unknown, have been listed.

Increase in Commerce.

During the years of the decade beginning in 1830 the commerce of the Great Lakes had begun to assume considerable proportions, and the American government planned a canal at Sault Ste. Marie to connect Lake Superior and the lower lakes. The only charting, however, had been accomplished by engineers connected with the British navy.

In 1841 Capt. W. G. Williams, who was at that time in charge of harbor improvements in Buffalo harbor, was ordered to take charge of the surveying of the Great Lakes. By 1878 what was assumed to be a thorough survey of the lakes had been made and the following two years were spent in the compiling of charts and the perfection of charts then in existence and circulation.

The years that had been spent up to 1880 on making the geodetic or submarine survey of the lakes had witnessed marvelous changes. The flow of population moved westward like a tidal wave and cities sprang seemingly out of the very earth. The five lakes were white with the sails of commerce.

By 1890 schooners were fast becoming obsolete. The heavy draft steamer that displaced water to the depth of 20 feet had driven the light vessels of 11 and 12 feet draft from the field.

That a resurvey must be made became evident. Provisions had been made only for vessels of light displacement. Appropriations were made by congress to carry on the work again.

In searching for a shoal area as much as \$10,000 has been spent. The work of the Lake Survey has for its object the preparation of accurate navigators' charts of the lakes and no pains are spared to make the maps complete. The work of searching for shoals is long and tedious. To sweep a full square mile costs somewhere around \$50.

NATIONAL CAPITAL
AFFAIRS

Indian Portia Practices Before Supreme Court

WASHINGTON.—Miss Lydia B. Conley of Kansas City, Mo., an Indian woman, has been admitted to practice before the Supreme court. As far as officials could recollect, she is the first Indian woman ever admitted to the bar of the highest court. She is a member of the Wyandotte tribe, which inhabited the Missouri River valley in the vicinity of Kansas City, and after whom a neighboring county in Kansas is named. Her name was presented to the court by Mr. Davis, the solicitor general of the United States.

Miss Conley is no stranger to the officials of the court, although her admission to practice did not occur until recently. She first came into public notice about ten years ago, when the Kansas City municipal authorities sought to enforce a local ordinance to remove the Wyandotte Indian burying ground. The removal would have required the disinterment of the bodies of Wyandottes buried for hundreds of years. Miss Conley armed herself with a shotgun, and warned the Kansas City officials to keep away from the burying ground.

Exercising a constitutional right, she later appeared in the Supreme court, and read a brief in opposition to the removal of the burying ground. The court decided against her. Then she took up the study of law, and having completed her legal education and being duly qualified, she sought admission to the Supreme court bar here.



Tunnel to Transport Currency From Printery

THE main tunnel from the site of the central heating, light and power plant at Fourteenth and Water streets southwest, along Fifteenth street and terminating at Pennsylvania avenue probably will be so constructed that it can be utilized for a traction system on which will run, automatically, small cars to carry paper currency and other securities between the treasury department building and the bureau of engraving and printing.

The main tunnel would provide sufficient room without amplification of the present plan. Traction would have to be laid and cars provided. The expense, it is assured on expert authority, would not be excessive.

Branch tunnels into the bureau of engraving and printing and into the treasury department, to connect the central system with this building, are part of the general plan of power distribution. These might have to be slightly enlarged to meet the needs of the suggested traction line. The way would be straight along Fifteenth street, through the main tunnel, with only the changes of direction to be considered, made necessary by the branch tunnels into the two buildings.

An electrically charged rail—perhaps the "third-rail" system—would give the necessary power to operate the cars without accompanying human control. The traction would probably be attached to the roof, carrying the cars up in the air, much like the cash trolleys in operation in big department stores.

The cars, as the plan is now suggested, would be of steel, in the form of strong boxes or chests, and securely fastened, so that the boxes could not be opened except with the proper opening appliances at either end of the line in the custody of the proper authority.

The new central heating, lighting and power plant is to serve what is technically known as the "White House group"—in contradistinction to the "Capitol group"—of government buildings. The site of the plant is at Fourteenth and Water streets, where the location is favorable to the delivery of fuel and other supplies by rail or water, for which facilities will be provided. The distribution system will require about two and a half miles of tunnels and trenches, or 12,000 feet.

The buildings to be served from this station will be the bureau of engraving and printing, the auditors' building, the department of agriculture, including all in that group; the National museum and Smithsonian buildings, the Army Medical museum, the fish commission, Washington monument, the District building, the post office department building, the treasury building, the White House, the state, war and navy departments building, the Winder building and the court of claims building.

Marine Hospital Service Tells About Jiggers

IF YOU are sick these summer days you may be told you have the "harvest disease." Your friends may ascribe it to errors of diet, overexertion, poisoning; but according to the official bulletin of the marine hospital service you probably have been jiggered. In other words, you have been stung—stung by the jigger, or harvest mite.

The bulletin on the jigger, which has served to divert attention in official circles for the moment from the war in Europe and the fact that the income tax is overdue, warns against confusing this harvest mite with the "itch mite," which has been with the human race since the beginning of history, or the "straw mite," which the hospital service says has been "only recently discovered" and is "acquiring somewhat of a reputation."

"The adult jigger is harmless," are the reassuring words of the bulletin to the man who has been jiggered, but the baby jiggers are the ones that are now coming to the cities and biting us.

If you are sensitive about having been jiggered you may say you are suffering from "trombidiosis." The treatment prescribed and the manner of its application is familiar. Father has used it successfully on Sister Mary's beau since the beginning of time, and the family bulldog has applied the same treatment to tramps. The bulletin advises an attack upon the "disappearing extremities" of the pest.

"The sufferer can almost invariably point with exactness to the burrowing sites, and frequently the disappearing extremities of the intruders may be observed."

Then your duty is plain.

"A needle sterilized by boiling may be used to pluck the invaders from their dermal intrenchments."

Keeping the Spies From U. S. Office Buildings

IN ORDER to keep spies out of the state, war and navy building, no one is permitted to enter after office hours without a pass issued by the chief clerk of one of the executive departments, or by the superintendent of the building.

Uniformed watchmen at all the doors are under orders to stop all who have not such passes. No one is to be permitted to visit more than one office on a single pass. A complete record of the comings and goings of visitors is kept.

Uniformed watchmen patrol the long corridors at regular intervals, and a complete system of electrical reporting has been installed, so that the patrol order can be enforced.

Officials in the navy and war departments have known for some time of the existence of a mysterious power which was able to bring about the disappearance of valuable papers from the desks and lockers in offices.

The bureaus of construction and repair and steam engineering in the navy department are working on important naval secrets as to submarine construction, hydro-aeroplane building, torpedo protection and other problems presented by the European war. In the war department reports of experiments in ordnance, motors, transport problems, etc., are in the various desks and would be of great value if later they should find their way into the hands of a hostile nation.

Formerly access to these offices was a simple matter, the visitor being required merely to state some specific business.

CANADA'S EXCELLENT
FINANCIAL STANDING

Bank Clearings Increase—Agriculture Is a Paying Industry—Manufactures Doing Well.

"Business experts assert that Canada is on the threshold of perhaps the most prosperous era in her history. The unprecedented value of the farm products of 1915, together with the very large output of factories working on munitions of war has suddenly brought the country into a position, financially, scarcely hoped for as a nation for years to come. Export surplus of \$50,000,000 a month is making Canada very strong in cash."

—Extract from official bulletin of February 11, 1916.

The response by the farmers of Canada to the call for increased production in 1915 was a total net output exceeding one billion dollars, an increase over normal years of at least three hundred millions. The three Prairie Provinces contributed probably nearly one-half of the total product.

The wheat crop was worth \$310,000,000, and accounted for about 30 per cent of the total agricultural product. Other things counted also. Look at dairying. In Ontario the dairy production was increased 20 per cent, and prices were over 10 per cent ahead of 1914. Other provinces shared in the increase, especially Alberta, Saskatchewan, Quebec and Nova Scotia. The dairy cow was "on the job" in 1915. So also were the beef cattle, the pigs and the hens.

It is not fair to the farmers of the Prairies to call the wheat crop of 1915 a "miracle" crop. The farmers cultivated more land and gave attention to their seed. Providence gave them favorable weather. Then they toiled early and late in the harvesting and threshing. Good cultivation gave bigger yields than careless work, 45 bushels as against 25.

The wealth of Western Canada is by no means all in its wheat crop. If the country had no wheat at all it would still be famous as a land of successful farmers on account of its stock production. From one shipping point (High River, Alberta), over \$75,000,000 worth of horses have been sold in the last two months. The average price to the farmer has been about \$175.00 per head. According to Government returns there are a million and a half horses in Manitoba, Saskatchewan and Alberta, worth probably \$150,000,000.

The investments which farmers of Western Canada are making in livestock and farm improvements are good evidence of the fact that they have money for these purposes. It is apparent, however, that they are also spending some of their profits on those things which will bring greater comfort and enjoyment to themselves, their wives and their families. The automobile trade all through the country is particularly active, and farmers are the biggest buyers. A recent report of the Saskatoon district shows that in two months a million dollars' worth of automobiles have been sold, largely to farmers. Nor are all of these cars of the cheap makes; some high-priced machines are in demand.

Bank clearings throughout the Western Provinces show greater commercial activity than at the same season in 1915 or 1914, the increase for the last week of February being \$8,000,000 and almost \$9,000,000, respectively, for the first week of March \$15,000,000 over 1915 and \$18,000,000 over 1914. The same excellent story comes from Moose Jaw, Sask., where they showed from 40 to 100 per cent over the previous year. Calgary, Alta., bank clearings continue to reflect the greatly improved business conditions as compared with a year ago. Canada's bank clearings for the month of February, 1916, were the greatest for any February in the country's history. The totals amounted to \$664,222,000.00, as compared with \$487,206,000.00 for the same months a year ago. An increase of \$177,000,000.00 in bank clearings for the month tells its own story of the country's prosperity.—Advertisement.

Never Missed.

"When I grow up to be a man," said the boy who lived in a flat, "I want everybody to be sorry when I die."

"That is a very laudable ambition," replied his father. "The only advice I can give you is: Don't be a janitor."

FRECKLES

Now Is the Time to Get Rid of These

There's no longer the slightest need of feeling ashamed of your freckles, as the prescription outline—double strength—is guaranteed to remove these honey spots. Simply get an ounce of outline—double strength—from your druggist, and apply a little of it at night and morning, and you should soon see that even the worst freckles have begun to disappear, while the lighter ones have vanished entirely. It is seldom that more than one ounce is needed to completely clear the skin and gain a beautiful clear complexion.

Be sure to ask for the double strength outline, as this is sold under guarantee of money back if it fails to remove freckles.—Adv.

Fitting Devotion.

"That infatuated youngster fairly dogs my steps."

"Merely a case of puppy love."

Modification.

"Each age has its cycles."

"Maybe so, but I think this age has entirely too many motorcycles."