

AUTOMOBIVE SECTION



AIRSHIPS AND NOT AIRBOATS FOR OVERSEA AIR FLIGHTS

Navy Investigates Usefulness of NC Planes From Results of Recent Overseas Flight.

Washington, June 14.—Flying ships instead of flying boats will be the logical evolution of navy seaplanes, navy experts believe, as a result of the first air trip across the Atlantic.

Strangely enough, it was to the experience of the NC-1, lost off the Azores, and the NC-3, battered out of usefulness by heavy seas before she made port at Ponta Delgada, that the inventive genius of the department turned for inspiration; not to the NC-4 that battled her way triumphantly through the historic journey.

As far as they have yet gone and lacking detailed reports and comments from the 17 men who set out from Rockaway on the great adventure, the experts apparently have reached certain definite preliminary conclusions to guide them in future seaplane designing. They are convinced that to play its full part in naval strategy, the seaplane must become as independent a unit as a modern submarine or destroyer.

Also, to fulfill its function as scout, this plane of the future must be able to communicate at all times by radio. When the NC-3 was forced down west of the Azores with Com. John H. Towers, flight commander aboard, she became dumb. As a scouting unit her value to a fleet was lost from that moment.

More Efficient Wireless. Also, to fulfill its function as scout, this plane of the future must be able to communicate at all times by radio. When the NC-3 was forced down west of the Azores with Com. John H. Towers, flight commander aboard, she became dumb. As a scouting unit her value to a fleet was lost from that moment.

These conditions were written into new designs gradually. As battleships have developed from 11,000-ton pre-dreadnaughts to the 43,000-ton monsters for which the navy is now contracting, so naval officers say, seaplane evolution will come by type and year by year, each advance being based on results obtained with preceding types.

Power Development Lacking. Naval experts point out that in both seaplane and dirigible development, one of the most important elements to be considered, is that of getting efficient power. The Liberty motors have proved highly satisfactory so far as endurance goes on the transatlantic flight, but no means have yet been evolved to get full benefit of their power.

The problem is the same as that encountered with steam turbines in surface craft. The efficient engine speed of any gasoline motor now known is too high for efficient propeller speed. Connected direct to the engine shafts, the propellers revolve so rapidly that the length and pitch of the blades cannot be set so as to obtain all of the lifting power the engine could furnish.

The navy has been working for months with a reduction gear system to go between the engine and the propeller. A similar device has permitted destroyers to use turbine engines, but it has found a difficult task to design a lightweight reduction gear or other aircraft. Should this device be worked out, the NC seaplanes could be made much more efficient and their cruising radius greatly increased.

As to the sea-keeping qualities of the NC planes, the experience of the NC-1 and NC-3 indicate to experts that some way must be found to get the plane surfaces higher out of the water. This would save them from battering into the sea when riding the surface.

Famous New York Criminal Now Proclaimed War Hero

Monk Eastman, All Around Yegg and One-Time Gang Leader of Bowery District, Wins New Soul As Fighting Man—Machine Gun Is His Specialty.

Camp Upton, N. Y., June 14.—It is a long trail from the saloons of Christie street, in New York City, to the front line in France, and in traveling it a man's soul may undergo a strange transformation. The rattle of the gang fighter's automatic is only the faintest echo of the roar of battle, but one man who has made the journey carries in his heart something that made him endure the greater ordeal.

"Monk" Eastman has come back, physically and morally. Chieftain of one of the toughest gangs in the history of New York City, owner of a dozen names, gunman, robber and opium smoker, greatest scores of times, imprisoned thrice, Eastman is now a private in the 106th infantry. That is the physical part of the comeback. Col. Frank Ward of the 106th; Maj. Scott Button, Capt. James C. Conroy, Lieut. Joseph A. Kerrigan and hundreds of the men who fought beside Eastman have signed a petition, soon to be presented to Governor Smith, asking that Private William Delaney of the 106th infantry, formerly Monk Eastman, gang leader, be restored to citizenship.

Dance Hall Bouncer. For the spirit that brought Eastman up from a bouncer in a dance hall to the command of the toughest gang of "gorillas" that ever swaggered along the Bowery kept him in the front of the battle in France. Crouched in a dugout while the barrage thundered above, or creeping forward under machine gun fire, Eastman was always cool and courageous.

Behind the lines, out of the stimulus of battle, his officers say, he was also a good soldier. The man who had ruled his own gang of a thousand or more gunmen and thugs with an iron hand submitted quickly enough to the discipline of the army. The hero of a dozen gun-fights with the Paul Kelly gang proved the stuff of which he was made in the greatest gun fight of all time.

Machine guns were his special delight, his officers say. Private Delaney, bomb in hand, crept forward and demolished them with even more enthusiasm than he displayed in earlier years in wrecking a polling place in an anti-Tammany district.

Once while working his way forward to bomb out an especially annoying nest of German gunners caught sight of him. They could not depress their gun sufficiently to hit him, and Monk crawled forward on his stomach and blew them up with a Mills bomb. In the process the

less than the original programs called for. For the year ending April 30, carload shipments were 189,429, compared with 224,805 carloads in the previous year.

There was a broad discussion of general conditions affecting the industry, including the progressive work of the government in highway matters, the increasing amount of unfair legislation and taxation against the 6,000,000 owners of automobiles. Motor fuel and patent matters also received attention.

Hero Returns to Find Parents Dead of Flu. Mansfield, O., June 14.—Lieutenant Edwin C. Richardson was duty sergeant in Company M, 146th Infantry when the soldiers left Mansfield. He went across and fought during the war with honors coming to him for his faithfulness and bravery. But while on a transport returning home, his father and mother both died of the influenza at their home in Redland, Cal. He came to Mansfield to enlist because of his close friendship with Captain A. I. Harrington, of this city.

Firemen Build Motor Truck at \$500 Cost. Medford, Mass., June 14.—Members of the fire department at the central fire station have built and equipped a combination motor truck which is now in commission.

The new truck was constructed completely by the firemen and represents a cost to the city of but \$500 for materials used. The engine in the truck was rebuilt from an engine in one of the discarded pieces of apparatus.

Fifteen-Cent Sale Cost \$31. Hiawatha, Kan., June 14.—It cost F. A. Greene, a restaurant owner here, \$31 to sell a 15-cent tin of tobacco to a boy under 21. A youth whom Greene thought of age appeared in the restaurant and asked for a can of tobacco. City Marshal Hardy saw the sale and after taking the tobacco away from the boy, had a warrant issued for Greene.

Babe Born With Six Teeth. Mercer, Pa., June 14.—A daughter was born to Mr. and Mrs. Joseph Banana with a complement of six teeth—four in the upper jaw and two in the lower.

An Opportunity—And an Education

Advertisement for the Army Recruiting Office. It features a man in a military uniform pointing to a globe with various regions labeled (Siberia, China, Alaska, Panama, Japan, etc.). Text includes: 'THERE'S THE WORLD BEFORE YOU, YOUNG MAN! DO YOU WANT TO SEE IT? LEARN A TRADE AND LIVE A STRONG HEALTHY LIFE? IF SO, ENLIST AND BE HAPPY! YOU CAN'T BEAT THIS!' and 'THE SERVICE YOU LIKE BEST: INFANTRY, CAVALRY, FIELD ARTILLERY, ORDNANCE CORPS, MEDICAL CORPS, COAST ARTILLERY CORPS, SIGNAL CORPS, AIR SERVICE (BALDWIN CORPS), MOTOR TRANSPORT, QUARTERMASTER CORPS, CONSTRUCTION DIVISION. TAKE YOUR CHOICE!' and 'YOU GET FOOD, CLOTHING, LIVING QUARTERS, MEDICAL ATTENTION, BASE BALL, FOOT BALL, MOVIES, THEATRES, FREE!' and 'ARMY RECRUITING OFFICE'.

United States Jumps from 9th to 2nd in World's Shipping

Remarkable Advance Made By This Country In Face of Loss of Two-thirds of Total Pre-war Tonnage, Figures Show.

(By Universal Service.) New York, June 14.—Many surprising changes in the alignment of the world's shipping have been brought about by the war. Most remarkable of these is the advance of the United States from ninth to second place with quadrupled tonnage, although this nation lost nearly two-thirds of its total pre-war tonnage through the inroads of German mines and U-boats.

These changes are shown by Henry C. Willbank in an article on "World shipping in the melting pot" in the current issue of the Rudder. The writer shows that the United States starting with a pre-war tonnage of 1,076,000 gross tons of steam ocean going shipping, overcame losses of almost two-thirds of this total during the war, passed Italy, Holland and the British colonies, Japan, France, Norway and Germany in the order named and increased its holdings to 4,476,000 tons, which is 11 per cent of the world's trade fleet as against holdings of only 2 1/2 per cent at the beginning of the war.

Only four out of 28 maritime nations have maintained their pre-war rank in tonnage holdings, according to Mr. Willbank's tabulations. These are Great Britain, at the top of the list, Sweden, in the 11th place, China, 23rd and Siam 28th. The line-up before and after the war is as follows:

Table showing shipping tonnage before and after the war for various nations. Columns include 'Before War', 'Rank', and 'After War'. Nations listed include Great Britain, Germany, Norway, Japan, etc.

It will be noted that Germany is shown in third place in this list, but Mr. Willbank points out that the peace terms drawn up since the

ARMY DRIVE FOR RECRUITS BEGUN ALL OVER NATION

Thirteen Branches of Military Service Open to Recruits Who May Make Their Own Choice.

Shoes and shirts and collar buttons have been sold through the power of advertising, but now along comes the United States army with a big advertising campaign for recruits. Full pages in leading newspapers in 56 cities will be "selling" to ambitious young men the advantages of a military life.

There are 13 branches of military service open to recruits and the applicant for enlistment may make his choice among them. Furthermore, the opportunity to serve in foreign lands makes enlistment a ready solution for the ambitious young fellow with a desire to see the world. Forces are maintained by the government in the Philippines, China, Alaska, Siberia, Panama and of course, in the occupied areas of Germany.

There are 13 branches of military service open to recruits and the applicant for enlistment may make his choice among them. Furthermore, the opportunity to serve in foreign lands makes enlistment a ready solution for the ambitious young fellow with a desire to see the world. Forces are maintained by the government in the Philippines, China, Alaska, Siberia, Panama and of course, in the occupied areas of Germany.

He is provided with excellent food, clothing of first-rate quality, and comfortable living quarters. He receives free medical and dental attention. The average young man's pay in civil life is higher than in the army, but out of it he must support himself. The lowest rate of pay in the army is \$30 a month, and it is practically all "velvet." The soldier at the end of his enlistment finds himself equipped with a skilled trade and may well have a considerable amount of cash laid by from saved earnings if he has grasped his opportunity to "Earn While He Learns."

date given have reduced its marine power to such a degree that it has not even the prospect of a position among the 10 maritime leaders of the world for years to come.

MORMONISM DEVELOPING THROUGHOUT BRITISH ISLE

Polygamy Ensnares Girls Who Learn of Enslavement After Leaving Homes in Great Britain.

By FORBES W. FAIRBAIN. (Universal Service Staff Correspondent.) London, June 14.—Greatly disturbed England is face to face with a new problem. This time it's Mormonism, and writers, lecturers and "defenders of the public morals" profess to be perturbed over the inroads Brigham Young's religion is making here. They are fearful for the morals of the young men and women, emigrants to Utah, who have fallen, are falling or are about to fall under the influence of the pastors of the Mormon church.

They declare that a marked revival of the Latter Day Saints' beliefs is on foot in Britain and that the proselyting elder is very much alive to the opportunity thus created. The scarcity of husbands, due to the late war, is evident to the missionaries and they are wasting no time replenishing the Utah households with beautiful English maidens who, it is said, are willing to "believe the old story that polygamy no longer exists."

Unquestionably there are a great many Mormon clergymen in England. They are very quiet, hardly ever appearing in the public, but it is stated that they are a great number of converts to take back to Salt Lake City with them. It is even stated that the church is willing to pay the fares of these enthusiasts to the home of Mormonism.

Wrote the Daily Express and expounds her argument in a terrific exposition of methods of Mormonism.

Woman Writer Fights. "Mormonism is run by polygamists," she says. "It is the root and groundwork of their faith. For years these degenerate men have sent out to the British Isles a stream of their peasant blood of Europe, and it is appalling to know that our own country women are being daily enslaved by an organization which violates the sanctity of the home, makes marriage a farce, luring thousands into unspeakable degradation. Scores of British-born maidens are yoking themselves in marriage to the American Mormon soldiers who are in England and are going back with them as wives."

"These girls will have to embrace a so-called religion which has never expunged polygamy from its doctrines and whose leaders recently appointed a polygamist president in place of the defunct Smith—husband of five wives and father of more than 40 children."

"Numbers of British converts are waiting to go back to Utah under the supervision of elders, who will pay their fare. Once they arrive—owing passage money—these unfortunate dupes are unable to escape on account of this debt to the church, while the English wives will be forced to submit to the stern rules of the cult. English women will be amazed when their husbands introduce them to civil life in Utah. How can girls brought up in this country, stand the initiation ceremonies of the Endowment House, so ridiculous and degrading in its pagan profanity?"

"Let the Mormon's finances picture herself, after the public cleansing, when she will be disrobed and washed in the presence of her companions, having to take the oath of obedience to the priesthood, with its pledges that bind her forever in the toils of a blasphemous creed. Then when her Mormon 'boy' casts a covetous glance at a younger charmer, it will be the fate of the wife to join her husband's hand to that of her rival, in the secret ceremony of his second marriage."

Postman, 70, On the Job. Greenfield, Ill., June 14.—Ira Converse, aged 70 years, believed to be the oldest free delivery mail clerk in Illinois if not in the United States, is still on the job. He has been hustling mail here for 20 years and figures he has traveled 145,235 miles, or nearly six times around the world, in that time.

2,009 Eggs In Eighteen Years. Toronto, O., June 14.—"Granny," champion egg layer of Jefferson county, is dead at the age of 18 years. "Granny," though unpedigreed and never entered as a contestant for blue ribbons at poultry shows, laid 2,009 eggs during her career.

Take Safe and Contents. St. Louis, Mo., June 14.—Exit the safe blower. Enter the safe taker. Robbers didn't take the time to "crack" a safe in the Kroger Grocery company office, but instead carried a 400-pound safe, containing \$86.55 out of the store and put it in a machine and drove away.