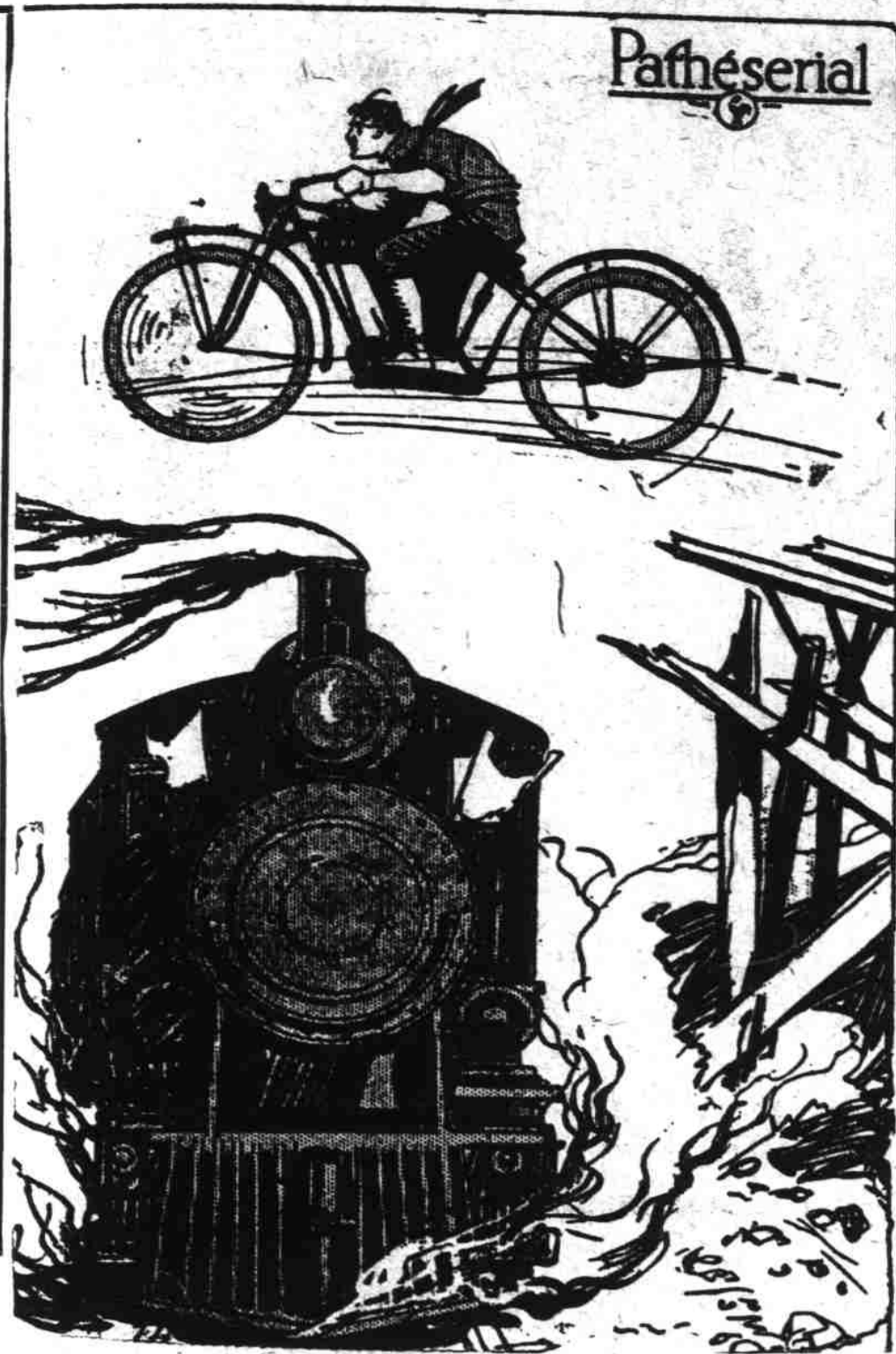


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### Aeronautics Develop Need of New Federal Enactment

American Bar Association at Meeting in Cincinnati Will Recommend Constitutional Law for Proper Solution of the Demands of Air Development—Constitutional Amendment to Be Suggested

CINCINNATI, Aug. 20.—One of the most interesting and unusual features to be introduced and discussed at the convention of the American Bar association to be held here August 30 to September 2, will be the matter of recommending the enactment of constitutional law to bring about the proper solution of the demands of aeronautics.

The recommendation that such action be taken comes from a special committee on the law of aviation, which in its report to the executive committee of the association expresses its hope that in the enactment of any legislation by congress, the most careful preliminary consideration be given to the constitutional features of any proposed legislation, to the end that it may be determined whether the proper development and regulation of aeronautics does not require a constitutional amendment conferring complete jurisdiction over aeronautics upon the United States through its appropriate departments.

Whether control should be exerted by the national government; and whether the power of such control should be conferred by constitutional amendment, or seized under the claim of the exercise of existing powers.

The committee after thorough investigation finds and will report that the emergency arising from the present state of the law may be conveniently and satisfactorily solved by the following specific amendments to existing law. The uncertainty as to what the law is governing; the lack of any uniform laws; the conflict of laws; the insufficiency of law; the hazard of unregulated flight; the hazard of undefined responsibility; the hazard of personnel in unlicensed or unqualified or inadequately equipped pilots; the hazard of deficient airworthiness of aircraft. Together these make up a bunch of uncertainties and a bunch of embarrassments which make the proper conduct of the business of aircraft insurance extremely difficult if not impossible.

The committee expresses the belief that recourse to a constitutional amendment is desirable in providing regulation of air service and at the same time admonishes that the greatest care should be taken to make it amply comprehensive because of the fact that the art of flying is still in its infancy. The committee also submits a tentative constitutional amendment suggested by Major Eliza C. Johnson of the United States army legal adviser to the air service, as follows:

"Congress shall have power to provide for regulating the use for air travel of all air space over the earth and within the border of the United States and its territories, and all countries over which the United States has jurisdiction, including the three-mile limit on the seas; and to provide for regulations of landing fields, a fixed code of signals, and signs for the navigation of the air and the landing of aircraft."

"Congress shall have further power to provide for the enforcement of said regulations and establish air admiralty courts, or grant to the existing courts the jurisdiction of the admiralty law in the air, which jurisdiction shall include the punishment of all crimes committed on aircraft, whether in the air or in port at landing fields, and over all civil cases over which admiralty courts now, or hereafter, generally, have jurisdiction, which have their source in air travel."

The committee adds that the time has certainly come when it can no longer be said that this is not a subject of general interest, or about which there can be any doubt as to the necessity of legislation.

ers and still stiff form lack of use, unexpectedly set its record that still stands. Shortly after leaving Savannah, No. 107, a new locomotive, assigned to the test, developed a hot driving box and the Seaboard test train passed it at Burroughs, 11 miles out, the two railroads paralleling to that point. At Fleming, 23 miles from Savannah, No. 107 was still experiencing trouble and when passenger train No. 23, southbound, with engine No. 111 in charge of Engineer Lodge overtook the test train, officials substituted the 111 for the 107, ordered dispatchers to clear the road between Fleming and Jacksonville and instructed Lodge to push his engine to the limit. A fire some years ago destroyed the records on the run between Fleming and Waycross but reports show that No. 111 made the 76 miles between Waycross and Jacksonville in 59 minutes, an average speed of 78 miles an hour. The world's record was set near

JACKSONVILLE, Fla., Aug. 20.—Pulling a slow local passenger train to Georgia is the "ten wheeler" which the day 20 years ago traveled at a speed greater than that of any steam locomotive ever built, 120 miles an hour. This engine, now Atlantic Coast Line No. 210, was Plant System No. 111 when it set the world's record for United States mail contract between Washington, D. C., and Jacksonville. The Seaboard Air Line and the Atlantic Coast Line—Plant System in March 1901, were conducting tests under the observation of postal authorities. The road, it was agreed, should run these trains to determine which could be the Florida and Cuban mail. It was while pulling the Savannah and Jacksonville that No. 111 of the Seaboard, Florida and Western, just delivered to the railroad by her build-

Screven, Ga., 12 miles south of Jesup, where No. 111 and her train covered five miles in 2:30 minutes.

No. 111 arrived at the union station in Jacksonville ahead of the Seaboard test train and the Atlantic Coast Line and Plant System was awarded the mail contract.

Some time later the Atlantic Coast Line absorbed the Plant system and No. 111 became A. C. L. No. 210. There is nothing out of the ordinary in the design of the engine, which is of the typical "ten wheeler" type, three pairs of drivers and four pony truck wheels. She has 19-inch cylinders with a stroke of 28 inches, 72-inch driving wheels, and carries a boiler pressure of 180 pounds. The engine weighs 150,000 pounds. Her rated tractive power is 21,480 pounds.

The old Plant System track between Savannah and Jacksonville is known among railroad men in the southeast as "The Speedway" because of the fast time that has been made on it. No. 111 made her notable run in 1901, and after the Atlantic Coast Line took over the Plant System a special train was handled at a rate of 105.6 miles an hour. This instance was on March 9, 1903 when a train chartered by the family of George Gould was run the 172 miles from Jacksonville to Savannah in 1:52 minutes, or at a speed of 70.7 miles an hour. Engine 271, with Engineer Thomas Leake in charge, which pulled the train, ran the seven miles between Waycrossville and McIntosh, Ga., in four minutes, exceeding 105 1-2 miles an hour.

Prohibition officers in New York city are using sponges to salvage evidence when the illegal possessor of liquor spills it.

### BLIND MARINE ON HIS FEET THROUGH VOCATIONAL SCHOOL

CHICAGO, Aug. 20.—To Corporal Christen Poulsen, of the United States marines, his discharge from an army hospital in February, 1918, meant beginning life anew—the life of a blind man. In two years time, he has completed that readjustment and today Poulsen is in the fuel and feed business in Chicago, and does a full day's work every day and, with the aid of

his wife, is taking a correspondence course in business management.

Poulsen was with the Sixth regiment of the marines when a few thousand were chosen from the vanguard of the American army to help block the German advance on Paris in June, 1918. The sixth marines gave their aid to the allies, but among those who were left on the battlefield was Corporal Poulsen, fully conscious, but bleeding and sightless from the burst of a high explosive shell. Poulsen was wounded just one year to a day from the date

he enlisted. He has been totally blind ever since.

Following his discharge from the army hospital, Poulsen entered Evergreen, the Red Cross school for the blind, in Baltimore. There he took courses in typewriting, Braille, English, civics, and learned to make small, useful articles. He was getting \$80 a month from his war risk insurance, but wanted to earn his own living in addition.

A year later his father offered him work in his feed store in Chicago.

Young Poulsen entered the office and began to learn to take orders and direct deliveries. Today he is a full partner in his father's business. Now he feels that he needs still further technical training in business and has begun a correspondence course under the federal board for vocational education. He is studying this course in his spare time, with the aid of his wife, whom he married last year, and who now acts as his reader.

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### Old A. C. L. Engine 210 Holds World's Record at 120 Miles

As Engine No. 111 on the Plant System in 1901, This Locomotive Won for the Coast Line-Plant System the Cuban Mail Contract From the Government by Beating the Seaboard Air Line Speedster—History of "Run"

JACKSONVILLE, Fla., Aug. 20.—Pulling a slow local passenger train to Georgia is the "ten wheeler" which the day 20 years ago traveled at a speed greater than that of any steam locomotive ever built, 120 miles an hour. This engine, now Atlantic Coast Line No. 210, was Plant System No. 111 when it set the world's record for United States mail contract between Washington, D. C., and Jacksonville. The Seaboard Air Line and the Atlantic Coast Line—Plant System in March 1901, were conducting tests under the observation of postal authorities. The road, it was agreed, should run these trains to determine which could be the Florida and Cuban mail. It was while pulling the Savannah and Jacksonville that No. 111 of the Seaboard, Florida and Western, just delivered to the railroad by her build-

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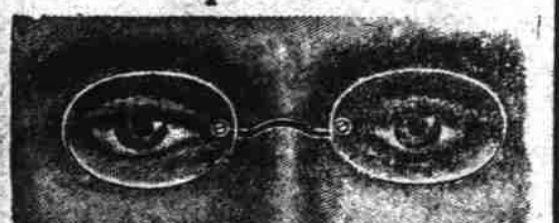
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