

Aviation Has Made Rapid Progress

Babson Discusses Possibilities of "Flivver" Plane

BY ROGER W. BABSON, Copyright 1934, Publishers Finance Bureau.

Babson Park, Fla., March 23.—Commercial aviation was in its infancy when the depression cyclone struck the business world. In spite of the worst deflation that either the United States or Canada has ever experienced, aviation has put aside its swaddling clothes and become a vigorous youngster. Inasmuch as the air mail controversy has thrown aviation into the spotlight, I shall discuss the industry at this time.

1933 Big Aviation Year
The following table gives the reader an idea of the growth of commercial aviation during the past eight years:

Year	Miles Flown	Passengers Carried	Mail Pounds	Express Pounds
1926	4,318z	5,800	811z	5,500
1927	5,879	12,600	1,654	12,500
1928	10,472	52,900	3,632	35,000
1929	20,243	165,200	7,772	198,000
1930	28,834	385,900	8,514	287,000
1931	43,395	457,700	9,351	885,000
1932	48,344	501,500	7,658	1,324,000
1933	50,801	416,200	7,611	1,384,000

The table shows that all figures for 1933 registered gains over 1932 with the exception of mail-pounds carried.

The present rate established in mid-1932 must be reduced if use of air-mail is to be encouraged.

There were a number of factors responsible for the 28 per cent gain in air passenger mileage in 1933. One important reason was the reduction in fares. In 1929, cost of air travel averaged about 12 cents per mile and was roughly four times in excess of Pullman fares—whereas now air rates have dropped to less than six cents per mile. The huge time-economy in the case of air travel more than offsets the slight advantage which Pullman rates still have.

Brisker business activity warranted scheduling flights oftener during 1933; than ever before—thus making air service more convenient for patrons. Also, there has been a constant improvement in the maintenance of schedules in the past two years. Whereas in 1930, 20 to 25 per cent of scheduled flights were delayed or broken, now only about six per cent are interrupted. The danger in air flying has been largely eliminated as shown by the figures. In 1928, there was one fatal accident to every 889,000 miles flown, while in 1932, there was only fatal accident in every 3,000,000.

Greater Comfort, Safety, Speed.

Technical improvements also deserve a large share of the credit for the popularity of air travel during 1933. Among these technical developments are: (1) The progress toward elimination of sound and vibration; (2) the introduction of an aerial sleep service; (3) the invention of an adjustable pitch propeller, giving both better power in take-off and higher efficiency in full flight; and (4) the installation of air-brake which permits flying at high speed on route and slowing down to safe landing speed. This latter development is the most important. Without higher cruising speeds, much of the time-economy of air over Pullman travel would have perhaps been offset by the new dur-aluminum trains capable of making 110 miles per hour.

In spite of the big increase in passenger and freight traffic in 1933, over 60 per cent of commercial aviation revenues came from air-mail contracts. This was true even after allowing for the 28 per cent cut in government payments to carriers since June, 1933. It is easy to see, therefore, that the mail contracts have been very important to commercial aviation, whether a transport line at present can break even on passenger and express business alone is debatable. An indication of the effect of permanent loss of the air mail business is the recent announcement by the leading transport companies of a reduction in scheduled miles from 10,500 to 5,800 daily.

Asset to National Defense.
For the 1933-34 fiscal year the government has set aside \$14,000,000 as pay for the air-mail carriers—a 28 per cent reduction from the 1932 figure. This sum, however, is not entirely a subsidy. The Post Office Department receives approximately \$8,500,000 from the sale of air-mail stamps. Therefore, it costs the government less than \$5,500,000 to fly the mails in private ships and at the same time to maintain a highly trained corps

MOVIE MEMORIES



May Allison

Fourteen years ago: Lovely May Allison enjoys an afternoon off from the studio and is caught by the cameraman strolling about the grounds of her Beverly Hills home. She entered pictures in 1915.



Shirley Mason

Fourteen years ago: Shirley Mason poses in a new negligee in a scene from a 1922 picture. On the stage since the age of four, Shirley is another pioneer of the cinema. She got her start with the old Edison company.

of reserve aviators. (At the present rate, the government is spending the equivalent of this subsidy in three and one-half hours.) In addition to the commercial pilot force, the 2,075 up-to-date airports and landing fields are invaluable to our national defense.

While the administration has temporarily tripped up the transport division of the industry, it is boosting the manufacturing branch. The latter suffered severely during the depression. Monthly plane construction dropped from the peak (May, 1930) of 396 to a low (December, 1933) of only 71. In the first years of the depression, military orders provided a good backlog of business. As the government cut down on military appropriations, orders for service ships steadily declined. Now the government has turned around completely and has embarked on a program of modernizing its air defenses. It is reported that 2,100 military planes are to be constructed during the next five years at an estimated cost of \$180,000,000.

A "Model-T" of the Air?
1929 dreams of having a "hangar in every back yard" have not materialized. Because the market for airplanes during the last few years has been so restricted, quantity production has never been possible. Conditions in connection with the manufacture of private airplanes today are much the same as those which existed in the automobile industry before Henry Ford began putting out his "T" model in quantity. The government Aeronautical Bureau has designed a plane—

slow, small, safe, sturdy and economical—that can be built in quantity for \$700. The same bureau has the names of 50,000 people who are definitely in the market for a low-cost plane.

The marketing of such a plane would create an infantry of the air, a valuable but inexpensive addition to our national defense. Moreover, the manufacturing capacity of the industry would be built up to a point where war-time needs could be supplied quickly. Many readers still remember the agonizing delays in receiving aviation equipment in 1917-18. No private concern, however, has been willing to undertake alone the initial development expense of plant, machinery, and the like. To help offset these costs, the PWA has appropriated \$500,000. If the "flivver" plane "takes," it is possible that a new industry, employing many of the present jobless, will develop. History tells us the success of new industry has been a big factor in leading nations out of previous depressions.

Speculation Era is Over.
The past five years have witnessed a housecleaning of the aviation industry. Myriads of small manufacturing and transport companies have been consolidated into strong hands. Deflation of security values has hurried this process. The leading companies are now in a position to operate economically and efficiently, and to push the technical developments of the industry. The present temporary confusion at the capital

will be ironed out, the mails will once more take the air in commercial planes, and the army air force will emerge in better shape than ever before. Moreover, I believe the industry will eventually be self-sustaining. The most important point to bear in mind that the aviation industry cannot long be kept in the hangar.

Business, as estimated by the Babsonchart, though 26 per cent below normal, now registers 30 per cent above a year ago.

The Market Basket

FOR A BETTER DIET, PLANT A VEGETABLE GARDEN

Spring is coming—despite the cold, long-staying winter—and you will feel the urge to go out in the garden or the backyard and dig in the dirt. Don't hold back when you feel that urge, says the Bureau of Home Economics of the U. S. Department of agriculture. Indulge it, encourage it, stimulate it if it is slow in coming to life. If you are any sort of a gardener at all, it will probably save you money, it will certainly give you better meals than you would otherwise have, and it will supply, at minimum cost, protective foods of which most Americans do not use enough.

A half-acre garden—220 by 100 feet—can be made to produce all the vegetables the average family can use throughout the growing season, and plenty for canning, storing, and drying, says W. R. Beattie, garden specialist for the U. S. Department of Agriculture, in other words, a year's supply of vegetables. Even if you have only a tenth of that space, or just a small back yard, you can grow some fresh green foods to help toward a balanced diet.

Home gardens were, in fact, more numerous last year than ever, and there will probably be still more this spring. From the South comes the report of one home garden from which "beginning with collards January 1, there has not been a day that we have not served fresh vegetables grown in that garden, and in November it contained turnips, winter greens, mustard, onions, radishes, carrots, spinach, collards, eggplant, tomatoes, and peppers. Besides plenty to use for the table fresh, 150 quarts of vegetables from his garden were canned, and almost \$125 worth were sold.

The New York garden list runs something like this:

Greens—To provide one serving per week throughout the growing season, from any one of the following greens, plant: Chard or kale, a row 6 feet long; spinach, 25 feet, which will allow for 4 1-2 quarts canned; broccoli, 12 feet. (You can have beet greens also from the beets listed below.)

Lettuce—2 plantings, 12 feet each to provide 4 servings a week through the growing season.

Cabbage—40 feet, to provide 1 or 2 servings each week, and 30 pounds to store for winter.

Potatoes—40 feet, to allow 3 to 4 servings per week in season, and 18,

Farm Union Head



E. H. Everson

Here is E. H. Everson, of St. Charles, S. D., who has been named new national president of the Farmers' union, succeeding the late J. H. Simpson.

quarts canned for winter. This will be enough for an adult. For each child in the family, plant 75 feet, to allow a serving every day in season, and 30 quarts canned for winter.

Green peas—3 plantings, 20 feet each, to provide 1 serving per week fresh in season, with 4 1-2 quarts canned.

Snap beans—2 plantings, 20 feet each, to provide 1 serving per week fresh in season, with 4 1-2 quarts canned.

Carrots—3 plantings, 15 feet each, to provide 1 serving per week in season, 18 pounds stored.

Onions—25 feet, to provide 1 serving per week, 18 pounds stored.

Corn—3 plantings, 25 feet each, to provide 1 serving per week fresh in season, 4 1-2 quarts canned.

Potatoes—200 to 400 feet, to provide a serving every day, with 3 bushels stored.

Beans, dried—80 to 100 feet, to pro-

vide 1 serving per week, with 10 pounds stored.

Multiplying the quantities required per person, as indicated above, by the number of persons in the family will show how much of a garden to plant to meet all your vegetable needs—except tomatoes. Of these the children need more than the adults of the family, as indicated in the list.

And now to see how much better, nutritionally speaking, the family diet can be with a garden. If you are buying all the family food, and if your weekly market list corresponds to Home Economics as furnishing an "adequate diet at minimum cost," your garden might make it possible for you to serve twice the quantity of vegetables, or more. Where the list given below includes 17 1-2 pound of vegetables other than potatoes every week, you could have 35 pounds. And from your garden you could have the fresh green peas and beans, fresh tomatoes, lettuce, radishes, broccoli, or chard which might cost more in the market than you could afford. With this double quantity of vegetables, you would need less cereals, sugars, and fats.

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Diet for Stocky Person Differs From That of Slim

By LOGAN CLENDENING, M. D.

DIFFERENT from the slender, high-strung, race-horse type which we considered yesterday, is the stocky individual who has a relatively short, chunky body and tends to add weight readily. A diet which is suitable for the slender individual is entirely unsuitable for this individual.

What makes the difference in the constitutions of these people is not an easy thing to settle to the complete scientific satisfaction of everyone, but we may speculate on the basis of certain facts which we know.

The internal bodily structure of the stocky person shows that the bones, particularly of the spine, are broader and shorter and the muscles are stronger, so that he is not so subject to backache, headaches and fatigue as his slender brother. The digestive tract allows him to absorb and digest his food better and, therefore, his tendency to over-accumulation of fat increases.

In the internal workings of the ductless glands of the stocky person it is possible to imagine that the thyroid, pituitary and adrenal are less active than in the slender person. This is the statement which is made by Dr. Jean Bogert in his book, "Diet and Personality", although I think it is probably the most debatable part of his chapter.

The result of all these functional changes is that these people digest their food well, absorb a great deal of it, and being freed from the "undocrine urge", they are easy-going, sluggish, and this further accentuates their tendency to overweight. They are "fretless cookers". Since their fuel needs are comparatively low and their utilization of food very complete, the first essential in their diet is that it should be low in fuel value.

Meals suggested for this stocky type are as follows:

BREAKFASTS
(1) Prunes
Melba Toast
Coffee
(2) Orange
Small Dish of Cereal
Coffee
(3) Half Grapefruit
Poached Egg
Two Strips Crisp Bacon
Two Bran Muffins
Coffee

LUNCHES
(1) Bouillon
Omelette With Asparagus Tip
Lettuce Salad
Pear for Dessert
(2) Casserole of Meat, Peppers and Rice
Spinach
Corn Muffins
Gelatin for Dessert
(3) Vegetable Soup
Cheese Souffle
Grilled Eggplant
Fruit Salad

DINNERS
(1) Broiled Lamb Chop
Carrots
Duchesse Potatoes
String Bean Salad
Apricot Whip
(2) Baked Whitefish
Broccoli
Escalloped Tomato
Lettuce Salad
Apple for Dessert
(3) Consomme
Roast Chicken
Beets
Creamed Onions
Celery
Pineapple Sherbet

EDITOR'S NOTE: Six pamphlets by Dr. Clendening can now be obtained by sending 10 cents in coin, for each, and a self-addressed envelope stamped with a three-cent stamp, to Dr. Logan Clendening, in care of this paper. The pamphlets are: "Indigestion and Constipation," "Reducing and Gaining," "Infant Feeding," "Instructions for the Treatment of Diabetes," "Feminine Hygiene" and "The Care of the Hair and Skin."

'Hard-Hearted Boss

Opposing the administration's economy plan for post office employees, Rep. Mathew A. Dunn, blind Pittsburgh, Pa., congressman, asserted at a protest meeting of postal employees in New York that Uncle Sam is a hard-hearted taskmaster who inflicts hardships on his men that he will not permit from private industry. He is shown speaking. (Central Press)

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