

Lindbergh Made History Twenty Ago In Flight To Paris

One night 20 years ago, Charles A. Lindbergh became the first man to fly solo across the Atlantic Ocean. He was the first to make it alone and he did it in 33 hours, 29 minutes. He won a \$25,000 prize while his rivals waited in New York for better weather.

Much Has Happened Since

Much has happened in the air since then to obscure the importance of Lindbergh's flight. Today commercial airliners regularly make the same trip in 12 hours. But it is doubtful whether any hero since then has captured the imagination of the world by a single act the way the slim, tall "lone eagle" did it 20 years ago last Wednesday.

Historians agree the sensation Lindbergh made resulted from a combination of the daring act itself and the mood of the twenties, a time of many heroes of varying talents and virtues.

It was a time when it seemed the country had only two classes of

RESCUE FIREMAN HURT IN BLAZE



HIS FELLOW FIRE FIGHTERS are shown lowering Fireman Harold Lawler from a roof, after he had broken a leg while fighting a fire in a Chicago coal yard. The spectacular blaze caused \$50,000 damage and threatened several adjoining factories before it was quenched. (International)

Map Invisible Plane Tracks

Inventor Has Device Called Aid in Blind Flying; Britain's Secret.

WASHINGTON.—A device to put airplanes on invisible tracks that lead them as surely to their destination as rails do trains was the answer given by Dudley H. Toller-Bond, British engineer, to the blind flying and airport congestion riddles.

Toller-Bond has a radio device calculated to improve schedule reliability and frequency.

His device was one of Britain's top-drawer wartime secrets. It was Britain's because American engineers told William J. O'Brien, Chicago, its inventor, that it would not work. O'Brien convinced the admiralty otherwise.

Here's what happens: Air tracks—any number of them, in contrast with present limitations—are laid out between cities on a map. In instrument weather, a pilot is assigned a track, say between Washington and New York.

Keep It Pointing.

In his cockpit is a dial and as long as he keeps the needle pointing to zero he will fly around all terrestrial obstacles such as the Empire State building and come in directly over the airport.

If the airport is under a low ceiling and landings are delayed, the pilot flips a switch, keeps the needle on zero and is shunted to an orbit where he can await landing directions.

Three radio transmitters are installed on the ground to cover an area about the size of that between Washington and Boston.

The signals are picked up by a 30-pound radio receiver in the plane. Before take-off, the pilot inserts a roll of film in a track control unit. On the film are special marks applicable only to the track allotted to the plane.

As the film turns in relation to the speed of the plane, the marks work in conjunction with the electrical output of the radio set to control the needle on the dial.

Keep the needle on zero and you will always follow a straight line. Deviations of only 200 yards will show on the dial.

As to Bad Weather.

Toller-Bond says for \$1,000,000 he could lay out a track 300 miles wide between New York and Los Angeles.

The advantage is that in bad weather a large number of planes could fly side by side with safe spacing. Today they fly one over the other at 1,000-foot intervals, a severely limited procedure because of the likelihood of icing at various altitudes.

The device not only leads planes to destinations, but also guides them over the runway or out into an orbit when they wait to land. The film for any given track bears marks for that purpose.

If the control tower operator, for instance, instructs the pilot to take "orbit 10," he switches his orbit selector to No. 10, keeps the dial needle on zero, and automatically goes into that orbit.

Toller-Bond once flew 200 miles blind, and snapped a picture over the dead center of Antwerp cathedral.

"It's a world beater for blind flying," he said. If the FCC will grant the necessary frequencies for his transmitters, he hopes to convince the airlines that he is right.

Treasury Department Rules

On Exemptions Under G.I. Bill

WASHINGTON.—Parents of veterans attending school under the G.I. Bill of Rights got a break in a treasury ruling covering their income tax.

The treasury ruled a parent, in figuring income tax, may take an exemption for a son getting more than \$500 from Veterans' administration to attend school, provided the parent furnishes more than one-half the son's support.

This amounted to an exception to the general rule that no one can be counted as a dependent if his gross income exceeds \$500 a year. G.I. educational payments, such as tuition, do not constitute income for tax purposes, the ruling said. These payments are made directly to the educational institution.

Mine Detector Finds Out

What's Matter With Bull

FREEMONT, ILL.—A veterinarian operated on W. T. Rawls' prize bull, Inks, and removed from the animal's stomach two pounds of scrap metal located by a mine detector before the operation. Dr. T. H. Ferguson of Lake Geneva, Wis., said the items included 13 pieces of baling wire, one bolt, a piece of sheet metal, and a dozen pebbles.

Grandmother Finally Gets

Her Bachelor's Degree

HILLSDALE, MICH.—A 73-year-old grandmother, who entered Hillsdale college in 1890 and left three years later to be married, finally got her college diploma.

Mrs. Anna Slaybaugh Emerson of Middlesex, N. Y., was only nine hours short of a degree when she left college in 1893. She took up correspondence courses to qualify for her A.B. degree completing the work recently.

In an effort to find a quick-growing substitute for natural rubber, the U. S. government established experimental plantations during World War II in Arizona, Mexico and Haiti to grow cryptostegia.

STASSEN RAPS MOSCOW FAILURE



FORMER GOVERNOR of Minnesota, an avowed candidate for the Republican nomination for President, Harold E. Stassen is shown (right) at a press conference in Washington. He declared that the recent Moscow conference failed primarily because of the "vague, confused and mistaken terms" of the Potsdam agreement. (International Soundphoto)

Ships Deafened With Barnacles On Their 'Ears'

AP Newsfeatures

NEW YORK — Barnacles can plug the ears of underwater sound equipment used in navigation and for submarine detection.

Marine organisms like mollusks, annelids and algae which collect on the hull, creating drag and slowing a ship's speed, also reduce the efficiency of underwater sound equipment. They can make it completely inoperative in three to five months of heavy fouling. James W. Fitzgerald, Mary E. Davis, and Burton G. Hurdle of the Naval Research Laboratory, Washington, report in the Journal of the Acoustical Society of America.

Such sound equipment sends out sound pulses and catches the echo to measure water depth or detect submerged objects. Part of the equipment is outside the hull. When barnacles and other shell animals grow on it, they form a thick mat and the shells scatter and reflect or absorb the sound waves.

Anti-fouling paints, which slowly give off metallic salts to poison

the organisms are often used on ships, but on sound equipment these paints must be able to conduct sound.

An immigrant barnacle has added its weight to the ship fouling problem along the British coast, the magazine Nature reports. This barnacle is originally from New Zealand, but established itself in Britain after free passage aboard some ships. It helped foul the bottom of the Queen Elizabeth after a long stay in Southampton. Ships undoubtedly bring other such immigrants, but most do not survive in the colder waters.

THIS STORY

WAS COOKED UP

FULTON, Mo.—(AP)—Truman Ingle, superintendent of the Missouri School for the Deaf, has discovered an individual can become very versatile when he has 250 persons for breakfast and the cooks are ill.

At 4 a. m. Ingle learned a substitute cook pinch-hitting for the two regular chefs had herself become ill. Ingle met the situation bravely by preparing a breakfast of stewed peaches, dry cereal, toast, scrambled eggs and coffee. He had no complaints, he said.

Hearing On Milk Standards Will Be Held May 29

RALEIGH.—D. S. Coltrane, chairman of the five-man committee named by Agriculture Commissioner Kerr Scott to draw up minimum State-wide standards for the production and sale of milk, has announced that these regulations will be presented to the State Board of Agriculture at a public meeting to be held in Raleigh at 10 A. M. on May 29.

Within the past two weeks hearings on the regulations have been held at Raleigh, Asheville, Charlotte, Greensboro, Fayetteville, and Greenville.

Various suggestions on the regulations presented at these meetings were made, and the committee is studying these revisions carefully in the preparation of a final draft for submission to the board.

In urging a good attendance at the final hearing on May 29, Commissioner Scott said: "Our first duty is to the consumer of milk. We must protect the public. However, it is also our duty to draw up regulations which will prove reasonable and practicable. We want something our dairy industry can live under. With the help of the public, we believe we can come out of these deliberations with a set of regulations which will prove fair to everybody."

Information Bureau Is Opened At Cherokee

CHEROKEE, N. C.—The Cherokee Nation, in co-operation with the N. C. Division of Advertising and News, this week opened an official information booth here on the edge of the Great Smoky Mountains National Park. Staffed by two alert Indian girls, the information bureau will tell visitors how to go places, where to stay, and what to see.

"A million and a quarter people visit this area each year," said an announcement by the Advertising Division. "We want these people to know they can continue on through North Carolina for their vacations, and believe this experimental information bureau will facilitate the flow of tourists on into and across the state."

Under agreement between the Nation and the Division, physical facilities are provided by the Nation; salaries of personnel by the Division.

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