

SMITH, HOOVER LEAD FOR FIRST 1928 PRIMARY

New Hampshire Voters to Name Their Delegates at Polls Tuesday.

By United Press
CONCORD, N. H., March 12.—The first of the presidential primaries will be held in New Hampshire tomorrow.

Republicans and Democrats will go to the polls to choose delegates to the June conventions of their respective parties, but because of the stringent State laws it is doubtful whether any of the candidates of either party will receive officially the full delegation.

Political leaders of the two parties generally believe, however, that the sympathizers with Secretary of Commerce Hoover, Republican, and Governor Al Smith of New York, Democrat, will be elected to control the delegations in their respective parties.

The State law permits election of three classes of delegates; (1) those pledged definitely to a single candidate who can not vote in convention for anyone but that candidate no matter what happens; (2) those who pledge themselves to no candidate, and (3) those who announce they are "favorable" to a candidate, but not definitely pledged to vote for him.

One Republican candidate has announced himself pledged to President Coolidge for re-election.

FREE OF HEALTH TROUBLE SINCE SHE GOT KONJOLA

Indianapolis Lady Tells How the New Medicine Benefited Her Entire System.

Reports of what Konjola has done in actual cases are appearing every day in the Indianapolis papers, and at the same time, vast crowds are calling daily at the Hook drug



MRS. JENNIE HOLDING

store, Illinois and Washington Sts., this city, and interviewing the Konjola Man, where he is personally explaining this new medicine to the public.

"Konjola is first of all a new, advanced remedy," explained the Konjola Man, yesterday. "It is a liquid containing medicinal extracts from twenty-two plants of nature. This compound works with the sufferer's own food, restoring the stomach, liver, kidneys and bowels to better action. It removes the poisons which cause most of the chronic aches and pains, and therefore, the people who take Konjola nearly always report new feelings of health over their body in general."

Another surprising statement has been received, which shows more clearly what Konjola is doing for the stomach sufferers in this vicinity. The statement came from Mrs. Jennie Holding, well-known Indianapolis lady, living at 240 Blake St.

"Konjola certainly made a great change in me," said Mrs. Holding. "I don't look like the same person, and I feel better than I have in years."

"My worst trouble was with my stomach. My food did not agree with me and shortly after I had eaten a meal a hard rock seemed to form in the very pit of my stomach. Soon afterwards gas would form, causing severe pains and bloating."

"I also had much trouble with my liver. This caused me to have a very yellow complexion and to feel sluggish at all times. I was constantly constipated, which caused me severe headaches."

"I have now taken one and a half bottles of Konjola and feel improved over my entire system. I was able to eat sauerkraut today for the first time in five years. During the past five years I was forced to stay on a diet and it certainly is a pleasure to be able to eat any and all food you like. The gas and bloating has all disappeared and I do not have any more headaches. My complexion is now cleared up, and to look at me you would think I was in perfect health. I never believed that such a small amount of medicine would perform such a miracle. It has really improved my health so much that I gladly offer my statement for publication, in order that other sufferers may benefit by my experience. I cannot begin to give you my medicine the praise it deserves, as words will not express my thankfulness."

The Konjola Man is at Hook's drug store, Illinois and Washington Sts., Indianapolis, where he is daily meeting the public and introducing and explaining the merits of this remedy. Konjola is being sold in large quantities at all Hook stores and by all the best druggists in all towns throughout this entire section.—Advertisement.



COL. CHAS. A. LINDBERGH'S OWN LIFE STORY

CHAPTER XXV

THE trans-Atlantic non-stop flight between New York and Paris was first brought into public consideration by Raymond Orteig, who, in 1919, issued a challenge to the aeronautical world by offering a prize of \$25,000 to the first successful entrant.

Details of the flight were placed in the hands of the National Aeroautic Association and a committee was appointed to form and administer the rules of the undertaking.

I first considered the possibility of the New York-Paris flight while flying the mail one night in the fall of 1926.

Several facts soon became outstanding. The foremost was that with the modern radial air-cooled motor, high lift airfoils and lightened construction, it would not only be possible to reach Paris, but under normal conditions, to land with a large reserve of fuel and have a high factor of safety throughout the entire trip as well.

I found that there were a number of public-spirited men in St. Louis sufficiently interested in aviation to finance such a project, and in December, 1926, I made a trip to New York to obtain information concerning planes, motors and other details connected with the undertaking.

In connection with any important flight there are a number of questions which must be decided at the start, among the most important of which are the type of plane and the number of motors to be used.

A monoplane, although just coming into general use in the United States, is much more efficient than a biplane for certain purposes, due to the lack of interference between wings, and consequently can carry a greater load per square foot of surface at a higher speed.

A single-motored plane, which is more liable to forced landings than one with three motors, has much less head resistance and consequently a greater cruising range.

Also, there is three times the chance of motor failure with a trimotor ship, for the failure of one motor during the first part of the flight, although it would not cause a forced landing, would at least necessitate dropping part of the fuel and returning for another start.

The reliability of the modern air-cooled radial engine is so great that the chances of an immediate forced landing, due to motor failure with a single motor would, in my opinion, be more than counterbalanced by the longer cruising range and consequent ability to reach the objective in the face of unfavorable conditions.

After careful investigation I decided that a single-motored monoplane was, for my purpose, the type most suited to a long-distance flight, and after two more trips to the East Coast and several conferences in St. Louis, an order was placed with the Ryan Airlines of San Diego, Cal., on Feb. 28, for a plane equipped with a Wright Whirlwind J. 5-C, 200-H. P. radial air-cooled motor and Pioneer navigating instruments, including the Earth Indicator.

I went to San Diego to place the order and remained in California during the entire construction of the plane.

The personnel of the Ryan Airlines at once caught the spirit of the undertaking, and during the two months of construction the organization labored as it never had before.

Day and night, seven days a week, the structure grew from a few lengths of steel tubing to one of the most efficient planes that has ever taken the air.

During this time it was not unusual for the men to work twenty-four hours without rest, and on one occasion, Donald Hall, the chief engineer, was over his drafting table for thirty-six hours.

I spent the greater part of the construction period working out the details of navigation and plotting the course, with its headings and variations, on the maps and charts.

After working out the track on the gnomonic and Mercators charts, I checked over the entire distance from New York to Paris with the nautical tables.

The flight from San Diego to St. Louis and from St. Louis to New York was comparatively simple, and I took the courses directly from the State maps.

From New York to Paris I worked out a great circle, changing course every hundred miles or approximately every hour.

I had decided to replace the weight of a navigator with extra fuel and this gave me about 300 miles additional range.

Although the total distance was 3,610 miles, the water gap between Newfoundland and Ireland was only about 1,650 miles, and under normal conditions I could have arrived on the coast of Europe over 300 miles off of my course and

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