

BUSINESS MEN TURN TO AIR TO BOOST PROFITS

Using Plane Mail, Express Services Because It Pays, They Say.

BY HERBERT LITTLE

United Press Staff Correspondent
WASHINGTON, Sept. 7.—Business, big and little, is turning to aviation transportation more and more, and increasing demands for air mail and express service are being made from all over the United States.

The recent reduction of the air-mail rate has resulted in daily demands from business men in many smaller cities for extension of this service. Maj. Clarence Young, head of the aviation branch of the commerce department said today.

His branch is spending \$4,250,000 this year improving airways in all parts of the Nation.

Promote Flying Fields

Business men in general, outside of the aviation industry, have devoted themselves to promoting airports and aviation services, in order to make the newer and faster transportation available to them. A. B. Barber, head of the United States Chamber of Commerce Transportation and Communication Department, said.

"Business men are committing themselves to pay millions in taxes, through bond issues and other means of raising money to pay for municipal airports over the country," Barber said.

Barber pointed to a recent survey of business use of air mail and express by banks, insurance companies and other concerns, which showed that 40 per cent used it extensively and 41 per cent occasionally.

Business by Air

Banks are sending checks, drafts, securities, shipping documents, and other important rush messages.

Insurance companies send letters, applications, daily reports, policies, bonds and mortgages, and business houses send contracts, advertising copy and proofs, urgently needed repairs, newscasters and many other articles.

Barber said the chambers of commerce were spending millions of dollars in promoting aviation facilities, making surveys of airports, selling the air mail and express to their members, and help to obtain air mail and air-way services for their communities.

Find Service Profitable

Many committees on aviation have been formed over the country, and the national chamber has organized an aeronautics committee of business and aviation leaders, to which Charles Lindbergh is a special adviser.

The business men who use the airplane services do so because it is profitable, Barber said.

OFFERS NEW THEORY FOR FARM RELIEF

Chemist Says Wives Should Be More Critical of Produce.

WEST BADEN, Ind., Sept. 7.—A new theory of farm relief was offered at the second national fertilizer conference in session here, by Dr. O. S. Fraps, State chemist of Texas.

"If American wives were more critical of interior quality, farmers and vendors would supply better produce," Dr. Fraps said. "This eventually would aid the farmers, because thousands of tons of inferior produce now leave the farms for the market, where it is largely unsalable. This galls the markets and depresses the prices of both good and bad produce."

Mr. Tait Butler, Memphis, editor of the Progressive Farmer, was re-elected chairman of the conference, and Harry C. Butcher, Washington, managing editor of the Fertilizer Review, was re-elected secretary.

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Funeral Horse Attends All West Point Burials



Jackson in his funeral raiment.

By NEA Service
WEST POINT, N. Y., Sept. 7.—When the solemn notes of taps are sounded, Jackson always stands at rigid attention—like any good soldier.

No cadet or instructor has at-

tempted to stand with the dignity of an officer and a gentleman.

Loyal to the trust imposed in him, Jackson has mournfully followed to the grave every humble enlisted man as well as every officer who died at West Point or has been interred in the military cemetery here since 1920.

In Many Funerals

A few weeks ago, Jackson journeyed down to New York City with other West Pointers who marched with the casket of Captain Emilio Carranza, the Mexican aviator who was killed on his return trip home from a "good will flight" to the United States. Jackson was right behind the funeral caisson which bore the body of the Mexican aviator to the railroad station.

He has participated in the last rites for numerous other distinguished military men whose names are well-known to the general public. Prior to the death of Captain Carranza, Jackson marched behind the funeral caisson of Major General George W. Goethals, builder of the Panama Canal, who was buried at West Point.

But the funeral which doubtless affected Jackson most were those of Major General Robert L. Howze, former commandant of cadets at West Point, and Colonel Francis C. Marshall, commanding officer of the Cavalry Detachment to which Jackson is assigned.

Dressed for Rites

Jackson was purchased by the Government at Culpepper, Va., in 1916 for \$150. Arrived now at the mature age—for a horse—of 18 years, he retains his dignity of dis-

tended as many West Point funerals as Jackson. He has not missed a single military burial on the post in eight years.

Although Jackson is just a plain black horse, he conducts himself

with the dignity of an officer and a gentleman.

Jackson is appropriately dressed for funerals in a black cloak, especially made for such occasions. It covers his body and has a mask-like covering for his face.

He is never startled by the firing of a volley over a grave. He is thoroughly accustomed to this, and sometimes gives assent to the custom with a nod of his head.

LUCK FROM HOOVER

By United Press
WASHINGTON, Sept. 7.—Rudolph Olson, 17, of Park Ridge, Ill., obtained the first autograph from Herbert Hoover, who has given it at his campaign headquarters here. He will enter Harvard this fall and said he wanted the autograph for good luck.

The club recommends a trip to Wyandotte cave for a week-end motor journey, and suggests this as the

south on 35 through Salem and Palmyra to Corydon; then on State Rd. 62 to Wyandotte. The distance is 135 miles.

The road is paved from Indianapolis to Seymour, gravel to Brownstown, pavement to Vallaonia and gravel on to destination. There is a bridge run-around just west of Seymour. A three-mile detour from one mile south of Salem to three miles south of Salem is a narrow road in fair condition.

Brass is an alloy composed of copper and zinc.

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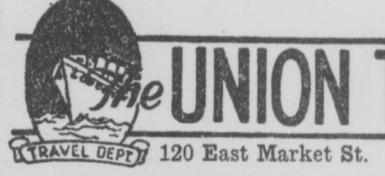
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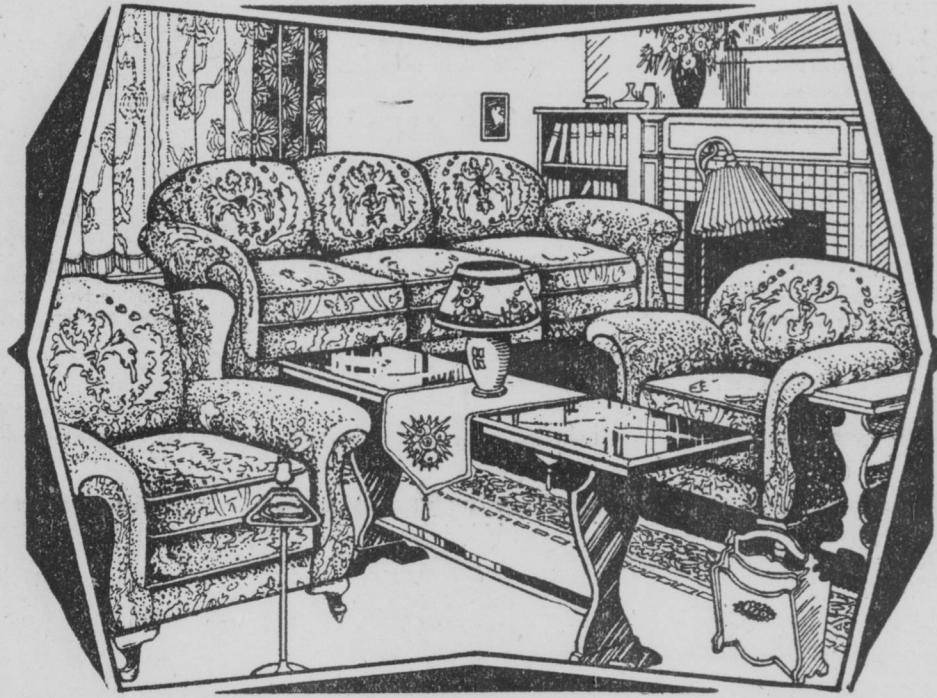
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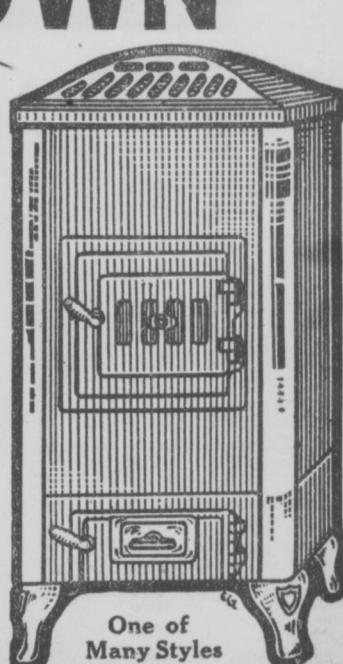
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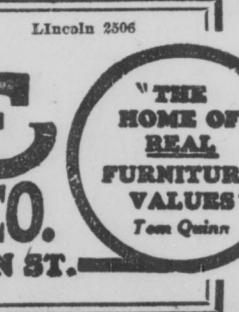
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