

BRINGING UP FATHER



"BODENSEE", GERMAN AIRSHIP, IS EXPECTED TO CROSS ATLANTIC

(Hayden Talbot, in London Answers)
Let those in the entente countries who are disposed to accept at their face value Teutonic walls about the dire hopelessness of Germany's present situation consider for a moment the following facts:

Within three months of the conclusion of hostilities this vanquished nation had in operation flight services that covered almost every part of the new German republic. In six months these German machines established the following records:

They flew 558,155 kilometers—equal to thirteen times around the earth to the equator.

They made 2,726 separate flights, 1,502 for mail carrying purposes exclusively, and 1,224 with passengers.

In these flights they carried 202,156 kilograms of mail matter and 1,574 passengers.

In this period the following daily services were inaugurated:

February 5, 1919. Berlin-Lipsie—550 kilometers; 2 hours, 18 minutes.

1. Berlin-Hamburg, 260 kilometers; 2 hours 10 minutes.

April 15, Berlin-Warmerunde—430 kilometers; 4 hours.

April 15, Berlin-Warmerunde—230 kilometers; 1 hour, 55 minutes.

July 2, Berlin-Swinemunde, 175 kilometers; 1 hour, 15 minutes.

July 5, Hamburg-Westerland, 200 kilometers; 1 hour, 20 minutes.

Of 1,532 postal flights scheduled, only three were interrupted, a failure of less than 2 per cent. Of 1,238 scheduled passenger flights, twelve were not completed, interruptions to this branch of the service totaling 1 per cent.

New lines planned, but not yet in operation because of the lack of benzol—the German substitute for petrol—will give air service between Berlin, Wiesbaden and Frankfurt, and Berlin, Danzig and Königsberg. Germany has fewer than 20,000 airplanes and half that number of capable pilots on August 1, 1919.

Crossing the ocean daily

The inauguration—by the dirigible Bodensee—of domestic airship navigation between the Swiss frontier and the German capital city marks an epoch in Germany's aerial annals. Not alone does the establishment of this truly marvelous air service arrest attention. In its success is justification of German confidence that the near future is to witness developments that will cause the whole world to look on in open-eyed wonder.

As for these developments it must suffice at the moment to name one. According to information that reached me from authentic sources, plans are now under way—by arrangements between German and New York financiers—for the erection on Long Island of a great, turntable hangar, capable of accommodating two dirigibles at one time. The hangar, it is said, will be ready next summer. It is to serve as the American terminus of a daily trans-Atlantic flight service, which is promised to span the distance between New York and Berlin in forty-eight hours.

Everything the "Bodensee" has done thus far has been by way of grooming herself for the trans-Atlantic crossing next spring. Her successful negotiation of the trip from Berlin to Stockholm and back, carried out in the daylight hours of October 7, 1919, was only an additional tryout in preparation for the bigger undertaking planned for 1920.

Time and again this unique airship has proved herself capable of doing better than 100 miles an hour, and this in spite of the fact that she is considerably smaller than the war-time Zeppelins.

The expert designers responsible for the Bodensee aimed at reproducing in the airship a spheroid that would resemble in shape a drop of water. They worked on the theory that a drop of water would present the form offering the least air resistance because of its liquid state. Thus the Bodensee is considerably bigger in diameter and much shorter than the Zeppelins that bombed London and Paris. With virtually the same gas capacity, its lifting power is a little more than the Zeppelins', and with its total of 1,000 horsepower, as against the old type's 450-horsepower, the speed has been doubled.

The fact that in the Bodensee the Germans have taken a tremendous step forward in airship construction tends to make plausible their insistent denials that any one in authority had anything to do with the destruction of the twelve war-time Zeppelins which were to have been surrendered to the allies.

"We are perfectly willing to let the allies have all the old Zeppelins," said Carl Voelgensang, head of the Hamburg-

American line in Berlin, which owns the Bodensee. "They are absolutely useless to us. And if the allies use these old Zeppelins as models for their own airship fleets, we shall be quite content. The Bodensee and all the others we shall build from now on represent an advance as great as the imperator over the first steamboat."

Suburban News

GREENSBORO, Ind.—Mr. and Mrs. Julian Study will move Monday, to Centerville, on a farm. Mrs. Walter Downing and daughter, Helen, of Elwood, arrived Friday evening to visit her mother. Mrs. Joe Davis returned Friday afternoon to her home in Jacksonburg, after visiting her daughter, Mrs. Charlie Thornburg. Mr. and Mrs. Ernest Burg will move Monday, south of town. Mrs. Fred Davis returned Saturday to her home in Newcastle. Fred Brown, who has been spending the winter in Florida has returned to his home here. Mr. and Mrs. Tom Davis are moving to the property vacated by Mr. and Mrs. Link Gwin. The Missionary society of the Christian church will meet with Mrs. Harry Fagan Thursday afternoon.

Miss Dorothy Gwin has the la grippe. The Willing Workers class of the Christian church sold popcorn Saturday evening. The fund will be used for the Armenians. A collection will be taken at the Christian church for the Armenians, Sunday morning, March 7. Mrs. Ike Davis is sick. Mr. and Mrs. Walter Roller, north of town, have moved to Williamsburg. Rev. McColgin will preach at the Christian church next Sunday, both morning and evening.

LYNN, Ind.—Miss Rachel Throckmorton of Spokane, Washington, visited friends here Sunday. Mrs. Newell Reed returned Friday from Sidney, O., where she attended the funeral of a relative. Misses Marie Hlatt and Anna Crew were Sunday guests of Frances Alexander. Miss Mabel Jones entertained a friend from Terre Haute, Sunday.

FAIRFIELD, Ind.—Clarence Banning is ill with pneumonia. C. R. Dare entertained the following guests at a surprise party for Fred Loper last Friday night: Blanche Cromwell, Bertha Carey, Emma Younts, Hezelle Boyce, Glen Burke, Theo Cromwell, Mr. and Mrs. John Kelley, John Gill and family, of Brookville, moved in Lydia Logan's farm last Friday. Dec. Frances, of Connerville, was the guest of Miss Eva Personette, Sunday. Emmet Apsley's family all are ill with measles. Mr. Rudd and family have gone to Kentucky for a visit. Mrs. Charles Mills and babe of Ann Harbor, Mich., came for a visit with Rev. and Mrs. Mills. The O. E. S. at this place did initiatory work last Friday night. Mrs. Roxie McMahon and daughter Estelle were taken ill. Mr. and Mrs. John Barbour spent Wednesday and Thursday with Clyde Rose and family. Amy Banning is able to be in his store again after a severe illness. John Walter moved to the home he recently purchased of H. D. Rose, last Friday. Mr. and Mrs. Paul Neukam, of Roseburg, visited with the latter's parents, Frank Brooks and wife last Sunday. Mrs. George Personette has been sick. Mr. and Mrs. Omer Himmelick have been ill.

ECONOMY, Ind.—Mr. and Mrs. Henderson Oler were in Richmond Saturday. Mrs. Oler Fox, of Modoc, is caring for her sister, Mrs. Earl Cain, who has been very ill. Herbert Thomas and Charles Edwards, of Richmond, spent Sunday here with relatives. Mr. and Mrs. A. W. Swain went to Richmond Saturday. Mr. and Mrs. Harry Downing are on the way to recovery from the flu. Among those who were in Richmond Saturday were Mrs. U. G. Manning and daughter, Miss Rena, Miss Wilson, Mrs. Anna Bishop, Mr. and Mrs. Charles Haisley, Mrs. Art Denny and daughter Frances, Mrs. Ella Charles, George Ballenger, Thomas Cain, J. L. Peterson and Dennis Edwards. Mrs. Marion Hull of Richmond came to visit her mother, Mrs. Susan Mendenhall, who have been very ill. Miss Mabel Pedro was the guest of Clarence Pedro and family Saturday. Mrs. J. L. Replogle arrived home Saturday morning from Richmond, where she visited relatives. Mrs. Arley Lockridge of Newcastle is the guest of her sister, Mrs. Martin Pegg and family. Miss Virginia Mendenhall returned to Owasco, Mich., Sunday. Mr. and Mrs. Thomas Frazier arrived home Tuesday from Richmond, where they spent the greater part of the winter with their children. Miss Lois Wilkinson, who has been making her home with Newman Mendenhall's family, left for her parents' home northwest of Dalton, where she is to be married to Bernard Beeson about March 6. Mr. and Mrs. Walter Bond moved to their home in the south part of town, last week. Mr. and Mrs. Frank Jor-

WITH APOLOGIES TO "SILVER THREADS AMONG THE GOLD," WE'D SAY THAT BATHING SUITS ARE FADING FAST AWAY



Years ago the bathing suit for milady was a heavy dress-like affair that weighed about fourteen pounds when wet. Then came the split skirt—quite daring. Followed the semi-form-fitting suit with shorter skirt and stockings, and the dress reformers got busy. Then the style fixers shortened the skirt and ruled out the stockings. Then the legs were shortened a bit more. Mercy. And now milady wears a skimpy one-piece form-fitting suit, sans stockings and shoes.

not been effected, however, as plumbing facilities and lockers are being installed. The next 10 days will probably see completion.

Harold Norris, billing clerk for repaired cars, will temporarily leave on March 15 to enter the government hospital at Indianapolis for physical examination. He was wounded in the recent war and has to report at frequent intervals for examination. Steve Smith, timekeeper, has been absent for two days because of flu.

LAUNCH MARYLAND, GIANT OF U. S. NAVY, MARCH 20
NEWPORT NEWS, Va., March 3.—The superdreadnaught Maryland will be launched here March 20. It is the largest ship yet constructed for the navy, being 600 feet long, 97 feet broad, and having a displacement of 32,000 tons. Its main battery will be composed of eight 16-inch rifles, the heaviest guns used on a naval craft.

S. S. I. A. HOLDS SESSION
Routine business was disposed of at the semi-monthly meeting of the South Side Improvement association in the club rooms Tuesday night. The question of obtaining additional sewage in the south end will probably be brought up at the next meeting on March 16.

Women admire brave men, and adore audacious ones.

G. J. Derbyshire, of Peru, Indiana, has been appointed general superintendent of the C. and O. railway of Indiana, with offices at Peru. His appointment went into effect on March 1. H. F. Shaw, of Muncie, has been appointed general agent with offices at Muncie. E. W. Paulson, of Cincinnati, and L. M. Johnson, of Cincinnati, have been named as traveling freight agents. R. H. Vaughn, of Cincinnati, has been put in charge of through freight traffic, with offices at Cincinnati. He will carry the title of assistant-general freight agent. T. H. Gurney, of Cincinnati, has been named as assistant-general passenger agent.

More than one fifth of the 100 or so car repairmen that quit work in the Pennsylvania East Yards because of reclassification with a resulting drop in wages from 67 to 48 cents an hour, have returned to work. It was at first believed that four years' experience as a car repairman was required before a mechanic's wages was paid. Later developments were that four years experience at any trade used in the repair of freight cars was all that was necessary, providing a written statement was produced.

W. L. Scott, the newly appointed Pennsy master-mechanic, and A. C. Watson, new superintendent, held a general conference with yard and office executives of the division in the office of the superintendent Tuesday afternoon. The conference was to make the new officials acquainted with the subordinate executives, and also to outline plans to be carried out under private administration.

Practically the entire office force, formerly stationed at the Twelfth street offices of the Pennsy, has been moved to the new offices in the east yards. Completion of the move has

By McManus

2 BOOZE BEAGLES TO POINT STILLTS OFFERED TO DRY SOLON
WASHINGTON, D. C., March 3.—A West Virginia dog fancier today offered his two trained "hoosie poodies" to a congressman interested in prohibition, claiming the dogs can smell a still a mile.

He wants \$250 for the dogs, suggesting that they would be invaluable in helping prohibition agents to discover whisky stills.

Most of the congressmen pool-pooled the dog fancier's boast, claiming to be able to find whisky right here in Washington without even a scent to direct them.

WHEN STORE OPENS.

The When Store, handling mens, women and children's wearing apparel, has opened in the rooms formerly occupied by Ross's Drug Company. It is one of a chain of stores operated throughout Ohio, Indiana, West Virginia and Kentucky.

AIRRAID OF THE

NO NEED to be, if you use ordinary judgment. Why wait until you really have a bad cold, la grippe or the flu?

LIGHTNING LAXATIVE

QUININE TABLETS

Will Not Grip or Sicken

should be kept in every home—ready for the time when someone feels "creaky", "chilly", "sucky" and "just know they are catching cold". Safe—dependable—and quick in action. Will not grip or sicken. Get a box today from your druggist or dealer. Only 25 cents a box.

The Theatres

WASHINGTON.

Norma Talmadge's latest screen production, "The Isle of Conquest," is showing at the Washington Theatre last night, carries variety of scenes as well as variety of action. Much of the action takes place on an isolated island in the South Seas, and on the island many effective locations figure as backgrounds. Also of particular interest are those scenes taken aboard yachts. These passages show the yacht torpedoed at sea, and the subsequent shipwreck furnishes the incidents through which a man and woman find themselves alone on a small island.

The atmosphere of the picture carried the air of good taste and good breeding at all times, with locale shifting from a fashionable boarding school of Palm Beach, and from other society centers to a tropical isle.

RICHMOND.

George Walsh's famous smile is with us at the Richmond Theatre in his latest William Fox production, "Putting One Over," a comedy-drama said to be full of mystery and thrills and crafty crooks.

While George Walsh is known for his extraordinary athletic prowess and his dare-devil nerve in taking chances before the camera, he is also a superb comedy actor, who knows how to convulse an audience with wholesome, hearty laughter.

MURRETTE.

Extensive travelling, wide newspaper experience, and the faculty of keenly observing life, made the late Richard Harding Davis one of the leading figures in American literature. One of his best known novels, "Soldiers of Fortune," has been selected by Allan Dwan for the latter's first feature production as an independent producer, and is now enjoying a run at the Murrette Theatre.

Mr. Davis was born in Philadelphia, April 18, 1864 and educated at Lehigh and Johns Hopkins Universities. He began his career as a correspondent for New York newspapers, and in 1893 joined the New York Sun, to which he contributed his early fiction. He was managing editor of Harper's Weekly for a number of years.

MURRAY.

"Don't miss seeing Gladys Brockwell in 'Planes of the Flesh,' say those who have witnessed a showing of this photoplay.

It's a new production, and it ends its run tonight at the Murray Theatre. Dramatic situations, big moments and rapid, thrilling action make this play stand out as one of the best photodramas ever shown here. The story is one of a woman's revenge, tempered by love, laughter and tears.

EXTRADITED HUNS DEMANDED.

(By Associated Press)

BERLIN, Tuesday, March 2.—All Germans who believe their names to be on the list of men whose extradition is demanded by the allies are called upon to make known their places of residence or whereabouts by the attorney general, who issued a proclamation to this effect today.

News and Events
Among R. R. Workers

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RHEUMATIC JOINTS
Rub Pain Right Out—Try This!

Rheumatism is "pain only." Not one case in fifty requires internal treatment. Stop drugging! Rub soothing, penetrating "St. Jacobs Oil" directly into your sore, stiff joints and muscles and relief comes instantly. "St. Jacobs Oil" is a harmless rheumatism cure which never disappoints and cannot burn or discolor the skin. Limber up! Quit complaining! Get a small trial bottle of old-time "St. Jacobs Oil" at any drug store and in just a moment you'll be free from rheumatic pain, soreness and stiffness. Don't suffer! Relief and a cure awaits you. "St. Jacobs Oil" has cured millions of rheumatism sufferers in the last half century, and is just as good for sciatica, neuralgia, lumbago, backache, sprains and swellings.

—Advertisement.

The crowds say it is the best picture she ever made. You'll miss it if you don't see it today

Norma Talmadge

—in—

The Isle of Conquest

—in—

WASHINGTON

Last Times Today

MURRAY THEATRE

Monday, March 8

COHAN & HARRIS

PRESENT THE

FUNNIEST AMERICAN

COMEDY OF

RECENT YEARS

A TAILOR

MADE MAN

BY HARRY JAMES SHILL

One Solid Week in New York

Cast of 35 People

PRICES—50c TO \$2.00; CASH

RESERVATIONS ON MONDAY

Safe Milk for INFANTS and INVALIDS

ASK FOR Horlick's The Original

Avoid Imitations and Substitutes

For Infants, Invalids and Growing Children Rich milk, malted grain extract in Powder The Original Food-Drink for All Ages No Cooking—Nourishing—Digestible

Do Not Accept Any Substitute for MOTHER GRAY'S SWEET POWDERS.

When Children are Sickly

are Constipated, Feverish, Cry out in their sleep, Take cold easily, Have Headaches, Stomach or Bowel trouble, Try

MOTHER GRAY'S SWEET POWDERS FOR CHILDREN

They are pleasant to take and a certain relief. They act on the Stomach, Liver and Bowels and tend to correct intestinal disorders. 10,000 testimonials from mothers and friends of little ones telling of relief. No mother should be without a box of Mother Gray's Sweet Powders for use when needed. Ask today. At Druggists. The need of them often comes at inconvenient hours. Used by Mothers for over thirty years.

Do Not Accept Any Substitute for MOTHER GRAY'S SWEET POWDERS.