IMPORTANT NEWS QUICKLY TOLD

Happenings In Various Sections of Old Virginia

NEWS ITEMS FOR OUR READERS

Grand Jury To Take Up Bank Case.

Rockville.—Following a conference with State's Attorney Thomas L. Dawson here, Judge Edward C. Peter issued an order directing the grand jury to convene in special session to indict, if the evidence warrants it, Clarence Adams, who is under arrest in Camden, N. J., on a charge of being one of the gang that robbed the bank at Sandy Springs. Both State's Attorney Dawson and Dectective Bradley, of Baltimore, who have been active in investigating the case, expressed themselves as confident that Adams would be indicted. Should an indictment be returned, State's Attorney Dawson will request Governor Ritchie to request the Governor of New Jersey to deliver Adams to Detective Bradley, who will be designated by State's Attorney Dawson to receive the man. Adams is expected to fight requisition and a delay of weeks in bringing the prisoner to Maryland might result.

R. R. Man Asks City To Help.

Hagerstown.—At a conference with the Commissioners here relative to paving streets, Emory L. Coblentz, president of the Hagerstown and Frederick Railroad, stated that the company desires co-operation with the city. His company, he declared, wished to comply with terms of its franchise in the matter of paving, but he pointed out many difficulties that the company was contending with. He suggested that matters affecting the city and company hereafter be handled differently from in the past. Relative to the extension of the trolley system through the west end of Hagerstown, President Coblentz intimated that if the citizens showed sufficient interest the company might consider the proposition favorably. The move, however, he said must originate with the citizens.

School Budget Is $551,725.

Hagerstown. — The Washington County School Board's budget for the coming school year amounts to $551,725. The County Commissioners have been asked to appropriate $434,268.92 for school purposes. The School Board estimates its receipts from all sources, other than from the County Commissioners, at $117,456.08. The School Board's estimate of expenses for the coming year are: New school houses, $173,500; repairs, $7,500; current upkeep, $1,000; furniture, etc., $1,000; teachers' salaries, maintenance and support of schools, $368,725. It is proposed to erect new school buildings as follows: Williamsport, $80,000; Hancock, $40,000; Chewsville, $20,000; Keedysville, $30,000; Pinesburg, $3,000. The budget provides for an increase in teachers' salaries of $85,000.

Founder's Day At Tome.

Port Deposit.—At the Founder's Day exercises at the Tome Institute Hon. Henry Breckenbridge, former assistant secretary of the navy, addressed the students on duty of citizenship and the greater responsibility. His keynote was the protection of American principles and institutions, especially the Constitution of the United States by the applied teachings of the past. Dr. Murray Peabody Brush conducted the exercises, which were held in the chapel of memorial hall. Mr. Breckenbridge is a graduate of West Nottingham Academy, only a few miles away.

The Herring Pack.

Port Deposit.—Friday practically wound up the fishing on the Susquehanna, after a season that has been never so short nor unsuccessful. Total pack of herring will be 2,200 barrels. In former years the pack has run as high as 60,000 barrels. One of the large floats has pulled stakes and gone, the rest are preparing to give up the fight. Smoked herring are a luxury; a few years ago they were a poor man's necessity.

President Of Election Supervisors.

Towson.—The Board of Supervisors of Elections for Baltimore county reorganized by re-electing Harry E. German president. Charles H. Wise is the reappointed Democratic member with Mr. German, and Harry A. Matthews is the new Republican member, taking the place of August F. Mueller, who now lives in the Annex. W. Evans Anderson was reappointed chief clerk, and Johns Mays Little was reappointed counsel.

Shots Rout Whisky Thieves.

Cumberland.—An attempt at a second raid on the bonded warehouse of the James Clark Distilling Company, where 3,000 barrels of whisky are in bond, was made early the other morning. The intruders, however, were driven away by pistol shots fired by the watchman after the lock on the warehouse door was broken.

EIGHT KILLED IN CRASH.

Thirty-eight Also Injured In Head-on Collision.

Portland, Ore.—Eight persons were killed and 38 injured eight miles south of here when two electric trains of the West Side Line of the Southern Pacific Company collided head-on. Railroad officials said disregard of orders by the crew of the Portland-bound train led to the disaster.

STATE CAPITAL

City Man For Game Warden

Annapolis.—If Governor Ritchie does not change his mind he will appoint Charles F. Smith, of the First Legislative district of Baltimore, State Game Warden to succeed E. Lee LeCompete, of Dorchester county, who was appointed by Governor Harrington.

Governor Ritchie, it is said, is reluctant to displace Mr. LeCompte with Mr. Smith, and probably would not do so, but for the knowledge which he gained through the efforts of the members from several counties in the recent legislature to repeal or localize the state-wide game law which was enacted by the General Assembly of 1918 through the efforts of Howard Bryant. No sooner was this law on the statute books than objections were raised by the counties. In the recent General Assembly efforts were made to exempt counties from the provisions of the law. According to reports to the Governor jealousies arose on the administration of the game protection law by a county man. The whole structure was in danger of toppling. It was not a question of the administration of the law by Mr. LeCompte. The same trouble was in sight if any other county man should be placed in charge of the department.

Recognizing this situation and in a serious effort to save the state-wide game protection law Governor Ritchie is said to have looked at the judicial end of the situation. He endeavored to find a man for State Game Warden who would not be hampered by local conditions, who would approach the enforcement of the law without local prejudices, and who would be guided wholly by a wholesome desire to enforce the law. He was convinced that such a man could be found in the city.

In looking over the indorsements for appointments to this position he found the name of Charles F. Smith, of East Baltimore, who was recommended for the place by Frank A. Furst, the only appointment, in fact, for which Mr. Furst has asked. In recommending Mr. Smith Mr. Furst had in mind the need of a man who will meet requirements in protection of the game and fish laws of the state irrespective of county prejudices

To the activities and influence of Mr. Furst the election of Mr. Ritchie as Governor is attributed. Mr. Furst has asked no returns for any influence which he may have exerted in behalf of Mr. Ritchie. There have been reports of differences between Governor Ritchie and Mr. Furst. According to authenticated reports from their respective offices these reports are groundless. Mr. Furst has recommended Frank Zouck for reappointment as chairman of the State Roads Commission and Mr. Smith for State Game Warden. He has gone no further, and, if reports are reliable, he will continue to be a friend of Governor Ritchie whether these appointments are made or are turned down.

Primary Canvass Completed.

Towson.—Official canvass of the vote cast in Baltimore county at the Democratic and Republican primaries Monday resulted as follows: Democratic—For Congress, Carville D. Benson, 2,007; Samuel C. Appleby, 907. Republican—For Presidential choice, Gen. Leonard Wood, 371; Senator Hiram Johnson, 247; uninstructed, 1; Lowden, 1; for Congress, Albert A Blakeney, 460; Linwood L. Clarke, 92

District Constables Named.

Towson.—The County Commissioners appointed the following district constables to examine licenses: Geo E. McDonald, Bremen Trail, William B. Dorsey, Hanson Rutter, Edwin Fowble, Charles J. Beckley, J. Elmer Rosier, John W. Hoffman, Samuel C Grason, John Hitter, John Eckes, Clarence Brown, Michael Kinlein and Samuel J. Wilkinson. The Eleventh district constable was not appointed.

Sturgeon Seen On Return.

Chesapeake City.—Fishermen along the Delaware Bay are of the opinion that sturgeon are returning, as several have been caught in the shade nets Forty years ago sturgeon were very plentiful, but the demand almost exterminated them. The former price of a roe sturgeon was $4; the present price is $100 up. A man in Lower Delaware recently cleared $370 on one fish.

150 Apply To New University.

College Park.—Upward of 150 applications have already been made for admission next year to the University of Maryland, College Park, under which name the Maryland State College of Agriculture will be known after July 1 next, when State College absorbs the university.

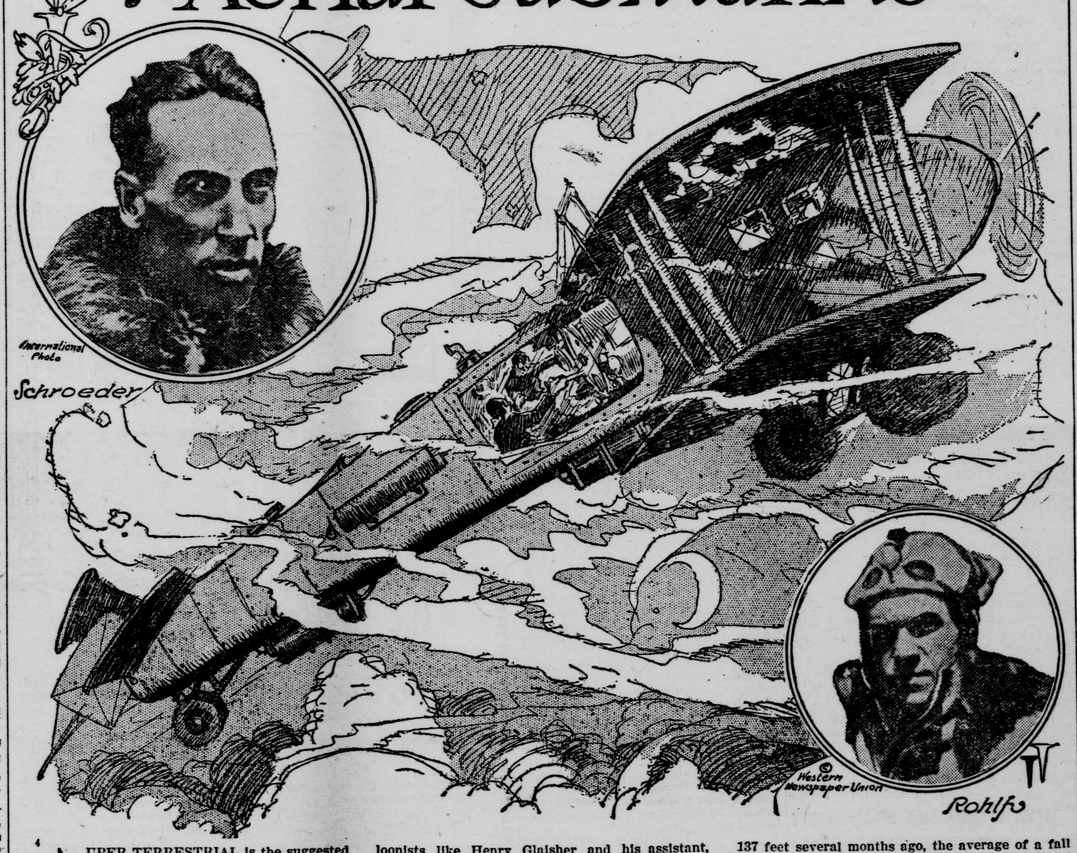
The Cheston Estate.

Annapolis. — Appraisement papers filed in the office of the Orphans Court of Anne Arundel county value the personal estate of the late D Murray Cheston, of West River and Philadelphia, at $32,907. More than two-thirds of the estate is in stocks and other securities.

Checkers will be one of the favorite outdoor sports of those who frequent the public parks of Indianapolis next summer. By order of the park commissions checker boards will be stenciled on both ends of the picnic tables in the parks, and sets of checkers will be provided for all who wish to indulge in the pastime.

Every large town in India has its Delhi Danwaza, or gate opening in the direction of Delhi, which was to the whole country what Mecca is to the Mohammedan.

Super Terrestrial—"Aerial Submarine"



SUPER TERRESTRIAL is the suggested name of the latest thing in flying machines. It will be an "aerial submarine" kind of a thing. This sounds like an Irish bull, but it readily suggests the thing itself—an enclosed machine which will protect both the machine and the flyer from the air.

High-flying has lately proved so interesting that it fascinates both the aviator and the scientist. "The Roof of the World" is evidently a most astounding place. And as it is a dangerous thing to try to reach it, it is just the place that the daring want to try to reach. A scientist worth his salt is a man with an imagination—and that imagination is busy these days with conditions super terrestrial.

What little we know of these upper heights makes us keen to know more. For example, we know of heavy trade winds blowing many miles above the earth at such a terrific speed that could they be utilized in accelerating machines, men might circle the globe at several hundred miles an hour. Also there are indications of a rise in temperature after a certain altitude is passed, of belts of mysterious gases and vapors, and of other strange phenomena, all of which combine to make a trip to the outer edge of the atmospheric ocean surrounding this planet the most romantic and alluring of all voyages ever attempted by man. So it is small wonder that planes are made for specially constructed airplanes, designed to meet the conditions existing at great altitudes and to minimize the dangers that have hitherto rendered high flying such a hazardous undertaking. The Super Terrestrial is not yet an accomplished fact, but it seems to be well on the way. Major Schroeder, having recovered from the effects of his recent 36,000-foot flight, is said to be interested in the construction of such a machine, in which he hopes to reach the altitude of 50,000 feet. It is further reported that Louis Breguet, a French aeronautical engineer, has announced that an engine has been perfected capable of ascending 100,000 feet, or nearly nineteen miles, and that flight to that altitude is immediately in prospect. The main feature of the new type of aircraft will be an enclosed fuselage or cabin to protect the aviator and the machinery itself.

"The 'Super Terrestrial' would seem to me to be the answer," said August Post, secretary of the Aero Club of America, giving the proposed carrier the name he himself had coined, as quoted in the New York Tribune by Arnold D. Prince.

"From what man already has experienced in his attempts to pierce the heights he has learned that some form of protection not yet devised is necessary. Something designed along the lines of the submarine would seem to be what is needed.

"The inclosed cabin for the aviator suggests itself as the most sensible scheme. Sitting in this air-tight compartment, he would be within easy reach of the levers controlling the mechanism and regulating the supply of oxygen needed by himself as well as by the super chargers by which air at sea level pressure is now fed to the carburetors in altitude flights.

"He would not only be safeguarded against the physical hardships which have beaten him back heretofore, but, with adjustable propellers capable of increasing their purchase on the rarefied atmospheres, he could push his way into levels now beyond his reach."

What is it like up there among the stars, or even a little lower down?

Some things we know already.

We know, for example, that some distance above the earth's "atmospheric envelope," but below that stratum of "inflammable air" which science has discovered, are trade winds which blow from west to east with unfailing regularity; and we know, too, and this is even more reassuring, that at that level it is far less cold than had long been supposed.

For some of this knowledge we are indebted to scientists like M. de Bort, discoverer of what is called "inversion of temperature," and for the rest to our own courageous aviators, and to balloonists like Henry Glaisher and his assistant, James Coxwell, both Britons, who in September, 1862, rose to an altitude calculated by them as about seven miles, which was higher than that attained by Major Schroeder, the American flyer, in his recent sensational "jump" at Dayton, O.

Glaisher's experience was especially valuable from the standpoint of the person who wants to know "what it is like up there" because the aspirator quit working at an altitude of five miles.

Writing for the British Association for Balloon Experiments as to what happened after reaching the five-mile level, he said:

"Up to this time I had taken observations with comfort, and experienced no difficulty whatever in breathing.

"Then, having discharged sand, we rose still higher. The aspirator became troublesome to work and I began to find difficulty in seeing. . . . I could not see the column of mercury in the wet bulb thermometer, nor the hands of the watch, nor the fine division of any instrument.

"Shortly after I laid my arm on the table, possessed of its full vigor, but on being desirous of using it a little later I found it powerless. I tried to move the other arm; I found it powerless also. I tried to shake myself and succeeded, but I seemed to have no limbs.

"I dimly saw Mr. Coxwell and endeavored to speak to him but could not. Then, in an instant, intense darkness overcame me, so that the optic nerve lost power suddenly, but I was still conscious with as active a brain as at the present moment, while writing this. I thought I had been seized with asphyxia and believed I should experience nothing more, as death would come unless we speedily descended; other thoughts were entering my mind when I suddenly became unconscious.

"I cannot tell anything of the sense of hearing, as no sound reaches the air to break the perfect silence of the regions between six and seven miles above the earth."

The balloon finally began to descend after Coxwell, who retained consciousness even longer than his chief, had managed to pull the valve rope with his teeth.

Both men regained consciousness after the balloon had descended several thousand feet, and they managed to make a safe landing.

Two facts having a direct bearing on the question as to atmospheric conditions above the earth were established by them. One is that sounds like that made by passing railroad trains can still be heard at a height of about four miles, but that at six miles there is perfect silence.

The other is that up to a certain point, scientifically referred to as the level where "inversion of atmosphere" occurs, the fall of the mercury averages about one degree Fahrenheit to every 300 feet.

In April, 1875, M. Gaston Tissandier and two companions confirmed these findings when they rose from Paris in a balloon to a height of nearly six miles, but in this case the expedition was marred by the fact that both companions of M. Tissandier, having less stamina than he or the British aeronauts, died before the gas bag returned to the ground.

If further corroboration is desired as to conditions as they exist on the "first lap" of the aerial journey into the void they can be had from the experiences of the aviators who, since the advent of airplanes, have tried to reach the "lid of the world's atmosphere."

Two of the most prominent of these, at least among the American aviators, have been Major Schroeder and Roland Rohlfs, who have engaged in a unique contest for highest records above the clouds.

Major Schroeder in his flight a few weeks ago attained an altitude of 36,020 feet, at which height his thermometer registered 55 degrees below zero centigrade, or 67 degrees below zero Fahrenheit. So, in his case, as well as in that of Rohlfs when he reached 30,300 feet in July last, and that of Adjutant Casale, of the French army, who rose 33,137 feet several months ago, the average of a fall of one degree in temperature to every 300 feet of altitude was fairly well maintained.

Moreover, in all these flights, when the men had passed above the four-mile level and had risen beyond the screen of atmospheric particles which make our "sky," they entered the stratum in which absolute silence reigned and in which vision was remarkably clarified.

The firmament above became almost black, due to the absence of light refraction; the stars were easily visible, even in brightest day, and the cold was terrible and intense.

But in each instance certain phenomena were observed, which brings up the next question of importance to the inquirer as to conditions "up there," and this is the subject of "inversion of temperature."

For a great many years man believed that temperature invariably changed with altitude, and that as height increased there was always a corresponding drop in the mercury.

M. de Bort proved that not only does the principle of increasing cold cease to function at an altitude of from six to eight miles above the earth, but that exactly the opposite occurs, and from there up it constantly grows warmer.

Sounding balloons with self-recording instruments have been sent up to a distance of seventeen miles and have invariably confirmed this discovery.

So, then, the situation presented to those who are planning the Super Terrestrial and arranging to launch man on his greatest adventure in the air is this:

They know—as, of course, do we who are fairly consistent readers of newspapers—the conditions as they exist up to six or seven miles. It is there that nature plays the parts with which we are most familiar. There thunders roll, lightning flashes, clouds gather and elements clash in never ending strife. It is from there that we get such wintry storms as recently experienced, and where the humble drama of rain, snow, sleet and weather unfolds itself.

They know, too, that "atmosphere," as we know it, although in constantly thinning quality, extends above the "weather strip" to a height of about twenty to thirty miles, but beyond that, what?

It is here that real difficulties will begin, and the Super Terrestrial will encounter its greatest obstacles—provided, of course, that long before that bourn is reached the presumptuous craft has not been destroyed.

Here new dangers will appear in the shape of drifting "ice clouds," which for imaginative purposes may be likened to icebergs; the void will assume a totally alien aspect; meteors and shooting stars will occasionally flash across the path, and the traveler will enter the boundary of "inflammable air," or pure hydrogen.

Passing through this—always supposing, of course, that it is not snuffed out long before like a peanut shell under the foot of an elephant—the Super Terrestrial will emerge into the stratum of helium which on earth is created from radium and encountered in practical quantities only in test tubes.

Then—but perhaps this is enough for the moment. Even the most voracious seeker of knowledge as to "what things are like up there" will have been satisfied long ere this, and the first voyage of the Super Terrestrial need not be charted further.

"Provision would, of course, have to be made for changed conditions," Mr. Post concluded, in touching on the mechanical necessities of the undertaking. "Of course, with the thinning of the atmosphere the Super Terrestrial would encounter less air resistance, and provided the propellers were adjusted to increase purchase, tremendous speed would be attained.

"The propellers would revolve much faster and the craft would shoot ahead like a meteor.

"And it—that is, the Super Terrestrial, if you desire to call it that—is the next thing on the cards."

Renowned in Ancient History

Epirus Famed in Mythological History for a Woman and an Oracle—Legend Is Interesting.

Epirus won for itself renown in the ancient world because of a woman and an oracle. Few biographies of women are more fascinating than that of the woman in this legend, Olympias, daughter of the king of Epirus, tracing his ancestry to a son of Achilles, who married Philip II of Macedonia, and gave birth to Alexander the Great. Her character portrays an amazing compound of the devoted mother, the pleasure seeking of a Cleopatra, and the astute statesmanship of Maria Theresa. Estranged from Philip, she was suspected of having a part in his death.

The oracle dealt with messages of the gods received at Dodona through the rustling of the leaves on an oak tree where Zeus was supposed to lurk. Ruins of the Dodona temples were discovered within the last half century a few miles southwest of Janica. According to a tradition the first message was delivered by a dove speaking with a human voice from a tree top. Rivalries between the oracle of Zeus at Dodona and that of Apollo at Delphi becoming keen, priestesses of the former invented new ways of receiving messages.

Epirus is extremely mountainous. From ancient times to the present day its castles and horses have been noted, and it was famous for its peculiar breed of dog, the Molossian.

Genuine Nutmeg.

Nutmegs are kernels of the fruit of a tree cultivated in Sumatra, Java, and the West Indies. The shape and size of this fruit resembles a peach and, when ripe, it easily splits in two parts, showing the kernel (or nutmeg) and mace, which surrounds it.

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