Tolchester Co.

Owing to annual overhauling and general repairs we are compelled to withdraw the steamer "Express" from the Tolchester Ferry Route for a few weeks and will run the steamer Annapolis in her place.

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FUELLESS MOTOR INVENTED DURING TEST OF COMPASS

Lester J. Hendershott, 29-year-old Wester Elizabeth, Pa., inventor, whose fuelless motor has gained the interest of Col. Charles A. Lindbergh and others prominent in the aviation world, wants the "humbug" eliminated from reports on his invention, which he developed while experimenting in an affort to produce an improved compass.

"Make it clear to the world," he said, in commenting on stories giving various descriptions to his creation, "that radio and its allied phenomena have nothing to do with my motor."

"The force that turns my motor is the same force that pulls the needle of a compas around—and there is nothing mysterious about that."

Hendershot revealed that when he took up aviation three years ago he discovered that the "ultimate development of aviation depended largely upon the discovery or invention of an absolutely true and reliable compass" and that his first experiments were an effort to develop such an instrument.

"The ordinary magnetic compass does not point to the true north—it points to the magnetic north, and varies from the true north to a different extent at almost every point on the earth's surface.

"There is another compass, the magnetic induction compass, that indicates the true north. But it must be set before each flight, and it is not always reliable. I really got down to work on the idea about a year ago and last fall I began to see that I was headed toward my goal.

"I found that with a pre-magnetized core I could set up a magnetized field that would indicate the true north, but I didn't know just how to utilize that in a compass I set out to find.

"In continuing my experiments, I learned that by cutting the same line of magnetic force north and south I had an indicator of the true north, and that by cutting the magnetic field east and west I could develop a ratary motion.

"I now have a motor built on that principle that will rotate at a constant speed, a good pre-retermined when the motor is built. It can be built for any desired speed, and a reliable constant speed motor is one of the greatest needs of aviation.

"The motor I demonstrated at Detroit has a speed of 1600 revolutions per minute and develops 45 horsepower on a block. The motor is now in New York.

Asked what he intended doing with his motor, Hendershot said he had decided to do nothing without first consulting the Guggenheim Foundation and his attorney, Col. Henry

Hendershot will go to New York Tuesday to confer with Col. Lindbergh and his backers, he said. He denied knowledge of a corporation reported to be in the process of formation to exploit his invention.

He said he had only one offer in which money was tendered, and that from a news reel concern which mentioned $50,000 for exclusive photographic rights for one year. He said he "didn't deal with them.

Hendershot is a licensed pilot and has done much of his experimenting at Bettis Field and he said a government plane has been ordered placed at his disposal whenever he needed it. He did not say whether he would fly to New York to keep his appointment with Col. Lindbergh Tuesday.

MRS. NUTTER, PASTOR'S WIFE DROPS DEAD

Mrs. Carrie Derrickson Nutter, aged 55 wife of the Rev. Melvin Nutter, died unexpectedly at her home in Church Hill, Sunday evening from heart trouble. Mrs. Nutter was dressing with the intention of attending the evening service in the M. E. Church of which her husband is pastor, when stricken. She lived only a few minutes after being stricken.

Mr. Nutter served the Hockessin and Hillcrest Bellefonte Methodist Episcopal Churches as pastor before going to Church Hill. Mrs. Nutter is survived by her husband, two daughters, Mrs. Ruth Hall, of Bowie, Md., and Miss Eva Nutter, teacher at Rising Sun Schools; two sons, Hughes Nutter, of Elkton, and Melvin Nutter, of the U. S. Navy, now stationed in Hayti; one grandson and two sisters, Mrs. Mary West and Mrs. Lula Cillins, both of Frankford, Del.

The funeral took place Tuesday with services in the Church Hill M. E. Church at 10 o'clock in the morning. Burial in Hurlock Cemetery.

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INVERTED SPEECH SYSTEM MAKES RADIO CONVERSATIONS PRIVATE GRACE SHOWS

General Commercial Engineer of Bell Telephone Laboratories Demonstrates Method, Using Instrument With Electrical "Ears" and "Brain" to Translate Gibberish to Understandable English

Photograph by Underwood & Underwood

Major C. S. Albright, U. S. Signal Corps, and General George S. Gibbs, chief signal officer of the Army, seeing S. P. Grace, general commercial engineer of the Bell Telephone Laboratories, demonstrate a method by which secrecy in radio transmission may be obtained.

Achievements in communication have come so fast during the past year or two that the public refuses to be startled with the announcement of a demonstration of the "latest" outstanding event on the subject. Television, secrecy in radio transmissions, transatlantic telephone conversations, the use of an artificial larynx by which the dumb may talk and telephone instruments which enable the deaf to hear are just some of the latest achievements of science which have been developed by the research and development engineers and scientists of the Bell Telephone Laboratories.

Sergius P. Grace, general commercial engineer of the laboratories in a recent demonstration before a large Washington, D. C. audience including Dwight W. Davis, Secretary of War, Major General George S. Gibbs, Chief Signal Officer of the Army, Captain T. T. Craven, director of Navy communication and other representatives of the Army and Navy and members of the Federal Radio Commission and Public Utilities Commission of the District of Columbia demonstrated the use of some of this apparatus developed by the laboratories and which will be of great benefit in the communications field.

The demonstration given by Mr. Grace showed among other things how secrecy in radio transmission may be obtained. He used a phonograph and records which, when played, brought forth a sound which was all gibberish of non-understandable language, but by the use of a modern "Robot" which has electrical "ears" and an electrical "brain" the sounds were translated into perfect, understandable English.

TO BE SOLD MARCH 28TH

With an indebtedness estimated at nearly two millions, the steamers, rail lines, piers, wharves, depots and transportation equipment of the Baltimore, Chesapeake and Atlantic Railway Company will go under the hammer on March 27th.

The sale will include all rail lines except that extending from Love Point, through Queen Anne's County.

The order signed by Judge Coleman was a consent decree in which the Baltimore, Chesapeake and Atlantic Railway Company, through Roland R. Marchant, attorney, joined with the petitioners, the Chatham-Phoenix National Bank and Trust Company, of New York, in admitting insolvency charged, and consenting to bankruptcy adjudication.

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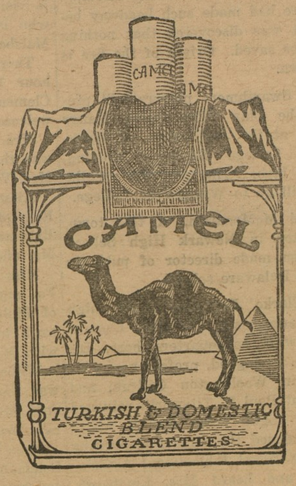

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