

DELKIN'S FRIDAY & SATURDAY \$ \$ \$ SAVING SPECIALS

Table listing various grocery items and their prices, including Pure Can Sugar, Large Red Northern Apples, Del Monte Apricot Pineapple Jam, Premium Soda Crackers, Peet's Granulated Soap, Candy, Fancy Assorted Hard Mixed, Fresh Spanish Salted Peanuts.

Las Vegas Cash & Carry S & W Store HABLAMOS ESPANOL A. C. Delkin

DRUG DEMAND IS INCREASING

BERLIN, Dec. 13. (AP)—A survey of the criminal law reform commission of the Reichstag shows that the use of narcotic drugs in Germany has increased rapidly in recent years.

Experts placed the world demand for narcotics at 80,000 pounds yearly, of which Germany exports one-fourth.

To a suggestion to restrict the German production to the home market the objection was raised that only a few countries produced alkaloids and there was a legitimate world demand for narcotics for medical purposes.

The commission nevertheless adopted a resolution to ask the Reichstag to take adequate precautions to limit the German production of narcotics to the requirements of the medical profession within the Reich.

PRINCE ENDS 6000 MILE DASH

LONDON, Dec. 12. (AP)—The Prince of Wales is back home after a dramatic six thousand mile dash from equatorial Africa.

The King was fighting his grave battle with wonderful strength and there was a slightly more hopeful atmosphere around Buckingham Palace, the medical bulletins being considered favorable.

DELAYED JUMP NOT DANGEROUS

DAYTON, O., Dec. 13. (AP)—One of the greatest popular thrillers in the aerial daredevil's bag of tricks—the delayed parachute jump—is not as hazardous as it appears.

Tests made by the United States army air corps at Wright Field led to the conclusion that the flier who delays opening his parachute several hundred or several thousand feet takes no extraordinarily greater risk than the man who follows the beginner's instructions to "count ten and turn to the right."

The popular belief that the farther a man falls the faster he will speed toward the earth, and probably will become unconscious, likewise is declared erroneous.

Experiments were made by Capt. St. Clair Street, chief test pilot at Wright Field, and Lieut. A. C. Foulk to determine the rate of speed at which a man, equipped with an unopened parachute, falls from a speeding airplane.

They proved, according to Lieutenant Foulk's report, that a man who jumps from a plane speeding 250 miles an hour through space actually slows up from that speed before he hits the earth.

A man in good health does not lose his faculties during the course of a precipitate drop through space, according to the conclusions reached by Captain Street and Lieutenant Foulk.

If a man weighing 180 pounds, dressed in flying clothes and equipped with a dummy parachute pack, should jump from an airplane flying at 2,450 feet, he would reach a terminal velocity of single miles an hour at the end of the first 12 seconds, although it would take him 17 1/2 seconds to reach the ground.

These figures are taken from one of the scores of actual experiments made by the army fliers, who used dummies approximating the weight of normal men and equipped with dummy parachute packs. The dummies were dropped at a specified place on a speed course and from an altitude spread upon before each flight.

IT'S HARD TO RECOGNIZE THEM IN ITALIAN PAPERS

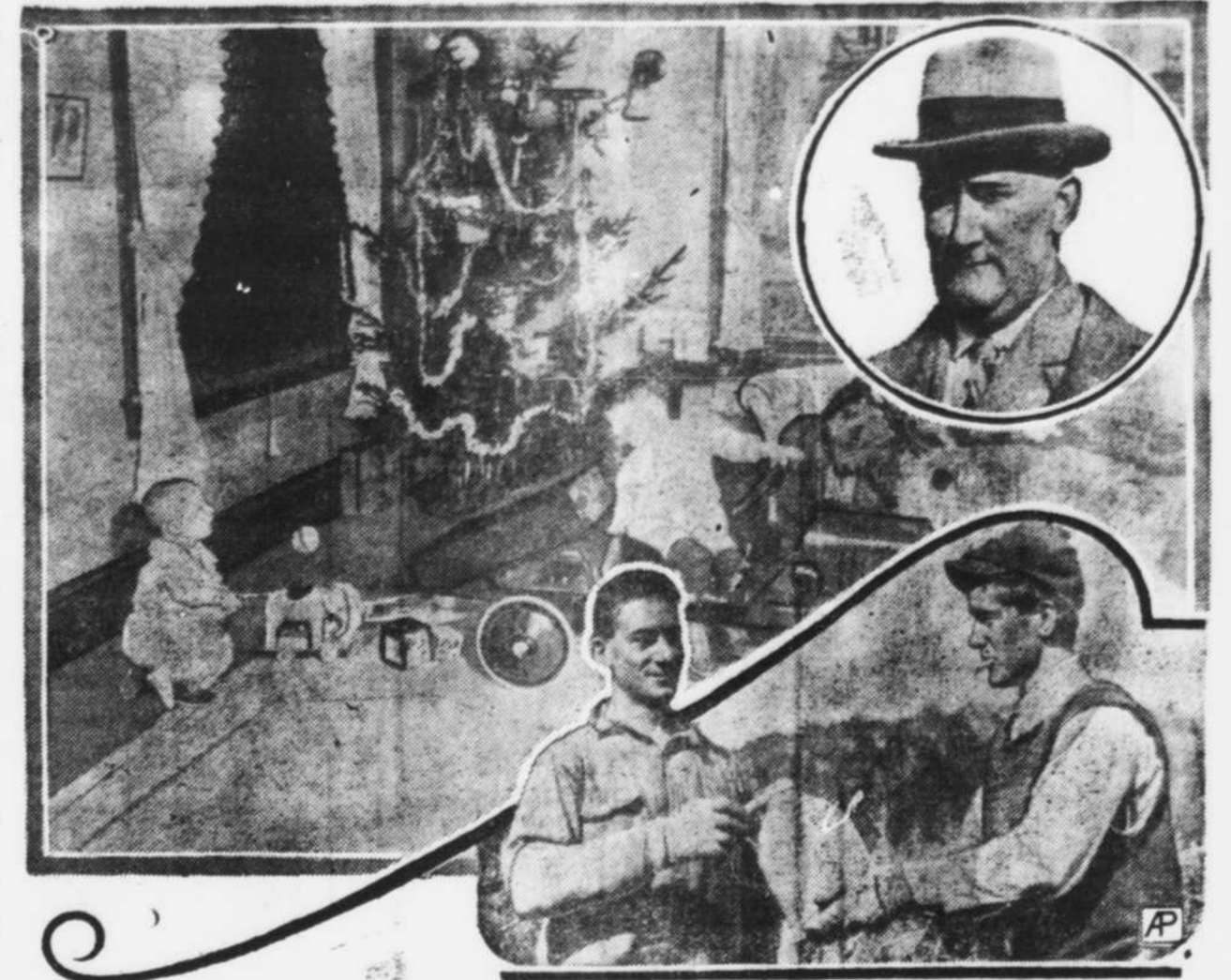
ROME.—Americans whose activities are interesting or important enough to be cabled to Italy become Italians as far as their names are concerned when published in the Italian papers.

President Coolidge's Christian name becomes "Calvino," Secretary Mellon is called "Andrea," and General Pershing's first name becomes "Giovanni," not to mention "Eugenio" Tunney and "Roberto" Jones.

Ms. Mabel Boll, who accompanied Charles Levine on his recent flight to Havana, was metamorphosed into a man. The Italian newspaper accounts called her "Mister Abel Boll."

Knowledge of non-European geography seems to be singularly lacking in most editorial offices. Macon, Ga., cabled as one word, "Maconga," invariably appears as "Maconga, Stati Uniti," which has an Italian sound and so must be all right.

Christmas Tree Army Starts Parade To Five Million Homes



Five million Christmas trees are moving to market. Gangs of choppers such as those below have been working since September to prepare the nation's Christmas tree crop, which later will gladden the hearts of millions of such children as those above. William J. Phelan, "Christmas tree King" of Ludlow, Vt. (inset), is one of the nation's largest shippers of these trees.

LUDLOW, Vt., Dec. 13. (AP)—Down from the forest-clad hills the army of Christmas trees is starting on its first and last parade.

The little trees will find their way into 5,000,000 homes in America this Christmas, will bask a few days in the glory of tinsel and colored lights, and then pass on. But they will have achieved immortality in the glowing Yuletide memories of millions of youngsters.

Since September the sylvan symphony of a thousand axes has rung through the forests of northern New England. Now the green hosts are being marshalled at railway shipping points. By the second week in December all must be on their way to market.

The Green mountains of Vermont are, perhaps, the greatest single source of Christmas trees. Five million trees are cut yearly for the Christmas market, according to federal forest service

estimates. Two million of these, the Vermont forest service reports, come from the Green mountain state.

Virtually all conifers or evergreens can be used as Christmas trees, but the most popular are firs and spruces. Fragrant balsams rank next and in some sections are prime favorites. Even pines and cedars are cut in parts of the country where harder trees are not available.

The Christmas tree business, highly speculative, is in the hands of a few big shippers in Vermont. They maintain a skeleton force of experienced men, depending upon sub-contractors for labor.

Experienced crew managers are financed in the most productive districts, but mostly they buy their trees at local loading points. Cutting crews usually work in groups of four—two choppers, a snaker and a tyer. The snaker is usually a novice who drags the

axes to the tyeing platform where he piles the trees in a semicircle. The tyer works in the center and piles his bundles on the open side. He is the artist of the crew and upon his judgment in selecting units for each bundle and his skill in tyeing them depend the quality and marketability of the harvest.

The bundle piles are covered with evergreen branches to keep them fresh until the shipping season. Snow enough to keep the trees cool and damp is the wish of every dealer.

Late November brings the trees down from the mountains to the railroad stations. Here every bundle must be rigidly inspected by federal agents on guard against the spread of moths out of the state. This procedure adds almost \$1,000 to the price of every carload.

Friday, Saturday, Monday

Table listing grocery items and prices: SARATOGA TOMATOES, LARGE CHIPO, GORDON SYRUP, HEINZ ASSORTED JELLIES.

FOR OTHER SPECIALS SEE OUR WINDOWS

Joplin Cash Grocery

MRS. MYRTLE JOPLIN, Prop. 109 FREMONT STREET

CHRISTMAS TREES

OUR USUAL OREGON FIR. ORDER NOW FOR YOUR CHOICE

BULK MINCE MEAT

Ask those who bought for Thanksgiving.

TURKEYS

Fancy fresh dressed. Local fancy fattened chickens.

Blanding's Palace Market

YOU SEE

will laugh at TOPSY, will cry with LITTLE EVA, will hate SIMON LEGREE, will pity UNCLE TOM, will thrill at ELIZA'S ESCAPE, will vision the SEASON'S GREATEST DRAMATIC ENTERTAINMENT

the greatest human drama ever written brought to life through the magic of the screen the result of two years of creative effort in the world's largest studio how two million dollars were spent to thrill and entertain you

Carl Laemmle's supreme achievement in 22 years of furnishing entertainment to the American public!

UNIVERSAL'S MAMMOTH MOTION PICTURE!

UNCLE TOM'S CABIN

A HARRY POLLARD PRODUCTION! FRIDAY and SATURDAY Matinee Saturday 2:30 P. M. EL PORTAL Theatre

PLANE LANDING DANGER IS CHECKED

LANGLEY FIELD, Va., Dec. 13. (AP)—Two years of special studies in airplane wing construction, sponsored by the national advisory committee for aeronautics, have pointed the way to elimination of the grave dangers aviators face when landing their planes at low speed.

A new airfoil, employing the principle of the "flat top lift curve"—a departure from the relatively sharp peak characteristic of present wings, has been designed and tested with "romising" results. By using the new airfoil, planes may be controlled much more safely at low speeds when landing or after reaching the natural stalling angle, which often sends the plane into a "dive" or "spin."

However, in the wind tunnel tests, several unsatisfactory characteristics developed and they must be corrected before the principle will become practical. The experimenters found that while greater stability and control at low speed was secured, there was a loss of aerodynamic efficiency necessary to insure its smooth flight under all conditions.

Airplanes depend upon the smooth, steady flow of air, closely hugging the surface of the wings, for their ability to lift off the

NOTICE OF APPLICATION FOR UNITED STATES MINERAL PATENT

Serial Number 016883 Survey No. 4668 UNITED STATES LAND OFFICE

Carson City, Nevada, November 12, 1928.

Notice is hereby given that in pursuance of an Act of Congress approved May 10th, 1872, Charles Labbe, whose post office address is Death Valley Junction, California, has made application for a patent for fifteen hundred linear feet respectively on the Hillside and Westend Lodes and fourteen hundred seventy-eight and three tenths linear feet on the Broadway lode and fourteen hundred ninety-nine and four tenths linear feet on the Doris A. L. lode, all situated in the Johnnie Mining District, Nye County, Nevada, and described by the Official Plat and Field Notes on file in the office of the Register of the Carson City Land

ground and remain in controlled flight. When the plane is in a stall or preparing to land, the air strikes the surfaces of the wings at such an angle that the air "bubbles" or breaks away from the upper surface, putting down lift efficiency and making control difficult.

Montgomery Knight and Millard J. Bamber, the aerodynamic experts who worked on the problem at the Langley Memorial aeronautical laboratory here, report that "an airplane equipped with a wing employing the flat top lift curve would have much less critical landing characteristics than if it had a wing with a peaked lift curve. This is due to the fact that once the flat portion of the curve is reached, pulling back the control stick would cause neither a sudden rise nor an abrupt drop of the plane."

"A large portion of the airplane crashes today may be accounted for by the sudden uncontrolled dive after a stall when close to the ground," the two scientists say.

"This dive is due to the relatively rapid rearward motion of the center of pressure as the angle of maximum lift is exceeded. A strong nosing down tendency is produced. Since the plane is flying at low speed, the elevator effect is too small to hold the nose up, and the plane consequently crashes to the ground."

The new airfoil also showed that it had a very small spinning tendency. Anticipated calculations showed that its approximate range of instability was less than half that found in commonly used airfoils.

Because of the unsatisfactory characteristics which the airfoil displayed in its tests, the Langley field scientists now are working to obtain higher aerodynamic efficiency for the new type wing, necessary before it can be employed practically.

District, Nevada, as follows:

HILLSIDE LODE Beginning at Cor. No. 1, from which U. S. L. M. No. 1A bears N. 33°53' E. 2992.8 ft. and running thence S. 10°03' W. 600.0 ft. to Cor. No. 2, thence N. 88°45' W. 698.8 ft. to Cor. No. 3, thence N. 88°15' W. 801.2 ft. to Cor. No. 4, thence N. 10°03' E. 600.0 ft. to Cor. No. 5, thence S. 88°15' E. 801.2 ft. to Cor. No. 6, thence S. 86°45' E. 698.8 ft. to Cor. No. 1, the place of beginning.

BROADWAY LODE Beginning at Cor. No. 1, from which U. S. L. M. No. 1A bears N. 27°05' E. 3466.4 ft. and running thence S. 10°03' W. 600.0 ft. to Cor. No. 2, thence N. 81°47' W. 765.0 ft. to Cor. No. 3, thence S. 86°58' W. 717.5 ft. to Cor. No. 4, thence N. 10°03' E. 596.0 ft. to Cor. No. 5, thence S. 88°15' E. 581.8 ft. to Cor. No. 6, thence S. 86°45' E. 694.3 ft. to Cor. No. 1, the place of beginning.

DORIS A. L. LODE Beginning at Cor. No. 1, from which U. S. L. M. No. 1A bears N. 14°15' E. 3856.0 ft. and running thence S. 9°02' W. 600.0 ft. to Cor. No. 2, thence N. 79°15' W. 1500.0 ft. to Cor. No. 3, thence N. 9°02' E. 489.3 ft. to Cor. No. 4, thence S. 81°47' E. 765.0 ft. to Cor. No. 5, thence S. 85°14' E. 736.5 ft. to Cor. No. 1, the place of beginning.

WESTEND LODE Beginning at Cor. No. 1, from which U. S. L. M. No. 1A bears N. 45°19'40" E. 4292.6 ft. and running thence S. 10°03' W. 596.0 ft. to Cor. No. 2, thence N. 88°23' W. 776.2 ft. to Cor. No. 3, thence S. 82°55' W. 724.3 ft. to Cor. No. 4, thence N. 10°03' E. 600.0 ft. to Cor. No. 5, thence N. 82°55' E. 724.3 ft. to Cor. No. 6, thence S. 88°15' E. 775.7 ft. to Cor. No. 1, the place of beginning.

Total Area of the lodes as follows: Hillside Lode 20.478 Acres Broadway Lode 19.001 Acres Doris A. L. Lode 18.358 Acres Westend Lode 20.089 Acres

Total Area 77.926 Acres Conflict Area with Sur. No. 3799, Crown Point lode is 3.899 Acres

Which excluded from the total leaves net area 74.027 Acres The adjoining claim is Crown Point.

The location certificates are recorded in the Office of County Recorder, Nye County, Nevada, in Book 83, pages 498, 499, and 500.

All adverse claims should be filed in this office during the sixty days period of publication.

CLARA M. CRISLER, Register.

First pub. Nov. 15, 1928. Last pub. Jan. 17, 1929. Each issue.

Mussolini, according to press dispatches, gets a salary of only \$1,250 a year. But look at the fun he has bossing everybody.

Orders Placed Now For CHRISTMAS TURKEYS

Will have careful attention.

IT'S BETTER TO BUY THE BEST THAN TO WISH YOU HAD

U. S. GOVERNMENT INSPECTED MEATS

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