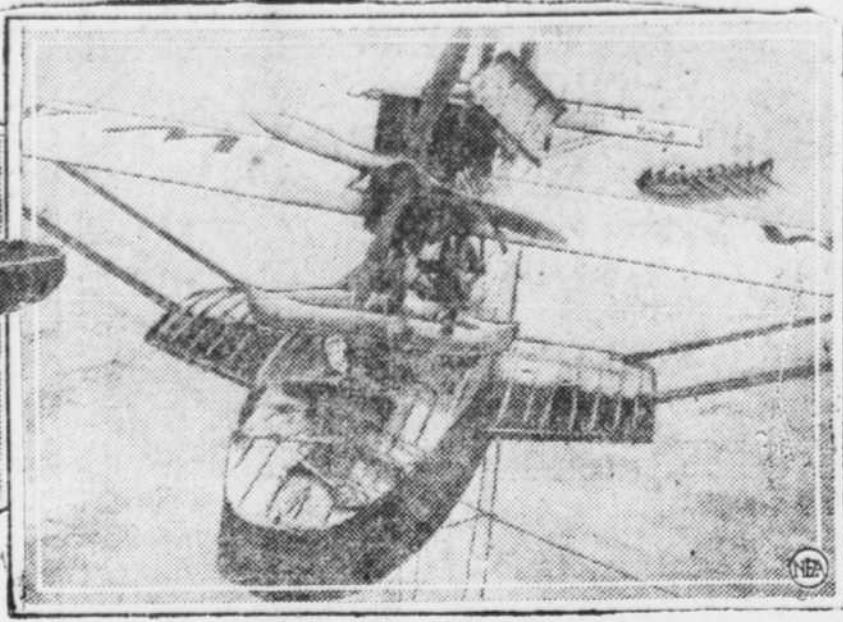
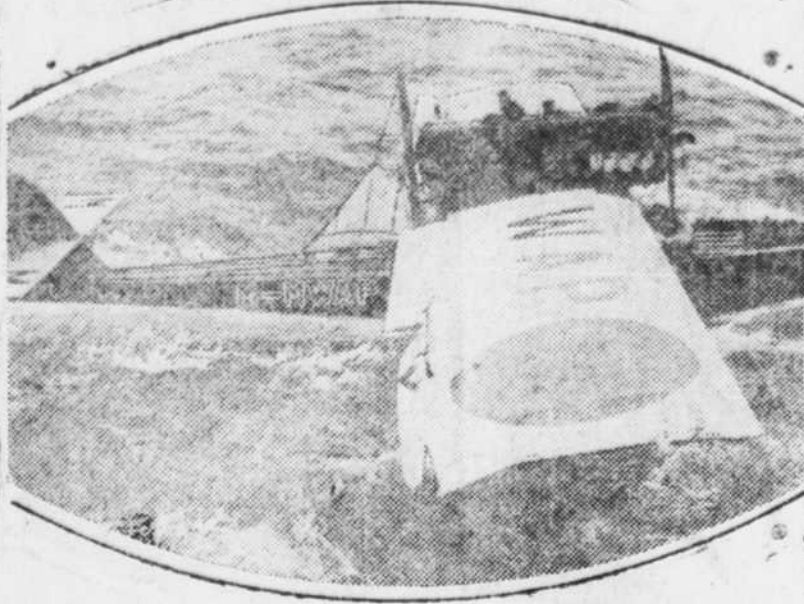
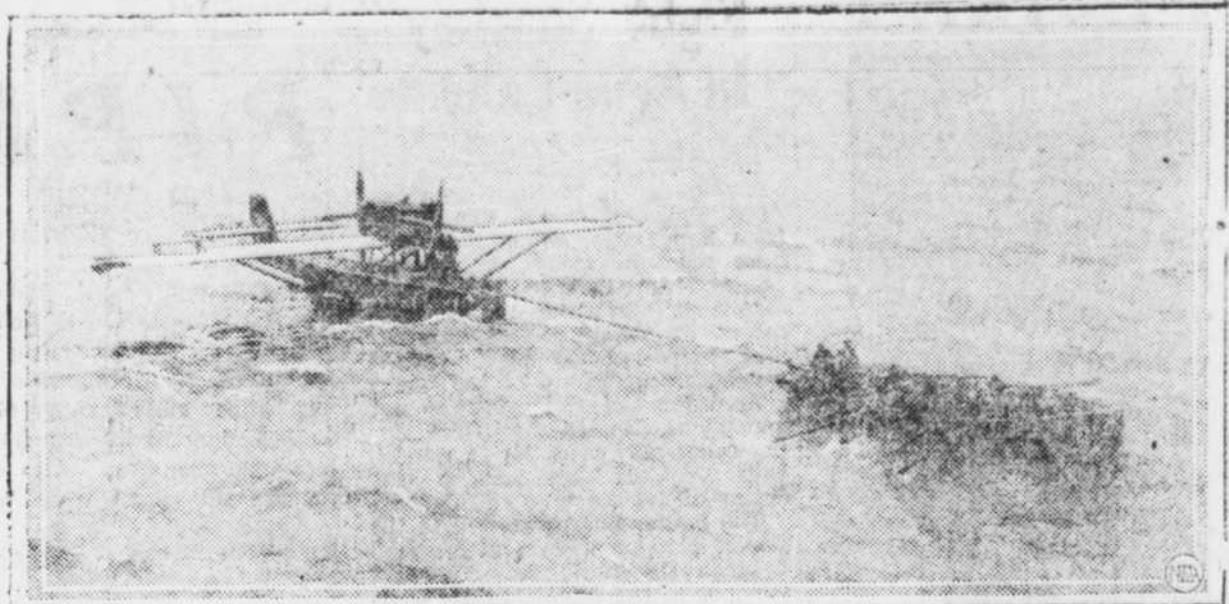


HOW SPANISH FLYERS WERE SAVED AT SEA



PICKED UP IN MID-OCEAN—This remarkable rescue picture, taken from the deck of the British airplane carrier Eagle, shows the rescue at sea of Major Franco, Spanish ocean flyer and his two gallant companions, after their plane had drifted for more than a week after a forced descent near the Azores. Rockets sent up by Major Franco about dawn were sighted by a lookout aboard the Eagle. A small boat from the warship has the plane in tow.

ALONGSIDE THE RESCUE SHIP—The Numancia, the plane in which the Spanish flyers attempted a flight across the Atlantic to New York only to be forced down in mid-ocean, is shown here as it was drawn alongside H. M. S. Eagle, the rescue ship. Major Francis is in the cockpit.

SAFE AFTER A WEEK ADRIFT—This picture shows the Spanish plane Numancia, ill-fated trans-Atlantic craft, being hoisted aboard H. M. S. Eagle after the flyers had been rescued at sea where they had been adrift for more than a week. The British warship took them and the plane to Gibraltar.

Radio Hostess



SAN FRANCISCO, July 19, (UP)—The lure of the radio studio which has gripped both the curious and the ambitious, has placed upon Gladys Cross, a new responsibility which is being assumed by hostesses.

Charming young women to convey an air of hospitality to those who come to see their favorite star and solitarily assist the aspiring artist in his debut before the microphone are in demand, on the Pacific Coast. Gladys Cross, one of the most popular hostesses at the NBC station, likes her social duties. She takes visitors behind the scenes where they may see the artists at work, and the power house through which their efforts are transmitted to their unseen audiences. Handling aspiring young artists requires patience and tact, Miss Cross finds. They usually are nervous. Sprightly conversation and explanation of the requirements of the test are employed by Miss Cross in setting them at ease.



Tammany Hall is hailing both Al Smith and Franklin D. Roosevelt as the next president. The theory is probably that two wets are better than one.

A Toledo bootlegger shot down a dry agent. That's something like Little Eva beating up Uncle Tom.

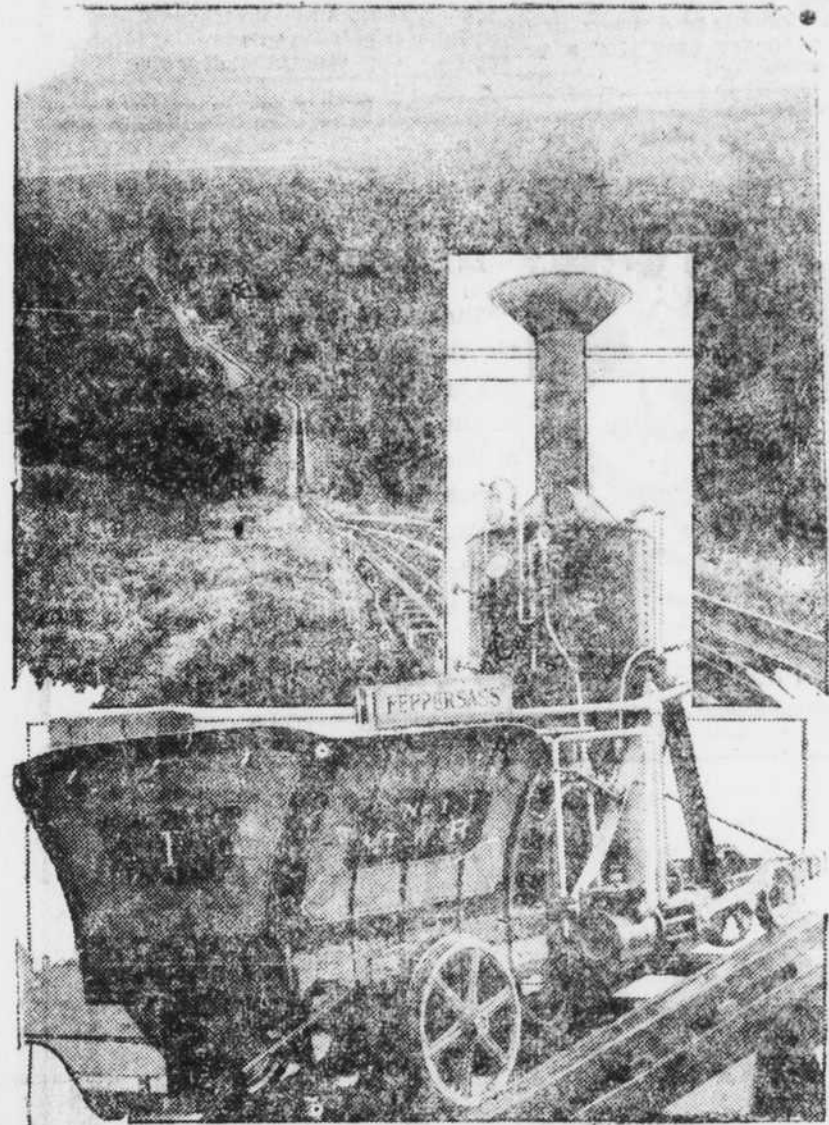
You can always win an argument with a woman by listening.

Texas Guinan, night club hostess, calls herself the Joan of Arc of Broadway. She certainly knows how to charge.

A scientist discovers that men's clothing is too heavy and women's too light. Is there no end to the miracles of science?

In accordance with our annual custom of printing the week's best headline, here is one from a New Jersey newspaper: "Fireman Saved by Mistake!" (Copyright, 1929, NEA Service, Inc.)

Ancient Cogwheel Engine to Duplicate Feat of 1869



"Old Peppersass" made its first trip up the Mt. Washington Cog railway in 1869. It will make the same ascent July 20.

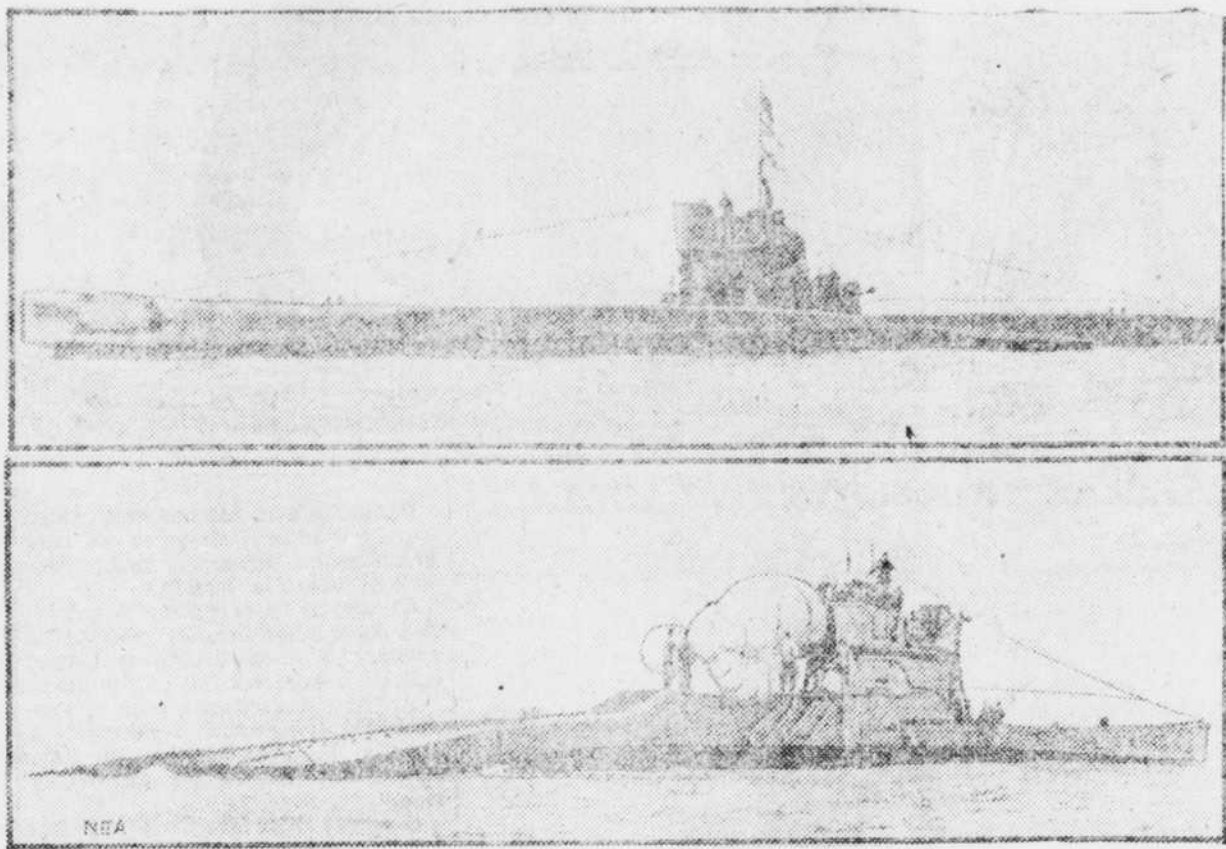
CRAWFORD NOTCH, N. H., July 19, (AP)—"Old Peppersass," the world's first mountain-climbing locomotive, is to make one more trip under its own power up the majestic peak it first climbed in 1869. Tomorrow this ancient iron horse, first engine of the Mount Washington Cog railway, will be formally turned over to George Hamauer, president of the Boston and Maine railroad, by Daniel Willard, president of the Baltimore and Ohio. Governor Charles W. Tobey, in turn, will receive the "queer-looking mechanism, rededicated to recreational New Hampshire.

The interest of a clergyman, the Rev. Guy Roberts of Whitefield, was primarily responsible for the rediscovery of the old engine. It was found in the collection of locomotives gathered from the ends of the continent by President Willard for the "Fair of the Iron Horse" conducted two years ago by the Baltimore and Ohio. Communicating with Col. William A. Barron of Crawford Notch, chairman of the New England Council committee on recreational development, and with President Hamauer, the clergyman met a ready interest. President Willard, himself a former New Englander, responded immediately, and thus it has come

about that "Old Peppersass" returns to its native mountain side. The return of the ancient wood-burner recalls the whole story of the building of the cog railway up Mt. Washington, N. H. Marsh dreamed of bringing people by railway to the summit of Mount Washington, famed as providing the broadest scenic view east of the Rockies. Building of the road was begun in 1866, and in July, 1869, the cog railway was opened. "Old Peppersass" vindicated itself and its inventor by pushing to the summit of Mount Washington, 6,293 feet above sea level, while an awed group of spectators clogged a rickety constructed platform car.

For 12 years the "Peppersass" carried enthusiasts up the mountain, and then locomotives of horizontal type succeeded it. In 1893 the old engine went to the World's fair in Chicago as the pioneer mountain climbing locomotive. It was later exhibited at the St. Louis world's fair and then entered the possession of the Field Museum, Chicago. The Baltimore and Ohio acquired it from the Field museum. The record begun by "Old Peppersass" has been kept up, and in 69 years the railway has had no fatal accident.

British Sub Sinks After Two Collide



Collision of two submarines in St. George's Channel, at the lower end of the Irish Sea, threatened to cost more than a score of lives. The H-47, whose normal complement is 23 officers and men, sank in 50 fathoms of water after crashing with the L-12, pictured below. It was reported that only the commanding officer and the radio operator were rescued from the H-47, while one man was missing and another critically injured among the crew of the L-12. A sister ship of the sunken H-47 is shown at the top.

Army Aviators Perfect Compact Radio Set

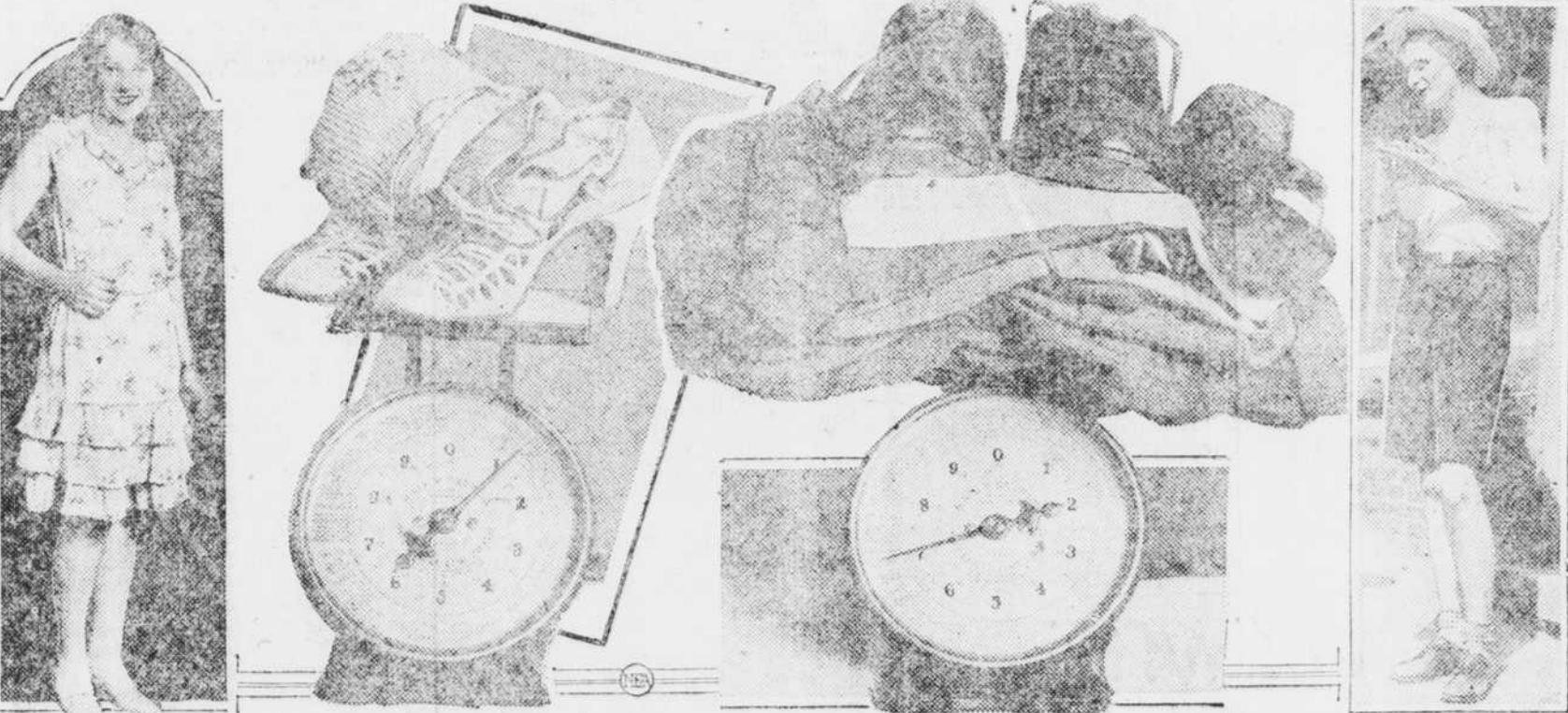


Lieut. H. P. Roberts (left) holds the compact radio set which all army pilots will carry. It is 55 pounds lighter than the bulky set held by Lieut. Leroy M. Wolfe (right).

DAYTON, Ohio, July 19, (AP)—A new compact type of radio receiver for communication and radio beacon signals has been successfully tested at Wright field here, and soon will be standard equipment on army air corps planes. The new set saves 55 pounds in weight in the plane. It is 37 pounds lighter than the one now used, and an additional saving of 18 pounds was made by replacing batteries and generators with a double voltage generator, geared to the motor. The new generator provides current for the filament and the plate on the radio receiver, and also provides sufficient current to operate a small transmitter. This generator may be operated on the ground, or in the air, as long as the motor is running.

Lieut. H. P. Roberts, in charge of the signal corps aircraft laboratory and Lieut. Leroy M. Wolfe, air corps radio officer, made the tests on the new set. An automatic voltage regulator has been installed between the receiver and the double voltage generator, which keeps power on the radio tubes constant at all motor speeds.

Yes, Indeed—the Women Get All the Breaks in Hot Weather!



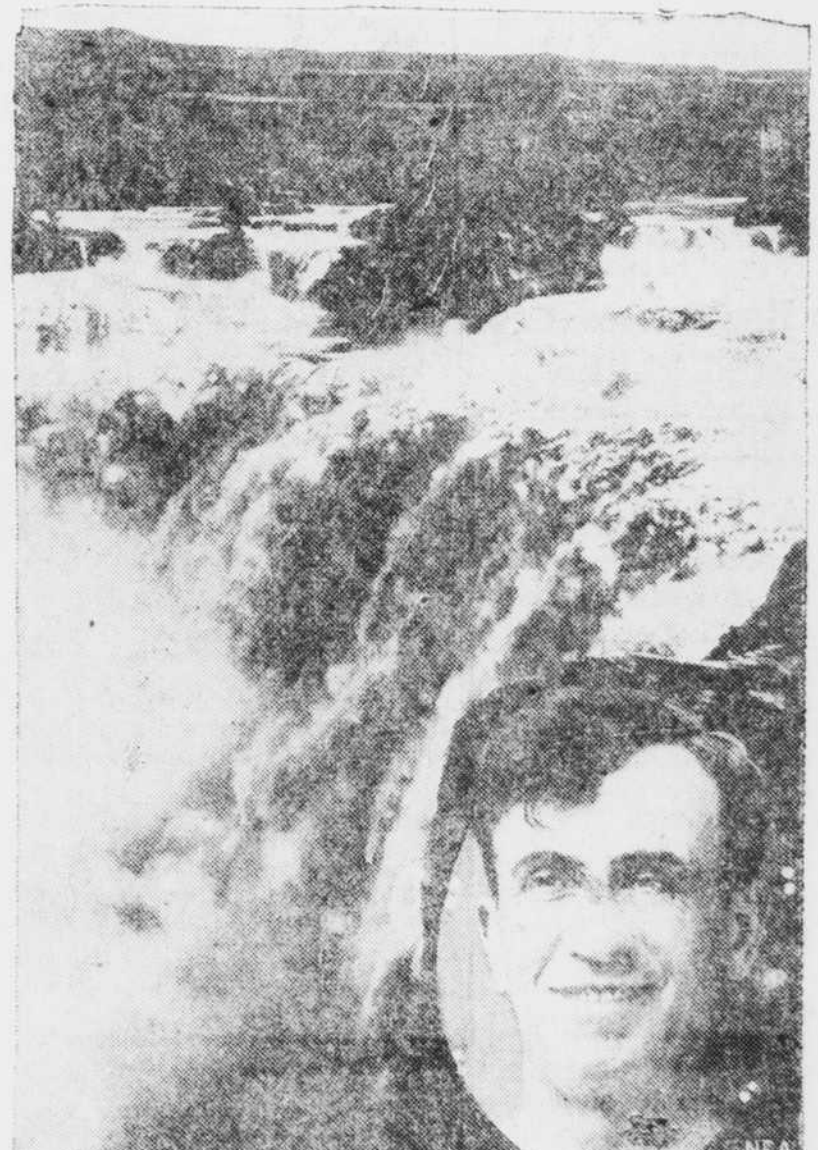
It's no secret that women have all the luck when it comes to hot weather wearing apparel—and here's a picture layout that proves the point. At the left is Miss Ethel South of Cleveland, garbed as any modern young woman is garbed on a hot day. In the next picture Miss South's clothing is shown resting on a scales net weight, one pound and three ounces. Next we have the average man's summer clothing—which, if you'll notice, weighs one ounce over seven pounds. The last picture shows the hot weather garb devised by Herbert Barrier, a Knoxville (Tenn.) newspaper reporter. It's cool, all right—but when Barrier tried wearing it to work he found out it just wouldn't do.

Celebrate First Channel Flight



France and England are uniting in celebrating the 20th anniversary of the first flight across the English channel, made July 25, 1909, by Louis Bleriot. Above is pictured Bleriot, and his plane upon arrival at Dover, England, in 1909. Below at right, Madame Bleriot is shown greeting her husband after the flight. At left is Bleriot as he is today. He predicts greater progress for aviation in the future.

HELL TRY TO SHOOT SHOSHONE



No less a job than trying to shoot the famous Shoshone Falls, on the Snake River, in Idaho, is being essayed by Al Fausett (insert) of Seattle. Fausett has an especially designed boat and will try the 212-foot drop July 28. Shoshone Falls, higher than Niagara, have never been successfully leaped except by an Indian who jumped from Lover's Leap, a huge lava projection below the falls. Fausett's boat of canvas and inflated tubes has negotiated Snouqualmie Falls, 186 feet; Silver Falls, Ore., 184 feet, and Sunset Falls, Ore., 104 feet. He has established a training camp at Twin Falls, Idaho.

DEMONSTRATION STAGED

NEW YORK, July 19, (UP)—Two hundred Communist sympathizers, were arrested when they offered resistance to emergency police Manchuria, staged a hostile demonstration today in front of the Chinese consulate. Fifteen of the demonstrators were arrested when they offered resistance to emergency police squads which were called out to disperse the gathering.

SECRETARY BIRDS ATTACK AND KILL POISONOUS SNAKES. THEY ARE ABLE TO DELIVER POWERFUL FORWARD KICKS WHICH SOON RENDER A SNAKE HELPLESS.

THE HARNESSSED ANTELOPE OF AFRICA LEAVES NO DOUBT AS TO WHERE HE GETS HIS NAME.

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WHEN THE FROSY NIGHT OF AUTUMN ARRIVES THE MOURNING-CLOTH BUTTERFLY SEEKS SHELTER BENEATH LOOSE TREE BARK, IN CREVICES, OR IN CULVERTS, AND GOES INTO A STUPOR, THUS WEATHERING THE SNOW AND COLD OF WINTER. THE SPRING THAW WILL REVIVE IT BRIGHT AND FRESH AGAIN.

THE GREAT OAR-FISH IS THE CAUSE OF MANY SEA-SERPENT STORIES. IT IS OVER 20 FEET LONG AND WEIGHS 500 LBS. THE TALL DORSAL SPINES ARE TIPPED IN RED KNOBS, GIVING IT A MOST UNUSUAL APPEARANCE.

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