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The cocoa with the highly developed flavor of the cocoa-bean

Obtainable in all good-class stores.

The Autogiro

THE LATEST DEVICE IN AERONAUTICS.

"The most important step in aeronautics since the Wright brothers flew the first airplane." This is the way in which Sir Sefton Branker of the British Air Force described the combination of airplane and helicopter named the autogiro, invented by Juan de la Cerva, Spanish civil engineer, which has had trials at Farnborough recently. It has been announced that as a result of these tests several machines with modifications will be built for the Air Ministry. The autogiro had a fall at Farnborough a few days ago, but it was considered a minor accident, not likely to check its development. In its first test machine rose 1,000 feet almost vertically, and then descended gently at a forward speed of only twenty miles an hour. In addition to the lifting power which the new plane possesses, the reduced ground speed of which it is capable is also of supreme importance, in that it will be the means of preventing many landing accidents which are constantly sending planes to the shops for repairs. The new machine is still in process of development, but is described in reports as the most successful of its type yet tested and as possessing all the advantages of the helicopter without involving the complicated problems which have kept any helicopter from becoming a success. We read in Science Service's Daily Science News Bulletin (Washington):

"The autogiro is an airplane that has had its wings clipped, as it were, and it has a second propeller on a vertical axis above the fuselage which exerts a force downward tending to keep the craft from falling. This vertically mounted propeller is similar in shape to the conventional propeller with which an airplane is equipped, but it has a diameter equal nearly to the wing-spread of the craft itself.

"When the air-screw on vertical axis is started with sufficient power to give 120 revolutions per minute, the autogiro leaves the ground with the very low ground speed of fifteen miles an hour, according to measurements made during the Farnborough tests.

"The invention was first tested in October, 1920, just five years ago. Although leading aeronautical experts connected with the government here do not share the reported optimism of the British authorities as to the importance of the autogiro, yet its development has been looked upon with interest.

"Three years of experiments were necessary on the part of the Spanish autogiro was developed. To understand the principle of operation, it is necessary to know that the ordinary airplane in order to be maintained in the air must have a high velocity. The lift or pressure upward that sustains the airplane in the air decreases much faster than the decrease in speed of the airplane and

therefore a small loss in velocity of the airplane may result in a catastrophe.

"In the autogiro, however, the sustaining lift is produced by revolving wings on a vertical shaft projecting from the fuselage of an ordinary airplane. However, although it may look like a helicopter, it does not really belong to that family, since the sustaining propellers of the helicopter are operated directly by the engine, whereas in the autogiro the wind produced by the motion of the aircraft actuates the blades. If the craft had not been christened autogiro, it might be called an airplane with revolving wings.

"It is claimed that the autogiro is not affected materially by loss of speed. If there is an engine failure, a sudden 'nose up' or a very sharp turn, the horizontal flight of the craft may be interrupted and it may be forced toward the ground, but the sustaining blades will sustain it in the air and enable it to alight at a very low speed. The stalling of the engine while in flight over rough ground, which would be fatal to an ordinary airplane, would be a mishap of minor importance to an autogiro. On the other hand, it is admitted that the autogiro will probably be unable to do any looping or other stunts such as are performed by fighting airplanes."

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Norman Conquest, older than the Saxon kings of the Heptarchy, older even than the Roman Conquest itself.

"For when Julius Caesar invaded Britain in the year 55 B.C. the Britons had so far advanced in civilization that they had a coinage of their own, not of silver or bronze, or of lead or tin, both of which metals have been tried, but of gold. And these gold coins were not copied from any Roman model, nor from the currency of the rich Greek merchant colonies of the Mediterranean, as were the primitive currencies of the South of France and of Spain. The ancient British coinage came by the overland route from distant Macedonia.

Alexander the Great succeeded in the year 323 B.C. to the throne of Macedonia, which had already been raised to position of power and wealth by his father Philip. Under his rule Macedonia became strong and wealthy; he established the country on a well-organized basis, and among other

things reformed the coinage, and actually tried bimetallicism. He struck a very handsome gold coin called the stater, with a beautiful head of Ares on one side, and on the other a very elegant prancing horse, ridden by a diminutive cavalier. Philip was rich, and his staters spread far and wide. Now, Macedonia was not a maritime State like Greece, and although the stater was in free circulation in Athens and elsewhere, it spread also towards the barbarian north, inland, up the trade routes of the Danube and the Elbe—regions unknown to the Greeks—among the white tribes who were then in the Iron Age, and so across Europe down the Rhine into Gaul.

Add the Gauls, who were of similar blood and language to the Britons, after their great military raids into the south and east of Europe, brought back with them as loot bagfuls of these staters, which passed into circulation in their own country, and

soon spread across the Channel to Britain, where the natives set to copy them. The first attempt was successful, though the staters were some fifteen or twenty per cent less in weight than Philip's, but it was not long before the stater degenerated; the horse and his upright carriage became backed, and gradually his legs were lost, and in the later ones the horizontal line is all that remains of the body.

The Roman Conquest brought this slight influence from the east, and soon after Caesar's British campaign with the names of native staters copied on the Roman model inscriptions in Latin.

"Two heads are better than one," so vote for FANNIE NEIL and MAY KENNEDY

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When the oven door burns you or the tea-kettle scalds your hand, apply "Vaseline" Jelly. It eases the pain and promotes rapid healing. After exposure to the weather it softens and soothes the inflamed surfaces. Coughs, colds and sore throat are greatly relieved by "Vaseline" Jelly taken internally. It is odorless and tasteless.



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The First British Gold Coinage

When Mr. Churchill decided to revert to the gold standard, of which we have heard so much lately, he was following a precedent far older than his. The first gold coins minted in Britain were struck in gold. This ancient currency is older than the

Admiral Jacob is Pretty Handy With The Carving Knife.

By CY HUNGERFORD

SNODDLES

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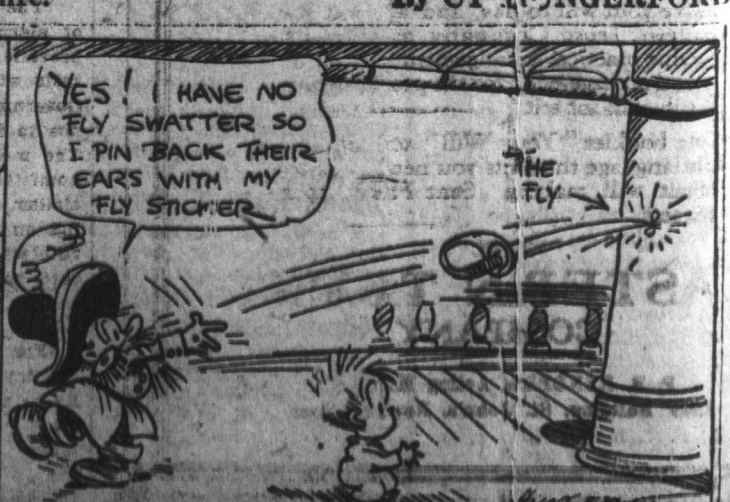
"BUT ANYBODY WOULD BE SURELY LUCKY IF THEY HAD BEEN SAILING THE SEAS ALL ALONE FOR THE PAST COUPLE OF HUNDRED YEARS!"



LISTEN HERE YOU YOUNG UPSTART! I'VE ONLY SHARPENED THIS HERE SWORD ON MY TWO GRINDERS.

THAT ISN'T VERY NICE TO PICK YOUR TEETH WITH YOUR KNIFE! ITS POOR MANNERS.

YES! I HAVE NO FLY SWATTER SO I PIN BACK THEIR EARS WITH MY FLY STICKER.



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