

BIG AIRSHIP LINE PLANNED FOR U.S.

Dr. Johann Schuelte, Noted
German Authority, After
Survey, Sees Great Future.

New York, Feb. 13.—Dr. Johann Schuelte, head of the Schuelte-Lans Airship Company, German airship authority, sailed on the steamship President Roosevelt, convinced that airships can be as scientifically built in this country as in Germany. He carries away with him a vision of a great airship line operating regularly as feeders on short hauls. Professor Schuelte served as a naval constructor in the North German Lloyd service for a brief period, and he held the chair of naval construction in the Technical High School of Danzig. During the war he built 22 airships for Germany. He came here in January at the request of the American Investigating Corporation to determine whether airships could be built here and operated commercially at a profit. He answered both in the affirmative.

The first step was the incorporation of the General Air Service, which is still a skeleton organization, and which has obtained the manufacturers' rights and patents of the Schuelte-Lans Company. Beside a survey of the airship building situation, Dr. Schuelte was asked to report on the cost of operating an airship line between here and Chicago, with ships 600 feet long capable of carrying 50 passengers and cargo.

"In this country it is possible to build as fine airships as have been turned out in any other country in the world," he said. "I have gone into this thing thoroughly both from the scientific and economic point of view. I have been courteously treated and given every facility for investigating here. I visited the Navy plant at Lakehurst, N. J., where the ZR-1 is being constructed. What I have seen has impressed me greatly. In point of workmanship the American builders are up to standard and I do not believe we could do it any better over there. The construction is carefully carried out and along scientific lines. Provided design and calculations are correct I believe the Navy ship now building will be a great success."

Favors Rigid Airships.
"In a country of the enormous size of the United States rigid airships will be of the utmost importance in supplementing present known methods of transportation. Airships, operating as trunk lines, can maintain routes east and west across the continent, connecting up widely scattered cities. Feeder lines can operate north and south and in this service man airplanes can be employed. I am convinced by study of conditions that airships can be operated at a profit in any direction."

"I would have some doubt of this being so if hydrogen gas was employed but with the use of helium and the maintaining of standard design in such airships, the great danger of airship travel is eliminated with its consequent monetary loss. In this country the supply of helium seems to be in sufficient quantity to make its extraction economical. It will be unnecessary to change the construction of rigid airships to permit the use of helium gas and while helium has not the buoyancy of hydrogen there is very small loss in lifting power and even this is not worth considering when the removal of the fire menace is considered."

"The only thing necessary for the

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development of the rigid air craft in this country is capital—and I might add courage. With encouragement there is nothing to prevent the United States from leading the world in airship building and in the exploitation of the rigid craft for great profit and the development of many industries. I am convinced that they can be well built here and that there is no use going outside the country to have them constructed."

Sees No Competition.
"The sphere of the airplane is for short distances and high speed and in this field the ship is not a competitor. The latter are essentially long distance craft and would not be economical on routes of less than 600 to 700 miles. In the airship, too, it is not the quick, daring flight that counts, but rather the sustained average speed. There is no competition between the airplane and the airship—one supplements the other."

According to the published plans of the General Air Service, an airship line first will be established between New York and Chicago. Two Schuelte-Lans ships are planned. The buoyancy will be furnished by helium and oil will replace gasoline as engine fuel. The proposed location of the plant has not been announced. Tubing and some other material will be fabricated in Germany. Dr. Schuelte will serve in an advisory and engineering capacity. A. Fahnstock, William B. Joyce, General W. L. Kenty, Samuel McRoberts and Colonel William Thum are said to be interested in the General Air Service Corporation.

MR. WILLIE'S BOYHOOD PATRON IS NEGRO'S HEIR
Fayetteville, N. C., Feb. 14.—Because "Mr. Willie" never failed him when he needed advice or help, William James McAllister of Fayetteville, ninety-four years old, an ex-slave, who died recently, made William R. Fuller of New York, general counsel of the American Tobacco Company, sole heir and beneficiary of his estate, consisting of a small cabin and its furnishings, it was learned when McAllister's will was found. The old negro's death was caused by burns suffered when he fell into an open fireplace.

VALENTINE TRA.
A very enjoyable and successful Valentine tea was held yesterday afternoon at the residence of Rev. and Mrs. W. H. Spencer, 19 Douglas Avenue, under the auspices of the Tuckabatchee Circle of St. Matthew's church. The

rooms were prettily decorated with flags and appropriate Valentine emblems and red candles in candlesticks ornamented the serving table. Mrs. Edward MacLean and Miss Jennie Keim presided over the tea table and Miss L. Priddle replenished. Those assisting with the serving were Mrs. Fanjoy, Mrs. Kelly and the Misses Irene Hunter, Amy Chesley, Mae Brooks, Winnifred Morrison, Muriel Smith, Jessie McCarthy and Irene Galbraith. The tea had a large patronage and a very satisfactory sum was realized for the church building fund.

Shining Records

	1921	1922
New Issues	\$7,342,030.00	\$9,523,850.00
Cash Income	1,198,599.41	1,430,823.81
Gain of Insurance	4,060,348.00	4,653,870.00
Earning of Surplus	200,632.52	284,565.21
Paid Policyholders	202,615.70	443,428.83
Net Interest Rate	6.39%	6.59%
Expense (10 & 1 Ratio)	11.69%	11.48%
Insurance in Force	\$29,806,174	\$34,460,044

Scale of Dividends to Policyholders Increased 14%

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- PAINTS**
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- LOVES HER STEPFATHER.**
Girl and Trolley Car Conductor Arrested at Atlantic City.
Atlantic City, Feb. 14.—Arthur L. Whitman, trolley car conductor, formerly of Shirley, Mass., and his stepdaughter, with whom he is alleged to have lived here since last June, are in jail for police investigation. The stepdaughter, Hazel Churchill, 17 years old black haired and pretty, admitted her love for Whitman today.
"Yes," she said, "he is my stepfather, but I love him and want to marry him. My mother knows all about the situation."

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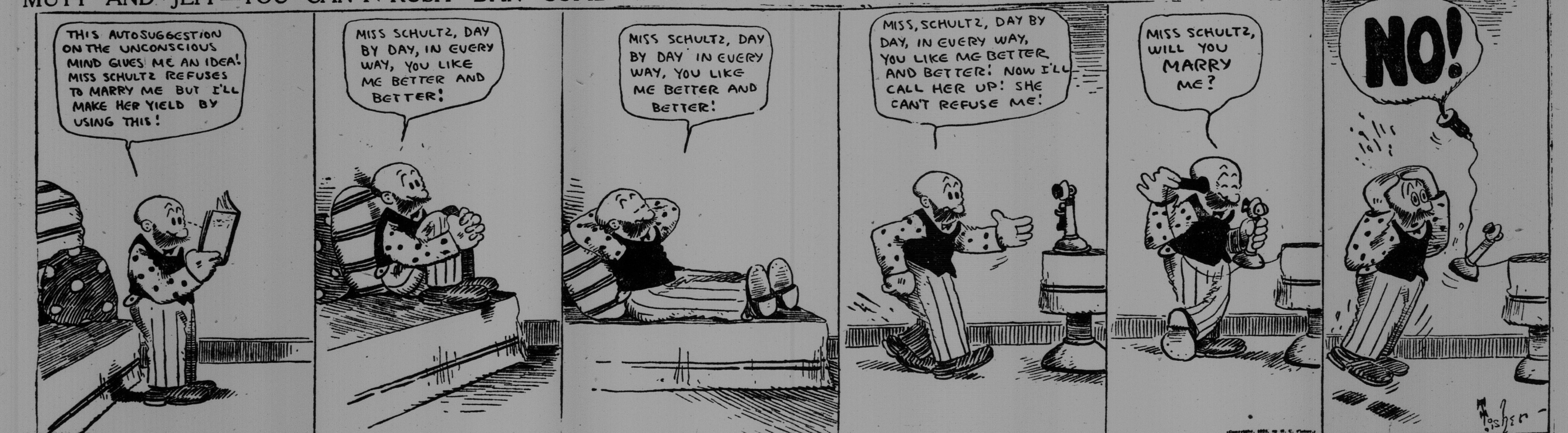
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