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NATIONAL CONFEDERATION

New York, Chicago, Boston, San Fran-

cisco, Los Angeles, Seattle.

NO MORE POLAR PLANS

Airplanes, after all, will do for North Pole flights. This is the mature judgment of Amundsen and Veltzow, the only explorers who have yet tried such a method. Never again, they say, will they attempt polar explorations with planes.

They decline heavier-than-air craft

impractical in the Arctic because of

the uncertainty of finding conditions

there. Their experience has shown always

to rough right on, and if a flight "on the water"—when water is available—they are liable to be crushed by the ice masses always moving across the face of the icy sea.

The dirigible looks more practical to them.—"A lighter-than-air craft,

Ellsworth explains, "would always

avoid being crushed in the ice by hovering, or by keeping its weight off the ice through its gas content."

So they may try again for the Pole some time in a Zeppelin.

Meanwhile MacMillan is going right ahead with his plans to use airplanes

in the Arctic. His situation, however,

is somewhat different. He is not

seeking the Pole, which is known to be a mere mathematical point? in the middle of the Arctic ocean, but is

exploring the area immediately north

of Canada and Alaska, with a view

to finding land and never going far

from land. He may find places more

suitable for Arctic exploration, either,

useful for that purpose.

The verdict against planes now is

that the South Pole is in the midst

of a great soft-soil, rising to com-

atendable obstacles above the sea, and

should offer far better landing fa-

ilities than the Arctic.

MUST DRIVE FAST

Rhode Island is requiring motorists

on its heavily traveled roads to move

along at thirty-five miles an hour

or get off the road. This speed, to

be enforced by the new state police,

was agreed upon by executives of the

cities and towns as "safe and safe,"

with competent drivers, under proper

conditions.

The authorities explain that the

highways had "got the people a lot

of money, and should be used to full

capacity like factories. They are too

expensive to be cluttered up with

traffic moving at twelve or fifteen

miles an hour."

Here is a never-told secret toward the

highways and a new principle in traffic

regulation, which would have amazed the public ten years ago. Yet

it looks sound. If accompanied by

careful regulation and careful driving,

generally speaking, it is safe

to drive twice as fast if the driver is

as safe as careful. And in many communities more trouble is made nowadays by slow drivers than rapid drivers.

HAZELTON ODD FELLOWS

INSTALL NEW OFFICERS

HAZELTON, July 20.—The Hazelton Lodge of Odd Fellows has installed the following officers: J. B. Hiltner, master; J. W. Moorhead, vice master; Walter Bobbette, warden; Monroe Kelley, confidant; P. H. Harland, U. S. N. O.; Wright Brooks, L. S. N. O.; John Waple, R. S. N. O.; W. J. Keefer, B. V. G.; H. Evers, chaplain; Dave Rooblette, L. G. B.; George C. Johnson, trustee; Mr. George C. Johnson, trustee; Mr. George C. Johnson, treasurer; and William A. Price, secretary.

Mr. and Mrs. George Buckley re-

turned Wednesday from Las Vegas

where they had enjoyed a

month's outing.

Mrs. Webb, wife of Dutch, is in charge of the annual cream station.

Word was received here last week

that George C. Johnson, former

forester of Hazelton, had died of

cancer of the stomach. He leaves a widow and five small children.

John C. Johnson, who had been editor of the Hazelton Standard Tuesday to today, has decided again, in the training school he attended in the Pacific

coastal states.

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