

TO SEND ROCKET TO THE MOON

Famous French Scientist Declares it Will Be Possible

Will man ever be able to fly to the moon and back?

The question is discussed in a new book by M. Robert Esnault Pelterie, the famous French savant who invented the airplane joy-stick, and his answer, after considering all the scientific possibilities is "Yes."

His fascinating book is entitled "The Exploration of the Upper Atmosphere by Rockets and the Future of Interplanetary Communications," and this conclusion is that the 240,000 mile flight will eventually become possible, altho it involves serious mechanical as well as physiological problems.

Like Bird Men
One is: Can we literally become bird men and endure the sensation of having no weight while hurtling thru the vacuum of the heavens at terrific speed?

Atomic Energy
The type of vehicle he finds most probable for this future voyage to

the moon is a cigar shaped rocket, propelled by gases or more likely by atomic particles driven out of the rocket's tail at extreme velocity.

He calculates that the time required for the flight would be about 49 hours 10 minutes 46 seconds, divided up as follows:

First phase (acceleration for the first 2000 miles, when the earth's influence is predominant), 37 minutes.

Second phase (flying on momentum for 237,850 miles), 48 hours 30 minutes.

Third phase (braking under the moon's influence for the last 150 miles) 3 minutes 46 sec.

Landing in Moon

The most remarkable feature of the project is the scheme for landing gently on the moon. The rocket would make a half-loop 150 miles away, probably by means of a lateral auxiliary rocket and then go forward tail first, the propulsive gases slowing up the descent to a safe landing speed.

The return landing on the earth would be made in the same way, but the rocket would be turned about 2,000 miles away from the earth's surface. During the last six miles the passengers could land with parachutes in order to make a soft contact with the earth.

"Not Going Myself"

"Naturally, I am not planning to be there myself," smiling explained M. Robert Esnault Pelterie, "but I would be the first to go if it were possible."

"The flight is not within man's power today. I have been studying the question from the point of view of pure mechanics for more than fifteen years, however, and I am practically convinced that it will be possible some time."

"You may think it is folly to study this project but almost within my own lifetime I have seen mankind perform miracles in developing energy with steam, petrol and electricity. Motors are becoming lighter and more efficient all the time. In twenty years the airplane motor has grown from five to 1000 horsepower without anything like a proportionate increase in weight."

They are not even limited to the moon. If some day it were possible to fly to the moon it would be almost as easy to go on to Mars and Venus.

"In face of the tremendous strides of modern science and particularly the extraordinary progress in atomistics, we dare not say that it will always be impossible. I do not know that it is any more fantastic to talk about going to the moon in a rocket than it was to discuss flying 300 miles an hour in airplane fifty years ago."

Not Babble

This is not the babble of a dreamer but the carefully weighed opinion of an essential device, that are used on a highly successful inventor, who probably knows as much about aerodynamics as any man in the world. He has been flying for more than twenty years and, in addition to the joystick, has invented many other essential devices that are used on modern airplanes.

"The rocket, which would be pointed directly toward the zenith, would lead the earth's surface at a comparatively slow speed," he said, "but this would become faster and faster through the higher regions—the earth's atmosphere theoretically extends to the infinite, but at an altitude of about seventy miles its density falls to practically nothing—and reach six miles a second the maximum after travelling 2000 miles."

"It would then travel along on momentum, decreasing in speed to 1 1/4 miles a second, at the central point where the attractions of the earth and moon balance. On arriving with in 150 miles of the moon the rocket would be headed about, the power turned on again, and the propulsive gases simply used for about four minutes to slow up the descent."

"The pilot would probably lay a straight, flat course to the moon with his eye, having one telescope sighted on the moon and other on the earth, and it would make no difference whether one started in the day time or night time."

HI-JACKING RAID SEA HAWK'S FATE

Theory Held that Hi-Jackers Raided Runner, Slew Crew For Money Carried

Among the conjectures as to the fate of the Sea Hawk, 40-foot cabin cruiser whose battered hull was found in the ice at Huyck's Point, Prince Edward, Ont., two weeks after it left Rochester on January 18 to cross to Cobourg, Ont., with four on board, the one having the greatest currency is that the boat was taken in a hijacking raid and the crew probably slain.

Discovery that the boat carried between \$1,500 and \$2,000 has led lakemen and those acquainted with the activities of the rum-running fraternity on Lake Ontario to believe that a raid was more likely than that the boat foundered. After the fight they suggest, the boat was stripped and set adrift.

Despatches from Rochester suggest that the cruiser, finding stormy weather, put into Scotch Bonnet, a lonely rendezvous for rum running craft on a small island twelve miles south of Presquille Point, Ont. There it is possible that the crew talked too much. Maybe it was moored beside a runner or two. On board was John Gonyaw, a Canadian no one seems to know; Donald Walker, the owner; and Norman Mallette and

William McElhone of Oswego, N.Y. Following the pillaging, the hull was towed out and a southwesterly wind carried it to the shore near Picton.

William Kerr, owner of the boat before Walker, claims that the cruiser could never have foundered.

"She could take it 'green' over her funnel and like it," he said. This detracts from the probability that the boat hit a bar at a point near Pleasant Bay and hurled its crew and the engine into the water. All that is left of the cruiser is the hull. Most of the decking and cabin trunk are gone. The engine weighed twelve hundred pounds and was lag-screwed into a white oak engine-bed. How or why it was ever torn from its setting is as baffling as the rest of the affair.

Canadian officials at Picton believe that the bodies are frozen into the ice somewhere near the point where the wreck was found and that there is a chance of recovering them in the spring. The Sea Hawk has been pulled from its ice prison up on to the shore.

LOSS IN DISASTER REACHES \$200,000

Liabilities Under Workmen's Compensation Act Reaches Large Amount

Financial loss in the Hollinger mine disaster is estimated roughly at \$200,000. A large proportion of that sum is understood to be represented by liabilities under the Workmen's Compensation Act. This act states that where a man dies of injury sustained while at work, his widow shall receive \$40 per month, while for each child under the age of 16 years there is an additional sum of \$10 per month. There is a stipulation however, that the total amount paid to the family shall not exceed two thirds of the average wages of the deceased. In addition there are the burial expenses, the sum of \$125 being the maximum figure, and an initial payment of \$100 to the widow over and above her pension.

H. Bentley, chief investigator of the Mothers' Allowance Commission, stated that in the event of any of the widows of the men who lost their lives in the Hollinger fire not being taken care of under the Workmen's Compensation Act, their cases would be dealt with by the Mothers' Allowance Commission.

According to Hobart Gaston, of 37 Ashland avenue, Toronto, who was incapacitated as a result of a mine cave-in in 1924, the beneficiaries of the ill-fated miners in the Hollinger disaster will receive an adequate insurance allowance. He states that when a miner is engaged at any of the Timmins mines he is insured before being allowed to descend the shaft.

PULP AND PAPER INDUSTRY IN CANADA

According to the Dominion Bureau of Statistics report for the year 1926 the pulp and paper industry of Canada represented a total capital investment of \$501,185,000, found employment for 31,279 persons (exclusive of those employed in the woods) whose wages and salaries for the year amounted to \$44,175,500, while the gross value of produce amounted to \$215,488,000. The export trade of \$120 in 1890 for this industry is often contrasted with the present corresponding figure of \$187,559,000 to demonstrate the remarkable expansion during the intervening period.

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Delores Guzy, 6, was killed by a truck in Akron, Ohio.



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