

## THE GAY WIDOWS

By W. E. Hill

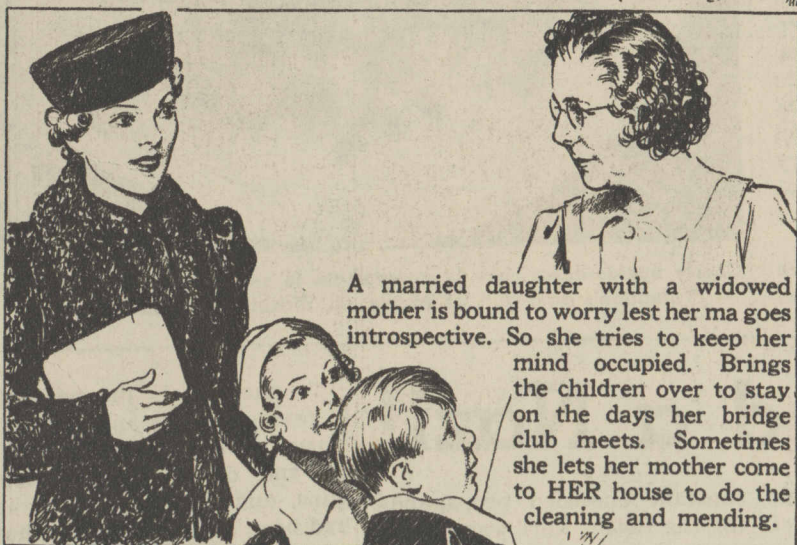
Copyright, 1939, by Chicago Tribune-N. Y. News Syndicate, Inc.



"Oh, come on over! Mabel and three of the boys are here and they're simply crazy to make a night of it!" (The tireless widow with the party complex won't let any one go home before 3 A. M. if she can help it.)



The widow whose husband left her almost too well provided with what it takes will have plenty of attention from relatives. They bring their offspring to call so she can see for herself how wonderful they are. And with brave smiles they tell how hard it is for Junior to ever get anywhere clerking in the fish market and how mean the other clerks are to him. And how nice it would be if only he had a little capital to go in business for himself



A married daughter with a widowed mother is bound to worry lest her ma goes introspective. So she tries to keep her mind occupied. Brings the children over to stay on the days her bridge club meets. Sometimes she lets her mother come to HER house to do the cleaning and mending.



The widows who travel. In pairs, usually. They sight-see from Maine to California and cruise to South America, Bermuda or the Mediterranean and never stay home more than a week at a time.

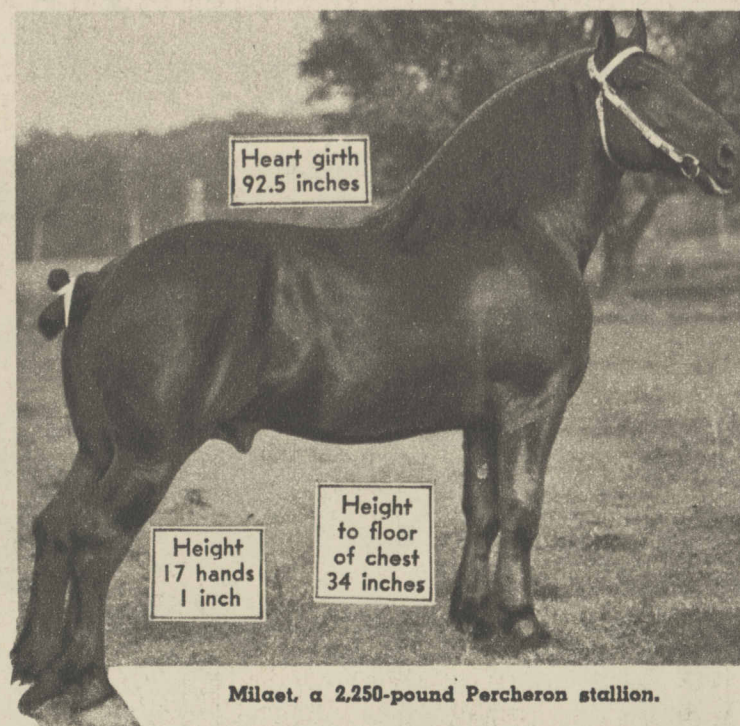


The widow who is a good listener is popular, but she seldom remarries. Bachelors and widowers love to tell her all about their operations, with fascinating details about drainage tubes and gallstones as big as eggs. Somehow it spoils the romance.

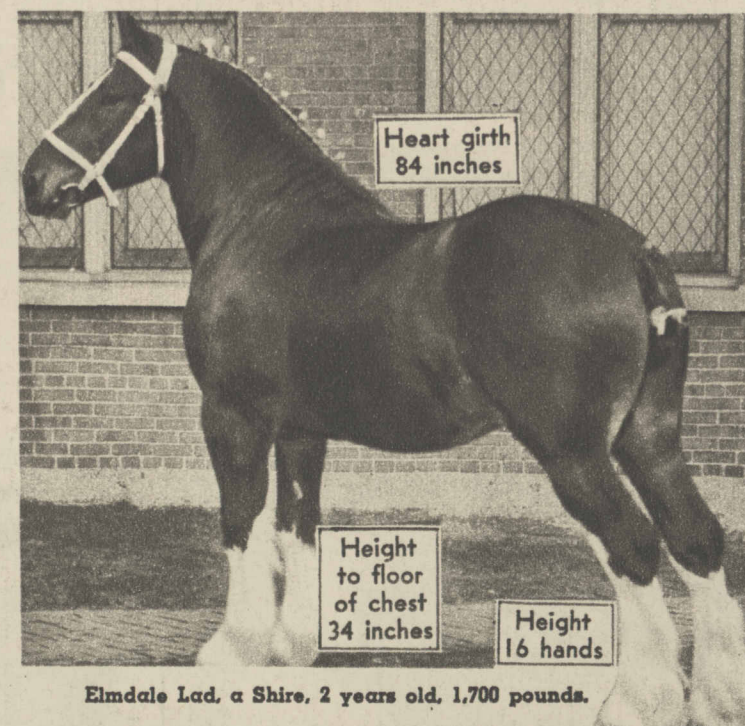
The grass widow is having a little confab with her lawyer about an increase in alimony and the advisability of attaching everything ex-husband owns till he does the decent thing by her.

## KNOW YOUR HORSES

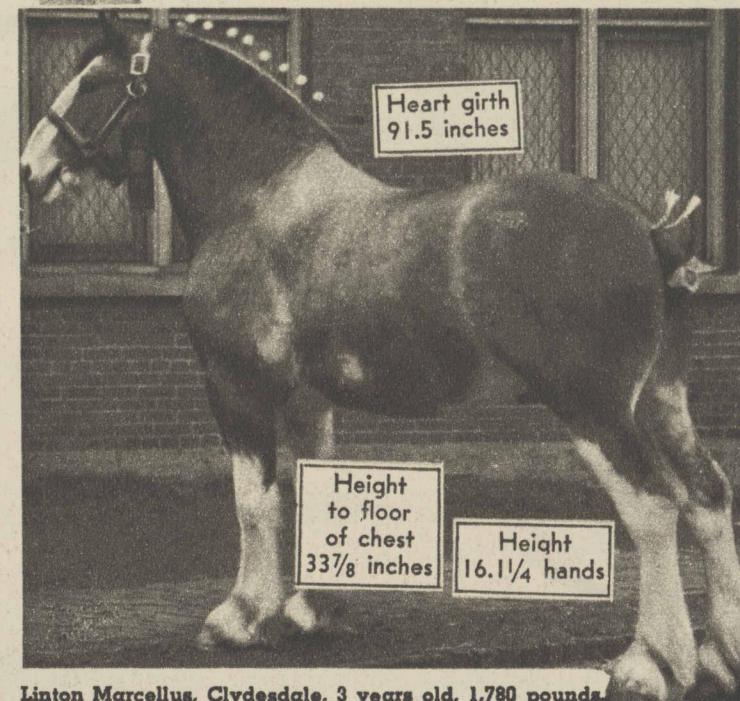
By CAPT. MAXWELL M. CORPENING



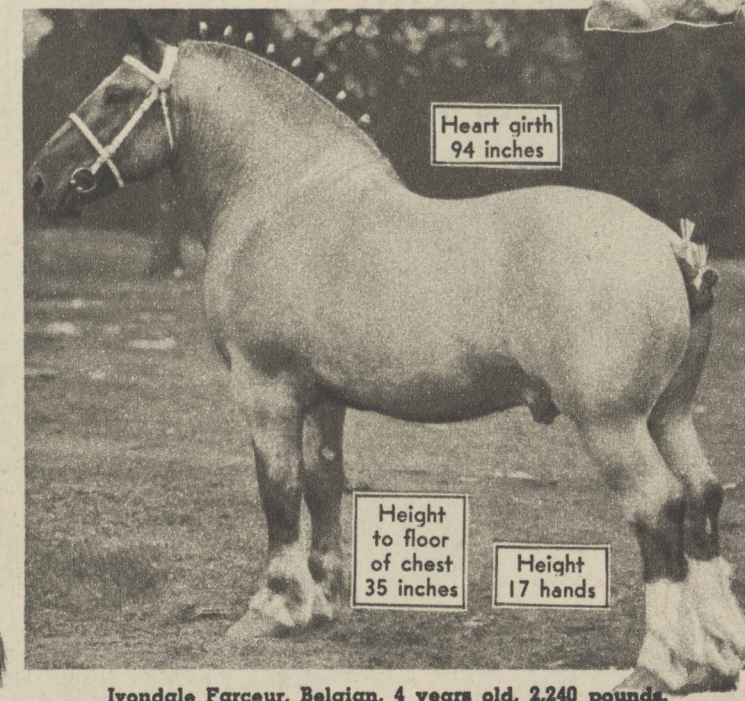
Milacet, a 2,250-pound Percheron stallion.



Elmdale Lad, a Shire, 2 years old, 1,700 pounds.



Linton Marcellus, Clydesdale, 3 years old, 1,780 pounds.

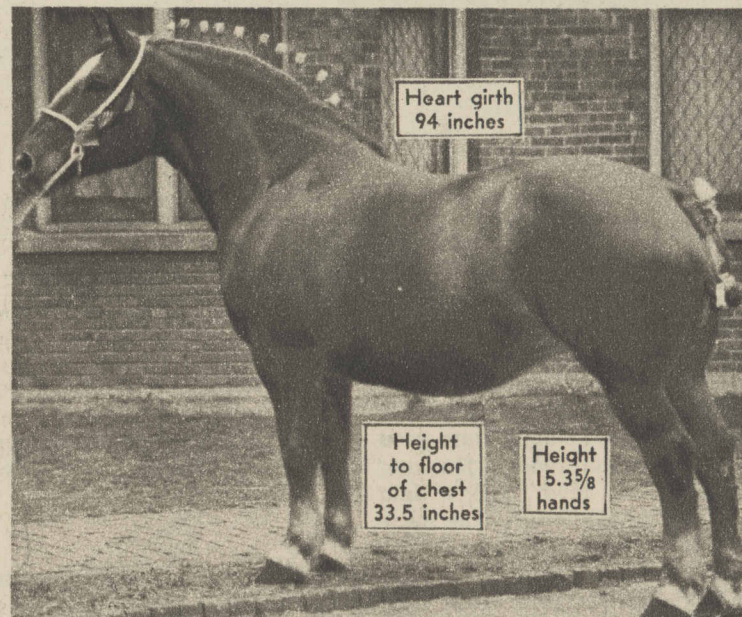


Ivondale Farceur, Belgian, 4 years old, 2,240 pounds.

**DRAFT HORSES** While many types and kinds of horses have been discussed in this series, the one of most interest to the most people is the draft animal. We have in American five well known breeds, and all are so much alike that only an expert can tell them apart.

The Shire, Suffolk, and Clydesdale belong to the English group. The Belgian, as its name discloses, comes from Belgium, the Percheron from France. Bred nearest the fountainhead of all our draft breeds, the Belgian is the largest of the lot. Reared on low land eminently suitable for production of big horses, the Belgian has little to do from foalhood upward but to eat and grow. The Belgian government has played the leading rôle in improving its heavy horses.

Undoubtedly the Percheron springs from the same fountainhead in Flanders as does the Belgian. The accepted belief among historians is that



Hawthorne Carol, Suffolk mare, 10 years old, 1,900 pounds. (Cook & Gornley photos.)

on defeat of the Moors by Charles Martel in 732 the eastern stallions of the invaders were crossed with the larger horses of the low countries

and the foundation of the Percheron laid in that manner. Arabian and Andalusian blood has since been infused. Characteristic of two of the

British group—the Shire and Clydesdale—is the long hair on the lower legs. This is said to be true of any horse raised in the lowlands. The start of the Clydesdale occurred in 1750 when John Patterson imported from England into Scotland a black Flemish stallion. To this horse all the good Clydesdales may be traced. The Shire is traced back to the same black horse of Flanders, but whether it owes its bulk to that blood strain is another question. Bulk and strength, depth of flank and rib, and plenitude of bone are preëminent attributes of the Shire.

Peculiar to the eastern counties of England in general and the county of Suffolk in particular is the third of the British group—the Suffolk. This horse is the most distinctive of all drafters because it is always chestnut. In other ways draft horses have duplicating qualities—plenty of size, bone, power, and good disposition. (THE END.)

**THE SKILL** and confidence that enable air line pilots and military airmen to fly for hours "on instruments" (which means that they are flying blind) and permit them to make low approaches on a radio beam so that they break through the clouds over an airport are acquired characteristics. They result from continual practice and continual coaching by men who make it their business to be expert in this science.

All the air transport lines in the country arrange for their pilots to obtain this practice

## Flying Schoolroom

By WAYNE THOMIS

under the eyes of senior pilots to see that their skill is up to the standards demanded for safety. Many of the air lines use Link trainers, miniature airplanes that never leave the ground, but have instrument panels comparable with those in an airliner. Others have their pilots make check flights in regular transport machines that are used in carrying passengers.

American Airlines, however, uses both Link trainers and small airplanes fully equipped with instruments to teach and refresh their pilots in blind flying. The company in the past has had Stearman mail planes fitted out for the blind flying instruction, but these biplanes of the 1930 era have now been retired and the company has purchased three new Stinson four-place cabin machines with 320-horsepower Wright J6-7 motors for this work.

One of these instrument training ships is stationed at Chicago, where it is under the command of Capt. Bill Lester, chief of

the company's instrument training school. In it daily some of the company's 300 pilots are being instructed in various phases of instrument flying, such as orientation procedure (the technique of locating yourself in relation to a given radio range station) and in low approaches (the nearest approach at this time to blind landing).

The new plane cost the company \$15,000. It is equipped with a two-position Hamilton Standard controllable-pitch propeller, flaps, a rotatable loop antenna, and a full complement of giro instruments, including directional giro and artificial horizon, Cambridge fuel analyzer, and the latest type of air line radio. The plane cruises at 145 miles an hour at sea level and at 154 at 6,300 feet.

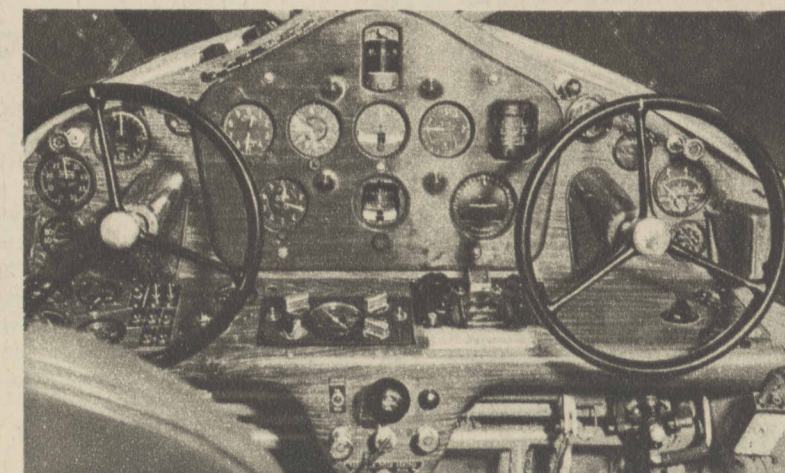
## "Hunting the Hijackers"

This letter was written by Oscar G. Mayer, president of the Chicago Association of Commerce.

Guy Murchie Jr., Graphic Section, Sunday Tribune: I was very interested in reading your unusual article on "Hunting Hijackers" as it appeared in the Graphic Section of yesterday's Tribune. I want to compliment you on the way in which you handled this subject, which meant so much to Chicago. In fact, many members of the association have called it to my attention, not knowing I had already seen it.

I thought you would be interested in knowing that the campaign which led to the organization of the cartage theft detail of the Chicago police department, and which in more recent years has resulted in the creation of an interstate network of police officers especially detailed to combat the cartage type of felony, was the work of the cartage theft committee of the Chicago Association of Commerce. It was this committee which prevailed upon our own Chicago police department to add sufficient personnel to the cartage theft detail to stamp out motor truck piracy, and which as this work progressed was able to influence the federal and the Indiana and Illinois state police organizations to enter wholeheartedly into the general plan. Undoubtedly Lieutenant Kerr has acquainted you with this situation.

Yours sincerely, OSCAR G. MAYER.  
Author's note: In giving material for the story Lieutenant Kerr enthusiastically gave credit to the Chicago Association of Commerce for its initiative and intelligent support.



Dual instrument panel of new training plane used in checking pilots on their ability to fly by instrument.