The passenger ship is equipped with five twelve-cylinder 400 horsepower Meybach direct reversing motors which will drive it at a top speed of 75 miles an hour, whereas the five six-cylinder 250 horsepower Packard engines of the Shenandoah give it a top speed of 60 miles an hour. At 75 miles an hour, the ZR-3 can go 4,000 miles without refueling and at 60 miles an hour can go 6,000 miles. She carries a crew of 44 beside her twenty passengers. The Shenandoah has a crew of 31.

INSULIN HELPS THIN BABIES RECOVER WEIGHT

Insulin injected into the blood stream of an undernourished infant will help it to utilize the sugar in the food given it, Dr. W. K. Marriot of St. Louis has reported to the American Medical Association.

A malnourished child needs more food in proportion to its weight than normal children but sometimes the malnourished child lacks the ability to take care of all the food it should gat, so heroic methods to help it are resorted to. Glucose, the sugar of corn syrup, is injected into the veins along with considerable insulin. That the child makes good use of the food thus strangely taken in is indicated by the increase in weight. The weight gained is not later lost when the treatment is discontinued.

Dr. Marriot used insulin in these cases as a result of the observation that diabetic patients on insulin treatment often gain weight at a phenomenal rate even when their food intake is not excessive.

Dr. Marriot uses his insulin treatment only in the very worst cases of malnutrition. In some of his examples he felt that had it not been for the injection the infant would have died.

"FAT" SPARK NO BENEFIT, SAYS BUREAU OF STANDARDS

The U. S. Bureau of Standards has just given another cherished belief of motorists an impartial shove toward the limbo of discarded notions. A "fat" spark gives no better ignition, no more power, no more "jazz" to motor performance than a "lean" one.

Their suspecions of the correctness of the accepted doctrine were aroused by experiments in Germany, where engines tested with various kinds of sparks failed to show any differences in power developed, so long as the spark was able to cause any ignition at all.

But an engine is a complicated mechanism, and there are many factors besides the quality of the spark that might affect the final resutl. The Bureau engineers therefore decided to use apparatus as simple as possible, which would at the same time permit them to see the explosion as it occurred and to take high-speed photographs of it.

They caged their gas mixtures in soap bubbles, and later in glass globes under pressure, and fired them by means of various types of electrodes, with "juice"