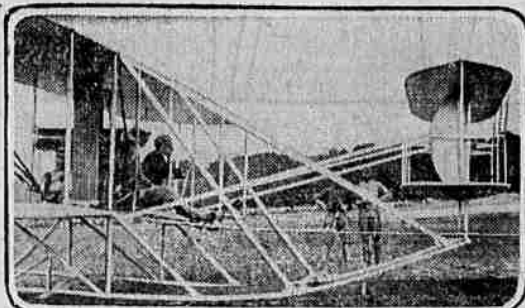


AVIATION--FROM WRIGHT TO LINDBERGH

Only 24 Years After First Airplane Flight Came New York-Paris Non-Stop Hop

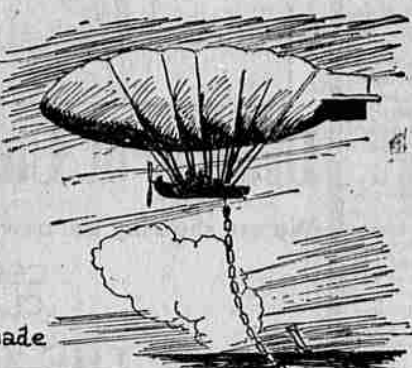
SOME OF THE HEROES WHO HELPED MANKIND GROW WINGS



Dec. 17, 1903 Orville and Wilbur Wright made world's first airplane flight



July 25, 1909 Louis Blériot flew over English Channel



Oct. 1910 Walter Wellman failed in first attempt to cross Atlantic, flying in dirigible which came down 1000 miles out



June 1919 Capt. John Alcock of England made a non-stop transatlantic flight



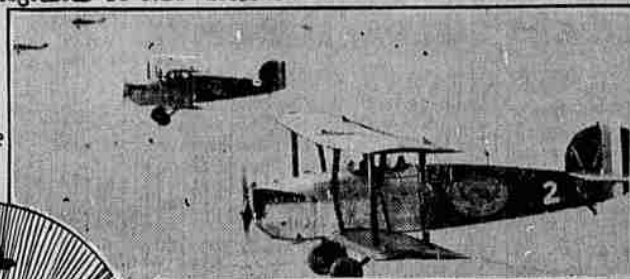
May 1919 U.S. Navy seaplane, NC-4, crossed Atlantic via the Azores



March 31, 1926 Lieut. John C. Macready broke altitude record with mark of 39,586 feet



July 1910--British dirigible R-34 crossed from England to New York and returned



April--September, 1925 U.S. Army planes flew around the world



May 21-22, 1927 Capt. Charles A. Lindbergh made non-stop flight from New York to Paris



May 1926--Lieut. Com. Richard E. Byrd, U.S.N., and Roald Amundsen flew over the North Pole within a few days of each other

A queer contrivance of wood and varnished silk, carrying a cumbersome gasoline engine and attended by the shaking of many gray-bearded heads in which there nestled a secure conviction that "it wouldn't work," slid along the ground then then flattered through the air for a few hundred feet one day 24 years ago.

Orville and Wilbur Wright, bicycle makers and mechanics, had made the world's first airplane flight.

This was the start of man's conquest of the air--the region that had been closed to him from the dawn of time.

Two Decades of Progress
Twenty-four years have passed since that day. And now a sandy-haired young captain in the Missouri national guard has made a nonstop flight from New York to Paris, covering 3,600 miles in a

little over 33 hours of continuous flight.

The outlandish machine that the Wright brothers took aloft has undergone several improvements. All over Europe and America men began to experiment with airplanes after the first flight of the Wright brothers. There were many, many fatalities--no aviator was ever sure, when he went up for a ten-minute ride, that he would come down alive--but the development of the airplane went on without a letup. By 1908 the Wrights and others had flown distances as great as a score of miles; the London Daily Mail offered 1,000 pounds to the aviator who should first fly over the English Channel.

This feat, a mere commonplace nowadays, was first accomplished in July, 1909, by the Frenchman, Louis Blériot. His odd-looking

monoplane flew from Calais to Dover in 23 minutes and the press of the world hailed his stunt with wild acclaim. It proved a huge spur to further achievement.

Doubted Aviation's Future

There were not lacking, however, "level-headed" men who agreed that aviation would never be anything more than a costly and dangerous toy. Dr. Simon Newcomb, a noted astronomer, wrote in 1909: "With the metals we actually have, there is a limit to the weight of an engine with a given driving power, and it may be fairly assumed that this limit is nearly reached in the motors now in use."

I disclaim any positive prediction that men will never fly from place to place at will. The claim I make is that they will not do this until some epoch-making discovery is made of which we now have no conception.

And a cartoon appeared in an American newspaper, showing airplanes buzzing around a flaming taper, scorching their wings and falling. It called attention to the fact that more than 200 aviators had been killed, and asked gravely, "Is the game worth the candle?"

Despite these croaks, aviation went on. In the fall of 1910 came the first attempt to cross the Atlantic. Walter Wellman, in a non-rigid dirigible which carried a car made like a boat, took off from Atlantic City, N. J., with a crew of five men to fly to France. Adverse winds forced the ship down 1,000 miles out, and Wellman and his men were rescued.

War Boomed Aviation

The World War, while it interrupted almost all "stunt" flights, nevertheless was a boon to aviation in that constant military use of planes provided many refinements and made flying much commoner and much safer. After the war the game went on with renewed impetus.

In 1919 the Atlantic ocean surrendered completely to flyers. First to cross was the U. S. Navy seaplane, the NC-4, which flew from Newfoundland to the Azores and thence via Portugal to England. This achievement was soon eclipsed by a heroic non-stop flight from Newfoundland to Ireland by Captain John Alcock of England, accompanied by Lieutenant Arthur Brown, an American. They made the 1980 miles in a little over 16 hours, and narrowly escaped disaster when, landing in Ireland, they came down in a bog and their plane was wrecked. Alcock was killed less than a year later when he crashed while flying in France.

The plaudits for this flight had hardly died away when the giant

British dirigible R-34 flew from England to New York, waited in New York for a few days and then flew back. Thirty men made the trip.

From then on records fell rapidly. Lieutenant Russell Maughan of the U. S. Army "beat the sun" in a famous dawn-to-dusk flight from New York to San Francisco, in 1924, leaving New York just at daybreak and arriving in San Francisco just before dark.

Breaks Altitude Record

Two years later Lieutenant John C. Macready got further away from the earth than other man that ever lived by attaining an altitude of 39,586 feet at Dayton, O. This record, incidentally, was later eclipsed by French army flyers.

In 1925 the globe was circled by air for the first time. Four U. S. Army planes took off from San

Diego to make the flight; one plane was wrecked in Alaska and another was forced down in mid-Atlantic, but two planes made the entire trip, and the plane that came down in the ocean was repaired and resumed the flight in New England. The trip took from April to September.

A year ago came another epic feat when Lieutenant Commander Richard E. Byrd, U. S. N., flew a big Fokker monoplane from Spitzbergen to the North Pole, being the first man to fly a plane over the hub of the earth. He was followed a few days later by Roald Amundsen in a dirigible. Amundsen, instead of flying back to Spitzbergen, flew on to Alaska, going completely across the top of the world.

And then came Lindbergh's flight--the most spectacular and

probably the most dangerous, of them all.

What Will be the Next?

What the next stunt will be can only be guessed. Already there is talk of a trans-Pacific flight. Lindbergh himself forecasts commercial airplane flights across the Atlantic in the near future. Henry Ford hints that he may build giant planes to carry 100 passengers on such trips. A German firm is building a big dirigible for regular service to South America. At Akron, O., two dirigibles larger than any ever built are under construction for the government. Byrd, hero of the polar flight, plans to duplicate Lindbergh's feat.

One thing is certain: those who predicted, a decade and a half ago, that "aviation would never be practical" must be trying now to forget that they ever said it!

To Locate Here--

Mr. Baker, who is a recent arrival from Tillamook county, has rented the Wohlforth ranch at Green and is planning to locate in this county. Mr. Baker will take charge of the 26-acre Bartlett pear orchard on the land adjoining the Fisher-Booth orchard south of this

city. The ranch which he is occupying is the property of H. Oakley, who is now making his home in Eugene.

From Glide--
Mrs. Fred Assam of Glide spent Thursday afternoon in this city visiting with friends and shopping.

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The above picture shows that one gallon of SWP house paint covers 360 square feet of surface, two coats. Ordinary paint covers from 200 to 250 square feet. That is the first saving. SWP, though heavy-bodied, flows easily and evenly, thus cutting down the time required to apply it. That is the second saving. SWP out-

lasts two or three paintings with ordinary paint, saving the cost of materials for repainting and also saving the labor cost which is about 75 per cent of the total expense.

In having paint it's the one a gallon covers, not the cost per gallon, that determines its economy. We carry a complete line of SWP. If you plan to paint your house, let us help you.

Churchill Hardware Co.

THE IRON MONGERS

PAINT HEADQUARTERS

**INSANITY HEARING
APPLICATION FOR
LEOPOLD DENIED**

(Associated Press. Licensed Wire.)

CHICAGO, June 3.--Relatives of Nathan Leopold, Jr., maintained today that there was no significance in the visit of Dr. Bernard Glueck, New York psychiatrist, with the youth in whose defense he testified when Leopold and Richard Loeb were on trial for the murder of Bobby Franks.

The alienist talked with Leopold for half an hour yesterday in the warden's office at Stateville prison. When he left the prison, accompanied by two of Leopold's brothers, who motored out with him, the alienist denied that his visit had any connection with the rumor that he had been retained as medical counsel by the Leopold family, pending a possible petition for an insanity hearing.

"There is absolutely nothing to that report," Dr. Glueck said. "As former criminologist at Sing Sing prison I am intensely interested in all prisons and prison management. I was in Chicago attending a meeting so I availed myself of this opportunity to see the prison and have a visit with Leopold. I made no mental observations."

Earlier in conversation with Deputy Warden Frank L. Ness, Dr. Glueck was understood to have expressed the opinion that Leopold seemed to be in better spirits than when he had last seen him, at the time of the trial.

Leopold's father, who gave up his own visiting day privilege that the

New York doctor might have the visit, said that the meeting had no significance and that Dr. Glueck was there rather as an observer of the entire prison term of his son.

Flash at Idlewild Park.

**SEARCH ON FOR
MISSING SUSPECT
IN MURDER CASE**

(Associated Press. Licensed Wire.)

WILKESBARRE, Pa., June 3.--State troopers, Pittston police and county detectives, working on the murder of Edith Fanzo and Jennie Monica, today centered their efforts in an attempt to locate Samuel Maranca, of Pittston, a brother of Carmel Maranca, whose automobile was used in the death ride and which was found wrecked near the scene of the double tragedy.

Carmel Maranca, who reported to the Pittston police an hour before the bodies of the young women were found that his car had been stolen, is in custody, but denies all knowledge of the tragedy. His brother, Samuel, married and father of two children, lives next door and has not been seen since Wednesday night.

The victims of the tragedy were cousins and both resided in Wilkes-Barre. They left home early Wednesday evening and were not again heard from until their bodies were found yesterday along a lonely road near Pittston.

Arundel, piano tuner. Phone 159-L

**SENIOR CLASS OF
LOOKING GLASS
HIGH TO GRADUATE**

The commencement exercises of the Looking Glass high school will take place Monday evening, June 13.

Members of the senior class who are graduating include Lolo Dyser, Ruth Rodley, Vernon Davis. Associate Justice of the state supreme court, Oliver P. Coshov, will deliver the address of the evening.

The program is as follows:
Musical Selection.
Invocation. Rev. Allen
Salutatory. Lolo Dyser
Musical Selection--Mrs. Ernest Voorhees.
Valedictory. Ruth Rodley
"Anvil Chorus"--High School Glee Club.
Presentation of Speaker--T. S. Thompson.
Commencement Address--Mr. Oliver P. Coshov.
"America, We Love Thee," by Spencer--High School Glee Club
Presentation of Diplomas by Chairman R. B. Montgomery.
"America the Beautiful"--High School Glee Club.
Benediction. Rev. Allen

**PERSONAL TAXES
BEING LIQUIDATED**

Attorney R. L. Whipple, who is invested with authority to collect personal taxes from all delinquents in this county, states that he is meeting with quite good success,

many persons, who have neglected to pay having either settled in full or made definite arrangements to settle their indebtedness in the near future. Only a few are refusing to meet the demands of the collector to liquidate their personal taxes, he states.

However, if of an amount, not soon forth, of preparation will be instituted to collect the amounts.

McCormick and Deering mowers and binders have been the standard makes for over 75 years. You can easily get repairs for them which doubles the life of their usefulness. Sold in Roseburg by Wharton Bros.

FLASHES OF LIFE

(By The Associated Press.)
ROME--Mussolini likes trusts. Taxes will be decreased for enterprises that amalgamate on the ground that greater efficiency results.

CHICAGO--A millionaire's grand jury, paid \$20 each for a session of five days did speedy work, returning more than 100 indictments. Four members could write checks in seven figures.

NEW YORK--What can 356 persons drink in five months? Well, the Franconia arrived back dry from a cruise around the world, having disposed of 4,000 bottles of whiskey, 6,000 of wine and 49,000 of beer stout and lager.

SHAFTER, Calif.--Run runners abandoned a five-ton truck loaded with barrels and cases of whiskey after the machine had run into a fire hydrant at a down town corner and upset. The collision broke the hydrant and the city water

system was forced to shut down while repairs were made.

NEW YORK--Fannie Brice is going into the movies. She will make three films depicting the life of the star.

Let us give an estimate on linoleum for your floors. Powell Furniture Store, 238 North Jackson St.

Fifty cents a month by carrier--four dollars a year by mail is the subscription price of the Roseburg News-Review. Newsiest daily in Southern Oregon.

CONCORD, N. H.--There's more than one athlete in the family of Franklin I. Mallory of New York. His wife is the woman's national tennis champion. His son is a sprinter who took three firsts in a track meet at fashionable St.

ANNAPOLIS, Md.--Handsome young naval officers appeal to the girls. Fourteen ensigns, just after receiving diplomas, went straight to the altar.

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