

Flying Age and Air Conquerors

Significant Features and Effect of Louis Blériot's Flight From Calais to Dover, Across the English Channel, in a Monoplane. :: :: ::

By JAMES A. EDGERTON.

AS the nineteenth century earned the name of the age of steam and electricity, so the twentieth promises to win the title of the flying age. Already a man has flown across the English channel, which may be as much of a milepost in its way as Marconi's achievement of sending a wireless message across the same turbulent neck of water a few years ago. Marconi's feat was the first marked success that called the world's attention to the fact that telegraphing without wires was an accomplished fact, a triumph that was speedily followed by the greater victory of flashing the messages of the air across the Atlantic. It was but yesterday that these things happened, yet so swiftly do we move in this era of scientific enchantment that today wireless telegraphy is in commercial use in all parts of the earth.

Louis Blériot's feat of flying across the English channel is an even greater accomplishment than that of Marconi, yet it is not so startling, since the Wright brothers and others had already conducted longer flights. For example, only a few days before the crossing of the channel, Henry Farman, an Englishman, had flown from Chalons to Stulpes, France, a distance of forty miles, thus breaking Blériot's own previous record of twenty-five miles from Etampes to Orleans, the longest cross country flight of an aeroplane up to that time. The Wrights and most other aviators have never attempted cross country hikes, but have confined themselves to prescribed courses, returning to the place of starting.

The flight across the channel is a striking and dramatic thing in itself, even if longer flights above land had

Plucky French Aviator Who Is Known as a Daredevil of the Air—Achievements of the Wright Brothers and Other Aeronauts. :: :: ::

bert Latham, plunged into the sea in trying to make the same crossing. So take it all in all the first flight across the English channel is sufficiently notable despite the previous triumphs of the flying Wrights, Farman, Santos-Dumont and all the rest.

Ten Years From Marconi to Blériot.

Returning to the initial comparison with Marconi in sending his first wireless across the channel, the query naturally suggests itself: Will aerial navigation go forward by the same leaps and bounds in the next ten years that aerial telegraphy has experienced in the ten years that have passed since the first message was flashed from England to the continent? And by the way, it is not without interest that it was exactly a decade which passed between the two triumphs, Marconi scoring his success in 1899 and Blériot in 1909. Was ever any age in the history of the world so packed with marvels? Either of these deeds in a former time would have been sufficient alone to have made a whole age illustrious, yet in this day, when the drivers of the car of Progress could be arrested any time for overspeeding, we jam both of them into ten years of time and prepare ourselves for the next wonder that our inventors may perform!

Only a few days after the channel passage Orville Wright in America broke all records for a two man flight by remaining in the air over one hour and twenty minutes in his government trials at Fort Myer. Our American pioneers of the aeroplane are not yet outclassed. They it was who first made flight in a heavier than air machine a practical success, they it was who have been copied by the French and other inventors, and so it is but poetic justice that whatever triumphs

ing it, indeed, no more than a summer breeze, it is no wonder that the dwellers on the "right little, tight little" isle are disturbed. Their boasted isolation has departed. Their water wall has melted like a mist. They are suddenly brought on a level with other peoples. It is just as easy for an aeroplane to fly over their roaring and terrifying channel as it is to fly over an equal stretch of French meadows.

No wonder that the Britons are frantically playing "An Englishman's Home" and tremblingly scanning the heavens for the next flock of French aeroplanes or covey of German dirigibles that are on their way to drop infernal machines all over London. "Thus conscience doth make cowards of us all." John Bull, when he remembers the mean things he has done to other nations, depending on that "water wall" of the English channel to protect him, cannot understand why the other nations do not get even, now that the beginning of the flying age has brought them the opportunity. He knows that he would have revenge if the shoe were on the other foot. It is this uneasy feeling, no doubt, that has spread the terror over England that is so mysterious to the rest of the world. John Bull knows that he has richly earned a licking, and now that everybody else has learned to fly he sits in chattering terror lest some of them give him his deserts.

He is probably safe. The other lands are so busy perfecting their air craft that they have no time to bother with a craven who can extract no higher sentiments for the wonderful time now dawning than an unreasoning and unmanly fear for his own personal safety. While all other lands are entranced in the day dawn of a new era, he alone is grieving that his walls of exclusion are melting away and his mastery of the seas will not serve him in an age when the air is to become the highway of the world. He has gone on building Dreadnoughts while other nations have built biplanes, monoplanes and dirigibles.

Let Him Get Used to It.

John Bull may be depended on to get over his fright at the new wonder, even as the old family horse grows accustomed to the railway and the automobile. When Dobbin finds that each train and auto is not bent on his individual destruction, but goes on regardless of his very existence, he in time becomes reassured. And when Mr. Bull discovers that the flying age arrived not with intent to bring about his destruction and that it goes serenely on its way as if no such portly and beef eating gentleman were on the planet, he may become as reassured as Dobbin. He will have opportunity as the Blériot machine is followed by successors, first in singles and next in flocks and droves. Then Mr. Bull may familiarize himself with the airship in all its aspects, and the panic will disappear. But there is no gainsaying that he is scared now.

The flying age is here. On Aug. 22, at Rheims, France, is to be held an international tournament of fliers in which records will be broken and machines and necks also. Glenn H. Curtiss, the man who won the prizes at the Morris park races in New York city and that afterward flew for fifty-two minutes at Hempstead, will represent America. Mr. Curtiss has a biplane, but perhaps the lightest machine of them all, weighing only 550 pounds with the operator. The motor on Mr. Curtiss' aeroplane is said to be a marvel of lightness and power.

Aeronautics has today become a recognized department of human thought and activity. In every leading government large sums are now set aside for the pursuit of the science, aerial navies are being organized, thousands of the world's best inventors are wrestling with the problem and perfecting the vehicles of flight, and in a few years more it will become plain to all that a new day has arisen for humanity and that the kingdom of the air is at hand.

WONDER ROSEBUSH.

Horticultural Wizard Working on One to Bear a Hundred Varieties.

One bush containing a hundred varieties of roses! That is the ambition of George Shima, better known as the California "potato king," one of the wealthiest Japanese in the state.

And Shima's dream may come true. With infinite care Hugo Lillenthal, Berkeley (Cal.) horticulturist and landscape gardener, founder of the Juvenile Horticultural society, is pruning, trimming and grafting in an effort to produce the wonder bush. Lillenthal has promised Shima that he will produce a rosebush that will grow 100 varieties in red, yellow and snowy white.

Shima recently built a magnificent home in College avenue, Berkeley. He commemorated the event by writing a check for \$100 for the University of California to furnish a students' room in the university sanitarium.

When he began the planting of a garden Lillenthal was employed. Now Shima's garden is rapidly becoming talked of throughout Berkeley, though the college town has always been the home of magnificent flowers. But the wealthy Japanese was not satisfied. He wanted something different from his fellows. So he conceived the idea of a rose bush bearing 100 varieties. "It can be done," said Lillenthal. "Go ahead and produce it, then," said Shima.

Noiseless Typewriter.

A noiseless typewriter of Vienna construction will soon be put upon the market. The inventor guarantees that in a room where fifty or more of his typewriters are operated not a sound can be heard except the typists in conversation.

SCHOOL'S MODEL FLAT

How Chicago Girls Are Taught Practical Housekeeping.

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Pupils Divided into Classes of About Thirty Each—Every Class Has to Learn Proper Care of All Rooms. Real Meals Are Cooked, No School-girl Delicacies.

Arithmetic never cooked a meal and spelling never washed a dish, but there are several hundred girls in Chicago, pupils at the Dante vacation school, who will be trained as model housekeepers as well as in reading, 'riting and 'rithmetic before the summer is over. And while the girls are learning to cook, sew and keep house the boys are learning future occupations in the manual arts and crafts departments.

A Real Little Flat.

A model five room flat in miniature has been installed in one of the classrooms. It really is a little flat, with walls and partitions and all the furniture and fittings that are to be found in a real apartment. The flat is in charge of a teacher of domestic science and the several hundred little girls are divided into classes of about thirty each.

It is the task of each class to take care of one room of the flat on a given day. In the parlor there is the furniture to be dusted and polished. In the bedrooms there are the beds to be made. In the dining room there is the table to be decorated and arranged and the linen and dishes to be cared for. In the kitchen—most important of all—there are meals to be cooked—real meals and not school-girl delicacies. Then there is a bathroom to be cared for in the most approved sanitary way.

Plan Seems to Be a Success.

When each class has completed a "one room" course to the satisfaction of the teacher it is assigned to another room of the flat and so on until every class has learned the proper care of every room and has a good foundation knowledge of practical housekeeping. "The plan seems to be a great success," declared Assistant Superintendent William M. Roberts the other day. "Mr. Shoop, supervisor of vacation schools, and I were invited out to the school for luncheon a day or two ago. We inspected the model flat—and it was model, too—and then the children served luncheon of their own cooking. I don't remember the menu, but it was a good luncheon."

THE WRIGHT AEROPLANE.

Description of Machine in Which Orville Set a New Mark.

Orville Wright's aeroplane, in which he broke all records by steering a passenger carrying flying machine around the Fort Myer parade ground at Washington for one hour, twelve minutes and forty seconds, consists of two planes, one five feet above the other and measuring thirty-six feet from tip to tip. The seat for the operator is placed in the center of the lower plane, off to the left of the motor. The passenger sits on the other side of the motor.

The motor itself is a product of the Wright brothers—a four cylinder thirty horsepower water cooled gasoline engine. The gasoline is pumped directly into the intake pipes, there being no carburetors.

The tips of the planes are flexible for the space of about twelve feet. By means of a lever they can be turned in a curve resembling a heliocoil, the wings moving in opposite directions. A second lever controls the twin rudders, which are supported by a brace ten feet from the rear of the planes. By working the two levers together the equilibrium of the machine is maintained.

Ten feet in front of the operator's seat two planes resembling a box kite about fifteen by three feet are used for controlling the ascent and descent. Two propellers about nine feet in diameter and revolving in opposite directions are used to thrust the aeroplane forward.

The weight of the machine, including both operator and passenger, is a trifle under 1,200 pounds. By his achievement Mr. Wright, who was accompanied in his flight by Lieutenant Frank P. Lahm, exceeds the requirements of the war department's specifications by more than twelve minutes and breaks the world's record for a flight with a passenger by three minutes and five seconds.

Crowless Roosters.

Herbert Joyce of Springdale, Wash., has for years been experimenting with a peculiar breed of poultry which he says he brought from one of the Sandwich group of islands, in the Pacific ocean. When he first got hold of the wild birds they made a noise not unlike the hiss of a goose. He crossed his wild birds with various types of domesticated poultry and has at last obtained a rooster perfect in all respects with the exception of the crowing ability.

Not One Man In This Bank.

Woman's latest venture is the Woman's Savings bank, organized in Toronto, Canada. It is conducted on plans approved by women and managed by a corps of women who constitute its president, cashiers, tellers and bookkeepers. Not a man is employed in this bank.

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THREE CONQUERORS OF THE AIR AND TWO OF THEIR FLYING MACHINES.

already been made, and it is made more striking and dramatic because of a few attendant incidents. One of these was that Blériot at the time was crippled from a previous flight and left behind him a pair of crutches as he mounted his machine to fly into fame.

"If I cannot walk, I will show them I can fly," he said. He showed them. Another thing that made this event remarkable is that it was done with a monoplane weighing only 600 pounds and having wings that fold up until the machine is no larger than an automobile. The Wright machines and most of the other successful ones are biplanes. The peculiarity of the monoplane, which is almost exclusively a French development, is that it has greater speed than the biplane, but less stability, that is, it is more easily overbalanced by unexpected air currents.

Yet another significant feature of M. Blériot's achievement is the speed with which the flight was made. From Calais to Dover, where the crossing was made, the English channel is twenty-one miles wide, making about twenty-three miles from landing place to landing place. Yet the entire trip was made in a half hour, making an average rate of over forty-five miles an hour, which at times was said to have been sixty miles. Yet a further circumstance that adds to the picturesqueness of this first aeroplane trip from France to England is the character of the aviator. Blériot is known as a daredevil of the air. He seemingly fears nothing.

His Nerve Unshaken.

All sorts of hairbreadth escapes have not shaken his nerve. In the past he has had innumerable accidents and his friends have always predicted that he would kill himself as surely as the sparks fly upward. Tumbles with him have become a habit. One of his practices is to throw himself on a wing of his machine as he falls. This breaks the wing but saves the man. An operator with that audacity and cool courage should fly far, and that is just what Blériot has done. And a final attendant happening, or rather pair of happenings, that sets off this daring Frenchman's feat is the fact that just before and just after Blériot's remarkable flight another French aviator, Hu-

are accomplished by others they should yet play the star engagements and score the record triumphs.

Navigating the Fogs.

It has long been suggested that the fogs across the English channel are heavy enough to navigate, and perhaps Blériot's feat may be taken as proof of this. On the same theory the vicinity of London should be ideal for biplanes, monoplanes and any other sort of a plane that could sail around, in or on a fog. With such meaty, ponderous and substantial fogs as those of London it would be impossible for anything so light as an airship to fall through.

The channel is a historic body of water that has been the graveyard of more ships than any equal stretch of sea on the planet. Perhaps its turbulence has done more than British fortifications to protect John Bull from invasion. William the Conqueror managed to break across it, but Napoleon could never send over anything more formidable than a large scare.

Relying on the diabolical disposition of the English channel, J. Bull has grown cheery and shaken his fist at the world. Now that people are learning to fly and can thus ignore his old channel the portly gentleman has suddenly lost his cocky air and has grown flabby from fear. The mere mention of an airship is sufficient to give the whole English press a spasm and to cause the ministerial benches of parliament to fairly reek with gloom. A few weeks ago the British were scared to death of the Zeppelin dirigible balloon that had been flying about to amuse people at the German fairs, and now the panic shifts the cause of its being to Blériot's monoplane. That a British Dreadnought should be afraid of a monoplane of the Blériot type is like an elephant throwing a fit at sight of a butterfly.

English Channel Out of Commission.

The thing that really disturbs our British friends in all this is that they no longer have the natural depravity of the English channel to fall back on. They had counted on that as a shield and a defense forever. Now that a vehicle has been found that can fly above the raging, churning, uncertain and treacherous neck of water, hee-