

POSSIBILITIES OF MONORAILWAY

Chicago Witnesses Say It May Revolutionize Traffic.

TRAIN LIKE HOTEL POSSIBLE.

Economy Seen In Louis Brennan's Invention, That Seems to Defy Laws of Gravitation—Speed of One Hundred and Fifty Miles an Hour Predicted.

Chicago railroad officials who have recently returned from London are inclined to believe that in the monorailway, or gyroscope railroad, Louis Brennan, B. C., has an invention which bids fair to revolutionize some of the fields, at least, of transportation.

What they saw at the public demonstrations at Chatham, England, of the possibilities of the monorailway was a railroad car forty feet long, ten feet wide and thirteen feet high, weighing twenty-two tons, mounted on a single rail and running freely around curves while safely carrying forty passengers, who experienced less vibration than would have been the case in an ordinary passenger coach.

The principle upon which the monorailway operates is that of the spinning top, which maintains its equilibrium by means of its rapid revolutions or gyrations. The characteristic feature of this system of transportation is that each vehicle is capable of maintaining its balance upon an ordinary rail laid upon sleepers on the ground, whether it is standing still or moving in either direction at any rate of speed. This is done notwithstanding the fact that the center of gravity is several feet above the rail and that wind pressure, shifting of load, centrifugal action or any combination of these forces may tend to upset it. Automatic stability mechanism of extreme simplicity carried by the vehicle itself endows it with this power.

Principle of Mechanism.

The mechanism consists essentially of two flywheels rotated directly by electric motors in opposite directions at a very high velocity and mounted so that their gyrostatic action and stored up energy can be utilized. The flywheels are mounted on high class bearings and are placed in a vacuum, so that the air and friction are reduced to a minimum and consequently the power required to keep them in rapid motion is very small. The stored up energy in the flywheels when revolving at full speed is so great and the friction so small that if the driving current is cut off altogether they will run at sufficient velocity to impart stability to the vehicle for several hours, while it will take from two to three days before they come to rest. The stability mechanism, whose weight is small, occupies but little space in the car at one end of the vehicle.

The wheels of the car are placed in a single row beneath the center of the vehicle and are carried on boggy trucks which are so pivoted as to provide for horizontal curves on the track and also for vertical ones. This enables the vehicle to run upon curves of even less radius than the length of the vehicles itself or to run on crooked rails or on rails laid over uneven ground without danger of derailment. The motive power of the monorailway may be either steam, petrol, oil, gas or electricity. In the experiments made thus far petrol has been used as an electric generator, the power of each vehicle being self contained and ready for immediate use. Use of it at any moment is made possible by keeping the gyro wheels in constant rotation by a current from a small accumulator, the engine being at rest. In order that the vehicle may be able to ascend steep inclines the wheels are all power driven, and change gears are provided for use in hilly country.

Large Coach Made Possible.

Great economy is obtained by making the vehicles much wider than the ordinary passenger coach. On this point Mr. Brennan claims that he has plans for a passenger car 100 feet in length and 20 feet wide. He also declares that such a coach may be driven safely at a speed of 150 miles an hour while travelers are making a transcontinental journey in rooms as large and as luxuriously furnished as those of a modern city hotel.

The rail upon which the car runs has a curved top, and its weight is that of the ordinary rail, but the sleepers, or ties, are only one-half the usual size of railroad ties. It is stated that flying lines of a monorailway can be built with great rapidity over uneven ground with but a slight expenditure of labor. The bridges required for the use of the monorailway are of the simplest possible construction.

Hotel on Rails Predicted.

The expenditure of fuel necessary to operate the monorailway is very much less than it is with an ordinary railroad. This fact is due to the absence of flange friction on curves and to the vehicles running without oscillation or jolting. The absence of these same factors makes an increase of 200 or 300 per cent in the speed of the train a safe possibility; consequently Mr. Brennan confidently declares that his dream of a transcontinental railroad furnished with a traveling hotel having rooms fifteen to twenty feet wide and carrying passengers in perfect comfort and safety at a speed of 120 to 150 miles an hour will surely be realized.

MOSBY FLAYS FOOTBALL.

Confederate Chieftain Considers the Game Worse Than Warfare. Colonel John S. Mosby, the famous Confederate partisan chieftain and alumnus of the University of Virginia, who denounced football the other day in a remarkable interview in which he compares the game to actual warfare to the detriment of the former, maintains that the great number of fatalities represents so many murders.

"I have read with indignation mingled with sorrow the account of the murder of young Christian, a student of the University of Virginia, in a football game in Washington with Georgetown university," said Colonel Mosby. "I use the word murder advisedly—the killing was not an accident. The very fact that a university surgeon went on with the team shows that they were going to war. They neglected, however, to provide an ambulance to carry off the wounded."

"I hope if this barbarous amusement is continued the board of visitors will require it to be conducted in accordance with the regulations of modern war."

"Some years ago I expressed to Dr. E. A. Alderman, president of the university, my objection to football because it was not a recreation for students, because many were making it a profession, because it developed the brutal instincts of our nature and because it should be no part of the curriculum of the university. A student who has broken somebody's nose at football stands higher than a master of arts. A man ought not to go to college to learn to be a circus rider or a prizefighter."

"Dr. Alderman says there is great danger to life and limb in football and that the danger must be eliminated before it can be played any more. But if the danger is eliminated nothing will be left of the game. The danger is not only the chief but the only attraction to the mob that gathers to witness it. 'The defenders of such sport say it develops the manhood of youth.' I deny it, unless by manhood they mean physical strength. My idea of manhood is a sense of honor and courage, and such qualities may exist in a weak body."

"The difference between the past and the present in great American universities is the distance between 'Stonewall' Jackson and John L. Sullivan. Football simply develops the brute dormant in human nature and puts the player on a level with an Eskimo or a polar bear."

"Napoleon once said, 'Scratch a Russian and you find a Tartar,' implying that Russian civilization was only skin deep. If the university is a fair representative I fear that the same sarcasm equally applies in Virginia. My observation has been that athletes belong, as a rule, to that class who are invincible in peace and invisible in war."

SEES DOOM OF LORDS.

T. P. O'Connor Predicts Uprising of Masses Over Rejection of Budget.

Commenting on the action taken by the British house of lords in adopting Lord Lansdowne's amendment to the finance bill, T. P. O'Connor, M. P., one of the Irish Nationalist leaders in the house of commons, now in the United States in the interest of Irish home rule, said the other night that the rejection of the British budget by the British peers had announced their own doom.

"I am greatly pleased, and so is every one who is an enemy of the house of lords," said Mr. O'Connor. "Every Liberal, and still more, every Irish Nationalist, has known for several generations that it was impossible to have anything like steady Liberal progress so long as the house of lords retained its power to defeat or postpone all democratic legislation. Ireland has been the special sufferer from the present power of that body, for the house of lords consists almost exclusively of the landlords who have always been the curse and the enemies of Ireland."

"As to the effect in England, I believe the rejection of the budget will lead to an uprising of the masses the strength of which the lords have failed to realize. They will realize it before many hours. I believe we are on the eve of the fiercest fight we have seen in British politics for a century, that the fight will go against the lords, that they have pronounced their own doom and that before two or three years from now their power of mischief will be so broken as practically to be nonexistent."

"This means the final emancipation of the English masses from the grip of feudalism and of Ireland from government of an alien parliament."

Public Parks For Germany.

A committee has been formed to secure national parks governed after the style of Yellowstone park in all the German speaking countries. Such parks are planned in the Austrian Alps, in south Germany, in north Germany and in central Germany. These parks are to be open to the public without any charge whatever.

Salesman Traveling by Auto.

The practice of using the automobile as a conveyance for traveling salesmen is growing. A case in point is that of a touring car in which N. K. Smith, a traveling representative of a shoe company, recently completed a trip from Atlanta, Ga., to Richmond, Va., and back, covering 1,200 miles and doing business along the way.

Timely Friendly Warning.

That Christmas isn't far away I've had a warning: The janitor remarked to me, "Good morning!"

—Detroit Free Press.

CALL FOR A CODE OF AIRSHIP LAWS

Professor Baldwin of Yale Tells Why One Is Needed.

OPENS NEW JUDICIAL FIELD.

Old Theory That Landlord Owns Air Up Into the Heavens Likely to Give Way Before Modern Progress—How State May Give Right to Fly.

Professor Simeon E. Baldwin of the Yale Law school and chief justice of the supreme court of errors of Connecticut told an audience in the Yale Peabody museum at New Haven, Conn., the other night that the lawyers would soon have to get their wits together and frame laws for the government of airship navigation.

He said that lawyers had been busy for the last 100 years making laws for the railroads, for the telegraph and for the telephone, and now they must consider the law for the airship.

The airship, in the judgment of the chief justice, is out of the field of experiment and into the field where it is bound to be used for transportation of passengers, of goods, of spies, of burglars, criminals flying from justice and illicit trade of every kind, for it flies as irresponsibly as a bird. The question at once asked is how far the precepts of private law can be applied to the airship. Can one worldwide law be framed for the air as for the high seas?

Question of Navigating the Air.

The chief justice asked if any one had a right to navigate the air. Then he quoted various authorities who took the position that private landowners owned the air even to the heavens, the acceptance of which authorities would mean, in his opinion, that the navigation of the air would be an infringement of private rights. These authorities, however, were ancient. He went on as follows:

"Physiologists tell us that man is so constructed that he never can develop wings to fly and that in order to navigate the air man must fight continually against the law of gravitation and that his flights through the air must always be a menace to the safety of those beneath."

"The navigation of the airship is not a natural right. The question is whether a right to navigate the air cannot be secured from the state. The state owns the soil. It can tax it, it can reclaim it for the public use from private owners by the payment of a reasonable sum. Successful navigation of the air will no doubt be useful to the public."

"It is granted that every railroad operated under a franchise from the state endangers the safety of the public, but the public interest justifies this. The question, then, is whether the state can give to airships a similar right to navigate under certain conditions. This might be done under a franchise or a license. Has a landowner any right under the circumstances?"

Thing of Passage That Carries Danger.

"Perhaps the landowner has no legal right in the air except as the occupancy of the same may be a detriment to his land. This seems to be in accordance with the tendency of the times. An airship is a thing of passage. It carries to each and all the same measure of danger."

"Should a person be hit by an airship the prima facie evidence would indicate that he could bring an action against the proprietor of the ship and the master who was sailing it whether the person was hit on his own or on the land of some one else."

"In one of the Wrights' flights some time ago the airship was directed right over the head of the German emperor, and a slight accident might have changed the whole history of Europe. The emperor might have possibly encouraged an action."

In the opinion of the chief justice the government can permit the use of the air by airships under certain restrictions without involving the rights of landowners unless actual damage results.

Cause For Action.

Should an airship in passing over the property of a landowner ruin his trees or should the proprietor of a fleet of airships continually menace the safety of the landowner or damage his property then, in the opinion of Professor Baldwin, there would be cause for action. Should the government establish an aerial highway over the house of a citizen and his property be damaged by bad odors or smoke or other nuisances an injunction might be obtained.

"Another question," remarked the chief justice, "is whether the government license would protect the manager of an airship who accidentally falls and injures persons below."

Judge Baldwin advocated the calling of an official international congress to consider the international laws covering aerial navigation and to frame adequate international agreements on the subject.

Great Dutch Exposition.

Plans are under consideration for the holding of a great international exhibition at The Hague in 1913 in celebration of the opening of the Palace of Peace.

WATSON THE POET.

How Author of Much Discussed Poem Was Awarded a Pension.

William Watson, the English poet, whose name has been much before the public lately because of his recent poem, "The Woman with the Serpent's Tongue," in which he is popularly supposed to have attacked the character of an Englishwoman of high rank, denied before sailing for New York the other day that his visit had anything to do with Richard Le Gallienne's challenge to personal combat.

"My object in going to America," he said, "is to show the wonders of the new world to my young wife and to study the customs of that great country and its democratic people." Speaking of his controversy with Mr. Gallienne, Mr. Watson laughed over it and said that it was so trivial as not to deserve mention. He said that he would certainly not call on Mr. Le Gallienne, but would be pleased to see him if he cared to call.

Mr. Watson is now very comfortably off. Some twelve years ago an uncle who lived in Liverpool died, leaving him a fair sized fortune, so, as he says, he writes now only when he feels like it and consequently is able to do his best work. But such was not always the case. In fact, he enjoys a pension of £100 a year, given him from the civil list by Lord Rosebery when prime minister. It was very acceptable then.

In telling how it came about, Mr. Watson said that one morning he received a note from Lord Rosebery asking him to call at 10 Downing street. When he presented himself Lord Rosebery said:

"I understand, Mr. Watson, that things are not going so well with you as they might."

Mr. Watson confessed that this was so, and Lord Rosebery said he had been thinking the matter over and had decided to give him a pension from the civil list, adding:

"You know it is a national recognition of your genius, and I have decided to recommend you for £100 a year—the same as Tennyson had."

"But Lord Tennyson had £200," suggested Watson.

"Did he?" said the prime minister.

Both laughed heartily, but Watson got only the smaller allowance.

On the same occasion Lord Rosebery sounded Watson on the laureateship, saying:

"Don't you think it should be abolished?"

"Not if you are thinking of offering it to me," was Watson's rejoinder.

TO LASSO AFRICAN ANIMALS.

Buffalo Jones Will Try Cowboy Methods in Wilds of Dark Continent.

"I'm going to start for Africa next March to rope and tie with my own hands a specimen of every dangerous wild animal in Africa."

This announcement was recently made by C. J. (Buffalo) Jones, a friend of Buffalo Bill, Pawnee Bill and other famous plainsmen and an Indian fighter of note.

"The expedition will be financed by two men whose names I am not yet at liberty to give," said Mr. Jones, "and I'm going to prove that any animal, from a tiger down to an antelope, can be safely handled by an American plainsman with no other weapon than a lariat."

"How about the elephant?" Mr. Jones was asked.

"That's the only animal of which I'll have to choose a young one," he said. "No rope could hold a full grown elephant, but all my other specimens will be full grown."

"In Africa I'll do the first part of the roping alone. For the rest I'll have two of the best ropers in the west—M. D. Loveless of Captain, N. M., and James T. Owens of Fredonia, Ariz. We will have specially prepared lariats, partly woven of wire so that no tooth or claw can cut or break them. As to our mounts, we will have the best trained cow horses we can find in the west."

Buffalo Jones is now crossbreeding buffaloes and cattle in Arizona for the United States government.

SWIFT WORK ON SKEES.

Norwegian Shot Down a Mountain Side at a Two Mile a Minute Clip.

Nels Larson, a Norwegian, gave a remarkable exhibition the other morning at Caldwell of proficiency in the use of skees. He ran down the western slope of Caldwell mountain to Pine Brook, N. J., a distance of nearly four miles, in four and three-quarter minutes. The run was made in the snow crust and was timed by George Race and Harold Jones.

Before sunrise the whole of northern New Jersey was covered with a stiff snow crust which would almost bear up a horse. Larson started from a point on the mountain brow just south of the Monomnock Inn at 6:30 o'clock. He arrived at the Pine Brook hotel at 6:34:45. For the first mile the descent was very steep, but the rest of the journey was on almost level ground. Larson covered the first mile in about half a minute. The impetus thus gained was sufficient to carry him the second mile nearly as rapidly. The last two miles were made by skating on the skees.

Plan to Mark a Republic's Centenary.

The 100,000 British residents of Argentina have decided to erect a memorial clock tower on some prominent site in Buenos Aires, to mark the first centenary of Argentine independence, in 1910. A monument will be erected by the Spanish community in Argentina—a large and wealthy body—while the French, Italian and other foreign elements have similar plans on foot.

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National Live Stock Insurance Ass'n
By J. M. OBER, Secretary,
Portland, Oregon, October 28, 1909.

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