

Maps Checked During Recent World Flight

A notable addition to the accuracy of the existing maps of the globe will be one of the outstanding contributions to world knowledge on the part of the United States Army aviators participating in the around-the-world flight.

For they will have checked the correctness of what is regarded as the largest single collection of maps that has ever been assembled for a given purpose by any government in the world.

More than 20,000 single maps were secured in preparation for the epochal aerial globe circling tour. All these represented not only the highest quality production of all the governmental agencies of the twenty-seven nations over which the American aviators flew in their 26,973 mile journey, but also, insofar as the United States is concerned, the complete output of state surveys and the output of map publishers.

Vast areas of the United States are without government topographic maps, and, so far as their flight over this country was concerned, the primary information in the hands of the world flyers was in the shape of maps prepared by publishers for commercial use.

Divide Globe.
When the around-the-world flight was first projected, the Army Air Service began assembling the maps necessary to insure the safety of the aviators and their airplanes. When this task had been completed it was found that more than 20,000 separate maps had been obtained. The impossibility of carrying this large number of maps on board the four planes which started the flight on March 17th, at Santa Monica under the command of Major Frederick I. Martin, led to a decision to divide the globe into six divisions and then arrange the vast collection of maps and charts into that many groups.

The maps for the first division of the route, were given the aviators by the flight commander, Lieutenant Erik H. Nelson, for example, received a commercial map of California for the first stages of his flight. At the end of that division an officer of the Air Service was in waiting prepared to distribute the maps covering the next division. The officers of the flight turned over to this division contact officer the maps that had been used up to that point and received the supply necessary to carry them to the next distributing point, where the same procedure was followed.

Salvage Maps.
When Major Martin and his mechanic, Sergeant Harvey were wrecked in the flagship Seattle on the Alaskan peninsula near Port Teller, they salvaged their maps among the few things that they did save at the time.

First Lieut. Lowell H. Smith, whose plane, the Chicago, began the flight as he assumed command, with his mechanic, Lieutenant Leslie P. Arnold, carried the most important and accurate maps during the remainder of the flight. Lieutenant Erik H. Nelson, who piloted the New Orleans with Lieutenant John Harding, jr., as his mechanic, made many important notations on the maps he used.

Save Maps from Boston E.
And when Lieut. Leigh Wade, together with his mechanic, Lieutenant Henry H. Ogden, were forced down in the Boston I about 115 miles outside of Orkney Islands on their way to Iceland and the air-

plane was later lost, he salvaged among the very few things saved at that time his maps. When the Boston II was equipped for him to continue the flight he received a new supply of maps and charts.

For all flights where the ships were equipped with pontoons and were following the coasts hydrographic maps were used. The Coast and Geodetic Survey furnished the maps for the coasts of the United States and its possessions. Hydrographic Office charts and maps of all foreign coasts, supplemented by British Admiralty, Danish and German charts, were used also very extensively.

Maps for Land Hops.
During the land hops in Asia and in Europe, the 1 to 1,000,000 series map of the world was largely used. These are scaled maps in which each unit of length represents one million of such units in nature. From Calcutta to Constantinople this was supplemented by provincial maps of the Indian Land Office.

From Constantinople to London, in addition to the 1 to 1,000,000 series map of the world, the flyers' information was supplemented by special route maps of the Franco-Rumanian Airline and local territorial maps of Hungary, Austria, Germany, France and England.

Use Commercial Maps.
In the United States, according to Lieutenant Lowell H. Smith, the flight commander, the flyers used commercial maps and Air Service route maps fabricated as a result of the combined efforts of the United States Army Air Service, the Corps of Engineers of the United States Army and the Bureau of the Geological Survey of the Department of the Interior. These were supplemented by the post route series maps prepared by the United States Post Office Department. A complete set of commercial maps, and such maps as were obtainable locally throughout the United States were of inestimable value in the flight from Santa Monica to Seattle last March, and from Maine to Seattle in September.

When the world flight was projected, Major General Patrick appointed a committee of officers to handle the various details. It fell to the lot of Captain St. Clair Streett to arrange for the maps, and when the shortage of the United States government maps was emphasized, after all official maps had been assembled, Captain Streett fell back on the commercial maps of the country, which were found to be the most complete and satisfactory available.

Accurate Maps.
These maps, according to information from the Geological Survey, have all been compared with official maps and were found to contain information in the way of railroad lines, roadways and the location of towns and cities that are lacking on the topographic maps prepared by the government. Such information is vital to the flyers.

Southern California, as an instance, is one section of the United States where the government has not yet made, due to a lack of appropriations, a topographic map, and it was a commercial map that Lieutenant Nelson used when he started from San Diego for Seattle. Great areas in Arizona, New Mexico and Texas as yet have no Federal topographic maps which show the contour of those vast spaces.

When the world flyers reached Washington they had traveled a distance of 22,874 miles and had been in 27 different countries. When they concluded their tour in Seattle their total mileage was computed to be in excess of 26,973, or more than the circumference of the earth at the equator. At Washington they had been in the air more than 320 hours of flying time.

Valuable Notations.
Whenever opportunity afforded they made notations on the maps they were using so that some time later official corrections may be made up existing maps to correct the errors that have crept in where actual surveys have not been made as yet.

When the itinerary from Washington to the West was revised after the lay-over there had demonstrated that the planes might not be equal to the task of surmounting the Rocky mountains at higher points to the north, the value of the commercial maps, according to the flyers, greatly decreased. Government maps of this area lacked the detailed information which abounded in the commercial maps. As a result, the World Flyers finished their feat as they began it—guided by the charts of map publishers.

PERRY H. RAYMOND DIES
SALEM, Ore. — Perry H. Raymond, 77, for more than 18 years bailiff of the Oregon supreme court, died at the home of his daughter in San Francisco last Saturday, according to telegrams received here. Funeral services will be held in San Francisco. Mr. Raymond was appointed bailiff of the supreme court here June 1, 1906 and continued to serve in that capacity until December 7, 1922, when he was compelled to resign because of ill health. He later went to California to reside.

Prior to his appointment Mr. Raymond served as postmaster at Albany and later was assistant postmaster at Salem. He also conducted a book and stationery store in Portland for a few years.

Judge Lives in Salem 65 Years
SALEM, Ore. — Judge D'Arcy observed the 65th anniversary of his arrival in Salem. During his residence here he has lived on lot 1, in block 1 and ward 1 continuously. Prior to coming to Salem, Judge D'Arcy resided in San Francisco.

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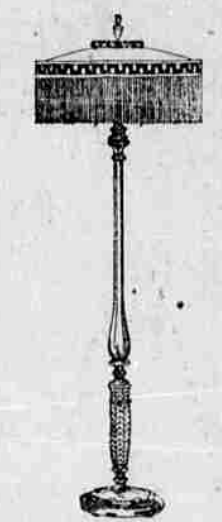
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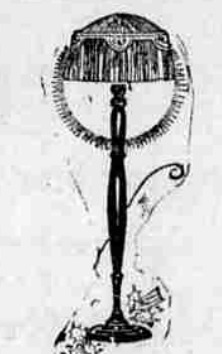
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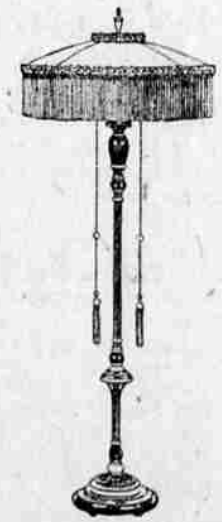
ON SATURDAY AT 8 A. M. CARR PRESENTS THE GREATEST LAMP SALE IN THE HISTORY OF THIS STORE—AN ACCOMPLISHMENT OF UNEQUALLED MAGNITUDE—BRINGING TO LA GRANDE HOME-LOVERS, DOZENS OF NEW CAREFULLY CHOSEN LAMPS—BRIDGE AND FLOOR STYLES—EACH LAMP COMPLIMENTED BY ITS SHADE—AT A PRICE SO LOW THAT NO TIME SHOULD BE LOST IN TAKING ADVANTAGE OF THIS OPPORTUNITY.



Floor Lamp
Mahogany finish, 60 inches high, with 24-inch shade of georgette, heavy triple silk fringe. Choice of many colors.

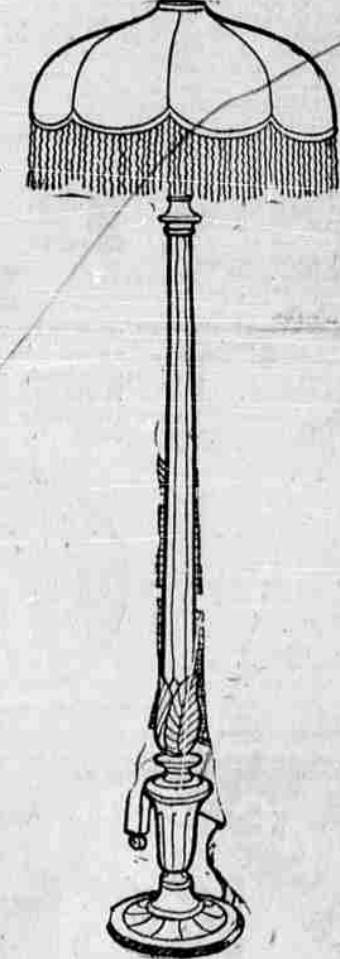


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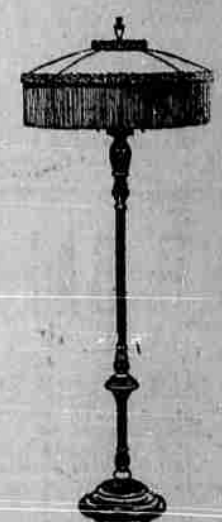


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Gold and black stand with plychrome base, complete with georgette silk shade heavy triple silk fringe.

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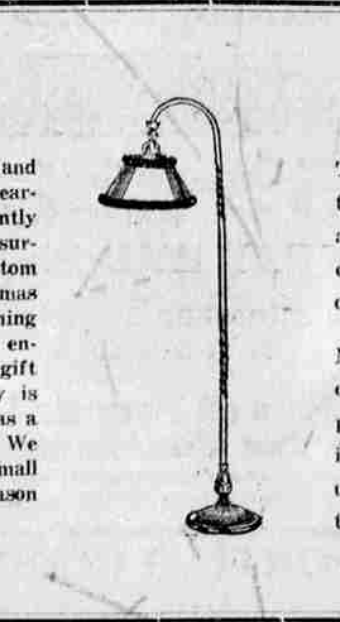


Wonder Value
Junior polychrome lamp with oval or round shades, georgette trimmed with wide antique band; desirable colors. One price—**\$17.95**

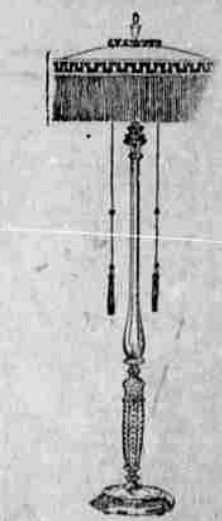


Elite
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An Ideal Gift
A gift that increases the comfort and adds to the beauty of the home is dearly prized by those who are constantly striving to beautify their home surroundings. It is a charming custom in many homes to make on each Xmas "a gift to the home"—something which all the family will unite in enjoying. We suggest as a home gift one of these lamps. The quality is such that you will be proud of it as a gift. Make your selection now. We will hold for Xmas delivery. A small payment—your own terms in reason on the balance.



A Home Beautiful
Thrifty home-makers who make a little go a long way know that often the addition of an attractive lamp or two can transform the whole appearance of a room. Now you may choose from a marvelous display of distinctive lamps at prices so low that you can make this improvement in your home at a ridiculously small investment. Come while the selection is at its best—tomorrow.



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