

**CORVALLIS DAILY GAZETTE**

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CHAS. L. SPRINGER, Editor and Publisher.

**TRAVELERS' GUIDE**

Arrival and Departure of Trains  
UNION DEPOT, CORVALLIS  
R. C. LINVILLE, Agent

Arrive	Southern Pacific	Depart
11:30 a. m.	Passenger	1:30 p. m.
*5:40 p. m.	Freight	*6:40 a. m.
Corvallis & Eastern		
11 a. m.	Passenger east	*11:15 a. m.
8:35 a. m.	" "	6:30 a. m.
1:20 p. m.	west	2:15 p. m.
*4:35 p. m.	east	6 p. m.
8:35 p. m.	" "	1:40 p. m.
Sunday Trains		
1:15 p. m.	" "	1:15 a. m.

\*Daily except Sunday. All other trains daily.

**NOTICE TO SUBSCRIBERS.**

All subscribers to the Semi-weekly Gazette who may desire to take the Daily edition instead of the weekly, and have paid in advance for the latter, can have the Daily delivered by carrier to their city address and whatever amount is due on their subscription will be properly credited ahead.

**Overdrafts Are Illegal**

It will be noticed from the statements made by the large banks in New York City, and those in other large financial centers, that the unlawful habit of a customer of the bank in over-drawing his account is not tolerated by those institutions where business plans, and banking laws are properly observed.

In country districts an occasional customer cannot see the reason why he should not be permitted to overdraw his account at his bank, and if the bank pays it, the process is simply one which allows such overdrawing customer to appropriate to his own use the deposits of some other customer who was prudent enough to have a balance to his credit. A bank is simply a clearing house where it receives other people's deposits. Its duty is to pay the deposits of the customer out on such customer's check, who has a balance to his credit and not pay some other customer's balance out on the check of a careless or imprudent customer whose custom is to overdraw instead of exercising proper and prudent care to see that he has a balance to his credit in the bank before he draws his check.

The "Pacific Banker" brings to notice that the "Financial Age" of New York, one of the most able and progressive journals of that class, comments on the subject as follows:

"Why is it that a little item of \$14.00 will become quite prominent in the statement of a bank whose totals are 266 millions? Because the item is an involuntary loan, an overdraft. The Financial Age in noticing it quite correctly says: 'But who is the man that has the overdraft of \$14.00 which appears in the statement? Has he not been informed that it is AGAINST THE LAW TO OVERDRAW?' And yet in this great array of figures, representing more banking

strength than many whole states, this little \$14 man becomes prominent by his very insignificance. Call him down!"

The Courts hold that overdrafts on a bank infringe upon the rights of other depositors, the stockholders of the bank, and are positively in violation of law. Where the bank accepts the overdraft check it condones the offense.

But where the bank refuses to pay the overdraft check it then becomes an offense against the drawer punishable by law.

In the newspapers of this coast are quite frequently found items of news resulting from unfortunate conditions, where punishment under the law has taken its course when the bankers refused to cash the overdraft check.

Very innocent and well meaning people overdraw and intend no harm by it, because they do not understand the law and their liability thereunder and because the careless and incompetent bankers have cashed the items and pursued the indifferent course of failing to call customers attention to correct methods and impress them with the wrong. A banker should not be in the business alone for the few paltry dollars of profit, which there may be in it for him, but in addition he has a high duty to perform in educating his people correctly for his safety, and to save them from wrongs which they may commit and know not of.

The following news item shows what dangerous ground every person is approaching whenever they become so careless and so far forget themselves as to overdraw their bank account:

**ALL IN THE FAMILY**

SON HAS BANK ACCOUNT, SO THE FATHER DRAWS CHECK—TROUBLE FOLLOWS.

From the Daily Oregonian, March 6, 1909:

John Taylor thought if his son had money in the bank it was "all in the family," so he wrote out a check and passed it on F. R. Schikora, writing the son in the meantime in order to inform him why he had drawn on the account. It developed that his son was in Mexico, while Taylor thought he was in California. As Taylor, senior, had no account with the bank, that institution refused to pay Schikora, and Taylor soon found himself in the toils of the law.

All this happened last June, but it was only yesterday that the accused man was brought before Judge Gantenbein, in the Circuit Court, to change his plea from one of not guilty to one of guilty. Under the circumstances the court saw fit to sentence him to one year in the penitentiary, and to parole him to Chief Probation Officer Teuscher, of the Juvenile Court. Taylor's home is on a farm near Santa Barbara and he asked to be allowed to return. This may be permitted if recommended by Mr. Teuscher.

Any prudent banker will, upon the first occasion of an overdraft where it is small, cash the check where the bank is sufficiently acquainted with the drawer to believe that it was an innocent mistake and that the customer will repay the amount immediately when notified of the error. But if such an occurrence happens once in the lifetime of a customer, it should never occur again. A bank should not habitually cash overdraft checks, because it leads to bad unsafe systems in banking and tends to educate customers that they may continually violate law, with indifference and appropriate the deposits of other people with indifference and without consent.

A prudent customer will see that his bank account is full and the proper balance to his credit before drawing his check, instead of doing as occasionally is done, draw an overdraft check and trust to luck to place the amount on deposit after the check is drawn. In the large cities many banks will order a customer to close his account where the check is drawn before the amount is placed to the credit of the drawer. It is considered a breach of good business principles when a man habitually draws his check against no balance to his credit, intending thereafter to put the amount to the credit of the account.

**Kings of the Air**

Orville and Wilbur Wright, Famous Aeronauts, Who Are to Be Honored by the Aero Club of America and by Medals From Congress—Though Courted by Kings and Lionized In Europe, They Care Little For Fame and Publicity.

By JAMES A. EDGERTON.

WHEN a few months ago Wilbur Wright went to France and Orville started to Fort Myer the world knew little about them except that they were a mystery, that they belonged to a bunch of inventors who were trying to fly and that some people said they had succeeded. Now they return the lions of Europe, the courted of kings, themselves the acknowledged kings of the air. They are met in New York with a reception such as is given only to the most eminent political leaders or to homecoming conquerors. Their own city of Dayton, O., is to have a two days' fete in their honor, at which the governor of the state and other high dignitaries are to attend. The Aero Club of America is to present them with a medal, the president of the United States offering: congress votes them another medal on behalf of the whole nation, while the newspapers from ocean to ocean team with their praises. This is climbing some for a humble United Brethren bishop's sons who but a few years ago were running a

vention their Dayton neighbors had neither appreciation nor money to assist in the work.

During the months of June and July the brothers will complete their experiments at Fort Myer, where Orville was making a series of tests at the time of the fatal accident that killed Lieutenant Selfridge and injured the inventor himself. These are the only flights that will be made in America. After about three months in their own land the inventors will hasten back to Europe to conduct flights before the German emperor, the king of Italy and others of the crowned heads of Europe, most of which crowned heads have been completely turned by the world beating feats performed by these modest and quiet Americans.

**The Wrights and the Kings.**

A correspondent for a New York paper has described the honors showered on Wilbur Wright by the kings and his own difference thereto in this imaginative way:

"The Wrights are a furore abroad. 'Now, how are the Wright brothers affected by all this adulation, by this adoration for a sublime success enough

kilometers, and promised to be present at his experiments in Rome."

The same correspondent who spun the fairy tale about the manner in which Wilbur Wright turned down royalty throws a few more rhetorical diphthongs in describing the way the common people of France looked at the new marvel:

"After Wilbur Wright has performed one of his spectacular conquests of the air in face of a thunder of applause from hysterical Frenchmen—some of them so excited that they couldn't speak, only splutter, as Wilbur Wright himself described them—what does this conquering Yankee hero do as he touches the earth?"

"To the sheer amazement of the frantic spectators, he just stands back and, while chewing a whisp of straw, twists mechanically a piece of stick or begins whittling. This is the simon pure Yankee at the court of King Arthur."

"When M. Barthon, the French minister of public works, who had been invited by Wright to take a trip along with him, alighted, he was so transported that he jumped on the inventor's shoulders, wrapped his arms around his neck and gave him a resounding kiss through mere exhilaration. You may picture for yourself the blank astonishment of the stolid Yankee dier!"

**Description of the Machine.**

The Wright brothers' aeroplane has been described as looking like a street car with the sides and ends knocked out, leaving only the top and floor with frail uprights holding them together. The machine sails sidewise, with its great planes extended like the wings of a bird.

But the details can best be given to the words of Orville Wright himself. "The machine," he says, "is forty feet wide over all and about thirty from stem to stern about eight feet high."

"It has one motor, of our own make, which develops twenty-five to thirty horsepower. It differs from many motors in that it has no carburetor. We pump the gasoline directly into the intake pipes, where the mixture is formed. We thus get a constant mixture and avoid carburetor troubles entirely. No; we don't want to control the speed of the motor. We adjust it to run at its best and leave it alone. The speed at which we fly is governed by the planes and the resistance we offer to the air."

"The frame is made of silk, spruce and ash. The webbing is of unbleached muslin, and there are about 500 square feet to the lifting planes. The machine weighs about 800 pounds without supplies, operator or passengers and when in use has about two pounds of weight for every lift in square foot of plane. This is greater than some birds and less than some."

"You see, the faster you go the less lifting or supporting surface you need. This machine is destined to go forty miles an hour."

"We have a horizontal rudder in front and a vertical one behind, but the control of an aeroplane is not the same as that of an airship such as a dirigible. The angle of incidence of the planes to the air is regulated by the speed we travel and the surface of the planes. To alter them by the levers alters the action of the aeroplane, but the angle of incidence remains about the same, except momentarily. We bend our planes in use, twisting them into different curves. We have worked from the helioid curve for a long time."

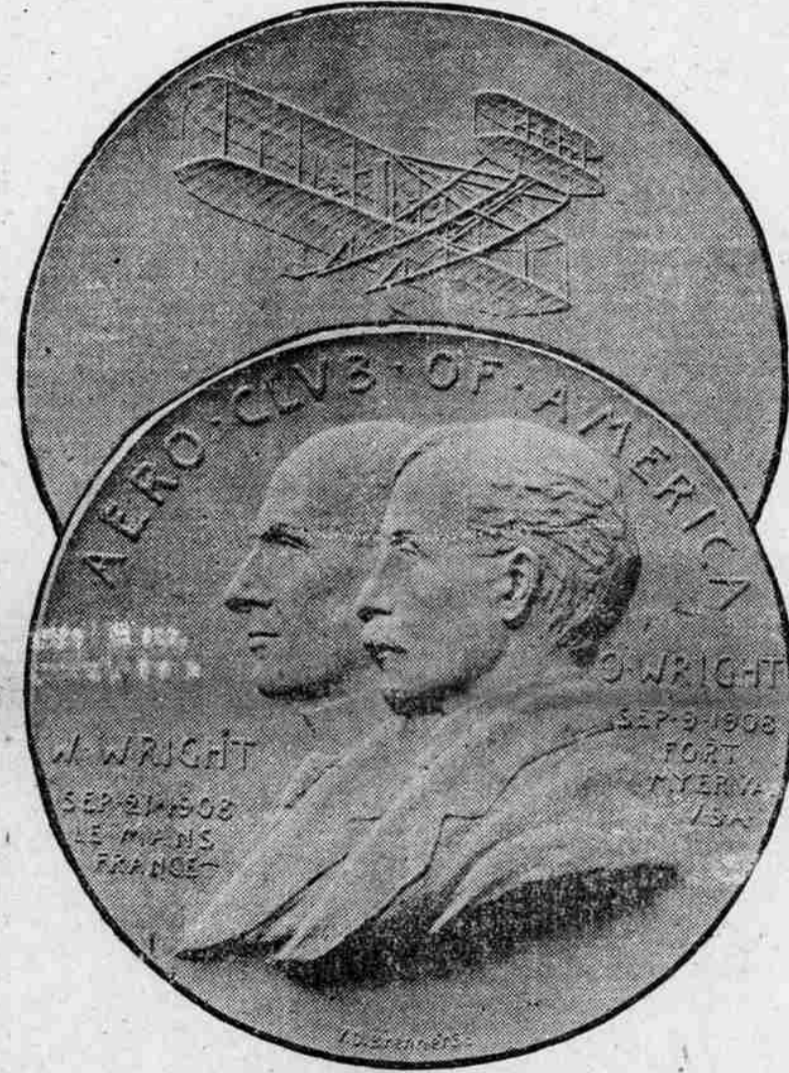
"There are three levers for the control of the airship. Two may be used with one hand and at once. The other controls the rudder and not the planes. 'Is it hard to learn to run an aeroplane? I should not think it would be so very difficult now, but it does require a knack, as riding the bicycle does. We had to do everything at once and learn riding as well.'"

**Natural Inventors.**

These famous inventors are the sons of Bishop Milton Wright of Dayton. Wilbur was born near Millville, Ind., on April 16, 1867; Orville in Dayton, Aug. 19, 1871. Both brothers are rather tall and slight, both are precise, scientific, reticent and almost cold in manner, and neither apparently cares for money or fame. They are natural inventors, having learned wood engraving while mere boys and having constructed a printing press out of a little old rubber, some cord wood, part of a long board and a few other odds and ends picked up in the back yard at home. Then the bicycle craze came along, and they started a bicycle repair shop and from this went into the untried field of airship invention.

After his recovery from the Fort Myer accident Orville Wright joined his brother in France and was accompanied by a sister, Katherine, who had nursed him back to health. France showered her delight on the whole family. Wilbur remained the lion, as the actual ascension work was done by him, but the brunt of the social duties were taken off his shoulders by the brother and sister. Miss Katherine keenly enjoyed it all, the banquets, honors and excitement repaying her for the long years when she was sympathized with as being the sister of those "two crazy brothers," as their neighbors lovingly and appreciatively called them. I presume every one who ever did anything for humanity has been called crazy by the numerous race of numskulls.

Wilbur and Orville Wright are Americans. The future will class them as among the greatest inventors in history. They have reached the goal that men have sought for centuries. For that triumph they are receiving honors from all the world—honors as great as those showered upon kings and conquerors. It is therefore most fitting that America herself is now doing these her own children a little honor.



**MEDAL FOR THE WRIGHT BROTHERS FROM THE AERO CLUB. REVERSE ABOVE. OBERVERSE BELOW.**

bicycle repair shop in a small inland city. The bird of fame has a delightful way of lighting where it listeth, and those on whom it descends are as liable to be plowboys, rail splitters and mechanics as they are to be the pet children of fortune decorated with long lists of university degrees.

The Wrights are entitled to all the honors they are receiving, and more. It will require future ages to fill the due measure of their fame. Whatever they have accomplished has been by their own efforts. The few attempts previously made to navigate heavier than air machines were of little help to them. They had to test every step of the way by practical experiment; they had to learn to fly by flying. After the wonder is accomplished it looks comparatively simple, but it was anything but simple in the trying out stages. The chief difficulties were not mechanical, but scientific. The great problem was that of balance, the overcoming of air currents. Here they had nothing to guide them and were compelled to build up a science of air resistances, to model and remodel motors and propellers, rudders and wings, to learn the details of gliding flight and to perfect their machines until equal to all demands. One of the great secrets of their success is a contrivance for shifting the angles of their planes as does a soaring bird. Contrary to general belief, however, they gained no ideas from birds until they themselves had flown. Then they could see the reasons for the maneuvers of the feathered folk and gained valuable hints. One does not learn to ride a bicycle by watching some one else do it, but once having done the trick the methods of another become intelligible.

**When Taft Presents Medals.**

The date set for the presentation of medals by President Taft to these two famous Americans is June 10. The Dayton reception is June 17 and 18. The brothers do not take kindly to the last named festival of praise. They say they are too busy. Besides, they seem to care little for fame and are averse to publicity. The real reason may lie still deeper. Through the long years when they were working in comparative poverty to perfect their in-

to make an ordinary mortal's head swim?"

"Can you not come to us and perform your miracle in Berlin?" writes the kaiser.

"We cannot," answers Wilbur Wright. Note the Siamese we. 'We do not like your climate.'

"We invite you to Italy," writes the king of Italy. 'My people will give you an earnest welcome.'

"We are too busy just now to make visits," declared Wright frankly.

Not to spoil a good story, but in the interests of truth, it must be said that the Wrights have promised the kaiser to visit him, that Wilbur Wright did go to Rome in response to the invitation of King Victor Emmanuel and that he was at least decently affable when visited by King Edward of England and King Alfonso of Spain. Why should he not have been? It was but one monarch meeting others, the king of the air greeting his brother rulers of the earth.

It is even averred that "le grand Wilbur," as the French call the elder brother, grew quite chummy with the king of Spain. Poor Alfonso wanted to fly, but his mother and prime minister would not let him. So he had to content himself with looking on wistfully and sitting in the machine to chat with the inventor after the wonderful flight was over. Poor kings! There are some things that even they are denied.

As for Edward VII., he went all the way from Biarritz to Pau to see the American genius and his invention, and the great Wilbur was gracious enough to make two flights.

The king followed them, as he himself expressed it, with bated breath.

"You must come to England," he said cordially. "I hope you will come soon. It is all very wonderful. I am astonished and delighted."

The reception to Mr. Wright by the king of Italy took place at Rome by special invitation and is thus described: "The king, who spoke in English, seemed to be very much interested and asked many pointed questions concerning the Wright aeroplane and its flights. The king was astonished at hearing Mr. Wright's record flight, 151

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