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Some Points On Aviation



WILBUR WRIGHT. WELL, Mr. Man, how do all these marvelous triumphs in aviation of late strike you? Sort of chases the thrills up and down your spinal column and makes your hair "riz," doesn't it, to see your fellow beings beating the birds at their own game? And what have you learned about "the sport of kings?" Just about now is the time for us to knock together some kind of aviation vocabulary. For the airship has come to stay, and mother and the children are asking the head of the house all sorts of questions about it.

Let us begin with the word "aviation," which means flying, but a particular kind of flying—like a bird. Men who fly in aeroplanes are called aviators. Men who go up in balloons or dirigibles do not aviate, because a balloon floats like a bubble and does not fly like a bird. The dirigible is just a step from the balloon, being a gas bag shaped long and pointed and furnished with a propeller and rudder to force it through the air.

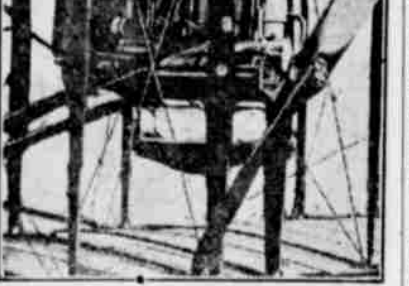
On the other hand, the aeroplane is heavier than air, is all firm and solid and raises itself with the brushing of its wings on the air when driven forward by its propeller. Any kind of machine that depends on this wing or kite principle to hold it up is an aeroplane. There are many kinds, but most of them are biplanes, and occasionally there is a triplane. Here is the difference: The monoplane has just one single plane, stretching out like a single pair of spread wings. The biplane has two such planes, one above the other in tiers. A machine with three tiers of planes is a triplane, and one such built in England has proved a steady flier.

It took a long time to invent an aeroplane that would fly. But the minute one was invented there was no difficulty finding persons to invent names for the various parts of it. Alleron is a French word and means a little wing. The allerons are the little wings out at the tips of the big wings that twist so as to right the aeroplane and keep it from falling over on one side. Sometimes they are separate from the main planes, as in the Curtiss. Sometimes they hinge right upon them, as seen in the Farman. Sometimes there are no allerons because the whole wing tip is flexible and is warped to do the work, as in the Wright. The allerons are really a kind of fin rather than a kind of wing, for fishes have fins that they

science, but is also acquiring greater skill in the manipulation of the machinery that enables him to emulate the birds. From the efforts of Curtiss, Hamilton and Baldwin aviation in the United States has received an extraordinary impetus. They are doing practical work. The Albany to New York, the New York-Philadelphia and later flights will prove influential in arousing popular enthusiasm to the pitch needed to make the international flying meet of October not only an impressive spectacle, but also an effective stimulus to the advancement of aviation toward commercial usefulness.

Among the immediate problems facing those who seek to improve the aeroplane perhaps the most important is how to insure automatic stability. Another is how to avoid the peril which might follow a breakdown of the light motors used for supplying power to the propellers. The internal combustion engine is as yet not an altogether trustworthy source of power. It is subject to sulking moods, as every automobile owner knows, and knows to his regret. Undoubtedly it will be improved. Foul spark plugs and other sources of "missing fire" will be eliminated. But it is possible, too, that in years to come something better and surer than a gasoline engine will be made available for the use of aviators. The important point in recent demonstrations is the evidence they afford of the sufficiency of the sustaining planes, the "wings" of the flying machine. They do their work satisfactorily. The source of weakness and uncertainty lies in the motor apparatus.

The \$15,000 prize offered by Edwin Gould recently for the invention of a duplicate motor and propeller for aeroplanes is designed to hasten the solution of the latter problem. Other things which have bothered the bird men are the proper starting and landing of a machine. The present type of aeroplane requires a large area from which to rise and a similar one on which to land. With the gliding start it is difficult to take up a heavy load, and before the aeroplane can be a commercial success it will be necessary to have a machine that can rise perpendicularly from the starting point.



ENGINE USED ON AEROPLANES.

use for just this purpose of keeping right side up. So sometimes the allerons are called stabilizing fins. On an aeroplane there are two other rudders. The vertical rudder is the one that stands upright in the rear of about every pattern of aeroplane and steers from side to side like the rudder on a ship. The horizontal rudder is one that lies flat and turns the nose of the aeroplane up or down.

Besides aeroplanes and dirigibles there is one other sort of flying machine that really can leave the ground. They are called helicopters. The helicopter is a contrivance to rise directly by the upward pull of a propeller. There is no plane at all to catch the air and retard, so the helicopter is an ideal scheme. The trouble with the helicopter is that no one wants to go up in one because of the evidently unpleasant consequences if that hard-working propeller ceased to work. All flying machines of whatever sort have to alight, so all alike have a chassis—a framework to hit the earth with. Most chassis have wheels under them, but some, notably the Wright, have skids. Skids are wooden runners. Some have both wheels and skids.

Of late monoplanes have not been heard from very frequently, and they have not as yet played any prominent part in the cross country flights which are the features of this season's flying.

GLENN H. CURTISS

Progress of The Aviators

They have nevertheless done things of much promise, a French aviator recently remaining up for ten minutes in a monoplane with three men aboard. They may well, with a little further development, acquire the steadiness that has hitherto been their bane.

Almost all the monoplanes have been made in France, and they are essentially a French development. It is only recently that American aviators have taken any interest in them. In France, however, very soon after the first successful flights of Santos-Dumont in his cellular biplane, two or three men started in to build monoplanes. Their idea was to imitate the shape of the outstretched wings of the soaring bird. The first efforts in this line made no provision for keeping the monoplane on an even keel. It was only a year or two later that the monoplane men adopted the simple wing tip devices for preserving lateral equilibrium. By and by, when the necessary stabilizing fins were hit upon, other troubles cropped up. It was found much more difficult to install them on the monoplanes and make them effectual. It was also found difficult to build monoplanes strong enough to hold together in the air. Up to the present time the monoplane has remained fragile and cranky.

Louis Bleriot, a French engineer, was the first man to fly a monoplane with any continuous success. For three years he has been building and flying his monoplanes. During that time he has launched a dozen models, each embodying some modification or improvement. As a result of this steady and patient work he has built up the nearest thing to a successful monoplane on a fairly large scale that now exists.

So far 1910 has been a banner year in the history of aviation. It has produced in this country, in England and in France a number of remarkable cross country flights, which demonstrate that man is not only increasing his theoretical knowledge of this new



MONOPLANE IN FLIGHT.

science, but is also acquiring greater skill in the manipulation of the machinery that enables him to emulate the birds. From the efforts of Curtiss, Hamilton and Baldwin aviation in the United States has received an extraordinary impetus. They are doing practical work. The Albany to New York, the New York-Philadelphia and later flights will prove influential in arousing popular enthusiasm to the pitch needed to make the international flying meet of October not only an impressive spectacle, but also an effective stimulus to the advancement of aviation toward commercial usefulness.

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GLENN H. CURTISS

CLASSIFIED COLUMN

Advertisements for insertion under this heading will be charged for at the rate of 25c per month for (usually) three lines—no display. Cash should accompany copy, otherwise payable in the month. As a medium for reaching the people The News stands alone and unexcelled.

SOCIETIES Hood River Valley Humane Society—Phone 186. E. H. Hartwig, president; Harold Hershner, secretary; Jessie Butler, treasurer.

SPECIAL NOTICES Wanted—To rent a piano for a short time. Excellent care assured. Enquire G. M. Coleman 1125 13th st. Phone 286-K 25-26-p Loan Agency—Loans offered, \$500, \$600, \$1000, \$2500. Loans wanted, \$200, \$400, \$500, \$1000, \$2500. Apply to A. W. Onthank, 261f

REAL ESTATE AND RENTALS Carpenters, Notice—I wish to trade a good lot for carpenter work, or will trade the choice of 14 lots for building by contract. N. T. Chapman, 27-30p For Sale—Eighty acres, 10 miles out, \$25 per acre. For further information, address: Box 108 R. F. D. No. 2, Hood River, Ore. 28-31p For Rent—Basement in building of Hood River Banking & Trust Co. Enquire at bank. 28-31c For Rent—Two furnished houses. One on 14th and Oak, and one on East State street. Enquire G. D. Woodworth. 28-31p For Rent—Two large rooms either vacant or partly furnished for housekeeping, near corner 12th St. and Stranahan Ave. Mrs. E. C. Willis. 28-31p

HORSES, COWS, PIGS, CHICKENS, ETC. Wanted—A large pony or riding horse. Dr. Stanton Allen. 27-30c For Sale—Team of horses 4 and 5 years old, well matched, weight about 2,500 pounds. Enquire Ed Lage. 27-30p For Sale—Black Jersey cow, 7 years old; 2 gallons milk a day. Fresh next January. Enquire H. M. Metcalf, Jr., Pine Grove. 27-30c

For Sale—A good all-around farm team, weight about 1150 lbs, gentle, fair roader. Enquire F. H. Blagg, phone 196-K. 27-30c For Sale—Fine bay horse 2 years old, weight 1150 pounds, absolutely reliable all purpose horse, together with new hack and harness. Fine outfit for \$300. Enquire S. G. Oxborough, R. R. No. 2. 27-30p Wanted—To buy a horse weight about 2100 pounds. One that can be driven by family and worked on small place. Phone 215-L. 25-26-p For Sale—Bay work horse, weight about 1000 pounds. Will drive single. Phone 261. 28-31p Wanted—To buy a good fresh cow that will give 4 gallons of milk a day. Phone 293-M. 28-31c

FOR SALE For Sale—I wish again to offer for sale three notes for money loaned in 1888, held by me against B. F. Shoemaker, dated June 3, 1891, and due in 1922 and '93, issued by B. F. Shoemaker on which he has refused payment and taken advantage of the statute of limitation in the January court. J. H. Shoemaker.

For Sale—Two seated spring wagon and buggy in good condition. Phone 215-K. 25-26-p For Sale—Piano. Strictly high grade, beautiful, massive walnut case, in perfect order, rich tone. A sacrifice. Phone 184-X. 25-26p

For Sale—80 cords of wood, delivered in shipment for \$5.50 per cord or loaded in cars for shipment from Hood River. Enquire H. A. Moore. Phone 301-L. 28-29p

For Sale cheap—Good 3x farm wagon. Telephone 185-M. 28-29p

For Sale—A Hoosier kitchen cabinet, sectional book case and desk, bedroom set and stand. Phone 301-L or address box 35, R. D. No. 1. 27-30c

For Sale—Three two-seated light rigs, two covered and one open. Bargains if taken at once. Transfer & Livery Co. 27-30c

For Sale or Rent—Typewriters, new or second hand, on easy terms. A. W. Onthank. 26-27c

LOST AND FOUND Lost—A roll of bedding on east side road. Also some clothing and papers of value belonging to Japanese. Finder please phone 1022-L. 25-26p Lost—Gold necklace between Butler bank and Sherman avenue steps. Reward for return to Home Telephone office. 27-30p Lost—A pink crepe spangled scarf, Friday night, to Oak Grove hall. Finder please phone 296-K. 28-31p

EMPLOYMENT Wanted—Girl for housework. Family of three. Crapper district. Phone 196-K. 28-29p Wanted—By capable young man, position on ranch. Has had experience. Address News office. 28-31c

LEGAL AND OTHER NOTICES Notice to Creditors Notice is hereby given, that Jennie H. DeBussey has been appointed executrix of the estate of T. W. DeBussey, deceased, and all persons having claims against said estate are hereby notified, to present the same duly itemized and verified to me at the law office of N. W. Stark, in Elliot Building, in Hood River, Hood River County, Oregon, within six months of the date of this notice. Dated April 4th, 1910. JENNIE H. DEBUSSEY, Executrix of the Estate of T. W. DeBussey, Deceased. Apr. 1-0ct. 1

Notice to Creditors Notice is hereby given that the undersigned has been duly appointed by the County Court of the State of Oregon, for Hood River County, administrator of the estate of John N. Eiden, deceased. All persons having claims against said estate are hereby required to present the same to me properly verified, as by law required, at the office of my attorney, John Gavin, 310 Union Street, The Dalles, Oregon, within six months from the date hereof. Dated this 21st day of June, 1910. J. L. CATER, Administrator of the estate of John N. Eiden, deceased. 28-30c

Notice for Publication Department of the Interior, U. S. Land Office at The Dalles, Oregon, June 9th, 1910. Notice is hereby given that William H. Harmon, of Hood River, Oregon, who, on December 1st, 1892, secured No. 61823 for E2-2SW1-4 and N1-2SW1-4, Section 23, Township 2 North, Range 9 East, Willamette Meridian, has filed notice of intention to make Final Commutation Proof, to establish claim to the land above described, before George D. Culbertson, County Clerk, at his office, at Hood River, Oregon, on the 15th day of July, 1910. Claimant names as witnesses: F. M. White, W. L. Robertson, W. A. Thornbury, H. M. Cummings, all of Hood River, Oregon. C. W. MOORE, Register. 28-30c

NOTICE FOR PUBLICATION Department of the Interior, U. S. Land Office at The Dalles, Oregon, July 11th, 1910. Notice is hereby given that William Moody, of Parkdale, Oregon, who, on June 3rd, 1904, made Homestead, (Serial No. 6221), No. 18273, for W1-2 NE1-4 and W1-2 SE1-4, Sec. 31, Tp. 1 South, Range 10 East, W. M., has filed notice of intention to make final year proof, to establish claim to the land above described, before the Register and Receiver of the U. S. Land Office, at The Dalles, Oregon, on the 15th day of August, 1910. Claimant names as witnesses: Mrs. P. J. Stark, Julian T. Moody, Jake N. Lens, George Miller, all of Mt. Hood, Oregon. C. W. MOORE, Register. 28-30c

NOTICE OF FINAL SETTLEMENT Notice is hereby given that the undersigned, administrator of the estate of Peter Koppe, deceased, has filed in the County Court of the state of Oregon, for Hood River county, his final account of such administration and that Thursday, August 11th, 1910, at the hour of 2 p. m., or as soon thereafter as the same can be heard, in the County Court Room in the city of Hood River, Oregon, has been fixed by order of the County Court of Hood River county as the time and place for hearing objections to and for the settlement of said final account; and all persons interested in said estate are hereby notified to attend at said time and place to present objections, if any there be, to said final account. Dated this 12th day of July, 1910. W. L. EBERCK, Administrator. 28-31p

THE BEST STRENGTH. There is perhaps no strength so great and abiding as that won from a resisted temptation. Every dangerous allurements is like an enchanted monster, which, being conquered, loses all his venom and changes at once into a king of great treasure, eager to make requital.—Hobbes.

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STATEMENT OF THE CONDITION OF THE Butler Banking Company, of Hood River, Ore. At the Close of Business, June 30, 1910. RESOURCES: Loans and Discounts \$474,397.71 Bonds and Warrants 10,783.73 Office Fixtures and Furniture 5,171.00 Cash on Hand and in Other Banks 167,820.41 \$658,172.85 LIABILITIES: Capital Stock \$ 50,000.00 Earned Surplus and Undivided Profits 45,041.61 Deposits 563,131.24 \$658,172.85