

# SKY RACE TRAIN CURIOUS THROUGH

Wemme's Biplane and Machine Invented Here Attract at Auto Show.

## COVEY PLANS FOR FLIGHT

Friends of Owner of First Aeroplane in Portland Tell How He Ordered It Shipped by Express, Then Got Scared at Cost.

Probably the most interesting display at the Portland Automobile show, which opened at the Armory yesterday, is the exhibition of two aeroplanes. These machines are E. Henry Wemme's Curtiss biplane and a machine designed and built by a Portland mechanic, J. C. Burkhart, and, while not yet completed, it is attracting much attention. The two aerial machines are quartered in a separate room at the Armory and an extra admission fee is charged to see these curiosities. This fee is to be devoted exclusively to a fund to be raised for the improvement of a road to Mount Hood, and, judging by the interest displayed in these novel side locomotion yesterday, the proceeds reaped in this manner will assist the road-building proposition materially.

E. Henry Wemme's biplane is the same style of machine Glenn H. Curtiss, the American aviator, used in his flights in Europe as well as in Los Angeles, and apparently is a simple contrivance. However, closer examination shows the complex ideas which have been brought to bear in the making of this curious vehicle. Howard M. Covey, one of the veteran automobile dealers of Portland, is the first Portlander to become familiar with the manipulation of an aeroplane, and he was sent to Los Angeles by Mr. Wemme to learn the intricacies of aerial navigation from Glenn H. Curtiss for the purpose of demonstrating the machine now on exhibition.

Operation Simple Enough. "The operation of an aeroplane is simple enough when one understands it," said Mr. Covey yesterday, "but it is rather tedious work when one does not. I have not yet made enough trips in this machine to become expert in its operation, but I think I have mastered the secret of guiding the machine, which consists principally in the swaying of the operator's body according to the direction in which it is desired to turn. The propelling power is worked with the feet on much the same order as an automobile, for the pressing or releasing of a lever causes the propeller to revolve as desired. The rudder, or tail of the aeroplane, is also worked with the feet, and the hands are used in guiding the front of the machine, which consists of a horizontal attachment which, when raised or lowered, controls the ascension or descent of the machine as desired. As soon as fair weather sets in, I hope to give a practical demonstration of operating this machine, for such is Mr. Wemme's desire."

The Curtiss biplane is mounted on three wheels, placed as on a tricycle, and in order to take a flight it is necessary to propel the machine along the ground for a certain distance before it takes to the air, and a great deal of the success of a flight depends upon the starting. The built machine is noticeable for its apparent frailty, and yet it is capable of withstanding a much greater shock than is believed by looking at it. Its frame consists of a hexagon over which is stretched heavy canvas, while steel wires bind the different sections of the machine together. Imposed behind the operator's seat is placed the engine which propels the machine, and the weight of this is counterbalanced by the weight of the driver.

Wemme Didn't Figure Expense. Back of being the owner of the first aeroplane in Portland by E. Henry Wemme, the well-known tent and awning man, hangs an interesting tale that is being told by Mr. Wemme's friends.

Mr. Wemme was so enthusiastic to be the owner of the first airship that would fly in Portland that he spared no expense at the cost of the machine. His plans, which would culminate in glory at the auto show if only the aeroplane could be secured by that time. As the story goes, Mr. Wemme at first determined to get his ship direct from the factory at Hammondsport, N. Y., and telegraphic communication was entered with the firm, the messages growing to such a high state before final arrangements were made satisfactorily to both parties. But this telegraphic expense was nothing, no nothing at all, said Mr. Wemme, only I can land that ship here, that's all I want.

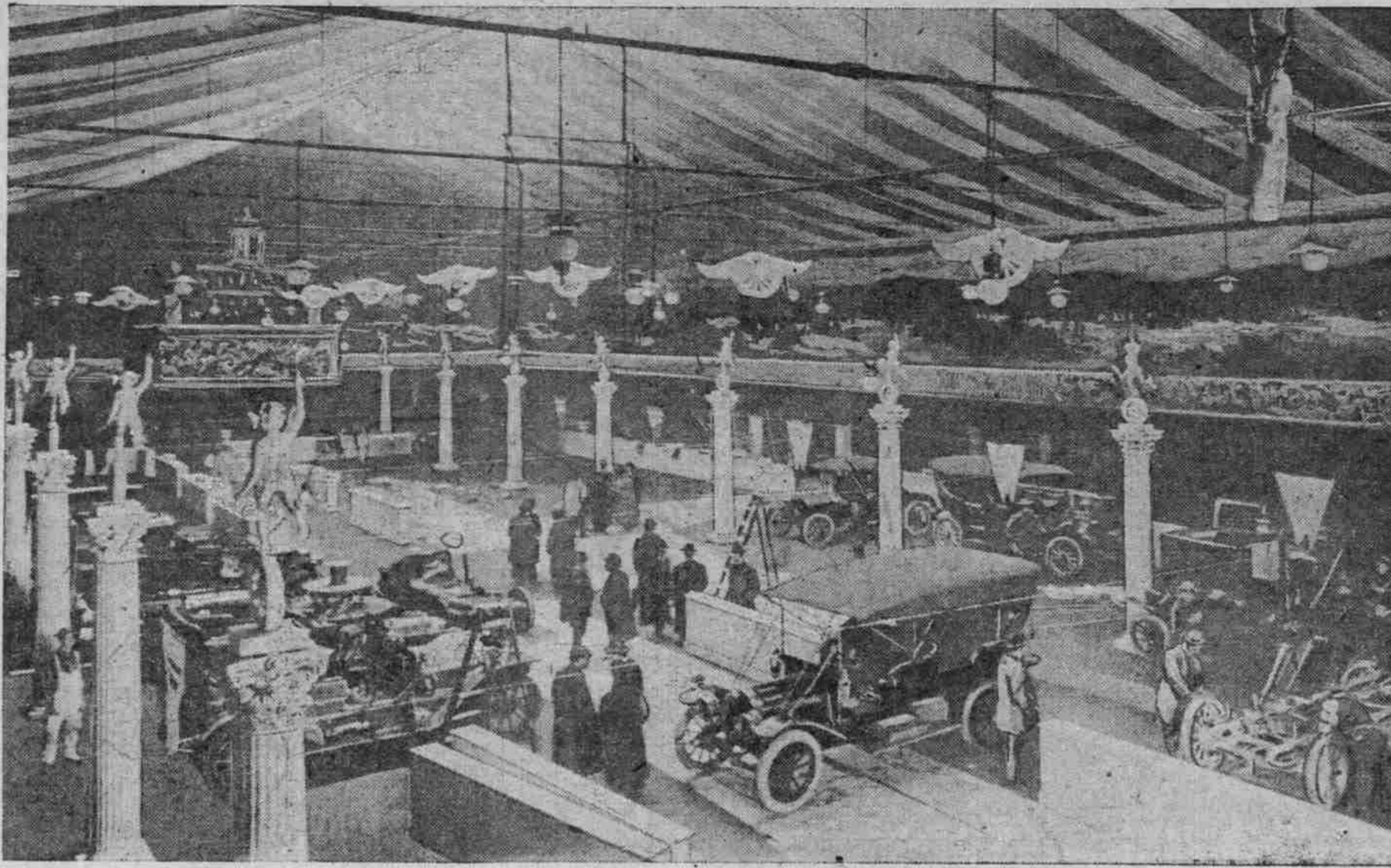
His next trip was made to the offices of the Wells-Fargo express company, where he contracted to have the airship handled by them direct from the factory to the city, the same to arrive here in time for the auto show. There was no question of the cost on the part of Mr. Wemme; he never thought of it. He was simply anxious to get the machine. It was like the telegraphic dispatches, he didn't mind the expense. Neither did the Wells-Fargo strike telegraph blinder matters further. Mr. Wemme told his friends about it, he was so happy. "How much is it going to cost you to ship the airship by express?" they asked the enthusiastic Portland sportsman.

Mr. Wemme was happy; he had contracted with the airship factory for his flying machine direct from the factory; he had contracted with the express company to hurry the ship through; freight was too slow and any delay in the shipment of the machine binder matters further. Mr. Wemme told his friends about it, he was so happy. "How much is it going to cost you to ship the airship by express?" they asked the enthusiastic Portland sportsman.

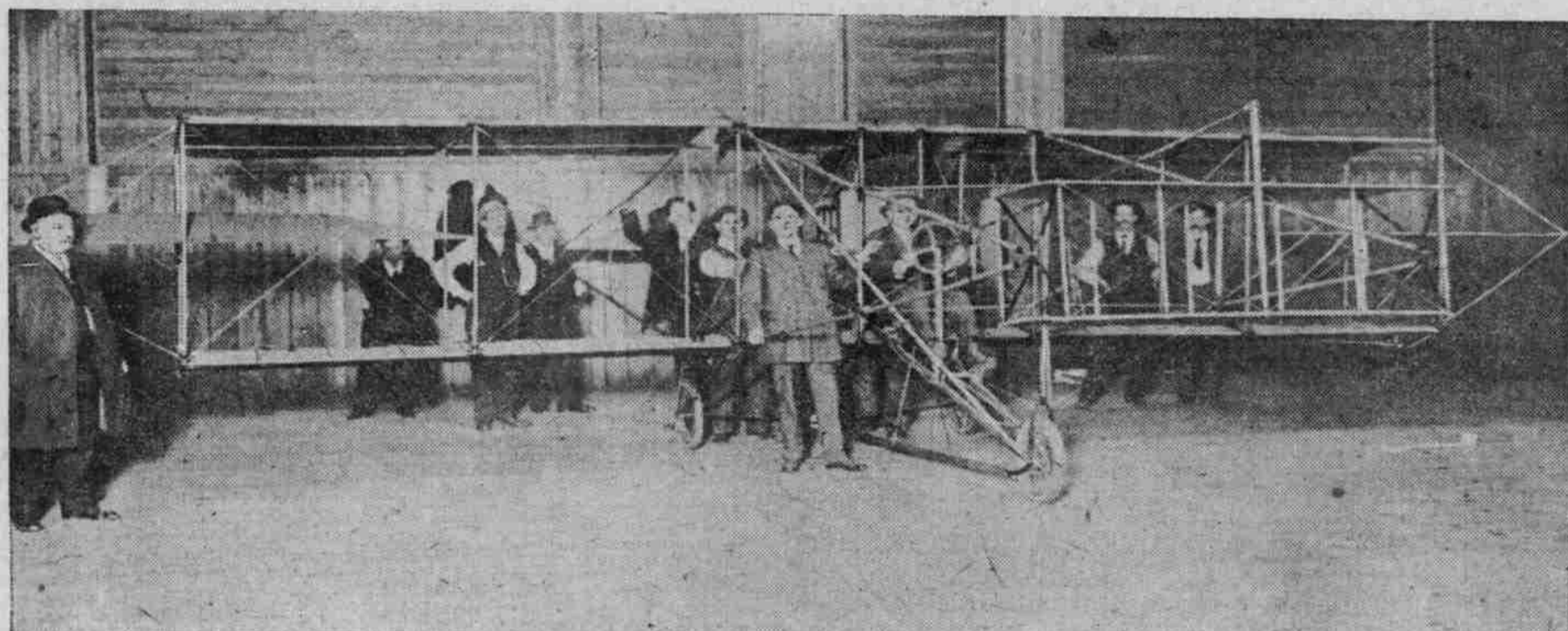
"I don't know; never thought of that," was the reply. "Gee, I wonder how much it will cost. anyhow." One of Mr. Wemme's friends told him it would be in the neighborhood of \$500. Wemme, with which statement Mr. Wemme lost all powers of speech, grabbed his hat and coat and hurried to the express company. He inquired the cost; he was told it "might be \$1000 or \$1500," and soon the telegraph wires were burning with messages to ship shipment of machine by express. The airship factory replied that they feared their inability to get the machine out of the factory in time to reach Portland for the auto show. Wemme breathed a sigh of relief. He "called off the deal" with the factory and Mr. Covey was dispatched to Los Angeles to get the "best airship he could find for the money" and bring it to Portland.

He did, and Mr. Wemme is again happy and telling his friends how happy

## TWO VIEWS AT AUTOMOBILE SHOW WHICH OPENED IN SPLENDOR YESTERDAY.



SCENE IN GENERAL EXHIBITION ROOM.



CURTIS'S BIPLANE EXHIBITED BY E. HENRY WEMME.

he really is, but he says he "worried some for a while." Such is the tale "as it was told to me," says Mr. Wemme's friends, who are here congratulating him on his honor of being the first aeroplane owner of Portland, Or.

Burkhart Machine Home Made. The biplane constructed by J. C. Burkhart differs from the Curtiss machine in a number of respects. While the general outline is somewhat similar, the biplane part, or wings, of the machine are practically hinged on the center of the center and to the casual observer, who does not examine it carefully, the machine would seem likely to buckle together if a sudden gust of wind were to strike it. On closer examination, however, it will be seen that when one side partly buckles the other straightens out and by this means Burkhart expects to control the raising and lowering as well as the course of his machine to a certain extent. The Burkhart machine will start from skids, at least such is the intention of the inventor, when he makes his initial flight, for he says it will be impossible to equip his flyer with the tricycle appliance by the time he desires to make a demonstration.

The Burkhart machine is constructed entirely out of Oregon material, only the mechanism, & Curtiss engine, will be a foreign piece of the "home made" machine. The frame work of Burkhart's contrivance is constructed out of Oregon spruce and the aeroplane looks neat and attracts attention.

## MAKE GOOD IS COMMAND

British Columbia to Investigate Insurance Companies.

VICTORIA, B. C., Jan. 24.—(Special.) I. S. Lyster, D. H. MacDowell and A. B. Erskine were today appointed by the British Columbia government a special commission to investigate and report on fire insurance conditions, including the placing in this province of insurance with United States companies. The investigation will recommend especially as to the best methods of government supervision of the operations and status of such American companies which wish to do business here and with respect to compelling them to secure provincial licenses and furnish adequate security to British Columbia policyholders that all valid claims will be promptly paid.

Saved at Death's Door. The door of death seemed ready to open for Murray W. Ayres, of Transit Bridge, N. Y., when his life was wonderfully saved. "I was in a dreadful condition," he writes, "my skin was almost yellow, my eyes sunken, my tongue coated, emanated from loins, 40 pounds; growing weaker daily. Virtually I was in a coffin. I was told to die in spite of doctors. Then that matchless medicine—Electric Bitters—cured me. I regained the 40 pounds lost and now am well and strong." For rheumatism, liver and kidney troubles they're supreme. 50c at all druggists.

Chamberlain's Cough Remedy is not a common, every-day cough mixture. It is a meritorious remedy for all the troublesome and dangerous complications resulting from cold in the head, throat, chest or lungs. Sold by all dealers.

TO CURE A COLD IN ONE DAY. Take LAXATIVE BROMO QUININE Tablets. Druggists refund money if it fails to cure. E. W. GROVE'S signature is on each box. 25c.

## FINE CARS SHOWN

Twenty-three Local Dealers Display 90 Autos.

## DELAYS DO NOT DETRACT

When Exhibit Machines Do Not Arrive, Agents Call on Owners Who Lend Cars, Some of Which Have Been Used for Year.

In point of number of cars the Keats Auto Company leads at the second annual Portland automobile show. This company has 12 cars in its space, which takes up over half of the ballroom on the second floor and is three times larger than the exhibit space of any other concern. In all there are 90 cars, of every description, representing the exhibits of 23 dealers, all of whom maintain local offices.

The Keats Company has two Pope-Hartford touring cars, a Peerless seven-passenger touring car, five Chalmers, Detroit, including a chassis "30," a "40" touring car, "39" touring car, "39" toy tonneau, & Hudson roadster and a Baker electric. Owing to the switchmen's strike in St. Paul, which tied up freight traffic for some weeks, leaving it still heavily congested, many of the local dealers were unable to get their show cars here, and the Keats Company probably suffered from this the greatest of any. Some of the cars are those kept in stock or used as demonstrators, while others were borrowed from local owners. One car, a Baker electric, has been in use almost a year.

"We are rather congratulating ourselves on this," said Sales Manager C. H. King last night. "We find that we are able to show by this what our cars are in service and maintain their appearance."

High-Power Machines Shown. The Covey Motor Car Company and the L. E. Crowe Automobile Company are next in point of the number of cars exhibited. Each has eight. The exhibit of the Covey Company is distinguished particularly because of a beautiful Princeps Arrow six-cylinder 48-horsepower landulet. This car has been sold to Mrs. Sol Blumauer and is being displayed through the courtesy of Mrs. Blumauer. Three other Pierce-Arrows are in the Covey booth. They are a 6-48 touring car, a 6-35 touring car and a 6-48 miniature. Three Cadillac and a Detroit electric make up the remainder of the Covey exhibit. One of the Cadillacs is a stripped chassis. All have 36-horsepower engines, one being a touring car and another a demitonneau. The Crowe Company represents the Thomas Flyer, which it is featuring in the exhibit—Oldsmobile, Marmon, Overland and Marcon. The big Thomas Flyer has a National reputation for its touring qualities. This year's model has 16 im-

provements over 1909, all of which are clearly shown by the uncovered hood of the car. A large intake manifold with the valves half the diameter of the piston and a stroke one and a half inches longer than the bore are some of the new features.

The Northwest Buick Company has five cars in its exhibit, including a chassis, a White Street four-passenger survey is one of the features. Two 40-horsepower machines, one a touring car and the other a roadster for four passengers, with a four-passenger 22-horsepower roadster make up the exhibit.

Exhibit Cars Delayed. Neate & McCarthy, local agents for the Locomobile and the new Everitt "30," also suffered from the inability of the railroads to rush cars here for the show. The largest dealers, who represent the North exhibit, the features of which are a polished chassis shipped here from the New York Madison Square Garden show and a torpedo body roadster. The other two are a toy tonneau and a seven-passenger 48-horsepower touring car.

Fred A. Bennett, one of Portland's largest dealers, who represents the North exhibit, has four of the prize models of his cars. This exhibit, while no attempt was made at an extraordinary display, was the center of no small amount of interest on the part of visitors.

The Barnes Automobile Company, representing the Mitchell, has three of its models in the show. One of these is a six-cylinder seven-passenger touring car. The other two are a four-cylinder five-passenger touring car and a four-cylinder three-passenger roadster. C. H. Menzies and D. S. Du Bois have charge of the Menzies Auto Company booth, local agent for the Franklin, Mr. Du Bois was formerly with the Franklin factory in Syracuse, N. Y., and came here to take charge of the garage and repair shop of the company. Three Franklin cars are on exhibition. One is a polished chassis, which was shipped here from the factory.

## Late Models Are Displayed.

The Western Auto Company has three models, including a stripped chassis, a delivery wagon and a touring car. They also have a gray tonneauette Knox. The Cecil B. Lloyd Auto Company has a Pinestone Columbus electric and an electric victoria in its booth. The Stuebner Brothers, Northwest Company, Northwest branch of the Stuebner Automobile Company, has five cars, including two chassis, one of each of its 40-horsepower and 30-horsepower touring cars. Two of the same cars, fully equipped, are also in the exhibit, while, with an electric landulet, make up the five. The Stearns Auto Company's exhibit has three of its best 1910 models. These cars are attracting their part of the attention. The Ford, the Rambler, the Auburn, the Jackson and the Palmer-Singer companies each have three cars. The Maxwell agency has four cars, all 1910 models, featuring the new roadster, which made its debut in Portland only a few days ago. The Graham Motor Car Company, agents for the Stevens-Duryea; the R. H. Thompson Company, representing the Speedwell "49"; the Rose City Electric Company, representing the Babcock electric; C. W. Vaughan, representing the

Carteair, and the Smith Motor Car Company, representing the Haynes, each has one car.

## FLAGS EXPRESS SORROW

Memory of Late Professor Gregg Honored—Funeral Waits.

Arrangements for the funeral of Professor John T. Gregg, lawyer and educator, who died at the Good Samaritan Hospital Sunday night, will not be made until after the arrival of his son, John P. Gregg, Jr., a student at Stanford University, who left California yesterday for this city, and is expected to be here some time today. It is probable the funeral will be held Thursday.

News of the death of Professor Gregg caused deep regret among those who have been associated with him in his years of activity in positions of public trust. The Hawthorne school, of which he was principal, dropped its flag to halfmast yesterday in honor of his memory, and orders will be issued for the lowering of all school flags on the day of the funeral, when the Hawthorne school will close.

Professor Gregg was born in Allen County, Indiana, September 20, 1847. He came west to California in 1855, where he obtained his early education. He came to Oregon from California in 1864, where he taught school for four years and then returned to California, to take a course in a state normal school. In 1874 Professor Gregg returned to Oregon, where he was elected principal of the East Salem Grammar School. In 1876 he was appointed Superintendent of Schools for Marion County, and was elected Superintendent of Schools for Marion County in 1878. While teaching school Mr. Gregg

## STRENGTH Without Overloading the Stomach.

The business man, especially, needs food in the morning that will not overload the stomach, but give mental vigor for the day.

Much depends on the start a man gets each day, as to how he may expect to accomplish the work on hand.

He can't be alert, with a heavy, fried-meal-and-potatoes breakfast requiring a lot of vital energy in digesting it.

A Calif. business man tried to find some food combination that would not overload the stomach in the morning, but that would produce energy.

He writes: "For years I was unable to find a breakfast food that had nutrition enough to sustain a business man without overloading his stomach, causing indigestion and kindred ailments. "Being a very busy and also a very nervous man, I decided to give up breakfast altogether. But luckily I was induced to try Grape-Nuts."

"Since that morning I have been a new man; can work without tiring, my head is clear and my nerves strong and quiet. "I find four teaspoonfuls of Grape-Nuts with one of sugar and a small quantity of cold milk, make a delicious morning meal, which invigorates me for the day's business."

Read the little book, "The Road to Wellville," in pkgs. "There's a Reason." Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of business interest.

# Portland--1910

## THE EYES OF THE COUNTRY ARE ON PORTLAND

Railroad officials are preparing for the largest immigration during 1910 in the history of the Northwest. Plans for construction work of down-town buildings alone are so enormous that estimates show that it will be more than double that of any preceding year. The

## BUILDING INSPECTOR'S REPORT

Shows that during 1909 the bulk of the home-building was on the East Side. Permits for new homes to the value of \$4,375,170 were issued for the East Side. In the midst of all this home-building activity is

# Laurelhurst

The Addition with Character

This Property Offers the Best Opportunity for Investment in Portland Today, by Reason of the Fact That It Is the Closest-in High-Class Residence Addition, Has Two Carlines, Every Improvement, and Lots Are Sold Cheaper Than Is Asked for Others Not Half So Well Located and Farther Out.

See Laurelhurst in our autos or take Montavilla or Rose City Park cars. Deal with any of our authorized brokers if you prefer.

AUTHORIZED BROKERS. Charles K. Henry Co. Wakefield, Fries & Co. Geo. D. Seligman & Co. H. P. Palmer-Jones Co. Holmes & Menefee Mack & Von Borstel Mackie & Rountree R. F. Bryan & Co. Laurelhurst Co. 522-526 CORBETT BUILDING Phones—A 1515, Main 1503



# HOTEL POTTER

OFFERS THE MAXIMUM OF COMFORT AT A MINIMUM OF EXPENSE. A charming, all-the-year Resort on the Bay of Santa Barbara, with the most beautiful surroundings and most equable climate in the world. Only 14 degrees between the mean temperature of July and January.

The Potter Country Club at Hope Ranch, operated in conjunction with the Hotel, has the sportiest Golf Course in the country. Polo Games regularly. Guests of the Hotel are entitled to all the Club privileges. Motoring, Bathing, Sailing, Fishing, every day in the year. Accommodations for 1000 guests. A Hotel noted for its perfect service and excellent cuisine. Operated on the American Plan only. Rates \$3.50 a day and upward for each person. Wire your reservations at our expense.

MILO M. POTTER, Manager.

# SANTA BARBARA

studied law, and was admitted to the bar in 1881. He dropped school work in 1884 and took up the practice of law in Salem, which he followed for four years. He was elected a member of the State Legislature in 1887 and was made Speaker of the House. A year later he was made secretary of the Republican State Central Committee. When Louis Barin was made Collector of Customs, Professor Gregg was made his chief deputy, holding that position from 1889 to 1893. In 1893 Professor Gregg went to California again, and remained there until 1895, when he returned to Oregon and became Assistant School Clerk for Portland. He was principal of the Chapman School from 1896 to 1902, when he was made principal of the Hawthorne School, which position he held until he died.

Professor Gregg has been a widower since 1904, and his son, who is 17 years of age, is his only living relative. The river Loire, the longest river of France (runs 100 kilometers, or 620 miles) runs southeast through the department, and puts in direct communication Central France with the Atlantic Ocean.

## KONDON'S CATARRHAL JELLY

Soothes and Heals Raw Spots and Cures All Catarrhal Troubles

Do not apply violent snuffs, sprays, douches—to irritate, smart and burn the inflamed mucous membrane. Remove the cause—the catarrh germ, which cannot live when Kondon's Catarrhal Jelly has been applied to the raw, affected surface. Soothes, heals, prevents abnormal discharges—cures. Kondon's (in sanitary tubes) brings instant relief from every catarrhal complication—Hay Fever, Asthma, Catarrhal Headache, Sore Throat, Deafness, Stomach Trouble, etc. It has cured millions. It will cure you. Write today for free sample or

Ask Your Druggist or Doctor and procure a 25c or 50c tube for constant, handy use at home or in pocket; a speedy, permanent and safe cure. 35,000 druggists sell it and recommend it because it cures, and contains no harmful drug. If your druggist hasn't it, write for 25c or 50c tube or sample, postpaid, from Kondon Mfg. Company Minneapolis, Minn.

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of business interest.