

AIRCRAFT PLAYING BIG UNKNOWN ROLE

German Airship Fleet Joker in European War, but France May Surprise.

AEROPLANE TRIAL IS DUE

Triple Entente Has Advantage Over Triple Alliance in Total Number of Aeroplanes, 2150, as Against Only 830.

CHICAGO, Aug. 2.—(Special.)—Intensivity of rival military organizations by the general staffs of European powers in the last half century has made it almost impossible for any nation to conceal much about the state of its army or navy.

The fleets and armies of the great powers are all practically unknown quantities, but there is little probability that the British fleet or the German army in case of war, would fall as thoroughly as did the Turkish army in 1912 or the Russian fleet in 1905.

But there is a joker in the deck—the German airship fleet. Nobody knows what it can do, for it never has been tried. Indeed, there may be two jokers, for aeroplanes have never had a real war trial, and France is as superior in this branch of aviation as Germany is in dirigibles.

Details Hard to Procure.

Owing to the relatively small size of aerial establishments of the great powers, it is easier to conceal the facts about them, so accurate figures are hard to get. The following compilation, however, has been made by Henry Woodhouse, managing editor of Flying, and represents probably the best statistics available to anyone outside of the general staffs.

Including dirigibles owned by private firms or individuals, but available for government use in time of war, Germany now has 34 airships available, Austria 9 and Italy 7.

Of the German flyers about half are the large and fast Zeppelin or Schuette-Lanz air vessels, which form the most powerful air fleet in the world. France has 24 aeroplanes, Russia 11 and England four, but these are all unarmored, much smaller and slower than the Zeppelins.

Storms or Explosions Fatal.

The Zeppelins, to be sure, have met with accidents of late which show that they are subject to damage by storm or explosion.

The II was wrecked in a storm off Heligoland in September, 1913, with the loss of 14 of her 22 men and in October of the same year the III exploded and burned in midair with the loss of her entire crew of 23. It has been proved that several hundred pounds from one of the large dirigibles without endangering its equilibrium, guns of fairly heavy caliber are now mounted on almost all of them and they have at times made great speed.

Their large size makes them easy targets. It is asserted that they are unable to make much speed against the wind and would be easy marks for the light guns of a scattered fleet.

Triple Entente Has Advantage.

There is, however, one other feature of the situation that might neutralize the Zeppelins and that is the French aeroplane squadrons. Here the figures give the triple entente a great advantage. France, according to the latest estimates, has 1200 aeroplanes, Russia 600, and England 350, a total of 2150.

Against this the triple alliance can oppose only 830, of which Germany has 400, Italy 150, and Austria 80.

Serbia, perhaps, has 20 competent pilots and perhaps as many planes which might do some service, but they are all out of order and inoperative. The French aeroplane fleet then might be the decisive factor rather than the German Zeppelins.

TWO APPEALS SUSTAINED

United States Court Acts on Western Washington Cases.

SAN FRANCISCO, Aug. 3.—(Special.)—Two decisions were handed down by the United States Circuit Court of Appeals today. In the appeal of F. F. Rainey from the order of the District Court of Western Washington, dismissing her suit against W. R. Grace & Co. for damages for the death of her husband, David L. Rainey, the lower court was sustained. Rainey was chief engineer on the British steamship Caigua, and was killed in an explosion of board ship at Montevideo, Peru. Want of jurisdiction was given as reason for the dismissal of the action.

Refusal of the District Court of Western Washington to impose penalties on the Northern Pacific Railway Company for three alleged violations of the act limiting the hours of service of railway employees was sustained. An unavoidable delay caused by an accident was held by Judge Ross to make untenable the Government's demand for punishment.

CANAL TRIAL TRIP IS ON

Steamship Cristobal Leaves Colon to Go as Far as Miraflores Locks.

COLON, Aug. 2.—The steamship Cristobal left here today on a trial trip through the canal as far as the Miraflores locks. This is preparatory to the formal opening of the canal August 15 to the commerce of the world.

The Cristobal will return here tomorrow.

Wife of Major in Wreck.

COLORADO SPRINGS, Colo., Aug. 3.—One person was killed and two others were injured, one fatally, yesterday when Santa Fe train No. 11, from Kansas City and Chicago to Denver was wrecked ten miles north of here. F. Bartholomew, of Pueblo, express messenger, was killed. R. A. Shaw, engineer, of Denver, was so badly scalded and burned that he is expected to die. Mrs. Alexander Dale, wife of Major Dale, commanding United States cavalry at Vera Cruz, was severely injured. She will recover. The wreck was caused by the cave-in of a culvert.

Emergency Bill Aids Oil Production.

WASHINGTON, Aug. 3.—An emergency bill, already passed by the Senate, for the relief of lessees in California oil land gas fields pending an official investigation of disputed claims, was passed today by the House. The bill authorizes the secretary of the interior to make a working arrangement whereby the claimants may go on with the production and sale of oil from the public domain until a leasing law can be passed.

German Diplomat Explains Interference With British Craft.

LONDON, Aug. 3.—The German Embassy here today issued the following explanation of the recent interference with British ships by German war vessels:

"This action was merely a police measure and there was no intention on the part of Germany to interfere with the property of the vessels. The Castro was ordered to Hamburg because it was undesirable that any commercial vessel be in the Kiel Canal, while in the case of the Saxon the German government had purchased the coal on board from the firm to which it was consigned and had altered the destination of the ship to Hamourg."

CABLE TREATIES LIMITED

Within Three Miles of Land Home Government Has Control.

WASHINGTON, Aug. 3.—Although all the cables between the United States



Top, Left—French Military Airship Liberte. Center—Garros, French Aviator, Who Sacrificed His Life Sunday in Peeling a German War Dirigible. Small Picture Next at Right—A British Army Dirigible in Flight. Extreme Right—Russian War Dirigible in Flight. Middle Row, Left—German Aero Gun for Shooting Aeroplanes. Right—A British Military Aeroplane.

ITALY CALLS ARMY

Neutrality Proclaimed but Troops Are Summoned.

"BE READY," WORD SENT

Land Forces in Part and Naval Reserve of Some Classes Called to Colors, Former to Give Answer by August 8.

ROME, Aug. 3.—Italy today formally proclaimed her neutrality in the European conflict.

In a semi-official statement published here today it was said:

"The Italian cabinet has decided that while some of the European powers are at war, Italy is at peace with all the belligerents. Consequently the citizens and subjects of the Kingdom of Italy are obliged to observe the duty of neutrality."

The summoning to the colors was announced today of the first category of the 1889 and the 1890 classes of the Italian army, who have to present themselves on August 8. The naval reserves of the same classes were also called, but while all partisans, stokers and electricians were warned to be ready for mobilization.

The head of the Italian general staff conferred today with the leading generals and admirals of the Italian army and fleet as to the Italian plan of campaign in case it should be drawn into the European war.

It was pointed out in authoritative circles here that Italy's situation would be a critical one if the three powers of the Triple Alliance were brought face to face with those of the Triple Entente.

The combined Anglo-French fleet, it was argued, would then have at its mercy the coasts of the Mediterranean and Ionian Seas and it was thought that England would occupy Sicily while France might seize Sardinia, as she threatened to do in 1882, when Italy remonstrated at the French invasion of Tunis.

BELGIAN NOTE IS BRIEF

Telegram to King George Makes Supreme Appeal for Aid.

LONDON, Aug. 3.—The text of the Belgian King's telegram to King George was as follows:

"Remembering the numerous proofs of your Majesty's friendship and that of your predecessor, of the friendly attitude of England in 1870 and the proof of the friendship which she has given us again, I make a supreme appeal to the diplomatic intervention of your majesty's government to safeguard the integrity of Belgium."

QUEBEC PORT WARLIKE

North Channel Closed to Navigation and Lights Are Put Out.

QUEBEC, Quebec, Aug. 3.—The Port of Quebec was placed today in charge of the military authorities. The northern channel of the Island of Orleans was ordered closed to navigation and it is believed to have been mined. All buoys and channel lights have been extinguished.

The regulations forbid anyone approaching government ships or dry-docks.

DIVERTING SHIPS UPHELD

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Sir Edward Grey Declares Nation Is Ready—Belgium Episode Considered Grave in Light of Neutrality Infraction.

(Continued From First Page.)

London is exerting every effort of diplomacy to induce Great Britain to hold aloof from the conflict and to bring public opinion to Germany's side. The counselor for the German Embassy issued a strong appeal for the neutrality of Great Britain, asserting that Germany would agree to keep her fleet from attacking the northern and western coasts of France if England would pledge neutrality, and argued that England would gain more in the end by standing outside the European war and using her influence as mediator when the moment was ripe.

Grey's Words Pertinent.

Referring to this suggestion, the British Foreign Secretary said:

"I have only heard that shortly before I came to the House."

He raised his voice and rapped the table before him sharply, declaring: "but that is far too narrow an engagement."

Sir Edward Grey dispelled the shadows of doubt which flickered over the Triple Entente in the minds of many Liberals.

This was done by exposing some milestones in the history of the rap-

FRANCE AIR POWER

Christofferson Foresees Battles Above Clouds.

AEROPLANES MEET TEST

Aviator Thinks German Dirigibles to Be No Match for Active and Easily Directed Biplanes That Have Wider Radius.

BY SILAS CHRISTOFFERSON, Holder of American Distance and Height Aviation Records.

In the European war of today "aerial supremacy" will be the dominant factor.

The term "aerial supremacy" is not, as inferred by much of the press and the average man on the streets, determined by numbers of air-navigating machines, but by a good many other things.

And I believe that the "aerial supremacy" lies with the marines on the side of France. That country long has led in the construction of aeroplanes far superior to the airship for war purposes. The airship is the big dirigible gas bag and the aeroplane the heavier-than-air machine which I use in my maneuvers.

Aeroplane Important Factor.

The part which the aeroplane will play in the war has already been demonstrated. Aviators dropping bombs on different villages have already become as common as flies.

Their part at sea is yet to be seen. But imagine the possibilities! The aeroplane moves at a speed which exceeds any water craft. This factor alone makes it almost impossible to bring a good aviator down with any type of gun.

Their range at present is based at 200 miles. This is far removed from the impossible, and flights over the navies of the fighting countries will be easy.

I have, at different times, demonstrated the ease with which an aviator can drop bombs on a mark as big as a battleship.

Machine Hard Mark.

This can be done with disastrous effect on the enemy, for the reason that the aviator makes the hardest kind of a mark to hit. Every hunter knows how hard it is to hit a game bird with a rifle.

It will take more than a rifle to disable an aeroplane, as they are now protecting the operator with chrome nickel armor, which turns off any stray bullet.

They may hit his wings with a rifle, even with a light field piece, but the worst damage is a hole in a wing, which means little or nothing. A hole in the gas bag of one of the airships lets out the gas by ripping the fabric, and, while the bags are built in sections, an army could easily puncture enough of the compartments to end the flight of the ship.

France Held Better Prepared.

If the battle turns to the air, Germany's aerial force against that of France, France again will be the victor, as the aeroplane can effectively dispose of a flotilla of gas bags, because it is quicker and more manœuvrable.

Much of the success of an army depends upon the knowledge which the opponent has of the other's position. This again gives France the advantage, for while Germany will be able

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DIRIGIBLE AIRSHIPS OF THE RIVAL POWERS.

TRIPLE ALLIANCE		TRIPLE ENTENTE		In Construction January 1, 1914.	
Germany.	Italy.	France.	England.	Russia.	Total.
Non-Rigid.	Semi-Rigid.	Rigid.	Rigid.	Rigid.	Gas Capacity, Cubic Feet.
War airships..... 2	1	1	0	0	11
Passenger airships..... 2	1	0	0	0	6
8,616,780					
War airships..... 1	2	0	0	0	3
Passenger airships..... 1	0	0	0	0	1
2,515,654					
War airships..... 1	1	0	0	0	2
Passenger airships..... 1	0	0	0	0	1
561,270					
Grand totals..... 9	13	9	0	0	31
11,693,654					
TRIPLE ENTENTE		In Construction January 1, 1914.		Total building for Triple Alliance, 4,977,300 cubic feet.	
Germany.	Italy.	France.	England.	Russia.	Total.
Non-Rigid.	Semi-Rigid.	Rigid.	Rigid.	Rigid.	Gas Capacity, Cubic Feet.
War airships..... 7	0	0	0	0	7
Passenger airships..... 1	0	0	0	0	1
4,115,980					
War airships..... 7	0	0	0	0	7
War airships..... 12	1	0	0	0	13
2,252,140					
Grand totals..... 29	4	1	0	0	34
7,350,620					
In Construction January 1, 1914.		Total building for Triple Entente, 10,924,700 cubic feet.		Total building for Triple Alliance, 4,977,300 cubic feet.	
France—Seven non-rigid, two semi-rigid, one rigid; gas capacity 6,036,300 cubic feet.	England—Three non-rigid, two rigid; capacity 1,235,000 cubic feet.	Russia—Three non-rigid, two rigid; capacity 1,235,000 cubic feet.	Total building for Triple Entente, 10,924,700 cubic feet.		

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Coffee

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Jones Market
Fourth and Alder

to work better from the gas bags when operated from their particular bases, the aeroplane will give the French troops every advantage in that they will be able to operate directly from the particular troop to which they are assigned.

Machines Easily Carried.

When the conditions, atmospheric or otherwise, prevent the use of the aeroplane, it will be taken with the troop as but a small part of the equipment, while the gas bag will be practically useless when once removed from its home station.

The first storm would destroy it and landings would be almost impossible.

In the present stage of development, the potential utility of the aeroplane is summed up in that one word "reconnaissance." Information of the enemy may be obtained regardless of natural or artificial barriers; seldom will the rivers, mountain chains or fortifications serve to cover up the work of the strategist.

How easy it is to work out the position of the enemy was shown some time ago when I flew over the Golden Gate fortifications and a photographer with me took views of the fortresses.

The photograph and the map can then be taken to the commandant and plans made with utmost accuracy.

Here again, I think France will have an advantage over some other nations in that it has an established corps of observers who have specialized in aerial work.

The inexperienced man is worse than useless, as the ground shows nothing to him while in the air unless he is used to putting "two and two together" and computing results.

For years army men have talked aeroplanes as an essential part of the country's military equipment. We shall now see how real was the apprehension of the army men and how big a factor the airship will be in the great war which has started.

Lubrication Logic

Your motor car needs just two things—reasonable attention and Zerolene.

ZEROLENE
The Standard Oil for Motor Cars

Zerolene is the best motor oil the Standard Oil Company can make. It keeps the motor cool so the engine can do its work efficiently.

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Standard Oil Company
(California)
Portland