

NAVAL PLANE STUNTS DISPLEASE ADMIRAL

Fliers Who Go Sky-Hooting
"Called on Carpet."

CRAFT DASHES UNDER DRAW

Festival Thrills Hold Breath as
Daring Aviators Go Through
Hair-Raising Stunts.

Skipper, may we go out to fly?
Why, yes, go off a swooning.
Point her nose to the bright blue sky.
But, mind you, my lads, no looping.
"Yo, heave ho! my hearties!"
"But, you should have heard the 'old man' wig them two young devils."
"Ye'll go sky-shooting and be-deviling w' n'avy planes, will yer see he, 'Why, demmit, I've a good mind to 'clap ye in the brig.'"
"Just because you see them army lads doing stunts in the air and risking their good army planes, gives you no never-mind to be for doing the same."
"That's what the old man sez, sez?"
And that little extract from the conversation of two hard-boiled navy tars will explain why Ensigns T. Lee Burke and "Johnny" McMurray of Portland were in a chastened mood yesterday.

Hydro Stunts Are Pleasing.
They had seen Colonel Watson and his boys in O. D. circumnavigate the ambient ether, so to speak. They had heard the girls applauding and saying: "Oh, aren't those army boys wonderful!" And it was that gall and wormwood to their sensitive navy souls.
So—and this was Wednesday after-

**FLOWERS SHOULD NOT BE
THROWN ON PARADE
ROUTE.**
All parade spectators are urged not to throw flowers on the parade line of march today. Flowers on the street will be dangerous to the horses and accidents are likely to result if flowers are strewn along the route. An appeal has been made to the authorities in charge of the air-planes and assurance has been received that the pilots will not throw flowers prior to the parade today.
RICHARD W. CHILDS,
Director Rose Festival Association.

noon—Ensign McMurray and Ensign Lee showed that even with the heavy navy "hydro" they could do stunts. They did. "I'll say they did!"
They scraped the paint off the roof of the Wells-Fargo building; they rolled their "boats" up aloft like a brig in a snorter. They frolicked on their sides and they nose-dived and thingum-jigged. Then they reversed the whole process.
Everyone enjoyed the whole proceeding. That is, everyone but Admiral Fullam.

"I don't care about their ruddy young lives, but they have no right to jeopardize those planes," he muttered.

Plane Dashes Under Draw.
"Send them to me when they come aboard," he roared in true navy style.
"Come aboard, sir," the seaplane engines reported.
Then there were a few gently-voiced comments—that is, gently voiced so far as the navy is concerned. Of course, in common or garden usage they were wigged, reduced to a pulp, so to speak. It was very warm while it lasted.
And they were chastened lads that flew aloft yesterday. Very chastened.

But, however, intoxicated with his eagle flight, Ensign Burke may have forgotten the "old man's" warning. Or he may have thought that he was keeping well within Admiral Fullam's limits, for this was what a crowd on Hawthorne bridge saw:
A navy plane hurtled itself to earth. The great seaplane dashed riverward at 80 miles per hour. It came earthward or riverward almost perpendicularly. Those on the bridge shivered.

Driver Mourned for Dead.
"Another brave lad gone to death," they muttered.
And then they saw that seaplane straighten itself before it touched the river, dash under the bridge draw, while the surface of the river was rippled as if a breeze had struck it, then the big plane dashed heavenward again. Ensign Burke has not yet reported on board. And he doesn't know whether the Admiral will have anything to say. But the army men are chuckling. "There's a rod in pickle for somebody," they say.

PRESS TELEGRAPHER DIES

"Sandy" McAllister, Well Known on Coast, Passes Away.

Over the lines of the Federal Telegraph company came the announcement last night of the death of A. J. McAllister, widely known as one of the star keymen of the old days before typewriting machines were in common use. He became a telegrapher when a youth, and was for years with the Canadian Pacific at Vancouver, B. C. Later he worked as relief man in various offices of the Associated Press.
It was as "Sandy" McAllister that he was best known to the telegraphers of the country, and as one of a coterie of stars employed by the Postal Telegraph company at San Francisco whose rapid work with the stylus kept up with the sending of any operator in service. He was associated there with Arthur W. Copp, later superintendent of the western division of the Associated Press, and who recently passed away. Charles E. Branin, veteran Associated Press operator in the Portland office, heard the report last night of "30" having been placed after the name of "Sandy" with sorrow, and paid a tribute to his memory as "one of the best operators who ever touched a key."

SEATTLE MAY BUY RAILS

Addition to City Lines of Road to Renton Is Considered.

SEATTLE, Wash., June 12.—Seattle is considering adding to its municipal street railway system the lines of the Seattle & Rainier Valley Railway company, the last privately owned line in the city. The road extends from Seattle to Renton.
The Rainier Valley line is at present charging a 7-cent fare. Thomas F. Murphine, superintendent of public utilities, believes the city can make the road pay on a 5-cent fare.
Recently the owners of the line offered it to the city for \$1,800,000. Murphine estimates its present value based on present cost at \$1,347,493.75.

Adding an ounce of camphor to each five gallons of gasoline he uses an English automobilist claims to effect a fuel saving of 20 per cent.

NATION'S HEROES HONORED IN VICTORY ROSE FESTIVAL MILITARY AND NAVAL PARADE



1—Some the boys from "over there" swinging up Broadway, wearing the same smile that put fear in the ranks of the Hun. 2—Just buck privates, wearing souvenir steel helmets, to feel natural. 3—Jacksies from Rear-Admiral Fullam's flagship Minneapolis, who helped the boys in olive-drab reach no man's land. 4—Returned Canadian soldiers, who went through some of the hardest fighting, march with American allies in victory parade. 5—Front decorated by National League for Women's Service, the organization that did so much to keep the home fires burning. 6—Memories of the days of '61 are brought to the minds of these white-haired veterans who fought for freedom in the civil war. 7—Men who answered the call to the colors in the war with Spain occupy places of honor in great parade. 8—Future defenders of the nation, Portland Boy Scouts, march with the same determined stride that carried their elders into the enemy's trenches.

PLANE INDUSTRY TO MAKE RAPID STRIDES

Oregon Urged to Lay Plans for
Tourist Air Travel.

CALIFORNIA SEES BENEFITS

Lieutenant-Colonel Henry G. Watson
Says Craft Opens Wide Field
for Young Americans.

"The development of the aeroplane will be far more rapid than was that of the automobile."
Thus spoke Lieutenant-Colonel Henry G. Watson, commanding the army fliers in Portland.

"Doesn't sound credible, does it?"
Yet, listen to Colonel Watson:
"When the automobile was at the present stage of the aeroplane it was a noisy, foul-smelling thing. It was just as apt to stop as to go. The gas engine now has been developed almost to the point of perfection. The aeroplane has the advantage of all this past experience."

"There is only one thing lacking—personal to care for the motors and preparations to receive fliers in every city."
"The greatest possible channel of development lies now in the aeroplane industry. The aeroplane factories want trained men. There are 36 distinct trades in the aeroplane industry. There is just one place in which a man can obtain that training. That one place is the air service of the United States army."

Aerial Travel to Grow.
"Men can now enlist in the air service for a period of three years. They do not have to fly, but they can learn to fly if they desire. Enlisted men earn from \$16 to \$19 a month. If they have had previous military experience they can enlist for one year only."
"Recruiting stations will send men who enlist for the air service direct to the flying fields."

Colonel Watson said that the northwest had itself to blame if it was the last part of the United States to obtain the benefit of aerial travel. He told how the crowds in southern Oregon towns had picked holes in the wings of the planes, had pulled this and smashed that.

"That kind of thing is bound to hinder the coming of aviators," he said.
"In Portland we were wonderfully treated in that respect, but in the towns of southern Oregon all kinds of damage was done to the planes unless we had them watched every moment. The cities should have policed our planes."

The greatest difficulty in establishing aerial travel to the northwest lay in the wild country of southern Oregon, said the Colonel.

Trees Must Be Removed.
"Unless they cut down some of the trees along the aerial route and make places along the air lane where a forced landing can be made, there won't be much travel to Oregon via the air route from California," he declared.
"Now in California, they have established fields at almost every town. One only has to circle over a town for a gas wagon to dash out to the flying field. Many towns have established repair shops for airplane motors."

"I venture to say that within a very few months such a shop in Portland would be a very paying venture, for the first shop will get all the business. A motor has to be overhauled after 100 hours of flying; and once you get the equipment here to handle airplanes there are plenty of people in Portland who will buy them."
"There are airplanes to be bought now. There are people anxious to buy them, but unless you have facilities to handle them, they won't buy."
"The army taught 10,000 men how to fly. Many of those men will either want to buy their own planes or to get into the game. Why, down at Mather field we have any number of privates who had commissions, were discharged and later have re-enlisted because of the wonderful fascination of the air."

California Sees Benefits.
"California is getting ready for aerial mail. All over the east they are getting ready. If the counties cut out landing places along the aerial route where forced landings can be made, the man-made eagles will begin to fly here."

"Personally, I think the development of the airplane will be many times faster than that of the automobile. It is a matter of months, not years. See how the Curtiss company bought back from the government all the planes it could for re-sale. The planes will come as soon as you have the trained men to handle them and there will be big salaries paid to those men who can handle them."
"And that is why I would advise a young man to enlist in the air service. When he gets out he will be sure of a highly-paid job."

ROAD WORK GOING WELL

HIGHWAY COMMISSION FINDS
ACTIVITY DURING TOUR.

Construction North of Eugene Is
Reported Satisfactory—Counties
Eager to Assist.

EUGENE, Or., June 12.—(Special.)—The members of the state highway commission, accompanied by Portland newspaper men and others, left Eugene for southern Oregon today after a conference with the members of the Lane county court regarding highway construction in this county.
The members of the commission are on a tour of inspection of the construction work being done on the highway all the way from Portland to the California state line. Members of the commission said today that satisfactory progress is being made on the jobs under way north of Eugene. Members of the Clackamas county court told them that Clackamas is ready to expend \$500,000 on road work aside from that on the Pacific highway, and members of other courts visited are planning extensive construction this summer.

Between Salem and Aurora the commissioners found a large number of men at work on the hard-surfacing of the highway and construction crews were found scattered all along the line. In Eugene this morning the commissioners found a crew of men and several large motor trucks on the way from Portland to Ashland to begin work on Oskar Huber's big job on the highway between Ashland and the state line.

Pershing to Stay Until July.
PARIS, June 12.—General Pershing, the American commander in chief, will remain in France until the middle of July.