

FLYING SHIP HELD GOVERNMENT NEED

Heavy Seas Most Feared by Daring Aviators.

EXPERTS TO STUDY FUTURE

Navy Department Declared Ready to Proceed With Zeppelin on Its Own Plans.

WASHINGTON—Flying ships instead of flying boats will be the logical evolution of navy seaplanes, navy experts believe, as a result of the first air trip across the Atlantic. First impressions of the lessons taught by that trip have already taken definite shape in the minds of the men who conceived and created the most modern flying ship, Commander A. G. Read had maneuvered the NC-4 to a safe mooring at Plymouth, England.

Strangely enough, it was to the experience of the NC-1, lost off the Azores, and the NC-3, battered out of usefulness by heavy seas before it reached safety, that the inventiveness genius of the department turned for inspiration, not to the NC-4 that battled her way triumphantly through the historic journey.

Navy experts have reached certain definite preliminary conclusions to guide them in their acceptance or rejection of the idea that to play its full part in naval strategy the seaplane must become as independent a unit as a modern submarine or destroyer. It must be able to keep the sea in heavy weather, riding it out on the surface. It must be able to land on water or to alight even when tall seas are running and it must provide for its crew safety, shelter and reasonable comfort under very adverse circumstances for the efficiency of the plane depends upon the efficiency of its crew.

Also, the future function of a seaplane of the future must be able to communicate at all times by radio. When the NC-3 was forced down west of the Azores with Commander John H. Towers, flight commander aboard, she became dumb. As a scouting unit her value to a fleet was least important. What the flying commander might have learned of vital importance to the fleet commander could not have been transmitted.

The answer to all of these requirements in the minds of the experts spelled larger craft—veritable flying ships. The vision of the naval designers are looking is that of flocks of seaplanes, relying wholly upon their own power for transportation on the surface or in the air and operating from swift "mother ships" as submarines and destroyers now operate.

These conclusions will be written into new designs gradually. As battleships developed from 11,000-ton predreadnaughts to the 42,000-ton monsters for which the navy is now contracting, so naval officers say, seaplane evolution will come type by type and year by year, each advance being based on results obtained from previous types. This is the programme laid out by the navy department as the basis for the request recently made to congress by Secretary Daniels for \$45,000,000 for aviation development in the next fiscal year.

Part of this appropriation, it is granted, will go into lighter-than-air development. The general board is expected to recommend immediate purchase of a British rigid dirigible for personnel training and the construction of a similar vessel on American designs as pilot ship of a fleet of air cruisers. The purchase of the British "Zeppelin" would permit the training of a crew to handle the first American craft when completed.

The navy department is said to be ready to proceed with Zeppelin construction on its own plans whenever Congress grants authority and appropriations. The ship, it is understood, would not be patterned exactly on the general lines of the German Zeppelins in construction. The discovery of non-combustible helium gas to inflate the bags is said to have pointed the way to some radical changes in design. Details of what is contemplated, however, have not been disclosed.

Naval experts insist that in both seaplane and dirigible development one of the most important elements to be considered is that of getting efficient power. The Liberty motors have proved highly satisfactory as far as endurance goes on the transatlantic flight, but no means have yet been evolved to get full power out of them. The power plant is the same as that encountered with steam turbines in surface craft. The efficient engine speed of any gasoline motor now known is too high for efficient propeller speed. Connected direct to the engine shafts, the propellers revolve so rapidly that the blades are pitched so far back that they cannot be set so as to obtain all of the lifting power the engine could furnish.

The navy has been working for months with a reduction gear system to go between the engine and the propeller. Similar gears have been devised to use turbine engines, but it has been found a difficult task to design a lightweight reduction gear for seaplanes or other aircraft. Should this device be worked out, the NC seaplanes could be made much more efficient, greatly increasing their cruising radius by

As to the sea-keeping qualities of the NC planes, the experience of the NC-1 and NC-3 indicate to experts that some way must be found to get the plane surfaces higher out of the water. This would save them from battering to pieces in the waves during the storm. A monoplane type flying boat is being experimented with which may develop enough to warrant search in that direction.

New gasoline motors for lighter-than-air craft have been worked out and received their first test on the first dirigible, C. S., from Montauk Point, Long Island, to St. Johns, Newfoundland. So well did they function that decision had been made to attempt at a direct flight to Ireland with the C-8 before the ship was blown to sea and was lost. An attempt to cross the Atlantic will be made soon when similar engines can be installed in another aircraft of the "C" type.

Extensive tests with dirigibles driven by the motors previously employed for this service are said to have demonstrated that the big gas bags could not stand up for long in the high passes across the Atlantic. A Pacific concern then turned out the engines which went into the C-8 after they had been tested in the navy-yard gear in a 24-hour continuous run, which gave remarkable results in fuel economy, cost of construction and performance have not been disclosed, but it is understood that on the 24-hour continuous flight of the C-8 from Montauk Point to St. Johns the motors did better than was expected.

LONDON, July 2.—The capture of the city of Perm from the forces of the Kolchak government is claimed by the Bolsheviks in a wireless dispatch from Asia received here today.

MOVING PICTURE NEWS



Scene from "The New Moon," in which Norma Talmadge, in the part of a Russian princess, defies the degrading orders of the Soviet government, and which opens today at the Liberty theater.

TODAY'S FILM FEATURES.

COLUMBIA—Dorothy Dalton, "The Lady From Red Butte"; Star-Jess Willard, "The Challenge of Chance"; Alice Brady, "The Invincible Wife."

LIMITED—Norma Talmadge, "The New Moon."

PEOPLES—Elsie Ferguson, "The Turn of the Wheel."

GLOBE—Nazimova, "An Eye for an Eye."

Circle—Pauline Frederick, "A Daughter of the Old South."

DESPITE the fact that "The New Moon," which will be shown at the Liberty theater today for the last time stars Norma Talmadge, one of the best loved screen beauties, and that it is a drama of stupendous dramatic quality and exceedingly timely, its chief joy is its artistic value.

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Mr. and Mrs. Carter De Haven have leased a residence at Ocean Park, where they are resting before beginning their comedy. They have just completed "After the Brawl" under the direction of William Seiter. The picture will be released on July 27.

The Goldwyn company has had the Triangle studios at Culver City, Cal., under lease since November 1918. Their purchase was announced today. The building, which is planned to be the home of the Goldwyn company, were built and equipped at a cost of more than a million dollars. They cover a 40-acre tract.

Edwin Stevens and Tina Marshall, vandals' headlines for a week, are appearing as screen stars just now. Mr. Stevens follows his performance in "The Crimson Gardenia," with a comedy role in Mable Normand's production, while Miss Marshall appears with Tom More.

Charles Ray says he is familiar with all the anti-bruise ointments in the drug business, since finishing his

**NERVOUSNESS
OF 15 YEARS
IS OVERCOME**

This Iowa Woman Gladly Recommends Dr. Williams' Pink Pills as a Tonic.

"For fifteen years," relates Miss Anna Anderson of No. 508 South First street, Keokuk, Iowa, "I had suffered from extreme nervousness and indigestion. Sometimes I was worse than others, but I never felt strong and nothing seemed to help me. Then I heard about Dr. Williams' Pink Pills and decided to try the remedy. I felt somewhat improved in a few days and continued the treatment. I haven't had a nervous spell since I took the pills and feel much stronger and never sick. My digestion is good, I sleep well, and no longer have dizzy spells. I have recommended Dr. Williams' Pink Pills to many of my friends."

Your own druggist sells Dr. Williams' Pink Pills or they will be sent in small quantities on receipt of 25¢ by the Dr. Williams Medicine Co., Schenectady, N. Y. Write today for the free booklet, "Diseases of the Nervous System."—Adv.

MAJOR HUMPHREYS RETURNS TO OFFICE

Portland Attorney Saw Some of Fiercest Fighting.

OUNDS LUCKILY ESCAPED

After Service in Argonne and at Ypres Salient Officer Visits Germany and in Paris.

Major Lester W. Humphreys, member of the law firm of Chamberlain, Thomas, Kraemer and Humphreys, is back in Portland after going through the battle of the Argonne and taking a jaunt into the occupied portions of Germany. Major Humphreys slipped quietly into town Monday and was back into his office and ready to resume his law practice before his friends knew that he had reached this side of the Atlantic.

Leaving Portland in May, 1917, Major Humphreys won his commission as captain in the 1st field artillery, training in the Pacific. After a period of service at Camp Lewis he went across with the 31st division, being a member of the advance party which reached France in June, 1918.

First Action in Argonne.

The major took his contingent into action first in the Argonne, where during almost the entire month of September the men fought their way through the woods west of the village to the village of Vaux, where they met the fiercest fighting of the war.

Ernest Truex will be starred individually in the new series of two-screen comedies soon to be placed in production.

Mary Miles Minter has signed to star for the newly organized Realart Pictures corporation of which Arthur S. Kane is president. She is the first of the stars to be announced by Realart.

Douglas Fairbanks, the famous motion picture star, were to accept all the invitations which he has received for various celebrations around the country, but on July 10 he would have to make the trip by wireless. First of all he received a letter from Mayor James Couzens of Detroit. Then came an invitation from Mayor Harris of Cleveland. Ashland, Or., has telegraphed asking Doug to refer to their big Round Up also on July 4.

WATER POWER BILL PASSES

Administration Measure Substantial

ly as Reported.

WASHINGTON, July 2.—The House of representatives just prior to adjournment passed the administration water power bill, substantially as reported from committee. It provides for the loan to states, municipalities or corporations of water power sites on navigable rivers, public lands and public reserves for period not to exceed 50 years.

Representative Raker, democrat, of California, demanded a separate vote on an amendment to the bill providing for the return of the property of the rivers and harbors commission to the commission investigating the water resources of the country. The amendment was carried by a vote of 132 to 8.

Screen Gossip.

"The Apache" is the title of the story written by Eddie Buffington, in which Dorothy Dalton is starring, and being produced in the east.

The exteriors for "By Right of Conquest," the story by Arthur Hornblow, Jr., on which Norma Talmadge is now working, will be made in Florida.

Trust Mable Normand to capture the most distinguished soldier-actor of them all. Appearing with her in her current picture is Captain James Peace Freeman, the son of the late General Mabel.

Wounded 11 times, he survived

several gas attacks and now wears a galaxy of decorations. Besides the ribbon of the legion of honor, he won the croix de guerre, the D. O. M. from the British government, was thrice cited for bravery in action and is authorized to wear the uniform of a captain as long as he lives.

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For a rare rarebit!

Nothing, on occasion, surpasses a rarebit. RAINIER SPECIAL, used with your favorite recipe, enables you to make a rarebit that excels those of old. Besides making a superior rarebit, this beverage has no equal for cold lunch purposes. With the bedtime snack, it is the drink of drinks. Its flavor is just right—and then it quenches the thirst—satisfies perfectly. No other beverage can be like it. RAINIER SPECIAL is produced by an exclusive, patented process. Just you come to know this drink that is soft, but satisfying. ***

Rainier Products Company, Seattle, U.S.A., Manufacturer of Rainier Special, Rainier Bock, Malt Rainier, Rainier Cereal, Syrup and Denatured Alcohol.

Over There.

Marseillaise.

The Trumpeter.

With an increased spirit of independence this year let the Victrola assist you in outbidding your neighbors. If you haven't a Victrola, a Brunswick or Columbia, we have them from \$25 to \$300, and we will make it easy for you to get one for the "Fourth." Sign and send this ad. and learn our plan.

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"WON ITS FAVOR THROUGH ITS FLAVOR"

The sweetheart
of the corn



Millions of users prove by their demand that they think Kellogg's is "best." This is better and stronger than we could say it because the proof stands with the statement.

W. K. Kellogg

Every grocer everywhere sells Kellogg's everyday.

Copyright 1919, by Kellogg Toasted Corn Flakes Co.

Water Action Is Filed.

YAKIMA, Wash., July 2.—(Special)—Albert Lotz, a Wenatchee rancher, has brought suit in superior court charging J. B. Fink, manager of the United Orchard company, with contempt of court in diverting Wenatchee creek water away from the irrigation project.

Methodists Celebrate Centenary Day.

COLUMBUS, O., July 2.—Centenary Day was officially celebrated at the Methodist Centenary exposition here.

Today John R. Mott, head of the Y.M.C.A., was to deliver the principal address. Bishop E. R. Hendrix also was scheduled to speak.

Wouldn't your family be pleased if you surprised them with a Victrola on the nation's birthday?

The Victor patriotic records for the Fourth would tickle the youngsters. They'd surely want to parade to Sousa's stirring marches and the rest of the family would enjoy them, too.

Here are a few of the many appropriate numbers:

America	Victor Mixed Chorus	Victor Mixed Chorus

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