

of Delinquent for Year 1911

of Delinquent for Year 1911... (List of delinquent property owners and amounts)

Edith B. Wyrick, in blk 2, lot 6, tax, \$6.23. Hayview Add. to Marshfield. A. S. Dibble, in blk 1, lot 7, tax \$3.12.

Humor and Philosophy by DUNCAN M. SMITH

GROWING LESS. THE circus does not seem the same. It did in years gone by. Perhaps the light is just as bright. The tight rope just as high.

Innocent. "He fell from the forty-second story of the great skyscraper to the hard granite pavement below."

That's Sufficient. "I am poor, but honest." "Don't waste words." "Don't what?" "Don't say 'but honest.'"

Some Difference. Yes, borrowing is sorrowing. Though that depends a lot, I'm very sure on whether you're the borrower or not.

Sheriff's Assessments for 1911. C. E. Houser, SW 1/4 SW 1/4, S. 2, Twp. 30, SR. 11, tax, \$3.42.

My AEROPLANE ADVENTURES BY J. ARMSTRONG DREXEL

III.—The Physical Strain of Flight

MAN has invented nothing that looks so graceful and so easy as an airplane in flight. Skimming overhead, with broad, outstretched wings and with no effort apparent in any part.

Three Kinds of Strain in Flying. Roughly, the strain of flying can be divided into three kinds—the physical, the mental and the nervous. With the man who attempts to break any of



J. ARMSTRONG DREXEL AND HIS BLERIOT MONOPLANE.

records established today these three become in a great measure interdependent and inseparable. I mean by that that when a man's brain becomes tired his body becomes tired with it.

Demoralized by the Strain. The mental and nervous strain of this flight was totally demoralizing. There was not a moment of certainty in it, except the certainty of demolition if I relaxed my vigilance for an instant.

The Greatest Danger in Flying. In flying an aeroplane the greatest danger comes from the constant tendency of the machine to tip over to one side or the other. A gust of wind, a movement of the aviator's body—anything and everything tends to throw it off its balance.

W. W. GAGE, Sheriff & Tax Collector, Coos County, Ore.

to brace myself up to pass the scrutiny of the onlookers about the hangars. In this case the entire breakdown was the result of nervous strain.

Strain of Endurance Flights. I have seen men crawl down from their aeroplanes after a long flight and have seen their friends rush up to them to shake hands in congratulation for a noteworthy feat.

The Greatest Strain of All. Those of us who are foolish enough to climb for height have all of these tortures infinitely multiplied, and, added to them, we face conditions that are not met with in the ordinary work closer to the ground.

When the Head Feels Like Bursting. I came down like a thunderbolt. As the descent began the pressure began to change rapidly with my entering into heavier and heavier strata of air.

Demoralized by the Strain. The mental and nervous strain of this flight was totally demoralizing. There was not a moment of certainty in it, except the certainty of demolition if I relaxed my vigilance for an instant.

The Greatest Danger in Flying. In flying an aeroplane the greatest danger comes from the constant tendency of the machine to tip over to one side or the other. A gust of wind, a movement of the aviator's body—anything and everything tends to throw it off its balance.

Effect of an Hour in the Air. An altitude flight of this kind does not last long according to the time of the watch. It seems ages, but my barograph record for my highest climb, 9,837 feet, showed that it took me just about fifty minutes to reach the maximum altitude.