GOLD HUNG UP FOR DARING AVIATORS

Also Honors and Fame Since Governments Are Scrambling for Latest and Best—Predictions as to Airship Development.

America's naval growth will be discussed in Mr. Haskin's next article. The wonders that have been performed in construction in the past 25 years, it is intimated, will be made to appear small compared with the greater wonders to come. The ludicrous spectacle presented by the present Anglo-German rivalry will be sketched. France, it is predicted, will soon pass from third to second place in naval strength. Germany is rated as possibly superior to England in quality of personnel, in view of the highly scientific nature of the business of sea fighting at the present day.

By FREDERIC J. HASKIN.

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Washington, June 22.—The official trials of the Wright aeroplane at Fort Myer, Va., will work a renewal of intense popular interest in airships. The flights of Orville Wright at Fort Myer last fall, which terminated in the death of Lieutenant Selfridge, the injury of Wright and the wreck of the aeroplane, were only tests. The fulfillment of the contract of the Wright brothers with the government will yield them $25,000, with a liberal bonus for extra speed.

The Wright brothers proved in the United States their claims as pioneers in the realm of the birds, and then proceeded to astonish Europe. They are selling aeroplanes in France and Italy, the French government having paid them $100,000 for their patent rights in that country. A company has been organized in Germany for the construction of Wright aeroplanes. The brothers will return to Europe later this year and give demonstrations in England, Germany and perhaps other countries. The machines which they are now building will carry two passengers, but they say the aeroplane eventually may be capable of carrying 14 or 16 passengers. Sixty Wright machines are being built in France, at a cost of $7500 each. The Wrights have already eliminated the awkward starting device which was a feature of their aeroplane, and are said to have evolved great improvements in the steering apparatus.

Honors to the Wrights.

Miss Katherine Wright is no longer designated as "the sister of those crazy Wright boys." She participated in part of their European triumphs, and the three received a royal welcome when they returned to America. The city of Dayton, Ohio, the home of the aviators, broke all records for a real "home-coming" celebration, at which nothing was left undone which would show the pride which their fellow citizens and neighbors took in the achievements of the inventors. The brothers received medals from their state and city, from the Aero Club of America, and finally from the United States government. President Taft himself, in the historic East room of the White House, pinned upon the bosoms of the champion navigators of the air the beautiful gold medals awarded them by congress.

The records of the patent office show that over 400 patents on flying machines of various kinds and their parts have been granted, of which 50 or more were issued during the last six months. Two of these were granted to the Wrights for improvements on their aeroplane. Representative Butler Ames of Massachusetts, grandson of General B. F. Butler, has applied for a patent on a machine, the principal feature of which is that the planes revolve on horizontal axes. The inventor is said to have obtained the idea for this scheme by watching flutter to the ground a bent pasteboard card which he had thrown into the air.

Heavier Than Air Machines.

The Aeronautical Experiment association, of which the moving spirits were Professor Alexander Graham Bell, inventor of the telephone, and G. C. Curtiss, has been dissolved. It was organized to perfect a successful heavier than air machine. After a long series of experiments at Hammondsport, N. Y., and in Nova Scotia, this was accomplished. The association built and operated the June Bug, the Red Wing and the Silver Dart, all successful aeroplanes. The last named was the first heavier than air machine to fly in Canada. A factory for making similar machines has been established in that country.

Bell's Tetrahedral Kite.

Dr. Bell recently sailed for Europe on a vacation, but while there he may get some new ideas for improving his tetrahedral kite, "Cygnet II." This was successfully flown in Canada last winter, and Dr. Bell is satisfied that it can compete with the aeroplane as soon as he obtains a suitable engine for his machine. Instead of having large planes, Cygnet II is made up of a number of small triangular cells which afford a larger surface for lifting than mere planes, but which at the same time confine the air pressure to a small area of each cell, so that the apparatus is said to be very steady in gusty weather.

A. M. Herring of Philadelphia has constructed for the war department, under a $20,000 contract, an aeroplane to be tested at Fort Myer. He claims that the chief features of his machine are automatic control, and an engine of extraordinarily small size and light weight. Walter Wellman is in Paris and is due to start for the pole from Spitzbergen in an airship in August. His ship is said to be the second largest in existence. Emile Berliner and J. N. Williams are experimenting with a heliocopter near Washington, which is the type of flying machine favored by Thomas A. Edison.

Practical Use For Airships.

Aeronautics is becoming a practical science. Flying machines are no longer toys. Military experts say their utility in time of war for scout work, for the quick transportation of dispatches, and, possibly, for transporting troops and bombarding forts and ships, cannot be questioned. In France, scientists are finding an entirely peaceful use for the balloon. On the approach of a hailstorm explosives are sent up in one of the big ships of the air and when at a great elevation, are touched off for the purpose of dissipating the storm which threatens the vineyards. The United States weather bureau uses captive or free balloons and kites in its station at Mount Weather, Va., to ascertain the temperature, barometric pressure, wind velocity and humidity in high altitudes.

Professor Todd, a noted astronomer, now proposes to ascend next September to a height of 10 miles in a balloon equipped with wireless antennae, in the hope of catching some of the signals which he supposes the inhabitants of Mars are trying to transmit to the earth. Eventually, it may be possible to communicate with the sister planet, if not to visit it, by means of an airship. The United States signal corps is equipping the army balloons with wireless apparatus and Leo Stevens, the celebrated aeronaut, is using the wireless telephone with some of the balloons he is making.

Governments Interested.

The United States war department is far behind the war offices of other powers in the matter of ownership of means of air navigation. The United States now owns but one military airship, a small dirigible, constructed by Captain Tom Baldwin, and several ordinary free and captive balloons. Germany, on the other hand, has seven huge dirigibles, including one of the Zeppelin. One of this type, 450 feet long, not long ago carried a company of 26 men across the country on a 12 hour run, and only a few days ago Zeppelin made a run of about 850 miles in a similar ship. Germany is building airship harbors and dockyards. France has four big airships of different types, one at each of her chief fortified cities on the German frontier. England has two airships, Russia, Italy and Spain, one each. Belgium and Switzerland are each building an airship.

Uncle Sam Moves Slowly.

Each of the continental nations has a well organized corps of aeronauts, and in several of them there is a commission of experts considering a plan of defense through the application of aeronautics. Congress refuses to appropriate money for military aeronautics in the United States, although strategists say that at least half a dozen large up-to-date dirigibles and a number of aeroplanes, besides several well equipped aeronautical stations in different parts of the Union, are necessary to insure the safety of the country. At present the army has one satisfactory station at Fort Omaha, Neb., with a big balloon house, wireless tower, hydrogen gas generator, and other necessary apparatus. For lack of suitable equipment at Fort Myer and because the balloon tent there has been blown down several times, the army dirigible and other balloons are being shipped to Omaha, whence the aeronautical detachment of five officers and seventeen men of the signal corps are being transferred for practice.

The American navy has no airships, although experts say it should have several aeroplanes for scouting. Lack of funds explains the situation in this case also. An effort will be made to provide one next year. Special artillery mounted on automobiles has been built abroad to pursue and destroy military air craft and an artificial fog is planned to hinder their operations.

Recent Flight Records.

Numerous records in flight have been made and broken during the past few months. Wilbur Wright flew continuously for two hours and twenty-one minutes and attained a height of 360 feet. The longest trip of the kind was made by the German "Gross," which left Berlin carrying four passengers and returned to the starting point after covering 176 miles in 13 hours. Point to point balloon races have been held at North Adams, Mass. To Henry Farnam, the Scotchman, belongs the honor of having made the first cross country aeroplane flight. He traveled 17 miles on this trip at a speed of 51 miles an hour, in France. Bleriot, the Frenchman, in his monoplane, not long ago, flew an equal distance across the country. The American, Captain Cody, recently perfected an aeroplane for the British army. The Aerial Navigation company has been incorporated to do a freight and passenger business between Boston and New York.

A new code of laws governing the highway of the air is a recognized necessity. Aeronautics has become so popular at Los Angeles that the authorities propose to invoke the law against balloonists forbidding the dumping of rubbish on another's premises, this course being deemed necessary because of so much ballast being thrown overboard onto private property. Leo Stevens favors governmental control of aviation and a system of licensing aeronauts. An international congress on aeronautics to determine the rights of nations in the air they breathe is proposed.

Prizes for Airship Sailors.

Europe is ahead of America in encouraging the air navigator. The old world has offered $250,000 in prizes, not to mention Germany's prize of $500,000 for a 24-hour journey. The first international aviation races will be held in France for the valuable James Gordon Bennett cup and $5000 in cash prizes. In this country the recent national championship race from Indianapolis will be succeeded in the fall by a great "air carnival" at St. Louis and a series of aeronautical contests in connection with the Fulton-Hudson celebration at New York.

The conquest of the air is already a fact. Aeronautics has progressed further in the past year than in any previous decade. The aeroplane and the dirigible are being operated in nearly every civilized country. It took centuries to evolve the Lusitania; the locomotive was the result of many long years of development. The automobile has been perfected in 10 years. It looks as though aerial flight would reach something like full development in less time.

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Blixen Valley, a Vegetable Garden

BY ADDISON BENNETT.

P Ranch, Or., June 8.—I have just returned from a trip to the postoffice at Diamond, 25 miles to the northeast, which is the nearest mail route Uncle Sam has to this place. I borrowed a saddle horse from the ranch people and went over and returned on horseback, and tonight I feel like I had been run through a sausage machine. They gave me a horse known as Sour Dough, his name coming from the fact that he is not a quick riser. Well, perhaps he is not, but he was sure quick enough for me. I would name him Soda Pop if I had my say about his cognomen. Anyhow, every time I went up I came down in the saddle.

I left here about noon yesterday, and my route took me to the east across the valley, through much of the hay land of the ranch. After reaching the sagebrush I bore north down the valley for a few miles, thence to the northeast across the flats until I reached McCoy creek, then down that creek through the valley to the Diamond ranch, then three miles to the store and postoffice.

Wonderful Strip of Country.

For the first 10 or 12 miles I had a good view of the Blixen valley, and, as I wrote you last January, it is a wonderful strip of country. From its head, two or three miles above the P ranch to the lower end of the Sod House ranch, where it empties into the Malheur lake, or swamp, it is a distance of almost 40 miles. At the narrowest point the valley is one half mile wide; at the widest perhaps three miles, averaging probably two miles. Or, say 80 square miles, or approximately 50,000 acres. In addition to this there are two streams running into the Blixen from the east, Diamond creek and Krumbo creek. Up these streams and their small tributaries, like McCoy creek, there are perhaps 20,000 acres additional. Then the Happy Valley ranch is in a measure tributary, on Riddle creek, with from 6000 to 7000 acres more.

Now all of this land and the water pertaining thereto was originally taken up by Peter French and his associates and forms what is known as the P ranch, although on the maps the ranch embraces the following subsidiary ranches, all making 128,000 acres: Sod House, Buena Vista, Happy Valley, Diamond, Krumbo, P ranch proper, Rock Creek, Roaring Spring, Home Creek, Three Mile and Skull Creek.

But I want to give The Journal an idea of what is spoken of usually as the P ranch, embracing the entire area of the Blixen valley, which includes only Buena Vista and Sod House.

Was Vast Swamp of Tules.

When Peter French explored this country, most likely coming across from Catlow valley, some 40 or 45 years ago, the Blixen valley was one vast swamp, overgrown with tules and willows. The river had no fixed bed, but wandered over the entire valley in a dozen or more channels, and at flood the entire area from here to the Malheur swamp must have been one vast lake.

But French saw the possibilities of the Blixen swamp, and through the swamp act he secured title to it and began the work of reclamation. This he probably began at the very head by running out a lot of canals, which were at once drainage conduits and irrigation canals. He selected the highest ground and thereon established the ranch houses. He cleared off willows and tules and fenced in the most promising portions as meadows, others as pasture fields. Mile upon mile of fence was built—perhaps 500 miles in all.

One of First Irrigators.

Perhaps, most probably, the next steps were taken 40 miles below, down at Malheur lake, and there a channel was started to confine the stream to a permanent bed, and other ditches were taken out. Indeed, French brought from California the proper ideas of the value of water, and he was one of the first irrigators in this state, perhaps the very first to begin operations on a large scale. So at many points down the Blixen he took out his ditches and reclaimed additional areas and made additional fields for meadow and pasture and grain land, most of the latter being something like 20 miles down the stream from the main ranch.

But some time before Mr. French was killed, in 1897, he found the work of reclaiming the entire Blixen valley was going along too slow, so he put a force of engineers to work to plat out a route for a permanent channel for the entire distance. It is said that so thorough was French that soundings were made and the altitude taken every five feet for the entire distance, and test pits dug nearly as frequent. When the results were laid before Mr. French he purchased a steam dredge and began work at the lower end, and day by day, week by week, year by year, that dredge (and its successors) have plugged away dredging a channel from 10 to 20 feet deep and from 25 to 40 feet wide up through the heart of the Blixen valley.

Dredge Still at Work.

I stopped on the hillside yesterday and watched this dredge in operation. It is a floating concern, the canal being kept full by building a dam behind it. Six men operate it, and they live in a house upon the craft. It burns juniper wood, hauled down from the hills six to ten miles away. It is now coughing away, day in and day out, five miles below the ranch, and it is calculated that by the late fall of 1910 its work will be completed and the Blixen will be confined to one capacious channel for its entire length in the valley.

And thus will be reclaimed, and at an expense entirely beyond the reach of any settler or combination of settlers, some 50,000 acres of as fine land as there is in Oregon. It was a work that could only be accomplished by the use of much money and had not some great aggregation like the French-Glenn company undertaken it, the Blixen valley would today be a worthless swamp.

Rich Beyond Comparison.

As it is here in time will be a valley rich and fertile beyond compare. It is practically one vast bed of vegetable mould from five to ten feet deep. It is more nearly a peat bed than anything else, the soil being as black as night. Perhaps in all Oregon there is not such another body of land adapted to the raising of cereals, potatoes and onions. And remember, there is an abundance of water, at all times, for every acre of it.

As a comparison, let the reader consider some of the wonderful reclamation projects undertaken by Mr. Newell and his assistants. Take the Umatilla scheme at Hermiston, where some $1,300,000 was expended to reclaim, or water, 21,000 acres, or take the proposed Malheur project, where some $5,000,000 will be, it is hoped, expended to reclaim or water something over 100,000 acres. Here Mr. French, his associates and successors have given to the state with a perfect water and drainage system, an area of 50,000 acres of as fertile and productive land as there is in the world.

May Be Sold to Settlers.

"But," says the reader, "it is all held by a corporation and will be of no use to settlers, whereas if Mr. Newell had reclaimed it, it would have been given to the homesteaders."

I am not one to uphold corporations when they are wrong, nor do I make it a business of hounding them when they are right. But let the "homesteader" go up to Hermiston, on the Umatilla project, and "homestead" five or ten acres! It is safe to say that as soon as there is a railroad through the Harney valley, or say at 10 or 20 times the distance from these Blixen lands that the O. R. & N. is from the Hermiston lands, that these lands will be offered to settlers in small tracts at less than half what the choicest of the Hermiston lands are held at.

I guess in all of this philosophizing I am sitting on the hillside, or rather on Sour Dough, and he on the hillside, watching the dredge at work. Well, I did not remain there that long, but rode on across the flats towards Diamond. Just before reaching McCoy creek I came to one of the finest natural reservoir sites in Oregon. It is of about 1000 acres in extent, and by a very small outlay it could be filled from 10 to 50 feet deep from McCoy creek, and I think there is a sufficient area of good land to utilize this water on.

Horseback Trip No Joke.

I arrived at Diamond about 6:30 last evening, and I was about as near tuckered out as I ever was in my life. A 25 mile horseback ride is fun when you get used to it. But take a fellow almost 65 years old who has not straddled a horse for 25 years, and such a trip is no joke. I can tell you. Anyhow, I got in alive, got up this morning in pretty good shape and was ready to leave for "home," when it began to rain, and it looked like a steady storm had set in. However, it cleared up about 10:30 and I started out. When I got down to the Diamond ranch, three miles, it was sprinkling again, so I stopped in for dinner. Mr. and Mrs. Frazier run the ranch there and Mrs. Frazier got up such a fine meal that I did not get through until almost 2 o'clock. Then I mounted Sour Dough once more and we left for here.

The main road from the Diamond ranch leads down Diamond creek two or three miles and then winds around the hills. But by going up McCoy creek a couple of miles and then climbing up the rim rock and thence across the flat, one can cut off some five or six miles. I had gone down that way, being in company with a man named Gransbeck whom I had met on the trail, who showed me the way. This trail from McCoy's up is almost perpendicular. You could not lead an ordinary horse up it. But Sour Dough took to it readily going down, and I knew he would climb up it all right. But I got past it in coming up the bottom—probably got 50 yards past. Then Sour Dough stopped. He refused to budge an inch. I could not see the trail, but he knew where it was, so I finally gave him his head and in 20 seconds he was climbing up towards the rim rock.

I arrived here at just 6 o'clock feeling pretty good and believe I could ride 50 miles tomorrow and be none the worse for it. But I must wait here for two days for a rig and then off towards Lakeview via Plush, through Catlow valley.

Just how I will get my mail out from here or from where I can mail my next letter I do not know, but I hope to make some sort of a connection at Plush and send my letters via Klamath Falls and thence by rail, via Weed.

I have almost three weeks yet before I am due in Burns, and hope by that time to know as much about the western portion of Harney county as I now do about that portion east of Stein's mountains.

MANY CASES OF PARALYSIS ARE CURABLE

This Kansas City Man Gives the Tonic Treatment Entire Credit for His Recovery.

There are still people who say that no form of partial paralysis can be cured.

If you have partial paralysis or some other severe nervous disorder, do you think it is better to be treated by someone who insists that you are incurable, or to take a treatment that grateful patients throughout the United States testify has cured them?

Mr. J. B. Stinson, of No. 1740 Madison avenue, Kansas City, Mo., says:

"In November, 1903, I was taken sick with severe pains through my chest and in the region of my heart. One morning, while working in the field, I was taken with worse pains than ever and before I could get back to the house, my legs seemed to be paralyzed and I could just hobble along and had to be helped up the steps. I was in bed for over two years and so helpless that I had to be turned over. I was completely paralyzed from just below my heart down. I had not a particle of feeling in this part of my body. I wasted away until I was just skin and bones. My appetite was good. My kidneys were affected and I had no control over them. During the time I was in bed I was perfectly helpless.

"I was living at Lees Summit, Mo., during my sickness and was treated by two doctors. Both said that my case was paralysis. Their medicine did not help me and they said I could not live. I began the use of Dr. Williams' Pink Pills. After awhile I began to have some control of my kidneys and bowels. I was finally able to get around in a wheel chair and kept improving until I was able to walk with a cane. Like a child, I had to learn to walk again. I can walk now without any effort and no one would ever know what my condition had been. I feel as well as I ever did before the stroke, with one exception. I am not strong enough to do heavy work or lifting."

The tonic treatment with Dr. Williams' Pink Pills by building up the blood so that it can nourish and strengthen the weakened nervous system has made hundreds of cures in the most severe nervous disorders.

Dr. Williams' Pink Pills are sold by all druggists, or sent by mail, postpaid, on receipt of price, 50 cents per box; six boxes for $2.50, by the Dr. Williams Medicine Company, Schenectady, N. Y.

Lincoln-Ames Wedding.

Boston, Mass., June 22.—The wedding of Alexander Lincoln of Brookline and Miss Eleanor Ames, the daughter of the late Mr. and Mrs. Oliver Ames of St. Paul, Minn., attracted a large gathering of society people to North Easton this afternoon. The ceremony was performed by Rev. Paul Revere Frothingham of the Arlington street church of this city.

POISON OAK POISONING.

Ballard's Snow Liniment cures it. Mr. O. H. P. Cornelius, Turner, Or., writes—My wife has discovered that Snow Liniment cures "Poison Oak Poisoning," a very painful trouble. She not only cured a case of it on herself, but on two of her friends who were poisoned by this same ivy. Price 25c, 50c and $1.00. Sold by Skidmore Drug company.

Indiana Municipal League.

Lafayette, Ind., June 22.—Mayors and other officials of many of the chief cities of Indiana met here today to exchange views on important municipal problem. The occasion is the annual convention of the Indiana Municipal league. Joseph T. McNary, of Logansport, called the gathering to order this afternoon, and Mayor Durgan of Lafayette delivered the address of welcome. Response for the visitors was made by Mayor Murphy of Wabash. The program of papers and discussions will be taken up this evening and continued through Wednesday and Thursday. Some of the subjects slated for consideration are civic improvement, the tramp problem, hygiene and sanitation, municipal ownership of public utilities, the present cities and towns law, and the collection and disposal of garbage.

Stung For 15 Years

By Indigestion's pangs—trying many doctors and $200.00 worth of medicine in vain, B. F. Ayscue, of Ingleside, N. C., at last used Dr. King's New Life Pills, and writes they wholly cured him. They cure Constipation, Billiousness, Sick Headache, Stomach, Liver, Kidney and Bowel troubles. 25c at Woodard, Clarke & Co.

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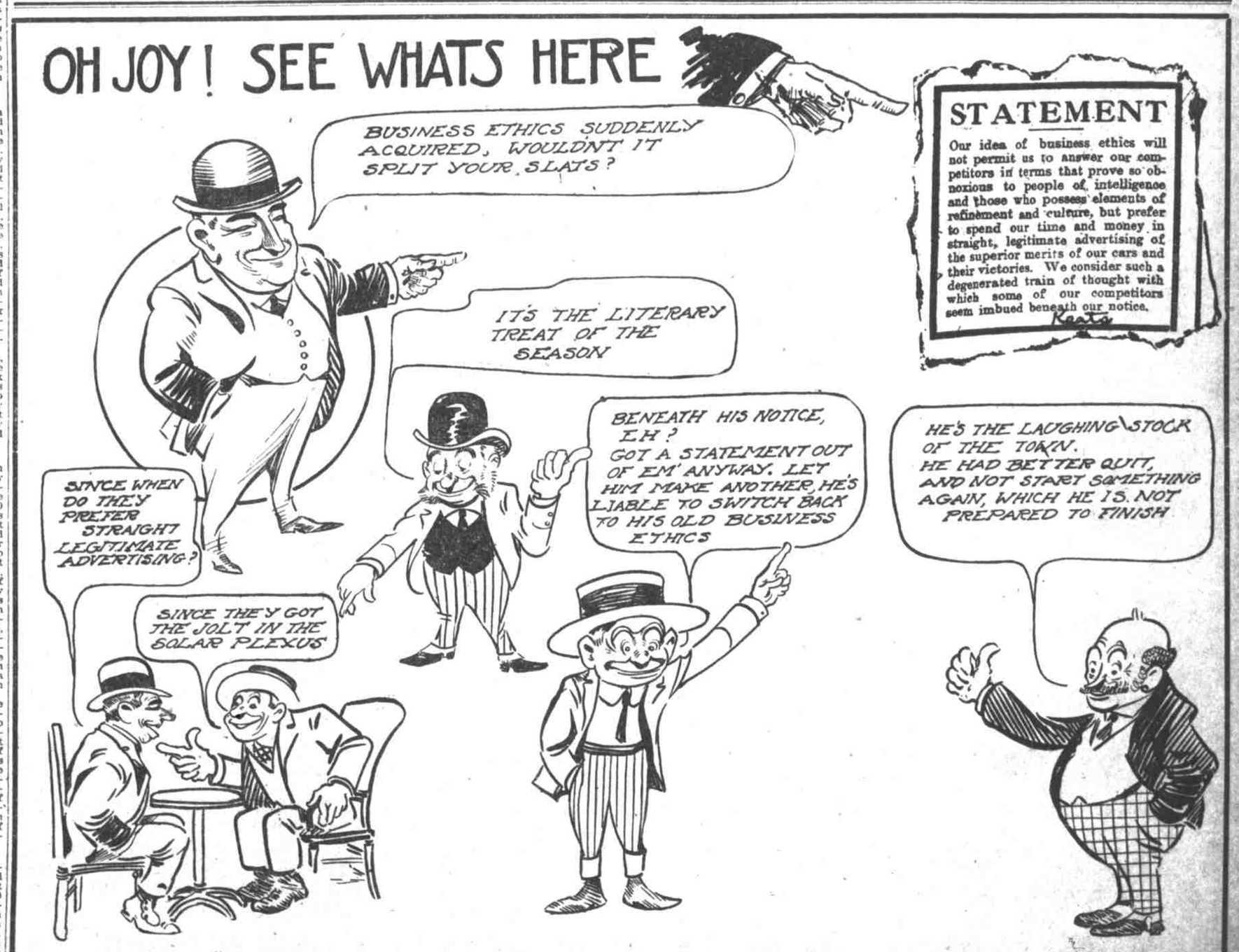

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