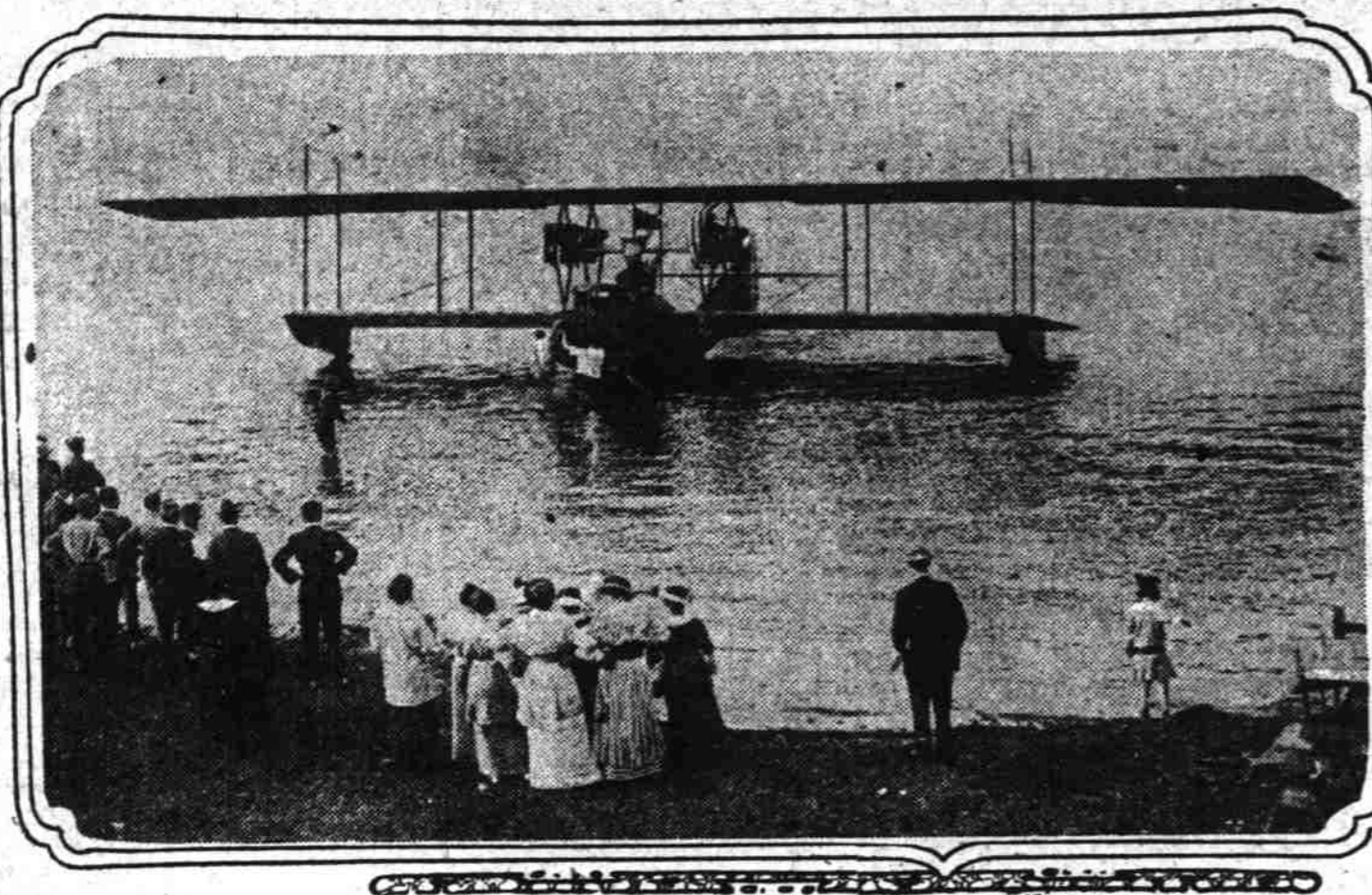


SAUNING THROUGH AIR ABOARD THE AMERICA PLEASES SENSATION Airboat Built for Transatlantic Flight Affords Novice Interesting Ride. SPEED 65 MILES AN HOUR

CURTISS REITERATES CONFIDENCE THAT AIRBOT "AMERICA" CAN FLY ATLANTIC



The airboat America, resting on the surface of Lake Keuka, near Hammondspont, N. Y.

Hammondspont, July 18.—If you can imagine hurtling through the air at three times the speed of the Mauretania without feeling any more vibration than you would sitting on the kitchen table you may arrive at some idea of the transatlantic travel of the future. It is impossible to conceive of any smoother, more imperceptible motion than that of the flying boat America, in which Lieutenant Porte, R. N., hopes to start a new era in the history of transportation between this country and Europe.

Whether the venture succeeds or not, it is perfectly possible, and the extent of what has already been achieved with the America, to construct a clear picture of a journey to Paris as it is bound to happen in the future. After a flight over Lake Keuka, Glenn Curtiss said exultingly: "Now I know we're on the right track. There are changes still to be made and problems to be worked out. But we're on the right track."

By Louis Sherwin.

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FACTS ABOUT THE AMERICA

- Weight, empty, 3500 pounds; weight with gasoline and supplies for proposed Transatlantic trip, 6000 pounds; wing spread, upper, 76 feet; lower, 46 feet; wing width, 7 feet; body 32 feet long and 4 feet beam; color bright red; wings covered with silk; body cedar, covered with canvas; fuel supply, 300 gallons in six tanks; windmill pump supplies feed tank; Engines—Two 90-horsepower eight-cylinder each; "O. X." type. Two propellers, each sufficient to drive the boat alone; cost, \$50,000 from Lord Northcliffe and \$5000 from Mrs. Victoria Woodhull Martin; distances—From Newfoundland to the Azores, about 1200 miles; from the Azores to Vigo, Spain, about 960 miles; from Vigo to Plymouth, 523 miles.

New York, July 18.—Probably not since Noah looked from the windows of the Ark for a dove winging over the waste of waters with green branches in its bill has there ever been such intense interest centered on a pigeon as will be shown within a few weeks in a certain flock which will come one by one from the broad Atlantic to the eastern shores of North America.

These sturdy feathered messengers will bring word of the progress of the first attempt to drive an aeroplane across the ocean.

Wireless equipment was found too heavy for the America. Lieutenant John Cyril Porte, R. N., will take with him several carrier pigeons which have been used to carry messages between hotels in Philadelphia and New York city. He will liberate these at different stages of his journey and the birds will carry a quill full of news to Rodman Wanamaker, the owner of the America, in New York.

Curtiss Is Optimistic. Glenn H. Curtiss, who built the America at his works at Hammondspont, N. Y., says it is possible and even probable that the America can fly across the Atlantic and he is a conservative man, especially in making predictions about things in which he has such personal interest as this.

Head in one jump, and placing all faith in the ability of one 200-horsepower motor and a single propeller. But on a trip to Europe after his first stay here in the interest of the transatlantic flight, Lieutenant Porte was impressed with the giant aeroplane of Sikorsky in Russia, and T. O. M. Sopwith in England. From then he decided that the two-engine, two-propeller idea was best. He became convinced that it was best to sacrifice weight for safety and build a seaplane boat with wings instead of a land machine that would certainly be wrecked if the engine stopped.

In his original plan for a machine, Lieutenant Porte also discarded his first projected route. He now intends to divide the flight into three legs. The first of them, about 1200 miles, will carry him from Newfoundland to the Azores. In the Azores or Western Islands, he has three oil and gasoline stations—at Flores, Horta, on the island of Fayal, and Ponta Delgada.

If forced to come down at either of the first named he will take aboard necessary supplies and fly on to Ponta Delgada, where John Lansing Callan will meet the America with a big plenty of oil and fuel, extra parts and all facilities for repairs. Here, too, Callan may take the place of George E. A. Hallett, lieutenant Porte's companion in the America.

From the Azores to Vigo, Spain, is about 960 miles. Here the crew consists of Porte and two assistants in expediting the flight. The last leg is about 523 miles from Vigo to Plymouth, England. He is a coast-bound voyage of 24, from southern California. Neither he nor Lieutenant Porte is married.

The America is 78 feet from tip to tip of the upper wings and 45 feet wide on the lower wings. Her weight empty is 3500 pounds and the gasoline and supplies for the Transatlantic trip weigh 2500 pounds. She is more than that in her trials, at one time taking up 11 men.

Her color is bright red, as Mr. Curtiss believed to be seen farthest in the air or on the water. Her body is built on beautiful stream lines, of cedar, canvas-covered, with an enclosed cabin which can be raised or lowered and sides. In the cabin is a place to sleep neatly at full length—head under the aviator's seat, feet between the gasoline tanks. The cabin is a place to sleep neatly at full length—head under the aviator's seat, feet between the gasoline tanks.

The hull is fitted with six tanks containing 300 gallons of fuel, the gasoline being pumped to a feed tank underneath the top plane between the engine by a pump which the wind operates.

OREGON STUDENT REATES IMPRESSIONS OF OXFORD

G. Bernard Noble of Worcester College, Rhodes Scholar, Sees Venerable English University From the Viewpoint of an American.

The following article by G. Bernard Noble, a Rhodes scholar from Oregon at Worcester college, Oxford, affords a fortifiable thing to students of the impressions of the great English university.

Oxford, June 20.—At this season of the year, in the third or summer term, Oxford is just beginning to really reveal itself to us Americans who are spending our first year here. The first two terms of the year, the autumn term, October to December, and the middle of March, are rather gray with the chill of the climate, accentuated by the heaviness of the buildings. During these terms one doesn't see the Oxford that has been placed on the pedestal of the ideal by the praises raised in its behalf by her many loving sons.

During the winter and early spring one goes down to the river (the Isis) to learn to row, but about all one sees, or pays any attention to, is the fact that there is a river there, and that along its banks are anchored the various college barges (22 in all), where the men from their respective colleges go to prepare for the afternoon work in the boats. Or perhaps the undergrad goes out to the meadows (each college has its own meadow for its sports) to play rugby, soccer or hockey.

Yet nothing attracts his attention there, except, perhaps, that the grass is green, and the grass is green, or that the grass is slipping with the mud, or that heavy rains. Or, again, he may get on his bicycle—and every undergrad has a bicycle—and ride out into the country on one of the numerous highways leading out of the city; but about his only observations will be that the roads are pretty good for that season of the year, or that the landscape might be pretty if it were not such a dull day, and the trees were not so bare.

But at the beginning of the third term—just six weeks after the close of the winter term in the middle of March—what a transformation! The same undergrad goes down to the river to row. But what a different sight he sees. The Isis, which in the winter term had overflowed and flooded the adjoining meadows and had raced along at a breakneck pace, is now peacefully within its banks lolling along as though it had years to get to the sea. The meadows are made into beautiful lawns, and along one bank where Queens college and Brasenose have their meadows, the grass is fairly alive with white trossered and white shirted men playing tennis or cricket; while on the other bank the long line of college barges is given a most beautiful background of oak, chestnut, poplar, lime and elm trees.

It is back along some of the many avenues of elms or beech trees, or stroll around some of the college grounds. It is a new world, and one looks out through different eyes on life.

University Is Predominant. In speaking of Oxford, one doesn't refer to the 50 odd thousand inhabitants that dwell regularly within the corporation limits, but he refers to the institution because of which the Oxford is so famous. It is the fact that the Oxford is so famous, and I am disposed to vouch for the accuracy of the statement—that practically all of the regular inhabitants derive their subsistence either directly or indirectly from the 4000 students in the various colleges which go to make up the university.

The university is so predominant and paramount in Oxford that the vice chancery is more powerful than the mayor of the corporation. He is generally consulted on all matters which might in any way affect the university. His power is pretty well limited to that of expelling from the city any character whom they deem undesirable company for the students.

Oxford is an intrinsically different from any American university that it must be contrasted in its various aspects rather than compared with American institutions. For some little observation I have concluded that there is much truth in what Dr. Henry Van Dyke said at the last annual Thanksgiving dinner at Oxford. He said that

An American's first attitude on coming to Oxford was a state of criticism, which criticism is generally unfavorable. The average American's first impression—his first impression—is that the English viewpoint has become deep rooted in his plastic "persona," he becomes an imitator of things English. Finally, he arrives at a stage of assimilation when he shucks off any of the little superficialities which he may have acquired, and absorbs those more fundamental things which count and links them up with his American common sense, thus acquiring a most potent and desirable compound.

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of course, on his first impulse, one of respect for, and perhaps as a result of, his previous training, he will begin with unqualified disapproval of the system found here. He finds that he has been put in charge of a moral tutor who is supposed to have general surveillance over one's acts, etc. There is a difference of opinion as to the value of such a person. Some say his value lies in the fact that he never pays any attention to you.

In addition to the moral tutor, one has another tutor, who is supposed to direct his work and to supply his scholastic needs. The virtue of this tutor is, in some respects, like that of the moral tutor; he lets you do all your work yourself and doesn't display any anxiety if you don't do it. This really is a virtue, for it soon teaches one that if he is to get through "school," as the final examinations are called, he must get into his own boat and pull his own oar.

All Courses Based on Classics. There are certain features of the system which we Americans object to most strenuously. One of these is the necessity of passing a preliminary examination involving a considerable knowledge of Latin and Greek, regardless of what your final school course is—whether law, medicine or engineering.

Of course the university is dominated by the conservative spirit. The strongest argument for or against an institution is either "It's done," or "It isn't done."

I stated that an American's first observations were that the Oxford system is inferior to the American. But in justice to Oxford I must say that after the good and evil points are weighed in the balance, the general opinion testifies that the good outweighs the evil.

Attendance at Lectures Is Optional. The undergrad finds that the very things which he considered hindrances are helps, and that although he does not have to attend entire courses each day, yet he does have to get his work done if he is to satisfy his ambition and pass a creditable exam at the final schools. The student doesn't attend lectures unless he chooses, and, though this may appear to display slackness, it is one of the system's chief merits for it saves him time, and he may devote a good many courses in his vacations. Or it may save time in another way. For instance, most of the Americans who took the examination preliminary to the law course, took it after a long winter residence, whereas the lectures in preparation for it extend over two terms. So we attended no lectures at all, and piloted our way only through the examination from our study of the subjects in books. Then there is the advantage of not being compelled to attend a lecture when it isn't interesting; many men go through Oxford and attend almost no lectures.

I think the weakness of the American institutions lies in the fact that the student is not put on his own resources enough. He is not made to realize sufficiently that it is his work and not the instructor's. It is also true in most American colleges that when a student is admitted for a semester or year, at the end of that semester or year he will be examined on it, and then he is finished with it for all time so far as the college is concerned. In Oxford the student is compelled to retain his knowledge till he goes up for his degree, when he takes his examinations on all the subjects bearing on his degree. Therefore he took these three months or three years previous. This of course requires that he have his subjects well in hand and at his tongue's end, for his written examinations he must go before the board of examiners for an oral quiz before the degree is granted.

One can readily see that the aim of it is to bring the student to an advanced stage in which the average Oxford graduate is more thorough, and a better master of his subject than the average American, and that the system has a great deal to do with it.

I may add that we American Rhodes scholars are very grateful to Cecil Rhodes for the benefits of his colonial scheme of education, and we shall always do our best to see that his beneficent scheme is properly taken advantage of.

Aliens Are Using The Savings Banks. New York's Postmaster Gives Some Interesting Figures Showing How Foreigners in America Save.

New York, N. Y., July 18.—It has been said that while Americans are spending a quarter of a billion dollars a year for luxuries imported from other countries, they are saving a tremendous amount of money. The Italians alone in the course of a year send \$100,000,000 to Italy. Last Christmas it was reported that about \$8,000,000 was sent by foreigners to friends and relatives in the old country.

The last report of the New York postal savings bank has some interesting facts which bear on the relative thrift of foreigners and Americans. It shows that Italian born residents lead immigrants from other countries by a wide margin. While the deposits of foreign born white persons lead those of Americans by 63.2-10 per cent. in dollars and cents this means that while the average American has only about \$1.50 in the government bank only \$466,038, as compared to \$2,145,688 by foreigners.

Of the \$2,658,874 on deposit June 30th, last, the report of Edward M. Morgan, postmaster of New York City, stated, \$39,678 was deposited by negroes and only \$2035 by Chinese and Japanese. The average principal depositor for native white persons was \$43; of foreign born whites, \$115; for negroes, \$61, and for all other non-whites, \$65.

"Clarifying the depositors by sex, it was found that 20,634 or 5.6 per cent are males and 9504 or 31.5 per cent are females. By country of birth foreign deposits are as follows: Italy, \$262; Russia, \$498; Great Britain, \$149; Austria, \$268; and Germany, \$1076. Depositors from these countries numbered 16,848 and 6,848, as compared to 21,954 and 6,848 foreign born depositors.

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Of course, it is natural for an American not to be stirred with reverence for a building 600 or 700 years old when he has come from a country where he takes a walk along some of the many avenues of elms or beech trees, or stroll around some of the college grounds. It is a new world, and one looks out through different eyes on life.

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The President of The United States

has said that the Psychological conditions have caused the depression and that as soon as our state of mind returns to its normal condition prosperity and better times will be here, or words to that effect.

Get the right Psychological condition and prosperity is here. Do you know that you can make things hum? Do you know how to change conditions in Oregon? Do you know what it would mean to us if we were all busy?

Do you know that the East takes millions of dollar from us annually? Do you know that if half of that money was kept here it would keep us on the jump? Do you know that there are dozens of factories in Oregon that are capable of doubling their output without costing you a nickel for that?

Do you know if everybody in Oregon bought five cents worth of Oregon made soap per week it would mean an expenditure in Home Products of \$37,500.00 per week, or \$1,950,000.00 per annum?

Did you ever see this sign at a Railroad crossing—STOP, LOOK and LISTEN? The Railroad Company paid to have that sign put up. It kept you from danger, and I say to you, fellow Oregonians and dear friends—STOP, LOOK and LISTEN! I have paid for this sign to keep you from danger. If you want a pound of Oregon tea, Nothing doing, too bad, for that money goes to China, Japan and India, and incidentally may help the Shamrock 25th. You want a pound of Oregon soap, HURRAH, we have it, and that pays for Bridges, Parks, Schools, Good Streets, Good Wages and Oregon prosperity. We are sending east Billions of dollars for the things we don't produce, but let us keep some Millions here for the things we do produce. If everybody will determine to buy and to advise their friends to buy Oregon products we would have a wave of prosperity immediately. Have some State Pride, State Optimism, State Love. If you love Oregon, its Mountains, Rivers, Lakes, Roses and its People—why not love its Industries and Products? Our Oregon People have as much intelligence, skill and integrity, yes, more, than the majority of mankind; therefore, do justice to yourselves, your children and your fellow citizens, by patronizing Oregon Industries. The Manufacturers are not asking charity from you, they are asking patronage and guarantee to give you just as good value for your money as alien manufacturers. We have used soap as an illustration of what can be done with dimes, but the same argument applies to the hundreds of other Oregon products, such as Meat, Hams, Bacon, Flour, Crackers, Canned Fruit, Vegetables, Catsup, Pickles, Vinegar, Soda Water, Honey, Cheese, Butter, Eggs (at present we are importing Chinese eggs, just think of that), Macaroni, Baking Powder, Extracts, Cereals, Roasted Coffee, etc. Then come the Brooms, Matches, Harness, Trunks, Bags, Woolen Blankets, Oils, Paints, Stoves, Furniture, Fire and Life Insurance. Many of the readers of this article will no doubt say that it is all very well for Mr. Gadsby to talk in this manner, as he sells Furniture and it is a good ad for him. I do admit that I sell Furniture—good, honest-made Oregon Furniture—and I want our factories to prosper as much as possible, and then I will prosper and you will prosper and so we all will prosper, but you can buy Oregon Made Furniture at any of the regular Furniture Houses in the City, so you see my object really is to boost all Oregon Products. We in our line have practically frozen out the Eastern Furniture Manufacturers by buying local goods.

I also would like to say a word to the Anti-Prohibitionists. If you must have beer—drink Oregon Beer. To Smokers, If you must smoke, use Oregon Made Cigars. Great Scott, just think what would happen to the Cigar Manufacturers here, if all of the Oregon Smokers used local goods.

One more word: Just as sure as you spend even your dimes on Oregon Products which displace Imported Articles, I am sure that you will be indirectly benefited a hundred fold—for your expenditures you will get value received and in addition a dividend in the great prosperity which would be plainly apparent to all in the course of 60 days. Thanking you for your kind attention, I beg to remain, Yours truly,

WILLIAM GADSBY FIRST AND WASHINGTON

"Shoot to Kill" Is Order for Police. Cleveland Safety Director Wants Grits Protected from Vicious Men Who Haunt Unfrequented Places.

Cleveland, July 18.—"Shoot to kill, if I see an outlaw waiting for you," is the blanket order to policemen issued by Safety Director Bensch in an effort to stop attacks on girls in Ambler Park here. The director issued the order after the eleventh attack on women and girls since March 18, was reported.

The attacks, which have all been at night, are not the work of one person or a gang, the police believe. Charles Austin whipped a man armed with a razor who attempted last night to chase a young girl away from a young girl whom he was escorting through the park.