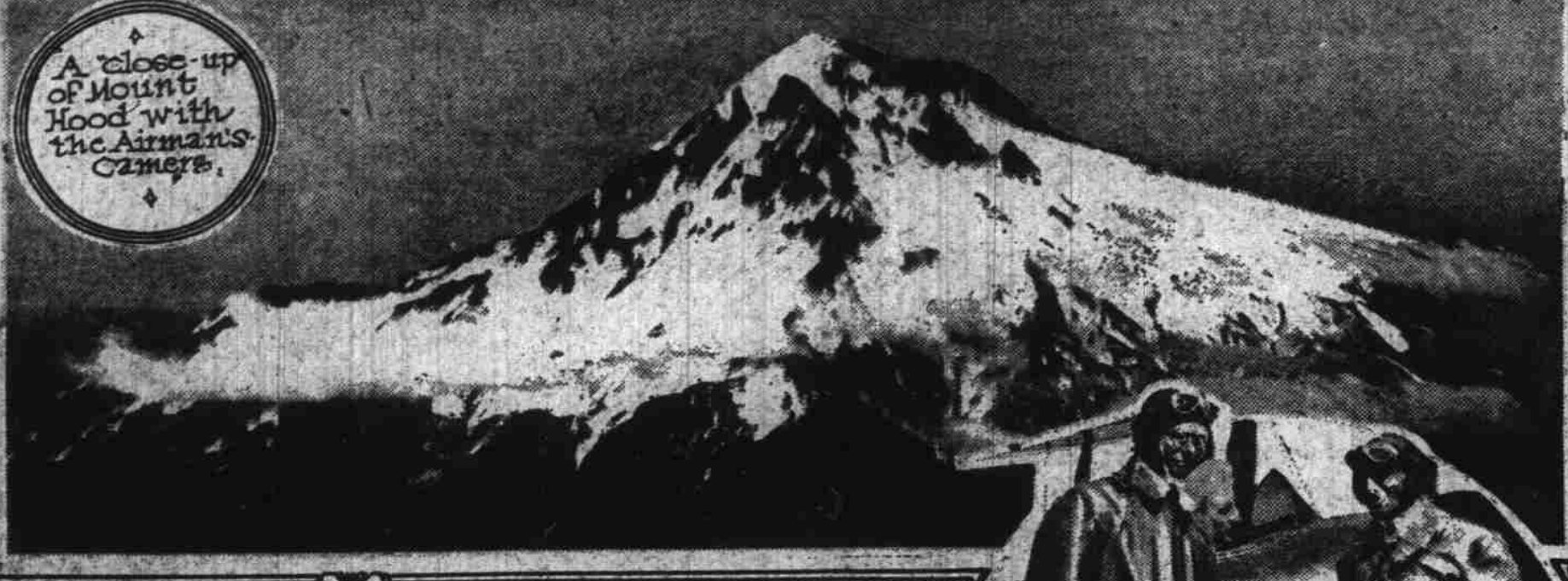


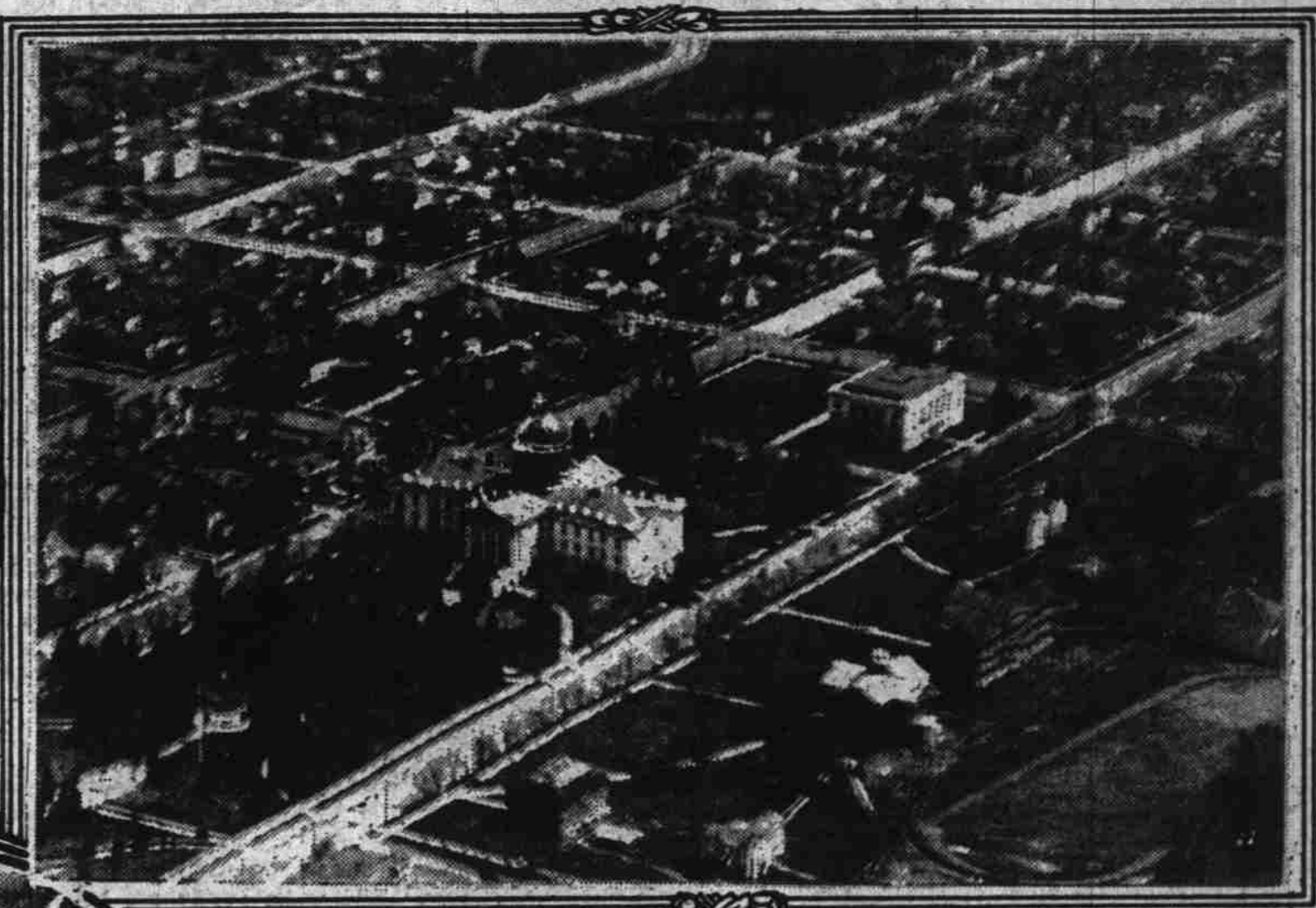
# Through the Birdman's Eyes

Oregon Aircraft Develop Important Peace-Time Industry

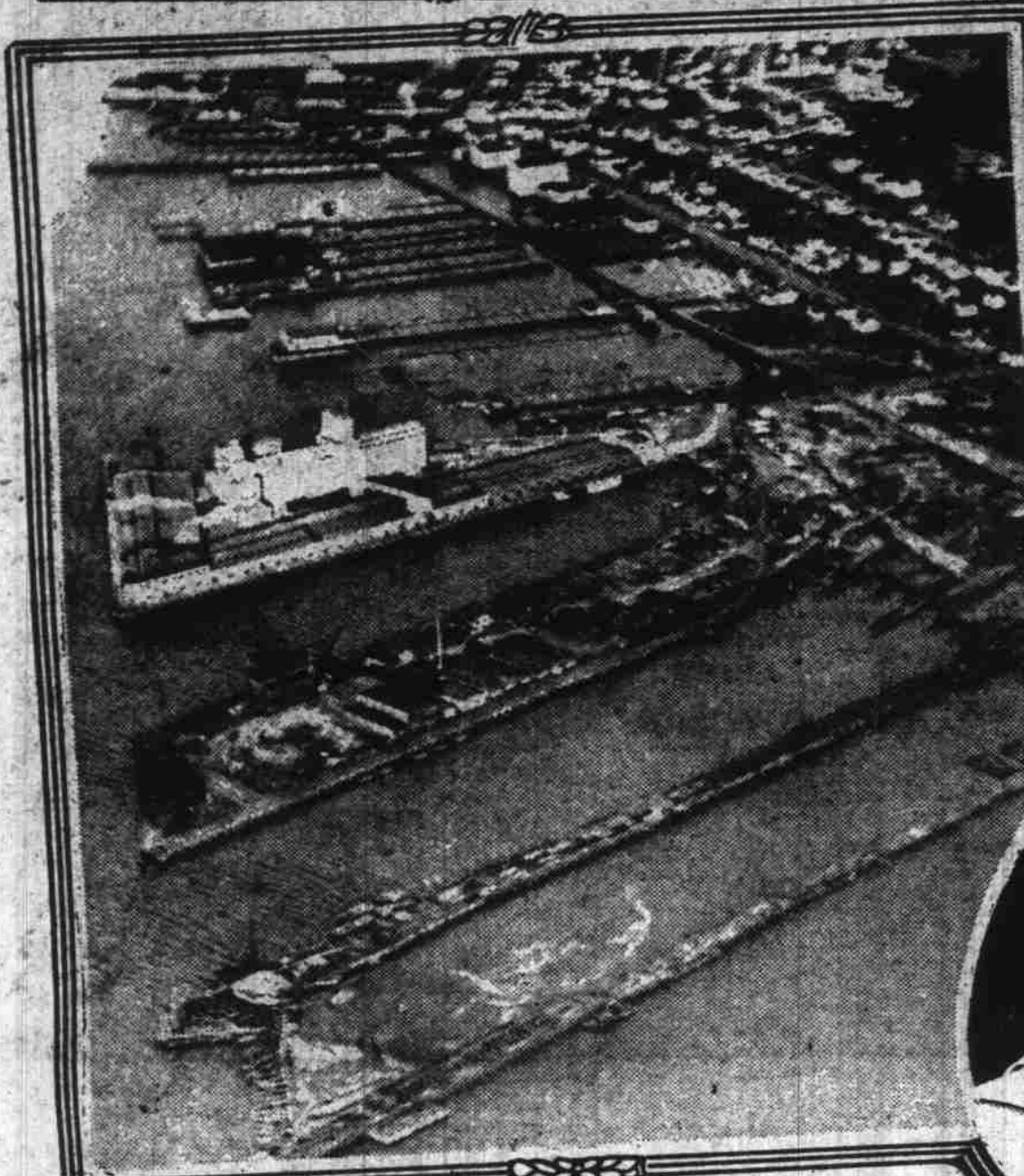
A close-up of Mount Hood with the Airman's Camera.



Vernon Emery, who soared about Old Hood.



Salem as the flyer sees it.



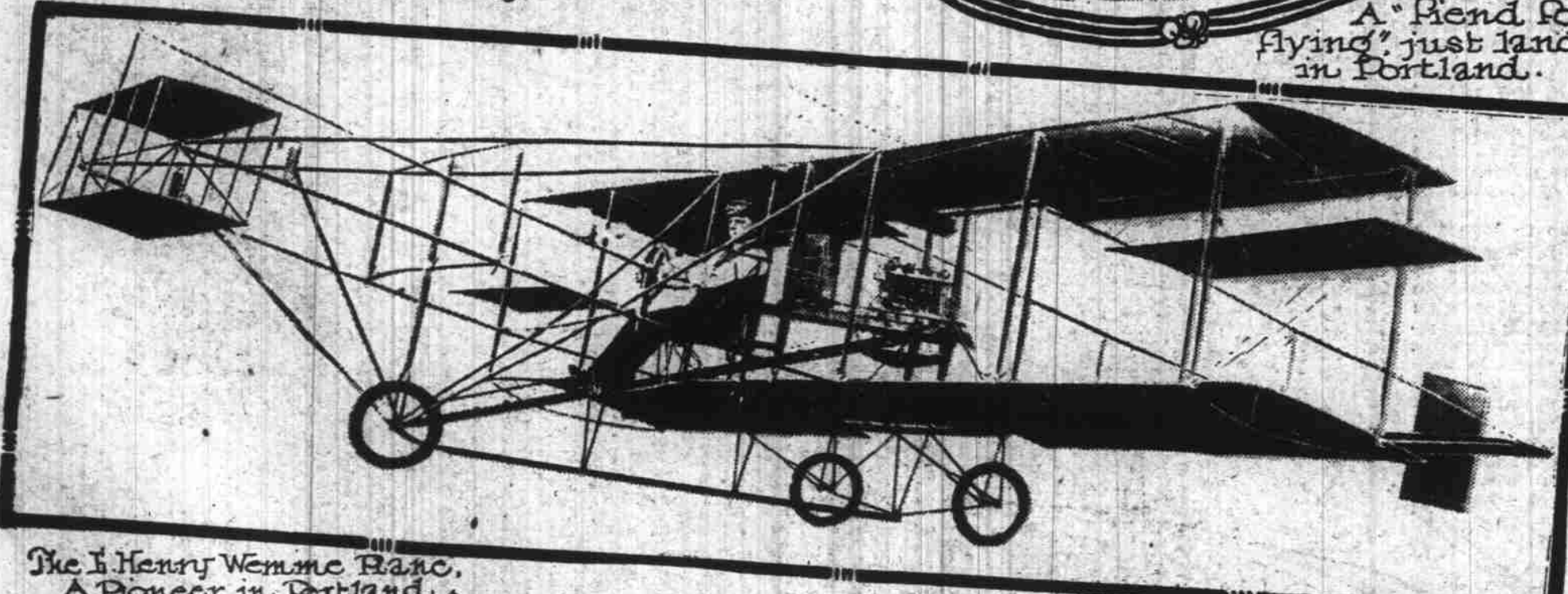
Astoria's Waterfront Showing New Terminals.



Gov. Ben W. Olcott, a friend for flying, just landed in Portland.



Loading the Journal for Scaplane Delivery to Seaside. First Service of its kind in History.



The Henry Wenme Plane, A Pioneer in Portland.

altitude record. A government plane has reached a height of 14,000 feet, but admittedly there's lots of air higher up. No privately owned craft has exceeded 12,000 feet over this state.

A modern voyageur, too, might bring to the sight of man such undiscovered wonders as remain in the unpenetrated fastness of Oregon's forests. Only recently was a very beautiful waterfall discovered within a few miles of Portland. There may be more such awaiting the revealing eye of the blazer of air trails.

A single organization, the O. W. I. company, has invested \$150,000 in the development of the airplane industry in Oregon—a suitable peace-time follow-up for the state's participation in the war-time manufacture of air craft materials. This company operates 30 planes at present and is said to have a monthly payroll of \$5000. Several other companies have one or two planes in service.

Thus far qualified pilots have found a rather lucrative field in passenger carrying, as the industry is not aged enough to find public interest cooled. For the time being at least, the latest of new thrills for home folk will be to fly. The sensation that emanates from the pit of the stomach in descending from the air is something all must experience before they will be satisfied to remain on solid ground, it appears.

In the offing, however, are government mail contracts that will provide employment for a number of planes and pilots. That such contracts will be actually forthcoming in a very short time is the belief of those who are seeking them.

Governor Ben W. Olcott, possessor of a keen personal interest in flying and himself a "fiend" for air travel, has done much to encourage aviation in Oregon. He was one of those instrumental in bringing to the state a year ago and again this year a systematic air patrol of Oregon forests. He

probably holds the long distance flying record for Oregonians other than pilots.

The government's activity in patrolling forests and in sending to the state exhibition planes from the army and navy equipment has enhanced public interest. Municipalities throughout the state have shown a progressive spirit in preparing landing fields for aircraft, although, as a rule, such accommodations are still few and far between. Fields and skidways, the latter for seaplanes, must be added before the state generally can participate in the flying game and its benefits.

Flying will be an all-year industry in Oregon. Winter's rigors did not halt American fliers abroad, and at home they will be no less fearless. The modern airplane can fly through any kind of weather and especially in Oregon, where the elements are unusually favorable.

The famous Curtiss Oriole airplane, much mooted for its war-time performance, has flown over Oregon as rapidly as 110 miles an hour, with the wind behind it, under control of one of the several Oregon, Washington & Idaho Airplane company pilots. The big Seagull seaplanes have made a speed of 76 miles and it was a Seagull type plane, carrying a cargo of Journals to seacoast readers, that made the flight from Portland to Seaside in 67 minutes.

An Oriole land plane flew from Marshfield to Lewis and Clark field, Portland, in two hours, two minutes. The distance was 284 miles. The same type of plane has flown to Tacoma in 80 minutes. Both the Oriole and Seagull types carry 150 horsepower motors.

It remained for government pilots first and then Oregon, Washington & Idaho company fliers to circle the majestic crest of snow-topped Mount Hood in an airplane. The latter flight, achieved two weeks ago, was made by Victor Vernon, general manager of the company, and G. F. Emery, its

business manager. Their proclamation is that the flight was "glorious." Emery is responsible for several of the pictures herewith, including that of Mount Hood from the air.

"That trip encompassed the sight of all sights," Emery avers. "Atmospheric conditions for the flight, attempted only once before, were excellent."

"The Oriole, piloted by Vernon, headed straight for the old mountain, while Mount Tabor, Gresham, the Powell valley, the Columbia river, all spread below us. The Columbia lost some of its mightiness, meanwhile."

"Seven fingers held aloft by the pilot indicated the elevation at 7000 feet as we flew over Corbett, nestled in the hills. Looking down again we discovered Ball Run lake, a tiny little parcel of water from our viewpoint, now 9000 feet high. Vast timber tracts everywhere led the eye to the beauties of Mount Adams, St. Helens, great sharp sentinels, and Mount Jefferson on the right surrounded by patches of fleecy clouds."

"Forward, the ship swinging a little to the right, Mount Hood loomed up under the afternoon sun, every crevasse and boulder seemingly in view. Below was Government camp, Host Pridemore nowhere to be seen, looking like nothing more than a match-box on a green carpet."

"I learned then that we were up 12,000 feet, several hundred feet above the elevation of the mountain crest, yet within sight, for the second time in history, of the wonderful color, the massive construction and the bulky outline of the entire mountain."

"After our camera had done its work we circled back toward Portland, heading for the Columbia river highway, where we had new and novel views of the river, Vista house, the Sandy river and then the city again spreading out for miles upon miles beneath."

"For sight-seeing, I believe, nothing can equal the Mount Hood air trip."

By Earl C. Brownlee

A PERSON with the temerity to declare that transportation development in the next decade will be chiefly in the air gets a broad smile from the tolerant auditor.

Yet, today, in the shadow of Oregon airplane wings, there is an industry of rapidly increasing size and importance in which hundreds of thousands of dollars have been spent and to which an unusual group of men has been attracted.

About the new industry there is the same glamor that recruited the pioneers who blazed the westward trails. There is a new frontier to test the courage and prove the genius of man and, steeling himself to the conquest, man is going forward in air transportation just as he did on water, rail and highway.

Air travel was introduced in Oregon almost within memory of the school boy by such men as E. Henry Wenme, whose odd aircraft was a prime curiosity only a few years ago. Meanwhile, except for the presence and the performances of such men as Silas Christopherson, a lethargic condition engulfed aeronautics here until the war and its exigencies drew out a renewed interest and more concentrated energy.

Since the war ended, it is safe to estimate, authorities agree, that

nearly 5000 Oregon people have been transported through the air in heavier than air machines, and one company, the Oregon, Washington & Idaho Airplane company, has carried, its officials say, 2000 passengers without the slightest mishap to plane or passenger.

The spectacular stage in airplaning has passed and the steady gait of progress has arrived, say those identified with the business of flying.

On that basis Oregon is establishing her infant industry and on the basis of future possibilities, not to mention present realities, is nurturing the infant prodigy to a proportion few people have realized.

Blazing the trails of the new air-world, Oregon owned aircraft, have established routes over most of the Northwestern country; have circled the icy crest of Mount Hood; have probed the mysteries of the forest primeval and have intimately inspected the gorgeous pattern of nature's vast playground—a sight available only to those who look down from the clouds.

There is nothing quite so inspiring, experienced air sightseers say, as a perspective of the Oregon country from on high, where there is no interruption to the view and no limit to the beauty one may find.

To see, from the cockpit of an airplane, the tiny ribbon of water that, from another viewpoint, is

the broad Columbia river, or to scrape the crown of a snow covered mountain that towers above a mere lawn of giant fir trees—these are the rewards for the traveler who journeys through the air.

There are many marvels apparent from the air that are not visible to the landlubber. The automobile tourist may be enraptured by the depth of the blue of Crater Lake's water, but it would require much persuasive argument to convince the same tourist that the ocean's blue is equally as deep a hue from the airman's vantage point. The shades of blue are almost identical.

One who knows that Portland's water supply, stored in picturesque Bull Run lake, is a thing of billions of gallons, will hardly believe, on the spur of the moment, that the same vast storage place looks, to the man flying 10,000 feet above it, like it might, if severely taxed, hold a good cupful of water.

From the commercial standpoint, though, the airplane is only now approaching its proper state. Promises of mail carrying contracts; possibility of express delivery routes and the actual existence in Oregon of the world's first, ultra-modern, thoroughly successful seaplane delivery of a metropolitan newspaper, The Journal, are some of the strides that seemingly insure the future of aviation in Oregon.

Most reliable figures available

show that there are 38 air and seaplanes in Oregon. Four airplanes are owned outside Portland, an equal number are privately owned in Portland. These Portland planes are reserved, for the most part, for the pleasure of the owners and are aside from at least 30 planes owned and operated by one Portland air navigation company.

Even the church has invaded cloudland on man-made wings and an airplane has produced the original "sky pilot" for Oregon, all other claimants notwithstanding, who is said to be getting some splendid results in his bird's-eye search for converts to his particular faith.

As a matter of fact, air navigation in Oregon has gone so far that it has created some dreamers who promise soon to bring to focus on Oregon the eyes of the world.

One such is G. Merle Gordon, already possessed of a very modern and capable airplane. He threatens in certain terms to pilot his "ship" around the world. That is a big undertaking, and requires some large scale preparations, but the plan will be executed very soon, he who has conceived the idea declares.

There are many things for the Oregon aviator to do, however, before he undertakes to make world history on wings. He may, if he chooses, set a new Oregon