

Aviation Records Broken

On October 10 more than 350 airplanes connected with the American forces near Verdun, France, in a bombing expedition, dropped on German cantonments about thirty-two tons of explosives, thus accomplishing one of the biggest bombing exploits of the war.

One of the large bombing planes carried a full-sized upright piano from London to Paris. While it is not unusual for airplanes to carry dead-weight loads much heavier than the weight carried in this instance, the actual transportation of such a ponderous and unusual object serves to illustrate very vividly the lifting power of the latest bombing planes.

It is said that during the past three months the airplanes of the Allies have made 249 raids on the principal German war industries in the Rhine Valley and have dropped about 247 tons of bombs on strategic points. These raids have not only resulted in the destruction of many munition plants, poison gas factories, railway trains, etc., but have had a widespread effect in demoralizing the morale of the German army and people, and as a result, it is said that large numbers of public meetings are being held in German cities near the border demanding that all aerial warfare shall cease. Thus Germany seems to be getting stern retribution for her ruthless air raids on English and French cities.

Within the last two days two remarkable airplane speed records have been made in this country—one in which a flight of 260 miles, between Mineola, L. I., and Washington, D. C., was made in two hours and three minutes, by Major-General William L. Kenly, head of the Division of Military Aeronautics, and the other in which the trip from Dayton, Ohio, to Washington, D. C., (a distance of 430 miles) was made by Caleb Bragg, with one passenger, a civilian aviator, in a DeHaviland plane, in two hours and fifty minutes, or at the rate of approximately 143 miles per hour. The plane in this latter instance was equipped with a Liberty Motor, which thus demonstrated its remarkable efficiency. While it is not unusual for airplanes to travel at high speeds for comparatively short distances, the maintenance of a speed of 143 miles per hour for such a long distance constitutes the most remarkable high speed long-distance flight on record.

With the rapid present-day developments in airplane speed and endurance we are justified in expecting very shortly a successful trans-Atlantic flight. However, the announcement in a number of daily papers throughout the country a few days ago that such a trip had already been successfully made between Newfoundland and Ireland seems to have been premature, although the alleged trip was describ-

ed with much detail in "Flying" for August, 1918, the article being accompanied by several illustrations, including a map purporting to show the exact course taken in the alleged flight. While the account may have been written in good faith, it bore the earmarks of a hoax, since it conveyed the idea that the entire trip of more than 2,000 miles was made, without a single stop for fuel or oil, in a DeHaviland plane (which has a very limited carrying capacity) when to make such non-stop trip would involve the carrying of from five to six thousand pounds of gasoline and oil, and would require a greater lifting capacity than that of even the largest bombing planes of which there are any authentic records. While it is entirely possible to fly over the Atlantic between the points above mentioned, it will be necessary—at least until improved motors are available—for any plane undertaking the trip to make at least one or two stops for gasoline and oil; and any accounts of trans-Atlantic flights alleged to have been made without any such stop may well be regarded with skepticism.

No Aphis next year and why

Oregon Agricultural College, Corvallis, October 31.—"I have plenty of vetch seed but I think I'll not sow it this year because the vetch aphis are so bad," writes an Oregon farmer to Prof. A. L. Lovett, entomologist of the experiment station. This sentiment is reflected in scores of letters received from farmers throughout the state.

"The fear that vetch aphis and other plant lice will be serious next year is not justified by present indications. Professor Lovett replies. These plant enemies have met with serious reverses and the chance of a bad aphis year next season is extremely slight. Serious aphid years are generally due to peculiar weather conditions in the early season. This past spring we had a few warm days followed by a long drawn out cool, rainy period. This was ideal for the multiplication of plant lice but prevented the development of their natural enemies, which under normal conditions succeed in holding them in check.

Throughout the early part of the season plant lice of all descriptions developed in countless numbers. As the season advanced and warmer weather prevailed, natural enemies had an opportunity to increase in numbers. They found an abundance of plant lice present on which they might feed, and with this plentiful food supply they in turn developed rapidly and late fall were present in unusual numbers. They have gone into winter quarters in first class condition. With this horde of natural enemies passing through the winter and developing a fine appetite for aphids, the opportunity for the plant lice to de-

REPUBLICAN VOTERS

Remember,

It is your duty to vote.

Tuesday, Nov. 5, 1918—Next Tuesday.

Polls open from 8 a. m. to 8 p. m.

We can elect the entire ticket - from U. S. Senator to constables - if we do our duty at the polls.

COUNTY REPUBLICAN CENTRAL COMMITTEE,
Stella J. Henry, Sec'y.

Paid Advertisement

velop in any numbers in the spring is slight."

Potato wart disease has invaded some eastern potato states, and the menace hangs over the potato industry in Oregon.

"The potato industry of the country is endangered by the wart disease which has developed in the east from shipments of poor quality po-

tatoes from Europe in 1912," says Prof. H. P. Barss of the department of plant pathology. "It is feared that other shipments not yet traced may have resulted in the introduction of the disease into other sections. Potato growers of Oregon as well as those of other states are requested by the government to send suspected specimens to the agricultural colleges for examina-

tion that prompt steps may be taken to head off the trouble before it becomes well established.

"The disease causes irregular warty outgrowths on the tubers, which enlarge until the entire potato may be changed into a black and worthless mass. The young galls are whitish or greenish resembling a cauliflower head. So far no cases have been reported in Oregon."

Which Do You Want?

More and Cheaper Fish
HONEST LIVELIHOOD
- FOOD PRODUCTION

307 X NO
Laboring Class

HIGHER PRICED FISH
Pleasure Seekers
WASTE OF FOOD FISH

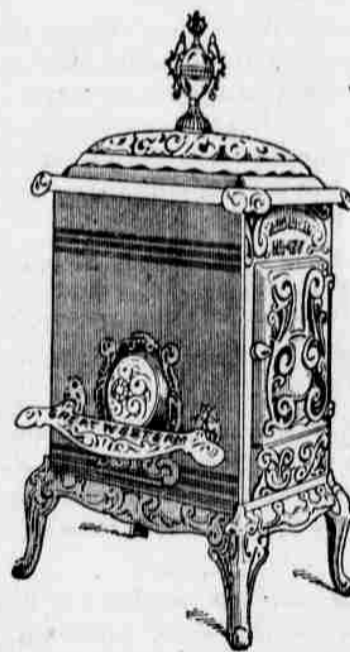
306 X YES
SPORTSMEN

Keep the price of fish down. Help production of fish. Eliminate waste.

VOTE 307 X NO

Read argument in State Election Pamphlet
Clackamas County Fishermen's Union, Andrew Naterlin, Secretary,
Oregon City, Oregon. (Paid Adv't)

Heating Stoves and RANGES



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