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Practical Air Navigation Has Been Solved—Forest Grove Inventor Perfects Aeroplane That Will Fly

An airship or aeroplane, invented by George N. Spencer, formerly living in this city, now making his home on a farm two miles from town on the Thatcher road, will revolutionize methods of travel and definitely solve the problem of successfully navigating the upper air. In all heavier-than-air flying machines now before the public, the ability of the machines to remain above the ground depends on their forward motion; a running start must be made to raise them into the air, and after they reach the upper regions, they are at the mercy of every strong wind that blows. In consequence, a flight of fifty miles by one man is hailed with loud acclaim; and where two persons ride for any distance in the machine, double heads are given the incident by the newspapers.

If Mr. Spencer's invention proves successful, airships carrying from twenty-five to two

hundred passengers or more, depending on the size of machine, will soon be an every-day sight, and a trip across the continent by the air line will be thought no more unusual than by railroad at the present time. While Mr. Spencer's invention differs in many essentials from flying machines now in use, the most radical difference, and that which sets it apart from all others, is in the propellers which lift the aeroplane from the ground and cause its forward motion.

A description of the working model of the aeroplane which Mr. Spencer will construct, given without technical terms, is as follows: The machine will be forty-five feet in length, with a cabin four feet in width which will contain room for twenty passengers and a crew of five. The upper and lower planes will be nine feet in width, each, and ten feet apart; the cabin will be seven feet in height from the center of the floor to the apex; the planes will be constructed of muslin or other cloth, as likewise the cabin and the propeller blades; there will be very little wood used as the framework will be made of

metal tubing. In the center of the machine will be four engines which will be of twenty-five horse power each. At the forward end of the machine will be the steering rudder and two balancing rudders, which will be under the control of the pilot, four cranks somewhat similar to those used on trolley cars being used to operate the rudders.

The propellers, the method of working of which distinguishes Mr. Spencer's aeroplane from all others, and on which he bases his claims as to the practicability of his invention, will be eight in number on the working model. They will be seven feet in length and twelve inches wide, the two blades of each propeller being three and one half feet long. They will be constructed of wood. The propellers will be located at the top of the machine, on horizontal bars, four to each side. The propellers, by means of a stirrup, engaged to the horizontal shaft, may be swung around the shaft to any position desired; herein lies the secret of the invention, and sets it apart from all other flying machines now made. A bar fastened to the outer end

of the stirrup and to a loose sprocket wheel on the horizontal bar, gives the engineer control of the propellers, a sprocket-chain connecting the loose sprocket wheel and a crank in the hands of the engineer.

In operating this aeroplane, the engineer sets the propellers in motion in a horizontal position. Mr. Spencer claims that in his working model the machine will have a lifting power of 2500 pounds, lifting the aeroplane and its freight at the rate of 132 feet a minute. After the machine has reached the desired height, the propellers are changed to a vertical position, and a forward motion is obtained, the airship being able to travel 100 miles an hour. When descent is desired, the propellers are reversed, and when the forward motion is checked, are changed to the horizontal position, and the craft may be lowered to any spot desired. Carrying twenty-five persons, necessary luggage and gasoline, of an estimated weight of 7000 pounds, the machine will cross the continent in forty hours, more or less, according to Mr. Spencer. The motive power of the machine be-

ing at the top and the weight at the bottom, will keep the aeroplane steady and prevent its tipping over.

Mr. Spencer applied for letters patent on his invention some months ago, and will probably receive his papers in a short time. Mr. Spencer is an inventor of much experience, and is eminently practical in his ideas, as is evidenced by the fact that of all his complicated inventions, not one has ever failed to do the work he has claimed for it. He is as confident that his present invention will fulfill his expectations, and one seeing the drawings of the machine and hearing from him a description as to the workings thereof, can be no less than convinced of the feasibility of the invention. Should his claims be borne out by a practical test, Forest Grove will gain more fame than when it was called by former President Hayes "The prettiest town in Oregon."

EXCLUSIVE DOPE—The PRESS reported exclusively the story last week of the Forest Grove hen that crows instead of cackles when she lays her daily egg. Cock-a-doodle-do! Read the PRESS to get the news.

City "Dads" Transact Business

The city council met in regular session Tuesday night at the free reading room. The mayor, all members of the council, the recorder, street commissioner and chief of police were present. Nothing of special importance came up before the body and the usual routine business was attended to. The claims of Peachin, Adams and Burke for damages, caused by the new water line crossing their properties, were considered. The council has made them an offer in settlement, but as the sums are not as large as those demanded by the property owners, a board of arbitration may have to be appointed to settle the matter.

Laurelwood Resident Dies

Mrs. Margaret A. Allen, aged seventy-seven years, died at Laurelwood Academy Sunday. She was born in Ohio June 2, 1833 and came to Washington county from Pine Valley, Baker county, six years ago. She is survived by her husband, William M. Allen, and the following children: Mrs. L. F. Moffett, Gaston; M. M. Allen and Mrs. Amanda Bishop, Nebraska; and G. M. Allen, Boise, Idaho.

Funeral services were held Tuesday, Professor Kay officiating, with burial in the Hill cemetery.

Sawdust on Streets a Mistake

H. W. Scott, the automobilist of this city, says it is a mistake to put sawdust on the street to lay the dust, as it will soon become incorporated with the earth, and when the fall rains begin will absorb and hold the moisture, causing the roads to stay muddy for a longer period than where it is not used. He says straw is all right, as it can be raked off in the fall.

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They Walked and Fished

The party of "strollers" who left on August 27th for a fishing trip returned Thursday evening of last week, after a walk of over one hundred miles. The party consisted of Miss Manche Langley, Lotus L. Langley and wife and Allan A. Dale. They walked from North Yamhill to "The Trask", the stage hotel on the Trask river, a distance of thirty miles, camping in the mountains the first night and getting to "The Trask" at noon of the second. They then spent three or four days fishing and hunting in the Trask district, eating de(a)r meat (bacon at 20¢ per pound) and cooking up fish (stories). Langley says that those fish over there are on speaking terms with most of the sportsmen in Oregon. The party went in to Tillamook, out to the beach resorts and over the Wilson River road home, having looped the loop of about one hundred and twenty miles on foot in nine days. The last thirty miles of the trip, from the McNamer Camp on Wilson River to Forest Grove, they made in one day, and not because they were homesick either, but just because, so Miss Langley says "You just get used to steppin' spry".

Good roads advocates say that highways well paved draw trade—which may account for the heavy traffic on the road paved with good intentions.

A Massachusetts couple has decided to be married in a balloon up in the clouds. It probably won't seem much different from the latter part of their courtship.

Visitors from Portland

Charles Pierce, Mrs. Elsie Cramer, Mrs. Alice Thomas, and the latter's daughter, Ethel, came out from Portland last week for a visit with J. F. Pierce of this city, who is the father of the three first named. They secured a couple of automobiles and went out to Greenville for a call on Mrs. John Ireland, who is a daughter of Mr. Pierce.

Noted Editor and First P. U. Graduate Dies

Harvey W. Scott, editor of the Oregonian, who died in Baltimore August the seventh, was the first graduate of Pacific University. Mr. Scott was born in Tazewell county, Illinois, Feb. 1, 1838. He lived on a farm until 1852, when he crossed the plains with his father by oxteam. The family first settled in Yamhill county where they remained a year, thence moving to Puget Sound. Determined to have an education, young Scott came to Forest Grove in 1857, walking the entire distance from Olympia. He was compelled to give up school for a time, but again entered the University in 1857, and graduated in 1863, working his way through college by employment among the neighbors and on his father's farm in the Watts district.

Mr. Scott became editor of the Oregonian in May, 1865, and with the exception of a few years, from 1872 to 1877, had held the position continuously since. While editor of the Oregonian he pursued his studies, reading deeply on literary, philosophical, theological and classical subjects, and was accounted one of the really learned men in the state.

Through his editorials in the Oregonian when Oregon was in the formative period of its growth he did more to shape the building of the state than any other man. His name has been a household word throughout the Northwest for two score years, and the real greatness of the man and his work will be even more clearly seen in the years to come.

The body of Mr. Scott will arrive in Portland Friday night. The remains will lie in state in the Scottish Rite Cathedral during part of Saturday. Saturday night the midnight services of the Scottish Rite Masons will occur. Sunday private services will be held at the family residence, and the body will be interred in Riverview cemetery.

Road Building Test to be Made

An exhaustive road building test in western Oregon will be made by Professor H. M. Parks, of the Oregon Agricultural College. Six counties have agreed to meet the expenses of an exhaustive test in road building, these counties being Multnomah, Marion, Clackamas, Linn, Benton and Tillamook. It is hoped that Washington, Lane, Polk and Yamhill counties will also join the movement, but they must do so soon in order to avail themselves of the offer made by Professor Parks.

It is the purpose of Professor Parks to make a geological test of all rock and other formations in the counties of western Oregon so that he may gain an accurate idea how much road-building material is available, where it is to be found, and what will be the cost of transporting the material. He will issue his information in pamphlet form when gained.

Professor Parks will give his time free, and the pamphlets will be issued by the college, the only expense being hotel bills and livery hire. Judge Lionel R. Webster, a good roads enthusiast of Portland, is now in eastern Oregon, setting forth the benefits that will come from adoption of the constitutional amendment permitting counties to issue road building bonds. When he returns to Portland a definite plan will be formulated by subscribers to the good roads fund, for a campaign that will assure the adoption of the amendment at the coming election. In all sections of Oregon the need of better roads is gradually taking hold of the voters, and as the roads of Washington county have received a black eye from various persons living in and out of the county, in the past few weeks, it might be a good plan for our citizens to get into the running in the test to be made by Professor Parks.

Off to Tillamook

A vacation party consisting of the families of Rev. E. V. Stivers and O. C. Jackson left Monday morning for Tillamook for a two weeks sojourn by the briny deep. The party went by private conveyance and intended to travel by easy stages camping wherever the fancy led them, and fishing in the mountain streams.

Watch For This Party

One Francis Lovejoy stole a Mitchell Runabout Automobile from a Dr. Sugg of Chicago, and a reward of fifty dollars is offered for the recovery of the automobile and apprehension of the thief. Evidently thinking Lovejoy might pass through Forest Grove in his travels, the captain of the Chicago Detective Bureau have caused a notice of the theft to be posted in this city.

Lovejoy is described as being 30 years old; five feet six or seven inches tall; weight 141 lbs; dark hair, smooth face, sallow complexion and a large nose. Wore when last seen, blue coat, light flannel trousers and cloth auto cap.

Hillsboro To Improve Streets

The City Council, of Hillsboro, has instructed City Attorney Tongue and City Recorder Bowman to prepare initiative petitions for amendments to the city charter, allowing the council to improve streets and assess the cost to the adjacent property. The measure will be submitted to the voters as soon as it is prepared. The planks with which several of the Hillsboro streets have been improved for some years, are giving out, and something more durable will likely be tried by the people of the county seat.

New Volumes for City Library

The complete file of the Century Magazine, from the first issue, November, 1881, to the current issue, owned by F. S. Barnes as mentioned in last week's PRESS, has been acquired by the reading room, the library board paying part of the purchase, and Mrs. G. O. Rogers and Captain Barnes donating the balance. The volumes make a valuable addition to the Library.

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