

# HOW UNCLE SAM TRAINS MEN FOR THE AVIATION CORPS

Army Schools Are Speeding Up Work to Supply Fliers for New Army.

## SCHOOLING MOST THOROUGH

Pick of the Land Intellectually and Physically Is the Raw Material of the Field—First Taught Mechanics and Work Gradually Up to Difficult Feats in Flying.

New York.—Uncle Sam's new army must have the best aviators in the world. This is the order that has come from Washington, and the army schools throughout the country are striving to carry it out.

There are many obstacles and discouragements, fast scout planes are almost non-existent this side of the Atlantic, but the standard already reached means vast advance.

A trip out to the big government flying school on Hempstead Plains, near Mineola, L. I., shows a scene of bustling activity, a beehive of industry, which has speeded up even over its former strenuous pace in the last few days.

At the entrance to the field a stalwart private, an automatic on his hip, challenges the visitor and scrutinizes closely the papers shown. A step through the gate discloses inside the fence a scene to rejoice the heart of the small boy—a vast expanse, on which great mechanical falcons purr and skip, now rising into the clouds and now descending swiftly and gracefully to the level turf.

Framing the picture are rows of airplane sheds, or hangars, barracks, machine shops, offices and other rough buildings which have mostly been knocked into shape in the last few weeks.

Scores of students and mechanics hustle around and over the winged monsters, oiling, plying the wrench, making tests and seeking the slightest flaw, for every flying machine must always be in the top notch of condition.

### Pick of the Land There.

War will probably soon change the conditions here in many ways—indeed, some differences are already noticeable from peace days. But most of the students are still paying their way—and not a small price either. After passing his flying test a student must turn over a \$500 tuition fee and \$300 more is due on final examination. The student must weigh not more than 100 pounds stripped, and "must furnish evidence of having a college education and be of good moral character."

The pick of the land intellectually and physically is the raw material of the field. Out of such promising novices Uncle Sam makes finished birdmen in three months—and now even this brief training period may be cut down.

The captain in command of the field explains the course of instruction:

"After the student has passed his preliminary physical examination and has had the mechanism of the machine drilled into him, we turn him over to an instructor, who takes him up on a joy ride as a passenger. He goes up about 3,000 feet the first time. When he becomes, during successive flights, accustomed to the swift rush of the air aloft, so disconcerting to the novice, he is permitted to handle the controls himself, but the instructor is there to correct any errors very promptly.

## 7,000 IN CELLARS TWO YEARS

Civilian Population of Lens Forced to Build Roads by the German Invaders.

Paris.—Between 7,000 and 8,000 of the inhabitants of Lens, which is in the occupied territory of France, have remained there and lived in their cellars for more than two years, says Elie Reumaux, manager of the coal mines there, who has just arrived in Paris. The former population of Lens was 40,000.

All the cellars in the town, M. Reumaux says, have been armored with cement by the Germans, so that they constitute so many little fortresses. The entire civilian population is obliged to work at road mending and railroad building.

The coal mines of Lens, which are among the most important of the region of the Pas de Calais and produced 20,000,000 tons a year before the war, have been idle since the invasion and have suffered immense damage.

Mexico is 1,000 miles long.

"In turn he is passed from one to another of the instructors until four have had him, and then they make four separate reports on him. After that we begin his training in real earnest, as we have learned then whether he is cut out to be an aviator.

### Training Is Thorough.

"We have found that a student cannot assimilate more than half an hour's lesson aloft in a day; that is, he does not profit by a longer lesson. So when he comes down he is put to work at the mechanics of the job, dismantling and assembling his engine, detecting trouble, making such repairs as he might be called on to make if he had to descend for cause during a flight. We give him textbooks on motors, too, and something about aerodynamics, and teach him how to observe the earth as it flies under him.

When the young aviator is competent to handle his machine he is introduced into more complicated work, scouting and maneuvering.

For instance, on a recent day a motorcar was sent on a devious ten-mile journey over little frequented Long Island roads. Its top was broadly striped in black and white, but otherwise it could not be told from the tens of thousands of other cars which are constantly on the move over the island.

"Twenty-four army airplanes went up to seek the car. Twenty-one left

and 138 miles an hour. The new Moraine-Saulnier, according to Miss Ruth Law, the flying woman, makes 150 miles an hour. Airplanes much slower are useless on the western European battle front.

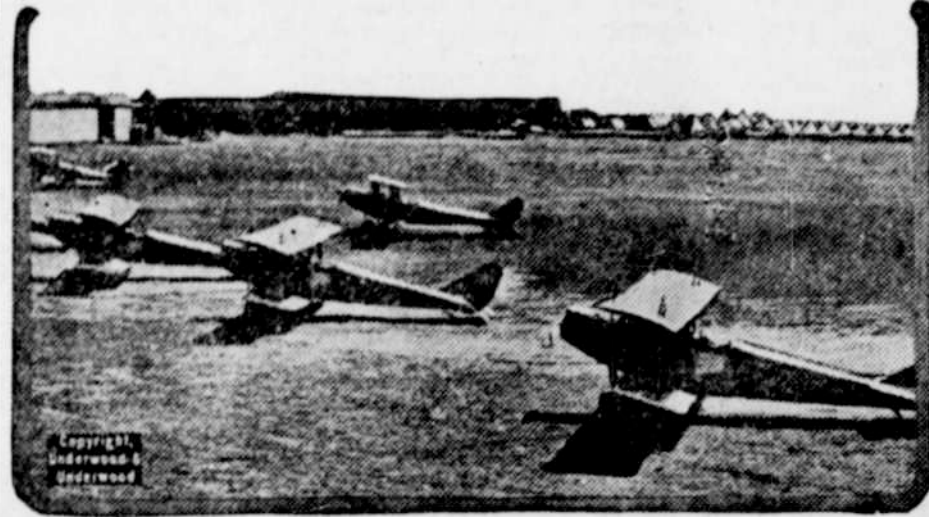
Students start learning to fly at Mineola on the poky J. N. 4 Curtiss biplanes, which go at the snail's pace of 75 miles an hour.

However, it is taken for granted that the deficiency in fast machines will soon be remedied. All the art of airplane building the French and British have learned in nearly three years of warfare will be placed at the disposal of the new ally. Commissions of Anglo-French flying men and builders will assist the United States army in manufacturing and teach the latest tricks of the trade to our aviators.

### What They Must Do.

The Mineola school is officially an aviation section of the signal officers reserve corps. Civilian volunteers enter as sergeants and become lieutenants in the reserve on passing their examinations. These "exams" are not to be sniffed at. Here are some of the things the young collegian must do:

He must climb out of a field 2,000 feet square and attain an altitude of 500 feet while keeping all parts of his machine within the square; he must cut off his motor at a height of 1,000 feet and land within 200 feet of a designated point; he must land over an assumed obstacle ten feet high



Where Aviation is Taught.

and three came from the government school at Governors Island, New York city.

"The car with the striped top represented the head of an enemy convoy. The aviators were to detect the head of the supposed column while the latter was still far from its objective, the aviation field, for there must be time to make the imaginary artillery attack upon it effective.

### Problems Easily Solved.

For the problem the map of Long Island near the flying field was divided into 24 sectors, one being given to each scout. The lucky man who found the car whirled back to the field in short order and Mineola was "saved."

In another problem three Fast L. W. F. tractors were sent to a far distant point, which was not disclosed to the students, and there sent up as scouts of an enemy bent upon taking photographs of the Mineola field. The students were to locate these machines and drive them back by heading them off. They did this with ease.

Not all the feats attempted work out well, because real swift machines are lacking. The slower machines do not stand up so well in a gale, although otherwise easier to manage. It is understood the fastest machines now at the field are the L. W. F. tractors, capable of 95 miles an hour. British and French scouts make 135

and come to rest within 1,500 feet of it; he must fly for 45 minutes at an altitude of 4,000 feet.

"The psychology of this flying business so far as the students are concerned," says the commandant of the field, "is a singular thing. In considering it you must put fear out of the reckoning. The students are never frightened. The fact of the matter is that they go into it thinking that it's a daredevil job. Then they go up and they're disappointed—it isn't the daredeviltry they thought at all. So what do they do? They tend to go to the other extreme right away and we have to keep them from killing themselves with sheer recklessness. We have to teach them with every ounce of ability we possess that if they make the one slip they seem determined to make it will be the very last slip they'll ever make."

### Bible Stops a Bullet.

Follansbee, W. Va.—Rev. Arthur C. Palmer, Free Methodist minister here, owes his life to his Bible. This developed when he turned over to the police several threatening communications promising to "get him sure" if he does not cease his efforts to reform the city. Rev. Mr. Palmer was shot from ambush as a result of these threats, the bullet lodging in his Bible, which he carried under his arm.

## TOWN WITH THREE NAMES

Queer Situation Arises and of Mix-Up in Locating a New Town in Kansas.

Hutchinson, Kan.—The passenger who gets off the train at Ben Allen, a new town in Logan county, needs to make sure that he is not seeing double or triple, for Ben Allen, although with less than 200 inhabitants, has three railway depots.

Moreover, each of the three depots bears the name of a different town. It all happened as a result of a mix-up in trying to start a new town when the Scott City & Northern railway was built through Logan county on its way from Scott City to Winona. Two towns sprang up, one named Keystone and another christened El Kinder. Later the two towns were merged and consolidated on a new town site named Ben Allen, in honor of the chief engineer who surveyed the route across the country. So three depots now stand at Ben Allen, each bearing a different town name.

## STATE NEWS IN BRIEF.

A truckload of mohair was sold in Corvallis Saturday to Walter H. Kline for more than \$3000. It was auctioned off and brought 66½ cents a pound.

While Southern Pacific reports indicate a steady decline in the car shortage from April 28, when the late peak of 1157 was reached, to 909, reported Saturday, the Public Service commission still is besieged with complaints.

Governor Withycombe has telegraphed to R. N. Stanfield, representing the State Council of Defense at Washington, asking him to urge Secretary of War Baker that steps be taken to prohibit enlistments from the rural districts.

Governor Withycombe has been advised by Attorney General Brown that members of the Third Oregon Infantry, who are in the state on Monday, June 4, will be allowed to vote on matters pertaining to state affairs to come up at the special election.

With labor scarce, appropriations materially decreased and demands for wages soaring, state institutions confront a decidedly serious situation, according to reports made to the State Board of Control by practically every one of the heads of such institutions.

An interesting relic of the past in the shape of an old American flag has just been hung in the dining room of the Pilot Butte Inn at Bend. The flag is one given by General Ulysses S. Grant to William T. Birdsall, father of W. C. Birdsall, manager of the inn, and bears only 38 stars, indicating its age.

At the meeting of the Medford city council this week, Mayor Gates launched a vigorous campaign to stop all forms of gambling in Medford. The city executive said that a charity patient whom he had befriended recently lost \$4.50, which was all the cash he had, in a game of poker at a local pool room.

The monthly report of the Industrial Accident commission for April shows receipts for the month amounting to \$77,937.29, and disbursements of \$83,189.35. Cost of administration during the month was \$4121.66. The commission had a total balance of \$950,947.72 with the state treasurer on April 30.

The State Highway department may use funds available in the treasury out of the \$300,000 derived from the one-fourth mill tax to complete contracts entered into before the present commission went into office, according to an opinion by Attorney General Brown, sent to State Highway Engineer Nunn.

The Beuhner Lumber company at North Bend announces a straight increase in wages for its employees of the logging camps and mills of 25 cents per day, which places the minimum for men at \$2.75, effective May 1. The company had this raise under consideration for some time past and it is the first advance above wages generally current in the best-paying companies. The order applies to nearly 375 men.

Sheridan has, to date, sent 62 young men to the army and navy.

According to statements that developed at a meeting of the State board of control recently the penitentiary brick plant may be closed down after the governor takes charge of the prison this month.

The Sunset Woolen Mill at Bandon, a newly-incorporated local stock company composed of 60 business men, has completed arrangements for the opening of the old Bandon Woolen Mills plant, and operations will commence in about three weeks. It will employ between 40 and 60 persons.

Officers of four California cement companies that had been included in a Federal indictment against members of the so-called "cement trust," charging illegal combination to apportion territory and control prices, in behalf of the companies enter pleas of guilty before Federal Judge Wolverton in Portland.

After waiting a number of months to ascertain what the Eugene Chamber of Commerce would do as to the purchase of flaxseed from the state, and after rejecting a number of offers from outside people, the State board of control has found that Eugene does not want the seed and that the offers made from other sources are now closed.

Several of the large logging camps and mills in the Clatskanie vicinity are in receipt of the "red hand" postcards which have been sent broadcast throughout the lumber industry of the Northwest since Saturday.

The Baker Red Cross organized last Wednesday already has 77 members. A campaign for 1000 members by June 1 is being launched and those at the head of the movement expect to have one of the strongest chapters in the state.

## FOOD DRIVE IS BEGUN

Director of Extension Service Seeking Co-operation of Every Farmer to Increase All Products.

Portland—Headquarters for the big food drive to be made by all Oregon producers have been established at 513 Oregon building, and Professor R. D. Hetzel, director of the Oregon Agricultural College extension service, is in charge of the campaign. He said the work was started officially Wednesday of visiting and organizing the farmers throughout the state and bringing their earnest efforts to bear upon the threatened shortage of all kinds of foodstuffs.

The workers who met in convention here went into the country to take charge of the work in the various farming districts. Ten organizers were sent to the outside cities and there are already 50 people in the field getting the work under way. Mr. Hetzel feels every phase of the state work will be covered thoroughly in the campaign now being started.

The men now in the field are directed to determine first of all what the farmers require in order to produce the greatest possible acreage of all sorts of foodstuffs, as well as the maximum of animals and poultry. Then will go forward the enlisting of labor, of machinery and seeds to meet their requirements.

## FOOD EXPERT COMES TO U. S.

New Chairman of Food Board to Arrive From England Soon.

New York—Herbert C. Hoover, recently chosen as chairman of the American food board, is on his way from England on an American ship and will arrive here within a few days, it is announced by the American commission for relief in Belgium. After conferring with members of the committee here, Mr. Hoover will be prepared to go to Washington to assume his new position. So far as is known by the men here who have been associated with him in the relief work Mr. Hoover has no intention of abandoning the chairmanship of the Belgian commission, although it is expected that the executive work will be carried on by other members, including W. S. Honnold, relief director in America.

## NORTHWEST MARKET REPORT

Wheat—Bluestem.....	\$2.84
Fortyfold .....	2.80
Club.....	2.80
Red Russian .....	2.75
Oats—No. 1 white .....	\$52.50
Barley—No. feed .....	52.50
Cattle—Steers, prime.....	\$10.50@11.25
Steers, good .....	10.00@10.50
Steers, medium .....	9.50@ 9.75
Cows, choice .....	9.25@ 9.85
Cows, medium .....	8.50@ 9.25
Cows, fair.....	7.50@ 8.25
Heifers .....	7.00@10.00
Bulls .....	6.00@ 8.50
Calves .....	7.50@10.00
Hogs—Packing .....	\$15.50@15.85
Rough heavies .....	14.50@15.00
Pigs and skips .....	14.00@14.50
Stock hogs.....	12.50@14.00
Sheep—Wethers.....	\$ 9.75@12.00
Ewes .....	9.00@11.00
Lambs .....	10.25@13.50

Flour—Patents, \$12.20.  
Millfeed—Spot prices: Bran, \$44 per ton; shorts, \$47; rolled barley, \$58; rolled oats, \$58.  
Corn—White, \$72 per ton; cracked, \$73.

Hay—Producers' prices: Timothy, Eastern Oregon, \$26@30 per ton; valley timothy, \$22@24; alfalfa, \$20@23; valley grain hay, \$18@19.

Butter—Cubes, extras, 35¢ per pound; prime firsts, 34¢. Jobbing prices: Prints, extras, 38¢; cartons, 1¢ extra; butterfat, No. 1, 38¢; No. 2, 36¢.

Eggs—Ranch, current receipts, 32½¢ @33¢ per dozen; select, 34¢.  
Poultry—Hens, 18¢@19¢ per pound; broilers, 35¢@30¢; turkeys, 20¢@22¢; ducks, 20¢@22¢; geese, 14¢@15¢.

Veal—Fancy, 14½¢@15¢ per pound.  
Pork—Fancy, 19¢ per pound.  
Vegetables—Artichokes, 85¢ @ \$1 per dozen; tomatoes, \$2.75@3.00 per crate; cabbage, 5¢@6¢ per pound; eggplant, 25¢; lettuce, \$1.75@2.00; cucumbers, \$1.00@1.50 per dozen; celery, 75¢@1.25; cauliflower, \$1.00@1.75 per crate; peppers, 25¢@35¢ per pound; rhubarb, 2¢@3¢; peas, 5¢@6¢; asparagus, 8¢@12¢; spinach, \$1.25 per box.

Potatoes—Buying prices, \$4.00 per hundred.  
Green Fruit—Strawberries, \$1.50 per crate; apples, 85¢@2.50 per box.  
Hops—1916 crop, 3¢@6¢ per pound; 1917 contracts, nominal.

Wool—Eastern Oregon, fine, 40¢ per pound; coarse, 45¢@50¢; valley, 45¢@50¢; mohair, 65¢.  
Casaca Bark—Old and new, 6¢@7¢ per pound.