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1914-15 AT.

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WHIMS OF THE AIR

Curious and Rapid Changes in the Velocity of the Wind.

HOLES IN THE ATMOSPHERE.

These Danger Spots, From the Aviators' Viewpoint, Are Born of the Almost Instantaneous Variations in the Force of the Aerial Currents.

Since man has provided himself with wings he has learned more astonishing things about the air than were dreamed of in his old philosophy. He has had to learn them in order to make traveling safe on his new aerial highway. The wind was almost a complete mystery until aeromats began to make close acquaintance with its strange moods and vagaries. The startling experiences of aviators have stimulated the anemometrists—i. e., the wind measurers—to fresh investigations, which have had surprising results.

Consider, for instance, these things which have been found out by the Aerotechnic Institute of the University of Paris:

If two anemometers (wind measurers) are placed side by side about seventy-two feet above the ground when a wind of from thirty-three to forty-eight feet per second is blowing the most remarkable differences in the velocity of the wind are observed. If the anemometers are only ten inches apart both usually show nearly the same wind velocity, but if the distance between them is increased to about thirty-two inches one will sometimes show a wind velocity of ten feet per second more rapid than that shown by the other. But this difference lasts only for an instant. If the distance between the anemometers is increased to twenty-three or twenty-four feet, the usual length of an aeroplane, the differences in the velocity of the wind shown by them are occasionally enormous, but of very brief duration. This must clearly produce a racking effect upon an aeroplane, which may be disastrous, for one end of it may be a second or so experience a resistance double that felt at the other end.

But this is by no means all. Not only does the wind vary in this capricious fashion at places a few feet or a few yards apart, but it varies with equal violence and suddenness at the same point, as is proved by fixing a single anemometer at a height of seventy-five or eighty feet above the ground and observing the successive changes in its indications of velocity. Thus it has been found that a wind whose average velocity was about thirty-eight feet per second maintained that velocity for as much as ten successive seconds and then in a second and a half dropped to less than fourteen feet per second, which it maintained during two seconds, after which in the course of half a second it sprang up to a velocity of fifty feet per second! It maintained the last mentioned velocity for only a single second.

In another case the velocity of the wind rose in three-quarters of a second from twenty-six and one-quarter feet to fifty-seven and one-half feet per second.

Considering these facts, it is no wonder that aviators meet with strange accidents by running into what they call "holes in the air," for the sustaining force of the air, on account of the sudden variations of the wind, may almost instantly lose half its value and then with equal suddenness recover, or more than recover, its former power. Such things enable any one to understand the peculiar perils that the aviator has to face. Even ordinary mortals know that the wind is capricious, but to the navigator of the air it becomes sometimes a very demon, or a legion of demons, whose eccentric gambolings are as uncontrollable as they are unexpected.

It took thousands of years for sea men to learn how to face with unflinching hearts the vagaries of the ocean waves and currents and for shipbuilders to devise vessels that could defy them, but it seems likely that we in a few decades shall have mastered the caprices of the atmosphere and have produced airships that will safely ride the wildest wind.

It is the advance of science that has given us the great advantage which we possess over our predecessors in overcoming nature's obstacles, but in increase of knowledge would not have served us if there had been decrease of courage. That there has been no such decrease is proved every day by the daring feats of aviators.—Garrett P. Serviss in New York Journal

How Kaffirs Work.

What "working like a nigger"—that is, a negro in South Africa—really means has been explained by one who has seen this wonder. He says that the phrase is one of the silliest and most inexact ever coined. "A gang of Kaffirs," he said, "were at work. They were loading rails on a truck, and they did it as though they were burying their dead. At the head of the gang walked a sort of chief chanting the most lugubrious dirge ever heard. At a crawling pace he led his men to the rails. Then came a long pause. This was to enable the singing head man to finish the first wail. When the Kaffirs got tired of waiting they bent down and picked up the rail, their movements keeping time with the funeral march. When at last the rail was hoisted on the men's shoulders the singer changed the measure to a chant of triumph. As a matter of fact, two duck laborers could easily have done all the work that was done by these eight negroes."—Indianapolis News.

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Notice for Publication.

Department of the Interior, U. S. Land Office at Roseburg, Ore., November 12, 1914.

Notice is hereby given that Edwin E. Stillwell, of Bandon, Oregon, who on April 14, 1908, made Homestead entry, 14846, Serial No. 04479, for NW 1/4 SW 1/4, S 1/2 NW 1/4, NE 1/4 NW 1/4, Section 25, Township 29 S, Range 15 W., Will. Meridian, has filed notice of intention to make final five year proof, to establish claim to the land above described, before M. E. Treadgold, U. S. Commissioner, at his office at Bandon, Coos County, Oregon, on the 29th day of December, 1914.

Claimant names as witnesses: John Crowley of Bandon, Oregon; John Lamont of Bandon, Oregon; George Cox of Bandon, Oregon; Grant Palmer of Bandon, Oregon. J. M. UPTON, Register. Nov. 17-Dec. 22.

Strike Hard.

The world is no longer clay, but rather iron, in the hands of its workers, and men have got to hammer out a place for themselves by steady and rugged blows.—Emerson.

Life and Love.

In the Democratic cloak room of the house not long ago a statesman, having discussed at length the tariff, currency reform and the Central American situation, announced kindly:

"Now, I'll give you fellows the difference between life and love."

Everybody immediately expressed eagerness to know the difference.

"Life," he said, "is just one fool thing after another. Love is just two fool things after each other." *

TO TALK ACROSS OCEAN THIS YEAR

Marconi Predicts Wireless Telephony in Six Months.

ON EVE OF BIG EXPERIMENTS

With Bigger Machines He Hopes Soon to Be Able to Make It Possible to Carry on a Conversation Between London and Ireland—Working on Wonderful New Instrument.

William Marconi expects to telephone across the Atlantic in the near future, possibly within six months. This statement he made to the New York Times' London correspondent, at the same time denying the report which has frequently cropped up in the last few months that he had succeeded in talking across the Atlantic.

"Some newspaper accounts of my recent experiments in Italy," he said, "were very funny. Here is one that says I succeeded in talking over a distance of more than 4,000 miles. As a matter of fact, we talked by wireless over a distance of slightly more than forty-five miles, which was all we expected and knew we could do with the apparatus we were using.

New Telephone Apparatus.

"We were experimenting with brand new apparatus on which I began work only three months ago and which seems very simple and very practical. We did not intend it to work over big distances. It was not tried over long distances; in fact, I knew it would not work much over forty-five miles. The same type of apparatus would have worked over longer distances, but what we were after was not long distance records, but reliability—reliability first. We were very much gratified by the results.

"The first and severest test was twelve hours' continuous talking—not all by one man, of course. The twelve hours' talk was provided by several men and a phonograph working in relay.

"The new apparatus is more practical, simpler and less likely to get out of order than anything we have had heretofore.

"I think transatlantic telephony will be done soon. I think there is no impossibility about it.

To Talk Across Irish Sea.

"We are building some larger and more powerful machines, and now expect soon to be able to carry on experiments in long distance wireless telephony over 200 or 300 miles. The station at Clifden will, I hope, be doing it soon. We hope soon to talk between Ireland and London if everything doesn't get smashed up over Ulster and prevent the experiment. The station at Carnarvon, Wales, will also soon be experimenting with long distance wireless telephony over a minimum of 300 miles.

"I am also working on a still bigger machine, the object of which is to send transatlantic wireless telegraph and telephone messages both on the same machine.

"The commercial possibilities of transatlantic telephony, I think, will not be nearly so great as those of transatlantic wireless telegraphy—at least, not at present. You see, at most we cannot talk more than 100 words a minute over the telephone, whereas we can send 200 words a minute by wireless telegraph."

To Each Age Its Problems.

It is not enough that we leave our institutions as our fathers shaped them. They knew little or nothing of the conditions which we face. Sufficient unto the age is the work thereof. It is not the right of any generation to project its will into the future, but it is the duty of each generation to adjust its institutions to meet its own needs.

Men need not wait until death to realize many of their ideals. They can have things here on earth which their fathers associated with the millennium. They need no longer overwork nor go cold and hungry nor suffer from pestilence or even famine. Machinery has provided the possibilities of a new life. When all of these possibilities are realized—when no one is overworked, cold or hungry, when all are leading joyous, purposeful lives—adjustment will be complete—welfare will be universal.—From "Social Sanity," by Scott Nearing.

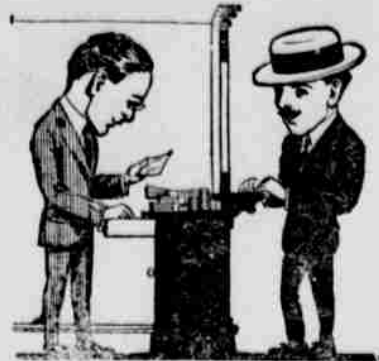
Realism.

The greatest moment in our career is when we awaken to the shaming truth that our life, to make or mar, is wholly in our hands; that neither dark destiny nor grim fate nor the stars nor the decrees of the gods nor the machinations of men or devils can cheat us of that greatness of soul and serenity of mind which are the crown of real success.

The most terrible note in the despair of the despairing is the sound of helplessness. To feel that the universe is a huge machine to grind us at last to dust, that the odds of existence are against us and that we are borne down by the tramp of irresistible forces—this is the salt taste of failure.

But when a man has discovered that he himself is master and that no outside force can touch his inner triumph that discovery is as of a new world, the America of spirit, the opening vista of limitless opportunity.—Dr. Frank Crane in Women's World.

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