SHERMAN COUNTY OBSERVER
Moro, Oregon
FRIDAY.....August 3, 1923

Gotham Goes "Coo Coo" Over New Parlor Game

New York.—This city has veritably gone "Coo Coo," all because of a simple little parlor game by that name which has become the rage in Gotham. "Coo Coo" is simply nothing more than a thick piece of cardboard in which a number of holes have been punched. The holes have been filled with little pieces of rolled paper on which ludicrous "commands" have been inscribed. Each player takes a turn and punches one of the papers out of its hole. The player must then do whatever the slip of paper instructs. Young and old, crabbed or gay, stuck-up or jolly they all fall for the newest game which has disrupted the order of business offices and school classes. Some of the most dignified members of a gathering invariably get the most undignified things to do and one can imagine the results.

Wolves Eat Russians.

London.—Great packs of wolves, some numbering 50, are ranging throughout the Simbirsk district of southeast Russia, and have eaten more than twenty persons this winter, says a Riga correspondent.

WHEN IN THE DALLES EAT AT
Royal Cafe
Open Day and Night

AW, WHAT'S THE USE

By L. F. Van Zelm
© Western Newspaper Union

He Hasn't Got the Coupla Hundred

Pigeon Flies at Rate of 1,097 Yards Minute

Boston.—A bird from the New York center won the international pigeon race which had its start recently at Midland, Ontario, the American Racing Pigeon club announced. The winning bird, owned by George Bond of New Brunswick, N. J., traveled at the rate of 1,097 yards a minute in returning to its home cote. Montreal center had the next best pigeon, a bird owned by Charbonneau of Montreal, making 1,065 yards a minute.

Many of the 600 pigeons starting in the race were lost, owing to bad weather conditions.

Unemployment on Decrease.

London.—A fall in the number of unemployed on May 14 to 1,168,600 from 1,218,267 April 30 is considered by officials of the ministry of labor to be significant as indicating a steady revival in trade.

Where Rover Scored.

On her return from a visit to grandma's Bernice said: "They were all glad to see me, but Rover's tail was gladdest of all."

FLYING FLIVVER IS NOW ASSURED

New Invention Is Expected to Put Plane Within Reach of Every Family.

The "flying flivver" has literally and suddenly come into the sky. Although the pioneer was wrecked, aeronautic experts believe that flying flivvers soon will become as plentiful, relatively, as their namesakes. The new experiment in human flight proved itself before it crashed upon a Jersey tree in an attempted flight from New York to Washington.

The nickname of the Dewoitine cross between a glider and a regular airplane is befitting in respect of weight, size, fuel requirements, relative speed and probable construction cost. Emil Dewoitine is quoted as having said that the machine can and will be manufactured in quantity at a retail price of $400. Georges Barbot, the pilot, has said that the craft would cover 125 miles on a gallon of gasoline. But in respect to practical usefulness as a means of aerial transportation of persons or goods, the flying flivver gives no promise of living up to the flivver reputation, in the opinion of aviation experts.

The Dewoitine machine is different from a motorless glider chiefly in that it has a motor. To withstand the vibration of the engine, the wing surfaces and skeletons and the body had to be constructed more strongly than in the case of a glider. This meant additional weight, and, together with the weight of the motor itself—said to be only forty pounds—made the whole craft considerably heavier than a glider. The total "tonnage" of the flying flivver was about 400 pounds, without the pilot, which is double the average weight of man-carrying gliders. And successful man-carrying gliders have been made weighing even less than the average of 200 pounds.

The Dewoitine craft is different from a regular airplane mainly in that the motor is of much lower horse power and the whole machine is smaller and lighter. The motor mounted in the flying flivver is a two-cylinder Clerguet of twelve horsepower. Ordinary small airplanes carry 100 horse power motors, on the average; though constant improvements in propellers and wing design are gradually lowering the horsepower requisite in proportion to the weight of machines. The Sperry fast messenger plane, recently tested over Long Island, has a 60-horsepower engine. This plane is one of the smallest in the country, however.

In point of size the Dewoitine invention measures 40 feet from wing tip to tip and 15 feet over all in length. The craft is a monoplane, and even with the 40-foot spread its wing area is less than the average airplane. It is just about equal, however, to the total wing surface of many small types of comparatively high speed one-seater planes, which have more powerful motors, weigh much more, but can sustain their weight with the small wings by virtue of their swiftness.

Extends Power of Gliders.

The power equipment of the flying flivver, small though it be, is enough to do away with the limitations peculiar to motorless gliders. Its additional weight, however, is not too great to prevent powerless gliding. A glider cannot start flight from level ground. Ordinary glider flights are begun from hilltops, by rolling the craft downhill until they pick up "flying speed" and take off from the slope. Where hillsides are less steep or long, catapult devices have been used to help supply the initial flying speed, but with little success on the whole. H. J. Nordman used an elastic rope to propel his "sailplane" into the air from the highest ground at the golf links near Bayside, L. I., in a recent series of flights.

The seemingly impossible feat of making a motorless winged craft climb up in the sky is possible because of the presence of upward movements of the air. The fact that air currents do move upward and downward as well, is often overlooked because such currents are rarely encountered near the earth's surface, and never in areas where the surface is flat and smooth. Obviously, a down-moving current is deflected when it nears the earth, and spreads out in a sort of radial wind movement. It is plain, too, that an up-moving current cannot originate just at the earth's flat surface, because it would cause a vacuum there.

The currents by virtue of which gliders can keep their altitude or even climb, are not called winds, usually defined as horizontal natural movements of air. They are sometimes technically known as "winds with a vertical component." Soaring birds, such as hawks and eagles, the natural gliders, take advantage of these upward-flowing vertical or inclined movements of air, to fly and climb for hours at a time without flapping their wings or exerting themselves in any way except to maintain their balance and steer in areas where the air movement is favorable. There is no doubt, though, of course, there is no direct proof, that these soaring birds have an instinctive sense of rising or falling—a sort of exceedingly sensitive natural altimeter—by which they pick out the upward-moving areas of air. Gliding is merely man's way of imitating the soaring birds. And man must use his common sense and intelligence and judgment in place of the soaring birds' instinctive sense of rising or falling, to spot the correct place to glide.

Some aeronauts prefer to call these motorless aircraft "sailplanes" instead of gliders, which is the term more commonly applied. H. J. Nordman, inventor of the craft that recently made several flights over golf links near Bayside, refers to his machine as a sailplane.

Downward Air Currents.

Glider pilots have to guard in particular against the downward air currents. It is obvious that in the total of all air movements over the earth's surface the speed and volume of the rising currents equal the speed and volume of the falling currents. The falling currents are what, in the pioneer days of aviation, were known as "air pockets," regarded with dread. The slow-flying airplanes of those days, like the Dewoitine flying flivver, were more subject to downward eddies of wind and were less safe for that reason. The faster a plane is moving through the air, the less effect will it feel in reaction to air eddies, or "bumps," as the aviators call them. This fact is somewhat of an obstacle to the future popularity of flying flivvers, which must be a relatively slow craft when not gliding, if it is to combine the elements of gliding and of powered flight.

The flying flivver's power equipment is just sufficient to give the craft a start from level ground, without the aid of a catapult or any other starting device. And in the air the motor makes it possible to continue flight in aerial conditions that do not permit powerless gliding. The flying flivver driver can fly in still air, or even in moderate downward currents, and seek out areas favorable to gliding. This the glider of course cannot do. When the flying flivver pilot reaches an area in which the air is rising, he can throttle down or even perhaps "kill" his motor, and fly his waspilke machine as a glider. A regular airplane can do the same thing, to be sure; but not nearly so well. The larger motor of the ordinary plane makes that much more dead weight. And the relatively smaller wing area of the airplane built for speedy flight is incapable of gliding without "losing altitude" at a much faster rate than the slower glider or flying flivver, and correspondingly losing the advantage of the upward air currents. In this instance, the slowness of the flying flivver and the glider is the essential factor.

Important Difference.

The "gliding angle" is the ratio of the horizontal distance through which a flying machine glides, or volplanes, to the vertical distance it lowers itself in doing so; meanwhile retaining its "flying speed," or normal rate at which it remains under full control of the pilot. The ratio of six to one is a conservative average figure for airplanes. That is to say, an average airplane with its motor shut off at an altitude of 1,000 feet can volplane a horizontal distance of 6,000 feet under control before it comes to land.

An efficient glider has as good an angle of glide as an efficient airplane. But the important difference is that the glider travels more slowly. Assuming in the foregoing case, for instance, that the airplane would normally glide to the earth, through the 6,000 feet from a height of 1,000, in one minute, the glider, with the same gliding angle, but much less speed, might take two, or even three, minutes to glide the same distance. The difference is due to the varying flying speed. The flying speed of an airplane or glider is the minimum speed it must maintain in order to fly forward on a level under full control. It is, therefore, practically the same as the speed of the craft at the moment it takes off, when the speed just begins to provide "lift" enough to overcome the weight of the machine. Flying speed not only varies with different types of planes, according to design and ratio of wing area to weight, but also varies from time to time in an individual plane, according to loading and to the condition of the wings and other essential parts at the moment. An airplane with a flying speed of 50 miles an hour with pilot only aboard will necessarily require a slightly higher flying speed with a passenger also aboard. More speed must be attained to supply the additional lift. A plane with its wings newly "tuned up" to afford maximum efficiency will gradually require a higher flying speed thereafter, as the wings sag and warp out of best alignment under the strain of usage.

Flying Speed.

Flying speed in general is governed by the ratio of wing area to weight. The larger the total wing surface is in proportion to the weight of the airplane or glider, the less is the flying speed. The less number of pounds that each square foot of wing surface has to sustain the slower the wing must pass through the air. The object in glider construction, therefore, is to provide as great wing area as possible in proportion with weight. This makes for low flying speed, which facilitates the gliding and climbing. It permits such low flying speed that gliders, much more frequently than airplanes, do the trick of seeming to fly backward, as the Dewoitine machine did at Roosevelt field. This is due merely to gliding or flying headed into a wind with a velocity greater than the flying speed of the craft so that, while the craft is moving forward fast enough to keep balance, it is moving backward relatively to the earth.

The flying flivver, like its immediate parent the glider, seems fated to become a sporting and pleasure machine, rather than a practical commercial vehicle of general usefulness. The glider has already become a popular "play toy." In Switzerland and in the Hartz mountains in Germany, gliding was a familiar pastime last winter. The snow-covered hillsides were good places for taking off, with skids instead of heavier wheels on the machines; and the snow-covered valleys afforded equally good landing places. With its possible very low cost, and with its range of performance considerably greater than that of the glider, the flying flivver will perhaps soon become a successful competitor of the automobile runabout and the motor boat, as a thing of sport. But its significance scarcely exceeds that, because the gliding feature is available only under rare aerial conditions, and at that in few locations.—New York Times.

TURN ME OVER

Bones of Huge Mastodon Found by Ontario Farmer

London, Ont.—Bones, believed by Prof. A. D. Robertson of Western university to be those of a mastodon which existed on this continent previous to man, have been discovered by William Jones on his farm in Delaware township.

The teeth were a foot long and eighteen inches across. The tusks were eight feet long. The jawbone weighed forty pounds. In addition, the cranium, vertebrae and ribs were unearthed, and efforts now are being made to reconstruct the skeleton of the monster, which it is estimated weighed between thirty and fifty tons.

Professor Robertson, who heads the biology department at Western university in this city; said he believed the mastodon lived about 30,000 years ago.

Anthropologists at the American Museum of Natural History of New York declared that the discovery of the bones of a mastodon on an Ontario farm would be of great scientific interest if the entire skeleton were found. Few complete skeletons have been found.

Find Fossil Remains of Dinosaur in China

Peking.—Practically a complete fossilized skeleton of a dinosaur has been discovered by members of the third Asiatic expedition sent out by the American Museum of Natural History under the leadership of Roy Chapman Andrews.

In spite of the presence of numerous bones of other animals, it has been possible to distinguish those of the huge creature. The ribs on the upper side are nearly all in place and a fossilized tail about ten feet in length is entirely complete. The work of excavating and covering the bones with preservatives has been going on for two weeks.

Pastor Has to Sell Cars for Living

Stating that he is unable to live on his salary of $60 a month, Rev. Judson Barnes, pastor of the Baptist churches at Ashland and Girardville, Pa., resigned.

He was selling automobiles as a side line when his congregation objected. His resignation followed this "kick."

Leaves $50,000 to Kin Who Murdered Him

New York.—The estate of Gaetano Mastrota, a shoemaker, who was killed in his little shop in Morris park, Queens, January 28 last, by his nephew, Albert Mastrota, is about to be a matter of contest in the Surrogate's court. It developed that the estate, principally in real property, is valued at $50,000 and that it is likely to be increased to from $150,000 to $200,000. Gaetano never let anyone know he had much property and the valuation is a surprise.

Albert had long been in his uncle's employ at low wages and, after the murder, it was discovered that Albert was named as the beneficiary and sole executor. He was convicted of first degree murder and it is expected that County Judge Humphreys will impose the death penalty. He had worked for Gaetano faithfully and the aged man intended leaving him virtually everything as a reward.

Only the verdict of the jury stands between Albert and wealth.

Famous Woman Writer Given Degree by Yale

Mrs. Edith Wharton was awarded the honorary degree of Doctor of Letters at the annual commencement exercises of Yale university. Mrs. Wharton is one of America's most famous novelists. The photograph was made after she received the degree.

Mayor Fines Self $25 When Motor Hits Pole

Traffic violators in Harrisonburg, Va., will not "get by" Mayor John W. Morrison, who recently held court with himself as the accused, proceeding formally to accuse himself of reckless driving, and fined himself $25.

The trial followed an accident in which the mayor's car struck a telephone pole.

The mayor suspended a jail sentence on himself and waived the trial fee.

Famous American Towns.

Cleveland, Ohio, is named for Gen. Moses Cleaveland, the founder of the city, but the extra letter A has been eliminated; probably as a result of new industrial efficiency methods. Pittsburgh honors the name of William Pitt. Its first name was Duquesne, given by the French, who had located a fort at the junction of the Allegheny and Monongahela rivers. After its capture by the English in 1758, George Washington, then an officer of British colonial troops, suggested that it be named Fort Pitt. The nearby settlement later became known as Pittsburgh. Hot Springs is a noted city of Arkansas and is named for the 47 large hot springs now included in an area which the government has acquired as a national park. The water is so warm that it must be stoped like coffee, while some of the springs will boil an egg. Rheumatic troubles are especially benefited by bathing in the waters there.

Boston Really "St. Botolfs."

Two hundred and ninety-two years ago a colony of well-to-do Puritans, under the personal direction of Gov. John Winthrop, established a settlement in Massachusetts. They christened their new home in honor of their old home town of St. Botolf's, on the coast of Lincolnshire, England, but Americanized the name by shortening it to Boston. Baltimore was named for Cecil Calvert (Lord Baltimore) whom King James I had granted a colony that included our present state of Maryland.—New York Herald.

Handling Eggplants With Gloves.

So sensitive is an eggplant that the mere warmth of bare fingers pressing upon the surface ever so lightly, bruising the tender tissues underneath the skin the tiniest bit, will cause it to decay. This slight mashing of the tissues takes place in any event, but if they do not come directly in contact with warm hands it does not have any harmful effects on the eggplants. For this reason professional packers of the vegetable wear canvas gloves.

SOLOMON TOLD SHEBA OF TRIP IN AIRSHIP

Described Vessel Wherein One Could Traverse the Air.

London.—There has just been brought to light in an ancient manuscript the statement that Solomon gave to the Queen of Sheba "a vessel wherein one could traverse the air (or winds) which Solomon had made by the wisdom that God had given unto him."

This statement is quoted by Col. Lockwood Marsh, secretary of the Royal Aeronautical society, in the opening of his preface to "Bibliotheca Aeronautica." The text is taken from the ancient Abyssinian MSS. "The Glory of the Kings," translated by Sir E. Wallis Budge, director of Egyptian antiquities at the British museum, in his book, "The Queen of Sheba and Her Only Son, Menyelek," published last year.

"This ancient manuscript has, of course, been translated many times," Col. Lockwood Marsh told the Westminster Gazette, "but the statement about Solomon's airship apparently escaped notice of the reviewers, and it has been left to a flying enthusiast like myself to discover and proclaim it. Solomon lived in the Tenth century B. C., so it is quite the earliest reference to flying extant, and as such will be added to our records."

Many theosophists believe that there were airships a million years ago in lost Atlantis, but as the book describing these airships was not published till 1896, and the theory was based on astral clairvoyance, Col. Lockwood Marsh prefers to regard this reference to Solomon's airship in the dawn of civilization as the earliest one.

There are other references to flight in the Abyssinian sacred writings, and there is a long description of the miraculous way in which the Queen of Sheba's son, Menyelek, left Solomon, journeying to his mother's country.

"No man hauled his wagon, and whether it was men or horses or mules or loaded camels, each was raised above the ground to the height of a cubit."

A cubit, according to the ancient Egyptians, measured about twenty inches, but elsewhere it is recorded that over the Red sea they were lifted up three cubits. It is further stated: "And every one traveled in the wagons . . . like an eagle when his body glideth above the wind."

Thinks Garden of Eden Was in Sahara Desert

London.—In the past there have been many guesses and speculations as to the location of the Garden of Eden. Prof. Sir Arthur Keith, lecturing before the Royal society, treated a scientific audience to some original ideas of his own on the subject. He said that in the "far distant past" the Sahara and the vast deserts of Arabia and the area stretching to Mongolia were "blooming."

"That large tract was really the Garden of Eden, man was driven from it not by a flaming sword but by a flaming sun. Every type of man could be found round that Garden of Eden.

"It is possible to go far beyond the days of Abraham and Tubal Cain and his smithy. It should be realized that Egypt and Babylonia were only remnants of a past civilization. Civilized man, I am convinced, is far older than is at present generally believed."

Youthful Chivalry.

A second grade teacher asked her pupils what a coward was. One little boy raised his hand and said: "A coward is a boy who fights girls."

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