

ASHLAND BUDGET GETS ATTENTION OF CITY COUNCIL

ASHLAND, Nov. 5.—(Special.) The city budget for 1929 is receiving considerable attention from the city council and the tentative estimate will soon be ready for the consideration of the budget committee which is composed of Ashland business men.

Mrs. P. S. Provost and Mrs. Dom Provost were hostesses at the home of the former for a delightful evening of bridge on Thursday, Nov. 1st. Mrs. C. B. Rogers of Medford was the successful player and was handsomely rewarded, while Miss Katherine Vincent won second place.

Mrs. Fred Taylor was the guest of honor at a sumptuous wild duck dinner given in honor of her birthday at the Plaza cafe recently.

Beautiful fall flowers graced the table set with appropriate taste and carrying the gifts of Mrs. Taylor's friends.

D. B. Bais left for San Francisco Sunday to visit his daughter Janet who is a student at the Stanford school for nurses.

E. L. Gardiner of Portland was in Ashland several days on business last week.

Mr. and Mrs. G. W. Schroeder, parents of Geo. Schroeder of the Ashland 5 and 10-cent store reached Ashland Sunday from a trip to Montana to look after property interests.

A. H. Peachey returned home Sunday after a season's work in the forest service. He was in the "Tallow-box" district in the Applegate country.

Mrs. F. J. Ahlstrom and daughter Leona were visiting in Medford Sunday afternoon.

James Levy of San Francisco, arrived in Ashland Sunday on a business trip.

V. C. Carter of Klamath Falls was in Ashland Sunday on his way to Portland.

The Women's Christian Temperance Union organization arranged to hold services at the local Baptist church on this afternoon from two o'clock until four.

Overseas veteran and member American Legion.

Well qualified from school experience and scholastic training.

Graduate three state schools and colleges.

Married and father of four children.

Home owner and taxpayer of this county.

Promises an efficient and economical administration of Jackson county schools.

Paid Adv. by Raymond Cornwell.

Giant 8 Motored Planes Will Fly To Europe In 20 Hours

AMERICA ENTERS RACE FOR COMMERCIAL AIR SUPREMACY WITH MONSTER AIRCRAFT OF 60 PASSENGERS.

NOW comes the giant eight motored transatlantic seaplane with wings 160 feet from tip to tip and weighing 70,000 pounds loaded.

This monster might give a handicap of two days to a modern ocean liner sailing from New York, by its Europe and on its return trip, meet the liner still plodding its way across.

Until now America has lagged a bit in practical commercial air transportation. But the construction of this seaplane, designed to cross the Atlantic Ocean in twenty hours with a payload of sixty passengers and a cargo of mail and express, makes the entry of America into the international race for air supremacy over the ocean.

The project is headed by a group of the leading aeronautical experts of the country, under the aegis of O'Connor Transatlantic Airways, Inc., of 192 Broadway, New York City.

Briefly, this new project contemplates regular transatlantic passenger service, as well as the establishment of New York-to-Bermuda service and coastwise South American routes.

Present plans call for construction work to begin immediately, with the probability that the first flight will be completed in about four months.

With daily flights to Bermuda, carrying one hundred and twenty passengers, the trip will be cut down to seven hours, while the Atlantic flight is estimated at twenty hours.

John P. O'Connor, the inventor and designer of the plane, was born in Ashland, and for many years connected with the New York City Board of Education.

Mr. O'Connor was taking an active interest in experiments at the time the first "N. C." planes were being prepared for flight to the Azores in 1919.

Since 1920, he has been conducting experiments in a private laboratory and open-air model tests in the hills and surrounding country of Westchester County.

His proposed plane has been studied exhaustively by the best known American aeronautical laboratories and successful tests of the model have been completed.

In comparison with the planes that have successfully crossed the Atlantic, the structure of the O'Connor plane will be gigantic.

This plane, with a wing spread of 160 feet and a weight of 70,000 pounds under full load and eight air-cooled rotary engines, seems destined to change the trend of air transportation.

From the point of view of aerodynamics, entirely new principles of structural design are employed in this new seaplane.

In flight, the plane's center of gravity will remain constant because of the method of distribution of gasoline which, incidentally, is stored entirely away from the passengers' cabins.

The engine thrust is in the line of the center of gravity of the plane—a feature which designers of giant European aircraft have never succeeded in accomplishing.

The vertical plane, which contains the centers of buoyancy of the three hulls, includes the center of gravity of the machine; the side hulls can float the entire structure, while, on the other hand, the center hull is capable of sustaining the whole structure.

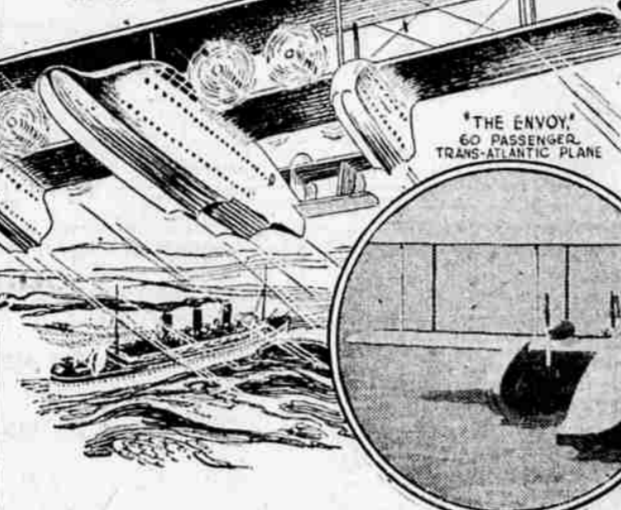
Of the eight motors to be used, each of 225 horsepower, rotating at 1200 r.p.m., six are to maintain flight under normal conditions with two held in reserve.

In an emergency, however, the plane is capable of operating efficiently on only four of the motors.

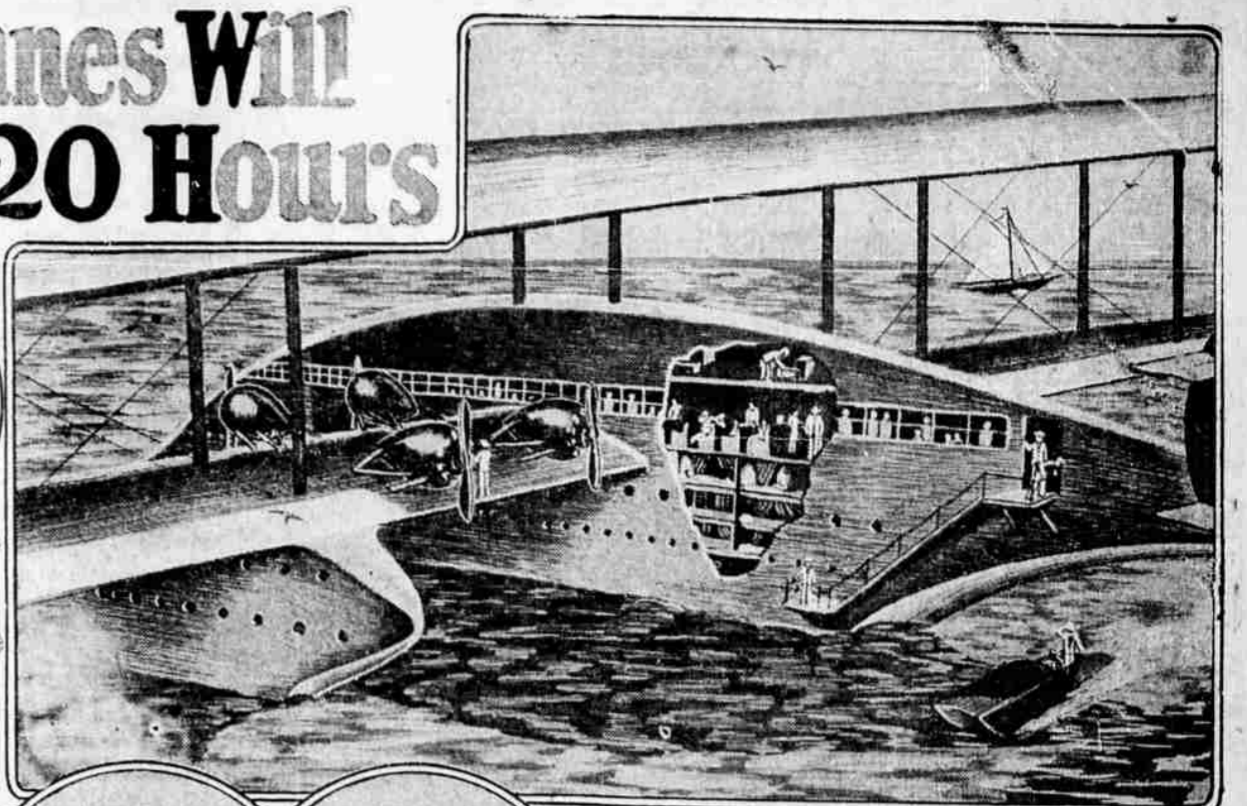
In this connection, the engineers' report states that it is almost inconceivable that four of the eight motors would go dead in the same twenty hours.



MONSTER AIRPLANE HAS A WING SPREAD OF 160 FEET AND WILL WEIGH 70,000 LBS. LOADED



THE ENVOY, 60 PASSENGER TRANS-ATLANTIC PLANE



COMFORT FOR PASSENGERS INCLUDE PROMENADE, AND HEATED CABINS

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The program to procure efficient landing fields will include an inspection of Galway Bay and Cork Harbor. If the Irish Free State or the civil bodies interested in the development of aviation in Ireland are willing to cooperate, Queens-town or Galway, both of which are beautifully situated points, will be selected as the port of destination for passenger seaplane service across the Atlantic.

It is to be hoped that Ireland, with its splendid adaptability, will look to this opportunity as an excellent stimulus for developing its civil aviation.

Should negotiations for an Irish airport prove unsuccessful, however, a French port of satisfactory location will probably be selected as a destination.

In regard to this huge enterprise, Mr. O'Connor says: "The era of large multi-motor seaplanes has dawned, and trans-ocean multi-motor seaplane service is with us.

Lindbergh, Byrd, Chamberlin and other air luminaries have gone on record, time and again, that the multi-motor seaplane was the solution of safe trans-ocean flying.

There is a certain analogy between aircraft and seacraft. Air is merely a less dense liquid than water. A large ship is more seaworthy than a small boat; a large plane is more airworthy than a small plane."

Provisions are being made for ample fuel reserve for non-stop flights with the highest aerodynamic efficiency so as to keep the fuel consumption down to a minimum.

When it is realized that the O'Connor plane is able to carry a fuel cargo large enough to cross the ocean and a payload heretofore unthinkable, the significant nature of the invention will be readily comprehended.

Large rooms and cabins, including pilot room, radio room, reading room, smoking room, forty sleeping berths, kitchen, pantry, etc., will give to the planes the effect of modern hotels.

One of the main passenger stations alone will be forty-two feet in length. Every passenger will be assigned to an observation parlor chair, and there will be ample facilities for promenading on board.

The cabin will be heated, and every provision will be made for the personal comfort of the passenger.

Three pilots will be at the controls in the pilot room with the navigator's room and a radio room adjoining.

The crew's quarters will consist of two large rooms, each 14 feet long, inside cabins.

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There remains now but the actual construction of the plane.

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He is to be chief pilot for the enterprise and is also to serve as consulting engineer. The chief consulting engineer, concededly a foremost authority on aerodynamic matters, is now at the head of one of the largest aeronautical laboratories.

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