# OREGON SHOWS BRILLIANCY IN STATE CLASSIC

### Comeback Surprises Beavers — Overflow Crowd Sees 12 to 0 Victory for Webfoots—Staters Show Fight In Last Half.

BELL FIELD, CORVALLIS, Ore., Nov. 17.—(AP)—The University of Oregon football team staged a brilliant comeback after three years of defeat in the state of Oregon football classic, and took the annual state championship battle from Oregon State college here today by a score of 12 to 0. An overflow crowd of 22,000 saw the game.

Coach Schissler's Oregon State Beavers, were clearly surprised by the unexpected strength of Oregon in the first half, and were consistently outclassed in practically every department of the game in the first two periods. Coming back in the second half the State college team developed a fighting streak, and threatened to score, even up to the last minute of the game.

The Webfoots stopped the long gains and accurate passes of the brilliant Maple, Oregon State quarterback, when gains and passes might have meant score. In contrast, the Staters allowed Kitzmiller, flashy Oregon forward, to slip through for the first score in the first period.

The second score came in the second period when a lateral pass gave Oregon first down on the Oregon State college 25-yard line, from where another pass, Kitzmiller to Robinson, made another first down on the eleven-yard mark. To top this, the Staters were penalized to the two-yard line for holding. Gould was held for no gain but Burnell carried the ball over in the next play with a tackle smash. A completed pass for the extra point was disallowed as Stadelman was caught holding.

**Bitter Fight**

The Oregon State Beavers fought bitterly for victory in the last half, making six first downs to [illegible] trated to the 21-yard line, but lost [illegible] a score. In the [illegible] few minutes they again worked the ball down to the 10-yard line, where a pass was knocked down on the goal line.

Maple played the entire game without relief, and was always dangerous. He never fumbled but Oregon covered him too closely for him to break away.

Sherwood and Hughes were brilliant in the backfield for the State college, and Gould, Kitzmiller and Burnell did some outstanding work for Oregon.

The line-up:

| Oregon State | | Oregon |
|---|---|---|
| Whitlock | LE | Pope |
| Lace | LT | Colbert |
| Carmon | C | Geddes |
| Kilers | RG | Hagen |
| Stout | RT | Christensen |
| Striff | RE | Archer |
| Maple | Q | Burnell |
| Sherwood | LH | Gould |
| Hughes | R | Williams |
| Gilmore | F | Kitzmiller |

Scoring by periods:

| | | | | |
|---|---|---|---|---|
| Oregon State | 0 | 0 | 0 | 0 |
| Oregon | 6 | 6 | 0 | 0 |

Oregon scoring: Touchdowns, Kitzmiller, Burnell.

Officials—Evans, referee; Milligan, umpire; Morris, head linesman; Higgins, field judge.

## FOOTBALL SCORES

Pacific 6; Willamette 6.

Whitman 19; College of Idaho, 12.

**Rocky Mountain**

Colorado Aggies 15; Denver University 0.

Colorado University 24; Colorado College 19.

University of Arizona 40; New Mexico Aggies 0.

**Middle West**

Wisconsin 13; Iowa 0.

Carnegie Tech 27; Notre Dame, seven.

Michigan 3; Michigan State 0.

Ohio Wesleyan 7; Ohio University 0.

Nebraska 0; Pittsburgh 0 (tie).

Oklahoma 7; Kansas 0.

Indiana 6; Northwestern 0.

Iowa State 7; Kansas Aggies 0.

Purdue 14; Wabash 0.

Grinnel 7; Washington 6.

Minnesota 52; Haskell 0.

South Dakota 26; North Dakota Aggies 6.

**East**

Penn 34; Columbia 7.

Washington and Leff 0; Bucknell 0 (tie).

Lafayette 7; Penn State 0.

Princeton 13; Yale 2.

Army 32; Carlton 7.

Rutgers 7; Lehigh 3.

New York University 37; Missouri 6.

Harvard 0; Holy Cross 0 (tie).

Brown 20; New Hampshire 0.

Harvard Frosh 6; Yale Frosh 6.

St. Johns 22; Catholic University 0.

Connecticut Aggies 24; Rhode Island 0.

Navy 58; Loyola 0.

Colgate 20; Syracuse 6.

Detroit 19; Fordham 0.

Dartmouth 28; Cornell 0.

**South**

Georgetwon 12; Virginia 0.

Tennessee 6; Vanderbilt 0.

Georgia Tech. 33; Alabama 13.

Tulane 41; Sewanee 0.

Duke 14; North Carolina State, 12.

Maryland 18; Virginia 2.

The United States produced 555,021 standard typewriters, valued at $31,770,405, in 1927.

## PLANE PARACHUTE GETS FIRST TEST

Strength of a 92 foot parachute designed to carry disabled planes weighing 3500 pounds to safety was tried out at the Alameda, Cal., airport by attaching it to a tractor and blowing air into it with a plane propeller. It was designed by Charles Broadwick, using 900 yards of silk and 7000 yards of hemp rope.

# SKI ORGANIZATION BEGINNING WINTER

As the peaks and mountains of Cayuse battle to gather their winter mantle of snow, the Crater Lake Ski club begins its winter activities, says the Klamath Falls News.

Supplies for the winter camp in the national park have been trucked from Fort Klamath to Anna Springs. One of the ranger cabins at Anna Springs will be used for the camp and a number of the members are getting it in shape before snow completely closes the road. Food and lodging will not be available at the lodge this winter as in former years.

The skiing season in the park has a good outlook, according to club members. Most of the old club members have expressed their membership and many new applications for membership have been received. Los Anteles, Cal., heads the list with a party of 20 and Medford ranks second with 17. It is expected that about 1,500 will make the ski trip to the rim of Crater Lake before the season closes.

Dues are collected and initiation administered in an unusual way, since only beads of perspiration brought out as the result of battling a 34-mile snowy trail from the end of the broken road to the rim and return can win a membership card to this organization.

In the enjoyment of this winter trip in the park, a large amount of credit must go to Col. C. G. Thompson and his ranger service for their co-operation and kindness to the officers of the Crater Lake Ski club.

# HATLESS CRAZE BESETS EUROPE

PARIS—(AP) The "hatless Manhattan" movement has spread to Paris and once prosperous owners of hat-checking privileges see a cheerless future.

So many men go bareheaded to theaters and hotels and the women so seldom wear cloaks that the old ladies who have thrived on tips are complaining that fashion is taking the bread from their mouths.

Sport and the automobile are to blame. The cult of the young who disdain hats has grown of late years and this summer at beach and mountain resorts multiplied the number of the hatless crowd.

The increase in automobiles naturally has made it easier for many men and women to go to the theater without hat or coat.

It is quite an upset in the traditions of France but back of it is the long abuse of the "vestiaire" or cloakroom. It has been a department in public places, so poorly handled that people often preferred to keep their wraps rather than wait ten minutes in a struggling line to get them back.

Also, they came to resent assumption of the right to collect hats, coats and canes from all who entered. The public, therefore, has followed fashion the more willingly because it helped abolish another nuisance.

**Paid To Be Angry**

MERIDEN, Conn. (AP)—A taxpayer who came to court on crutches to appeal from a tax collector's decision as to his assessment lost his temper when the judge sided with the collector. His anger was so great he threw down his crutches and stalked out of the court room.

**Splinter Proves Serious**

WHEELING, W. Va. (AP)—Albert Nickerson, 68, must submit to an operation for removal of a steel splinter in his thumb because 21 years ago when he sustained the injury he dismissed it as trifling. The splinter has worked its way into the muscles of the thumb.

**Easy For The Chief**

NORTHAMPTON, Mass. (AP)—Chief Bresnahan of the local police force had a partridge dinner for 90 cents, although the season was closed. The 90 cents was for the window pane upon which the bird killed itself.

# GATES AND LYDIARD CARRY SQUAD MEN TO FOOTBALL MECCA

William A. Gates and William H. Lydiard after making their reservations and all [illegible] ments to leave on last evening's train with the high school football squad for The Dalles to witness Monday afternoon's state championship game there, instead left in their car early this morning with several happy players of the scrub squad in the back seat.

The sudden change in plans was brought about when late in the afternoon they learned that several of the squad that were not drawn in the list to make The Dalles trip with the selected squad, were bitterly disappointed. Then hinted one tender hearted Bill, "Whatd'ye say. We were kids once. I'd just as soon go in the morning in the car."

"You said it," replied the other soft hearted Bill, "and there is plenty of room in the back seat for three."

Hence three of the disappointed and hard working players of the scrub squad will see the great game Monday afternoon in The Dalles, as the guests of the mushy business men, who plan to return home some time Tuesday, unless delayed in Portland by sympathy for some poor cripple selling gold bricks without a police permit.

# FEARS AVIATION WILL TAKE HIGH HEALTH TRIBUTE

WASHINGTON—(AP) Gals have specialized as pursuit pilots since the world began and wild fowl are equipped by nature for formation flying, but man was not intended primarily to fly, warns Lieut.-Col. Levy M. Hathaway, flight surgeon on duty at the office of the chief of air corps.

After careful study of aviators who had made prolonged tours of the skies, Lieutenant Colonel Hathaway says only time will tell what the cost of the present era of aviation will be in health and longevity.

Eye and ear troubles and neurosis are some of the ailments that dangerous heights can be traced to constant flying.

"When men have been flying as long as they have been walking," says the officer, "they may develop unfavorably and physiologically in conformity with the special requirements of aerial locomotion.

"But, though not equipped for flying as the birds are, man is rashly in attempting to conquer the skies. Eagle and horned owls are fully equipped for their own work, but the eagle rests by night and the owl by day, whereas man, the newcomer, flies both day and night.

"Birds have other resources that we may envy. It would be easier for our pilots if they, like the carrier pigeons, had in their heads some natural equivalent of an earth induction compass combined with a bank and turn indicator which would enable them to find their way through darkness, wind and fog, and across those trackless skies that separate the continents.

"When the earth is obscured by clouds and the horizon invisible, the airman cannot depend upon any inherent sense of equilibrium or of direction. He is inadequate in this respect as in many others pertinent to flying.

"Bred on the ground, he is physically adapted only to moderate changes of barometric pressure and equivalent oxygen supply. Adjusted to slow locomotion it is difficult to accustom himself to the violent and sudden changes with relation to gravity which aerial acrobatics demand. Yet all over the world men are flying faster and farther than ever before. Hhey are subject to unwonted strain which must and does affect their bodies not only invisible, tangible ways, but in ways more obscure."

WASHINGTON (AP)—College entrance credit for high school work in home economics is allowed by all state universities which admit women and by at least 12 privately endowed higher institutions, the bureau of education reports.

## Far Cry From Graf Zeppelin's Flight to Conquering of Air in Balloons

In the recent voyage of the Graf Zeppelin across the Atlantic Ocean there opens a new chapter in the annals of lighter-than-air craft, one that has a rich background of human endeavor in which skill and courage have played equal parts. The Graf Zeppelin, in its construction and in its performance, marks the latest advances in its own sphere of aeronautical science. At the same time its triumphant success is to be measured in large part by the labors and researches of those pioneer aeronauts who by their perseverance made lighter-than-air craft possible.

Just as the history of the airplane cannot be divorced from the story of the glider, the history of the dirigible is inseparably bound up in the story of the balloon. In theory both types of aircraft have been studied since ancient times. Flight through the air has lured man all through the ages as perhaps few other things have, and it continues to weave its spell over millions of people today. According to tradition it was Archytas of Tarentum who invented the kite, the forerunner of the airplane, and Archimedes who first discovered the theory that a body will rise in the air if its total dead weight is less than that of the air which it displaces, says a writer in the New York Times magazine.

But the history of lighter-than-air craft is shorter than that of heavier-than-air craft and it is marked by no dramatic culmination such as attended the first flight of a powered airplane at Kitty Hawk twenty-five years ago, although the first success of the balloon had a more immediate public response than had the successful demonstrations of the Wright brothers, which received no more than a paragraph in a metropolitan newspaper several days after the event.

**France Home of the Balloon**

America is the home of the airplane, but it was France that fathered the balloon. To Joseph [illegible] Montgolfier, sons of a prosperous paper manufacturer of Annonay, goes the honor of constructing the first successful balloon, lifted through the agency of hot air. It was June 5, 1783, that the Montgolfier brothers flew the first balloon. It was a spheroid 110 feet in circumference, inflated with hot air from a fire of wood shavings, and it flew to a height estimated at 6,000 feet and traveled a mile before it lost its buoyancy and fell.

The event aroused the wildest enthusiasm in Paris and the Montgolfiers were at once summoned to the French court at Versailles where, in the midst of an admiring throng and in the presence of Louis XVI and Marie Antoinette, they liberated another hot-air-balloon, to which was attached a basket holding a live sheep, a cockerel and a duck. The physicist Charles at once perceived the advantage of using hydrogen and for a brief spell ballooning was the craze of the age. Success had come to the balloon almost over night. Flight in a lighter-than-air craft had been effective and effectually demonstrated and men soon turned to the problem of transforming the balloon into a dirigible ship.

**History of Dirigible Begins**

After many successful flights and after the balloon had been put to military uses in the revolutionary wars with but inconspicuous success, the craze for ballooning waned with the arrival of the steam and the internal combustion engines.

Here the real history of the dirigible begins, and it is a history replete with human patience and courage, fantastic notions and later with mechanical and engineering skill wrested from actual experience in the air. The problem was to get a balloon to travel in any direction, even against the wind, instead of remaining passively to the mercy of the air currents—and even today the problem has only been partly solved, owing chiefly to the tremendous resistance offered by the frame work of a dirigible to its passage through the air. Once a flight engine had been invented the problem became one of constructing an aerostat strong enough to resist the strain of flying through the air and capable of control in the required direction.

Before this, however, many grotesque theories were put to the test. The first idea was to place a sail to one side of the balloon, a theory put forward by Thomas Martyn in England, despite the fact, not then comprehended, that a sail would have no effect, since there is no fixed point to which it can be attached, and the sail, therefore, travels through the air at precisely the same rate as everything forming part of the balloon. Oars were then thought of and tried, but the idea was practically unsound, for the oars had to be very strong and very large, and moreover, to be effective they had to be rowed at a speed that surpassed human endurance.

**Egg Shape Was Meusnier's Idea**

Nevertheless, the Robert brothers of France successfully navigated a balloon with oars, hiring six sailors to do the rowing, and another aspiring inventor drafted plans for a mammoth balloon that was to have a galley of eighty oarsmen plying huge silken oars. The inventor, a French general by the name of Meusnier, later killed in the revolutionary wars, was, nevertheless, to recognize that an egg shape would be the best for a dirigible balloon. The great problem of propulsion still remained. The art of direction was not supplied until about 1850, although one earlier attempt came near to success. This was the theory of the Abbes Miollan and Joninet, who, utilizing quite correctly Newton's theory that every action must have been equal and opposite reaction, thought of supplying the propulsive energy by allowing hot air to escape from a hole at one end of the bag with enough force, as they hoped, to drive the balloon forward. Their experiments were delayed, and an infuriated public evidently fearing that it was being imposed upon, destroyed the balloon.

**Father of the Dirigible**

In 1850 Henri Giffard earned for himself the title (though some dispute it) of father of the dirigible. He had assisted in that year a Swiss watchmaker to build a model dirigible that made successful flights against moderate winds. He built the next year a full sized ship utilizing Meusnier's principle of a long cigar shaped gas bag, sharply pointed at the ends, and the suggestion of Francis Hopkinson of Philadelphia that a propeller be used (a suggestion made at the end of the eighteenth century, when screws were not even used for ships).

Giffard's airship had its gas bag, 143 feet long by 39 feet in diameter, covered with a network of cords drawn down beneath the balloon and attached to a long pole, to which the car was fixed. In the rear was a huge triangular fin designed to act as the rudder. The craft was powered by a steam engine developing one horsepower per 110 pounds of weight. Every precaution against fire was taken and September 23, 1852, he made a semi-successful flight—that is to say, he managed to get the ship to fly at an air speed of about four to five miles an hour, but the wind being stronger than that he actually went backward. Accordingly he designed an enormous airship, which was to be 2,000 feet long and which he expected would have a speed of some forty-four miles an hour, with his powerful engine. Ill health intervened however, and he died in 1882 without attempting his ambitions project.

**Frenchman Flies Successfully**

In 1885 the Frenchman, Capt. Charles Renard, working with Captain Krebs, built the celebrated La France, having received a grant of money from Gambetta for that purpose. The France was 165 feet long and 27½ feet wide at its maximum width. It was cigar-shaped, but it was the first to use a stream-lined bow, that is, a blunt instead of a sharp nose. It was powered with an electric motor and made a number of successful flights at an average speed of about fourteen miles an hour, and in five out of seven flights over a period of two years returned obedient to its controls to its starting point.

Wolfert, a German, flew a dirigible in 1897 powered with a benzine motor, but unhappily his craft caught fire in the air and he was killed.

Hilberto dirigibles were either non-rigid or semi-rigid, that is, they had either no internal bracing within the gas bag, which retained its shape as the result of internal pressure, or they were partly braced by means of a longitudinal girder and perhaps a few lateral struts and hoops. An American named Schwartz was the first to build a rigid dirigible, but neither of the two ships were successful.

**Credit To Zeppelin's Genius**

It was left to the genius of Count Ferdinand von Zeppelin to perfect the rigid airship and it is he who is fairly to be considered the father of this type of craft—the type that thousands of Americans recently have seen.

Non-rigid and semi-rigid airships were developed continuously in both France and Britain, and even Russia favored them. Santos-Dumont, the wealthy young Brazilian who thrilled France at the beginning of the century with his daring exploits and who built dirigible after dirigible with a rare prodigality, is but one of the men who labored to perfect the semi-rigid airship. The Lebaudy brothers, too, were active in designing and building non-rigid and semi-rigids; in fact, they brought the latter type to somewhere near its present state of efficiency, building for the French government several famous airships. Several of these ships met tragic fates, however.

**Zeppelin Flew in U. S. Civil War**

Count Zeppelin made his first balloon ascent in the American Civil War when fighting as a volunteer in the Federal army, but it was no until some forty years later, at the age of 62, that he built his first dirigible, or Zeppelin, as they came to be known. This Zeppelin was the largest airship that had at that time been seen being 418 feet long and weighing nine tons. It was planned on original and daring lines; and it is to be noted that though the count built many a "Zep" before he died in 1927, he had never to modify the general conception of his first design, and the lines have not been materially modified since.

It was on July 2, 1900, that the first Zeppelin was launched over Lake Constance. The flight was not a success, however, owing to several breakdowns of machanism, although the giant ship was safely landed and moored.


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RULES OF THE CONTEST

1. Any individual is eligible to enter the contest except employees or relatives of employees of Larry Schade's store.
2. One hundred votes will be given for every dollar or fraction thereof, on purchases made between the dates of November 15 and December 15, 1928, inclusive. At no time during the contest will more than a hundred votes be given for a dollar or fraction thereof.
3. All votes must be deposited in the official ballot box in the Larry Schade store, next to Craterian Theatre, before 10 p. m., Saturday night, December 15, 1928, to be counted in the contest.
4. Votes will only be given on purchases and repairs made during the term of the contest.
5. Purchases made on the payment plan will receive votes for the total purchase amount.
6. Repair work done during the term of the contest will receive the same votes as purchases.
7. The original entry blank of 10,000 votes may only be used once.

JUDGES

Watch local newspapers for list of prominent citizens who will act as judges of the contest.

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