

Count Zeppelin Predicts Lines of Airships Crossing Ocean

Inventor of Zeppelin Says His Ambition Has Been to Pilot the First Trans-Atlantic Flight to New York. Says Safer, Quicker

By H. KARL VON WIEGAND
United Press Staff Correspondent

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BERLIN, Feb. 1.—(Via the Hague and London).—"I have always hoped to be the first to pilot an airship across the Atlantic. I have believed that it would be the crowning effort of my career," declared Count Ferdinand von Zeppelin tonight when he resumed his discussion of the possibilities of the giant air craft which bears his name.

"Not to bombard New York and Washington?" I asked him quickly. The count was very grave as he replied. It was plain from his general attitude that he has been greatly troubled over the charges of ruthlessness in the use of dirigibles in this war, and intimations that they are "beyond the pale" of civilized warfare.

"Throw bombs on people who had been so kind to me when I was among them?" he said. "Never! I want to sail on a peaceful mission when I go to America. My greatest ambition has not been to create an engine of destruction. It has been to demonstrate that Zeppelins are suited to far greater purposes than to be used as mere instruments of warfare."

It was evident that the destruction of the skyscrapers of New York and the demolition of the historic structures of Washington was farthest from the thought of the man who is responsible for a form of terror which has been so aptly described as "the Zeppelin chill." He seemed pondering matters over in his mind. For a few seconds there was silence. Then with an intensity of thought, as though he was thinking to himself, the count continued:

"I must try to live long enough or I fear it won't be accomplished—at least not in the near future."

"Then you believe trans-Atlantic aerial travel with a dirigible of the type you constructed possible?"

"Not only possible, but practical. This war interfered with my plans. I know that aerial travel will become the quickest and safest. Zeppelins and aeroplanes, in their development have, in my opinion, a great future. Few people know the delight and safety of travel in them. They will

become great factors for quick passenger and mail service."

"How long do you believe that it would take a Zeppelin to make a flight from here to New York?"

"Three or four days—perhaps more perhaps less. It would depend on the wind and weather. Anyhow, it could hardly be expected that the first voyage would be made in the shortest time anymore than that the first steamer established a record."

"What will be the trend of development of Zeppelins in the future?"

"Where they are to be utilized for war craft, a form of construction that will permit them to fly higher than at present. For commercial purposes they must have a greater carrying capacity and greater speed. As compared with the years it took to develop railroads, my air-craft are merely beginning their careers. At present they are too much dependent on wind and weather. With the exception of the first flight I made, I cannot conceive of anything more inspiring than the moment when I can pilot one of my cruisers into New York and then go to Washington," Zeppelin said.

There was no doubt that the veteran inventor was keenly alive to the defects that are still to be overcome before his airships can be completely successful. He plainly had no doubt that there are many problems still unsolved and he did not seem to believe that there would ever come great battles of the air on the scale vividly pictured by imaginative writers of fiction.

"Perhaps there will not be wars when the stage of perfection is reached," the count said.

I suggested that he might have sent one of his Zeppelins to San Francisco for exhibition at the exposition.

"No," he declared emphatically. "I don't want the Zeppelin to make her first voyage across the Atlantic in the hold of a steamer. She will make it under her own power."

He then explained the reason why he had broken his life-long rule—never to be interviewed, because he recalled with appreciation the cordi-

ality and hospitality extended to him by Americans half a century ago, and because it was in the United States that he conceived his idea of aerial navigation.

He is 77 years old in July, but he does not look over 60. His short but well knit athletic figure shows astonishing elasticity and quickness of movement.

He has very clear eyes, a ruddy face and a snow-white mustache.

When I saw him he had a pair of "beautiful shiners." Both eyes being discolored, almost swollen shut. Calling my attention to them he said: "It looks like I have been in a prize fight, doesn't it?" He explained that they were the result of a tumble in the air while conducting an experiment at Johannisthal. He declined to go into the nature of the experiment, but it was plain that it was an important one.

For several hours afterward the count related incidents of his experience in the United States during the Civil War. He told of meeting Lincoln, as a military attaché, and representative of the king of Wurttemberg.

The president was sitting at his desk, and very busy," he said. "His private secretary, young Stewart, son of the secretary of state, was sitting on a table dangling his legs in the air. Lincoln, tall and gaunt, greeted me cordially. He made the same impression on me that the Kaiser always makes when I meet him. Lincoln in particular was deeply concerned about the cruelties of the war, or what you now refer to as atrocities. People had the same impressions then as now. The president gave me a military pass with his signature, which I still cherish as one of my most prized possessions."

The count declared he once swam the Niagara river below the American falls, to get a view of the full circle of the rainbow mist.

"I made the trip over the lakes," he added, "and flirted with some beautiful American girls who were as anxious to get acquainted with me as I was with them. They finally broke the ice by flipping apple seeds at my face. Then we had a jolly talk."

"I made my first balloon ascension at St. Paul, but I was not on the firing line during your Civil War, as has been frequently said. A major of the Union army, whose name I have forgotten, was there and had a captive balloon. He was to cut the rope and let me make a long flight after I was up to the rope's limit. I bought all the spare gas the St. Paul gas works would let me have and was able to get up several hundred feet; but the gas was of so poor quality that I couldn't get the gas filled sufficiently to assay a long flight. Yet, while above St. Paul, I had the first idea of aerial navigation strongly impressed on me and it was there the first idea of the Zeppelin came to me."

"I have many friends in the United States, but I fear that few of them have cared to live as long as I have. Perhaps none will be left when I come again to America in one of my own cruisers."

HOW DIPLOMACY BROUGHT BACK PROSPERITY TO ONE INDUSTRY



THEY KEEP THEIR JOBS

AKRON, O., Feb. 17.—Antoists may thank Providence that the European war is not to cause a rubber famine with consequent soaring prices for tires.

But it would be more to the point for them to thank B. G. Work, plain citizen of Akron, who went to England early in January, hobnobbed with the nobility in the British foreign and admiralty offices, and in a few hours did what American state department diplomacy had been trying to do for weeks—paved the way for the release of crude rubber shipments to American ports.

Modestly Mr. Work disclaims the full credit for his feat. He protests that the work of our state department had at last been successful and that on the day of his arrival in London it had been decided to raise the embargo, although the details were to be perfected later. But Mr. Work helped in perfecting these details. And under questioning he admitted that the British foreign office liked American business methods.

Trade Does Better "Sir Francis," he said—meaning Sir Francis Hopwood of the admiralty—"said that if in the beginning the American rubber trade had worked with them direct instead of through the state department, we could have been of material assistance in having the embargo raised much sooner."

The situation for Akron and the rubber business in late December was rather desperate. Great Britain, realizing the vast importance of rubber in warfare—for transport tires, surgical supplies, Zeppelin fabric, as well as for footwear, blankets and clothing for the men in the trenches—had decided to prohibit the exportation of rubber from Brit-



B. G. WORK

ish colonies lest a supply of the precious stuff find its way to Germany.

At one stroke half the world's crude rubber supply was cut off, since the production of rubber in plantations in Britain's Far East had vastly increased in the past six years. Only the supply from South America, Mexico and Africa was left, and America, which consumes most of the crude rubber of the earth, and Akron, America's chief rubber-consuming city, were the sufferers.

This city was faced with the possibility of seeing many of its 25,000 workers in the rubber factories thrown out of employment. The Akron boom, which had been steady since the development of the automobile, began to languish.

Washington was appealed to, but the state department, in weeks of negotiation, apparently could do nothing. Then the Rubber club, which includes the leading rubber manufacturers and importers, decided to act on its own initiative. It looked about and selected Mr. Work to appeal in

person to the lords of the British government.

Back to Work

How this Akron citizen took his blunt business methods into the government offices in England, developed a friendship with Sir William Tyrrell of the foreign office and Sir Francis Hopwood of the admiralty, matched his ability with the highest skilled diplomacy on earth, and worked out a complete solution of the vexing problem, is too long to tell here. The solution itself is of most interest.

Any American manufacturer may now import British rubber by giving bond that he will not export it to Germany. The British government is to appoint a special committee of five to grant importer's permits at any time. The British government has appointed a special agent to aid small importers to get rubber.

"I do not believe we need fear any further interruption in the rubber supply," says Work. "That supply will soon be taken by American manufacturers at the rate of \$250,000 of it a day."

The effect of this agreement on the American rubber market was instantaneous. Brazilian rubber dropped 25 cents a pound with a thud, and did not show the rubber characteristic of rebounding. Akron's thousands of idle men will go back to work, and the Akron people regard B. G. Work as the city's chief benefactor.

Coincident with this, Mr. Work's company has announced new fair listed prices to consumers and dealers, effecting a large saving to every automobile tire user, putting the dealer's business on a permanent basis.

LEGAL NOTICES

Notice of Sale of Unassigned Dower Right

In the County Court of the State of Oregon, for the County of Klamath.

In the matter of the guardianship of the person and estate of Mary A. Kilgore, an insane person. Pursuant to the order of the county court of the county of Klamath, state of Oregon, dated the 1st day of February, 1915, notice is hereby given that the undersigned will sell, at private sale, for cash, in Klamath Falls, Oregon, on the 6th day of March, 1915, or thereafter, the unassigned right of dower of Mary A. Kilgore, an insane person, in and to the following described real property, situated in Klamath county, state of Oregon, to-wit:

The southwest quarter (SW 1/4) of Section five (5); the west one-half of the southeast quarter (W 1/2 SE 1/4). Section five (5); the southeast quarter of the southeast quarter (SE 1/4 SE 1/4), Section (6), in Township forty-one (41) South, Range fourteen (14) East, of the Willamette Meridian.

The proposed sale above mentioned will be subject to confirmation by the county court of Klamath county, state of Oregon.

SILAS W. KILGORE, Guardian.

2-9-15-23-2

Notice of Sheriff's Sale

By virtue of an execution in foreclosure duly issued by the clerk of the Circuit Court of the State of Oregon, for the county of Klamath, dated the 13th day of February, 1915, in a certain suit in the Circuit Court of said county and state, wherein the First National Bank of Klamath Falls, Oregon, as plaintiff, recovered judgment against Oswald M. Hector and Winnie L. Hector in the sum of \$1,515.00 together with interest thereon at 6 per cent per annum August 25th, 1914, and \$75.00 attorney fees and \$17.40 costs; and judgment of foreclosure against the Northwest Real Estate and Investment company, a corporation.

NOTICE IS HEREBY GIVEN that in obedience of said execution I will

on the 30th day of March, 1915, at 3 o'clock in the afternoon of said day, in front of the court house in the city of Klamath Falls, State of Oregon, sell at public auction, to the highest bidder for cash the following described real property:

All of Lot Nine (9) in Block Forty-two (42) First Addition to the City of Klamath Falls, Oregon, TAKEN AND LEVIED upon as the property of the said Oswald M. Hector, Winnie L. Hector, and the Northwest Real Estate and Investment company; or as much thereof as may be necessary to satisfy the judgment of the said First National Bank of Klamath Falls against the said Oswald M. Hector and Winnie L. Hector, with interest and costs and accruing costs.

Dated February 13th, 1915.
C. C. LOW,
Sheriff of Klamath County,
By L. L. Low, deputy. 16-23-2-9-15

Notice Inviting Proposals to Purchase City of Klamath Falls Improvement Bonds

Sealed proposals will be received by the undersigned until Monday, the 8th day of March, 1915, at the hour of 3 o'clock p. m., of said day, at the city hall, in the city of Klamath Falls, Oregon, (and at such time and place all proposals received will be opened), for the purchase of \$19,040.76 city of Klamath Falls, Oregon, coupon improvement bonds, payable ten years from date of issue, bearing a rate of interest not to exceed 6 per cent per annum, interest payable semi-annually, principal and interest payable at the office of the city treasurer or at the Fiscal Agency of the state of Oregon, in New York, principal and interest payable in gold coin of the United States of America. Said bonds will be issued in denominations not exceeding \$500.00 each, and numbered from 1 to —, inclusive. Said bonds are authorized by Ordinance No. 349, of the city of Klamath Falls, Oregon, for the purpose of providing funds to pay the cost of improving Third street, from Main street to California avenue, including intersections. Said bonds will be sold to the highest bidder, for cash, and for no less than their par value and accrued interest.

Each proposal to purchase said bonds must be accompanied by a check for 5 per cent of the amount of the proposal, certified by some responsible bank, payable to the order of the undersigned.

Proposals must be indorsed "Proposals to Purchase Third Street Improvement Bonds."

The council of said city reserves the right to reject any and all bids. Said bonds will contain a provision to the effect that the city reserves the right to take up and cancel such bond, upon payment at any time of the face value, with accrued interest to date of payment, at any semi-annual coupon period, at or after one year from the date of such bond or bonds.

A. L. LEAVITT,
Police Judge of the city of Klamath Falls, Oregon.

Dated at Klamath Falls, Oregon, February 5th, 1915. 2-5-3-8.

Notice to Creditors of Klamath County, Oregon

All persons having claims against Klamath county for services performed or supplies furnished, said county, prior to January 1, 1915, must file same with the County Clerk with proper vouchers attached, on or before the first day of March, 1915. All such claims not filed by said date will not be considered.

By order of the County Court.
C. R. DeLAP, County Clerk.
Dated January 28th, 1915. 2-5-12-19

In Bankruptcy (No. 2189)

Notice of First Meeting of Creditors in the District Court of the United States, for the District of Oregon.

In the matter of Rudolph Madsen, Bankrupt.

To the creditors of Rudolph Madsen, of the City of Klamath Falls, in the County and District aforesaid, a bankrupt:

NOTICE IS HEREBY GIVEN, That on the 27th day of January, A. D. 1915, the said Rudolph Madsen was duly adjudicated bankrupt; and that the first meeting of his creditors will be held in the law office of W. H. A. Renner, located over the post-office, in the City of Klamath Falls, Oregon, on the 5th day of March, A. D. 1915, at 10 o'clock a. m., at which time the said creditors may attend, prove their claims, appoint a trustee, examine the bankrupt, and transact such other business as may properly come before said meeting, and also may consider whether such trustee shall be authorized to sell the property of the estate.

Dated at Klamath Falls, Oregon, February 3, 1915.

W. H. A. RENNER,
Special Referee in Bankruptcy, said Estate.

Corsets for Our Men?

Local Clothiers Refuse to Confirm or Deny This

(Continued from Page 1)

men been encircled by the steels and stays?"

Many, wonderful and varied are the progressive changes that have been made in the few short years since the railroad hit here. Since then, those who were bow legged from constant horseback riding are now acquiring the stoop shoulders that seem to go with driving an auto or a motorcycle. In these days, a chap going out for the most formal affair might be persuaded to leave his chaps at home, but his boots and gun—never. Now, no chap turns out without a shave, a shine and a collar, while full dress is by no means a novelty. The polka and quadrille have given way to the tango, one-step and hesitation. But as for corsets—we don't know.

Fred Houston has never run an announcement of "capitalist," "athlete," "military," or any other new and desirable shapes for men in his advertisements, but inquiry was made of him:

"No, we haven't as yet added a line of corsets to our otherwise extensive line of gent's furnishings," said Fred. "We have had some inquiries—oh! never mind who from—but not enough to justify our laying in a supply."

"What seems to be the form most desired?" he was asked. "Well, I can't exactly describe it, according to corset model, but the most of the inquirers say that desire the same

form as that of Thad McHattan's."

But Houston refused to answer definitely. The interviewer was asked to look around for himself.

The occupation of Loewe Brothers, creators or sartorial effects for men only is such that they have a chance to learn about these matters as they mould clothes to fit their customers. They were asked, but were also non-committal to a certain extent.

"Look around, look around!" they advised. "Put two and two together for yourself."

"Sylph—like Lawrence Mohaffey, is a banker. So is rotund Bill Bennett, and semi-rotund Leslie Rogers. Then look at the difference in the forms of Andy Collier and Orb Campbell, yet likewise bankers."

"M. M. Obenchain is a policeman. So is Sam Walker, but who would confuse one for the other? Again a question of form."

"We are not saying whether any of these men are wearers of corsets. Neither do we divulge whether Fred Morley's figure is the result of the corsetiere's art. We refuse also to answer any questions regarding the military physique of Albrecht Cahler."

"There is just one way to find out for yourself, they concluded. "That is to punch a suspect in the ribs—not too hard though, or you might break your thumb on a steel."

The Herald, delivered at your door, office, or home, 50c a month.

"Put on another Squeegee"

One of the strongest proofs of tire value is the desire of the man who has been using tires of a certain kind to have others of the same kind put on his car when he needs new ones.

The man who says, "Put on another Squeegee" when he drives his car into the garage, registers the highest possible endorsement of Diamond Tires.

Read this letter from a Tire Dealer:

"Oakland, Cal., Nov. 24, 1914. Our customers are more than satisfied with the service they are getting from Diamond Tires, and some of the reports of mileage received are wonderful. The best evidence of this is the fact that we seldom have to solicit repeat orders. They come to us voluntarily. 'Put on another Squeegee' is generally their first greeting on entering the store, and they leave with a smile, feeling that their trouble is over for a long time, and each a Diamond booster."

"RECORD TIRE COMPANY,
Per A. J. Donovan."

In addition to the extraordinary mileage and freedom from trouble that you get in Diamond Squeegee Tread Tires, you can now buy them at the following

"FAIR-LIST" PRICES:

Size	Diamond Squeegee	Gize	Diamond Squeegee
30 x 3	\$ 9.45	34 x 4	\$20.35
30 x 3 1/2	12.20	36 x 4 1/2	28.70
32 x 3 1/2	14.00	37 x 5	33.90
32 x 4	20.00	38 x 5 1/2	46.00

PAY NO MORE

Put on Diamond Tires



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THIS catalog truthfully presents and illustrates the most desirable varieties of seeds for the Northwest. The best of everything for the market or home garden, the farm, the orchard, the poultryman and the bee-keeper. A reliable and safe guide to your purchases and a reference book which should be in the hands of every grower. Ask for catalog No. 280

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