

STUDIED THE BIRDS

Louis Mouillard Pointed the Way to the Aeroplane.

THE FATHER OF AVIATION.

...etic Career of the Man Who Originated the Theory of the Conquest of the Air With Machines That Would Imitate the Soaring of Vultures.

The French—theirself masters of the air—call Louis Mouillard the father of aviation, although he never flew. Mouillard was a theorist. It is admitted today that his theories were sound, though he never put them into a flying form. Mouillard wrote two books, "The Empire of the Air" and "Flight With Fixed Wings." Only the first of these works appeared during his lifetime, and that had a small circulation. But he pointed the way to the air, and ten years after his death the Wright brothers, following principles he set down, proved that he had solved the problem.

Mouillard explained that to seek to fly by imitating the beating of a bird's wings was error; that, instead of trying this impossible feat, man should imitate those birds which soar with steady wings and avail themselves of the currents. If Mouillard had possessed money there is little doubt that he would have demonstrated his theory. As it has been successfully proved in the life of this remarkable man seems, from a superficial view, to have been a failure. But his compatriots, recognizing his real worth, set up a monument to his memory at Heliopolis, Egypt. He died in 1897. The story of his life is pathetic.

Mouillard was the son of a dyer of Lyons. From boyhood he was fascinated by the flight of birds. He managed to buy an eagle, which he secreted in the family garret and studied with an avid interest when he could escape from his books or work. He watched the bird's movements, measured its wings and studied it with infinite pains. And when he had mastered the secret, with the aid of his admiring sisters, he built an aeroplane with cotton and bird bones and determined himself to fly.

Going to a hill crowned with a church, with a sheer cliff on one side, the young inventor was about to trust himself to his contrivance when the breeze rushed at him, boxed his ears, disoriented his machine and sent him home in disgrace. This was the only attempt Mouillard ever made to fly, but his studies on the subject never ceased.

He showed such aptitude at drawing that it was decided he should make his living by his talent. He won a scholarship and, going to Paris, studied under Ingres. Yet while he drew and painted his mind was always on flight. He would climb the towers of Notre Dame, watch the startled birds take flight and study their movements.

Mouillard's father died, and his artistic career suddenly closed. He went to Algeria as a colonist and made a failure in that, but the birds again were his teachers. He noted that the sea birds rose, turned and flew against the wind without a movement of their wings. He weighed the bodies of the strongest, calculated wing space and advanced in his theories toward the truth.

Castling about for a vocation, for he was poor, Mouillard secured a place to teach drawing at the Polytechnic school of Cairo. Here he had another opportunity. He would study the vultures of the desert, and almost daily he sought them inland. He finally called the vulture "the master of flight," adding: "In the perfection of the result and the simplicity of the movement their flight is so splendid that it overcomes the watcher. Every time you look at it you are amazed that none has tried to reproduce it. It is so simple, so exactly what we want. What could we ask more than that steady flight and those immense circles which carry the bird into the heavens? They are all our desires realized." By degrees he formulated his theories of air currents. He observed that birds rose and hung motionless and moved with out beating their wings. He ruminated on the air forces caused by the rising of hot air from the desert and their effect on the flight of the birds. He had solved the mystery.

Stricken with illness, Mouillard could no longer teach drawing. He managed to publish his "Empire of the Air," knowing its scientific value, and to reach Paris, where his theories were well received. The Society For Aerial Navigation made him a member, but so one was ready to advance him money for a practical demonstration of his theories.

Discouraged, Mouillard returned to Cairo, where he acted as cashier in a shop, his wife being employed in another place. They together earned but little. By degrees he finished his work on "Flight With Fixed Wings." Just before his death Chanute, the American, corresponded with Mouillard on the subject of aviation. It is said that Chanute the knowledge gained from Mouillard passed to the Wrights. But ten years before they had conquered the air Mouillard died.—Lester's.

**Mother's Privilege.**  
"Don't talk back to your pa!"  
"Aw, gee whis, ma, you want all the fun there is in this house."—Detroit Free Press.

God abandons those who abandon themselves.—George coad.

READING IN BED.

Not Injurious to the Eyes if a Few Simple Rules Are Observed.

To those addicted to the practice of reading in bed the remarks of Dr. Carl Seller will be of interest. He states that there is no valid reason to be urged against using the eyes in a proper manner in a recumbent position—such use is the least tiresome and can be persisted in for longer periods without damage than any other position.

We all know that grave damage is often done by reading in a recumbent posture, but therein possibly some oculists are at fault. Had it been the universal practice during the last twenty or thirty years to give careful directions how to read lying down instead of saying to one and all, "You must not read lying down," there would be less near sight and better eyes in the community than now exist.

Three easily avoided errors cause all the harm possible from reading lying down, the first often leading to the other two. They are insufficient or wrongly directed light, short reading distance and tilting the book out of the plane at right angles to the line of vision.

If, however, every one reading lying down will so arrange his lounge or bed that the light comes over the head without striking the eyes and falls well upon the page, if he will hold his book at a long reading distance and take care that the line of letters shall be at right angles to the line of vision, he can be sure of doing his eyes no more harm than if he were sitting up.

More than this, there is much positively in favor of reading lying down. Dr. Seller concludes, "The recumbent posture allows more rest of the bodily structures than the sitting posture, and there is greater possibility of resting and repair in that position."—London Globe.

AN ICEBERG'S SECRET.

One of the Mysteries of the Sea That Will Never Be Solved.

The age of an iceberg is problematic. The berg that sank the Titanic may have been forming on the coast of Greenland when Columbus crossed the sea or even before that. Then again it may have been reared by the elements since Peary's first expedition to the pole, but probably it antedated steamships by many years.

In 1941 a great berg appeared off St. John's, N. F. Its pinnacle was fully a hundred feet above the sea, and its base formed a glittering island in the middle of which, imbedded between two hills of ice, were two ships side by side. The masts were gone, but otherwise the upper works seemed to be intact. Scattered about the decks were various objects that might have been the frozen bodies of the crews. All were covered with snow.

Several old sailors approached the berg as near as they dared to and scanned the ships through powerful glasses, but could not see any name or anything to indicate their nationality or business on the seas. There were no signs of life aboard them, nothing but the motionless masses under their white coverings.

They were believed to be part of Sir John Franklin's expedition and were seen at the mouth of the harbor almost stationary for several days. Then one morning the berg was gone, and the ultimate fate of the derelicts it carried is still one of the mysteries of the sea.—Minna Irving in New York Press.

The Pillars of Hercules.

The "Pillars of Hercules" was the name anciently given to the mountains of Calpe and Abyla, standing opposite to each other, the one on the European and the other on the African shore of the strait which connects the Mediterranean sea with the Atlantic ocean. The mountains are now called the Rock of Gibraltar and Jebel Zantat. The word Gibraltar, which is at present also applied to the strait, was originally "Jebel Taric," or "Mountain of Taric," Taric being the name of the leader of the first Mohammedan band which crossed at that point over into Spain in the year A. D. 710.

Power of St. Francis.

The power of St. Francis of Assisi, son of the practical Peter Bernardino and the tender Madonna Pica, over the western world of his time and over our hearts in our time has been explained in many ways. But it has only one source, and that is love. Love made him a poet, love made him a saint, love gave him life and fire and understanding and all the things that were added to him.—Century Magazine.

His Sole Regret.

"You are not afraid to die, are you?" asked the weeping watcher by the bedside.

"No," whispered the chronic kicker, "but it does worry me to think that I shall soon be with the silent majority when all my life I have so enjoyed being in the noisy minority."

Too Small a Ring.

"What you need," said the wordy medic in his ponderous way, "is an enlargement of your daily round, a wider circle of activity."

"Mebby that's right," said the patient. "I'm a bareback rider in a one ring circus."—Cleveland Plain Dealer.

Making Headway.

"Have you a spare cigar about you, old chap?"

"Certainly. But I thought you were going to stop smoking."

"No I am, but not too abruptly I've already quit smoking my own cigars."—Boston Transcript.

Resolution Providing for the Determination to Improve and the Time and Manner of Improving the following Streets in Tillamook City, Oregon.

BE IT RESOLVED,—That the Common Council of Tillamook City, Oregon, hereby declares its determination to improve the following streets:

Fourth Avenue East in said City from the South line of First street to the North line of Third street in Tillamook City, Oregon, in the following manner:

By establishing the grades of said streets;

By grading said streets to the proper sub grades;

By paving the road ways of said streets full width with Bitulithic pavement;

By constructing artificial stone curbing along each side of said streets;

By laying and constructing Bitulithic headers;

By constructing inlets;

By constructing catch basins and providing for the necessary surface drainage, together with all appurtenances thereto;

All said improvements to be made in accordance with the Charter, Ordinances and Resolutions of Tillamook City, Oregon, and the plans and specifications of the City Surveyor now on file in the office of the City Recorder.

All of said improvements to be made at the expense of the property and all thereof adjacent thereto, and specially benefited by said improvements; EXCEPT that the cost and expense of establishing the grades of said streets; and the cost of constructing storm sewers, drains, inlets, catch basins, manholes and all appurtenances for the surface drainage, included within the limits of the intersection of any street with any street or alley; the estimated cost and expense of all engineering and surveying necessary for said improvements to be done by and under the direction of the City Surveyor; ascertaining the ownership of the lots and parcels of land included in the assessment districts; advertising, mailing and publishing all notices required to be advertised, published or mailed; accounting, clerical labor; books and blanks expended or used by the city and the City Recorder or City Treasurer in connection with said improvements; all salaries of inspectors and all other necessary cost of inspection in connection with said improvements, shall be paid by warrants drawn on the general fund of the city.

The work shall commence within 30 days after the signing of the contract, and be prosecuted with such vigor that all of the improvement work embraced in the plans and specifications shall be entirely completed on or before the date hereinafter stated.

The contractor or contractors shall complete the foregoing improvements within the time fixed by the Common Council, to wit: on or before December 1st, 1912, and in commencing said work shall continue without delay until completed, and if the improvements be not completed within the time fixed by the Common Council, Tillamook City shall be paid damages to the amount of TWENTY FIVE (\$25.00) per day for each and every day beyond the date stated, which amount shall be paid by the contractor unless the time for the completion of improvements is extended by the Common Council of Tillamook City, Oregon.

The pavement shall be laid only in dry and suitable weather. Upon completion of the improvements in accordance with the plans and specifications of the City Surveyor and as shall be provided in the contract, and upon the same being accepted by the Common Council of said City, said contractor shall be paid for said improvements in accordance with the provisions of said contract and the Charter of said City.

That the contractor to whom the contract is awarded will be required to furnish a surety bond for the faithful performance of the contract for a sum equivalent to the full amount of the same, having as surety thereon, some Surety Company, satisfactory to the Mayor and Common Council, authorized to do business in the State of Oregon, and before acceptance of the work by city, successful bidder shall furnish the Mayor and Common Council with a guarantee maintenance bond equivalent to 50 per cent of the amount of the contract, guaranteeing that for a period of five years from the completion and laying of said bitulithic pavement in proposed paving district, he will at his own expense repair and make good any defects arising from faulty material or workmanship and due to the proper use of said pavement as a roadway.

The City Recorder is hereby authorized and directed to advertise for a period of ten days by publishing in this resolution and notice, asking proposals, in one issue of the Tillamook Headlight, on the 22nd day of August, 1912, and to post this resolution and notice asking proposals, on or before said date in three public places, in Tillamook City, Oregon, inviting proposals for doing of such improvement work in form substantially as follows, to wit:

Sealed proposals will be received at the office of City Recorder of Tillamook City, Oregon, until the 4th day of September, 1912, at 6:00 o'clock p. m., for the improvement of the following streets by grading, paving with bitulithic pavement, constructing artificial stone curbing, laying and constructing bitulithic headers, constructing inlets, and catch basins and providing for the necessary surface drainage, together with all appurtenances thereto, in the manner provided by the Charter, Ordinances and Resolutions of Tillamook City, Oregon, and the plans and specifications heretofore adopted for said improvement which are now on file in the office of the City Recorder of Tillamook City, Oregon, also at the office of

the City Surveyor: Fourth Avenue East from the south side of First Street to the north side of Third Street, in Tillamook City, Oregon.

The improvement must be completed on or before December 1st, 1912.

The proposals must be accompanied by a check payable to the order of the Mayor of Tillamook City, Oregon, certified by a responsible bank, for an amount equal to 10 per cent of the total amount of the bid submitted to be forfeited as fixed and liquidated damages in case bidder refuses to enter into a contract and provide a surety bond equal to the amount of the contract for the faithful performance of the work. The Council reserves the right to reject any and all bids.

Before acceptance of work by city, successful bidder shall furnish the Mayor and Common Council with a guarantee maintenance bond equivalent to 50 per cent of the amount of the contract, guaranteeing that for a period of five years from the completion and laying of said bitulithic pavement in proposed paving district, he will at his own expense repair and make good any defects arising from faulty material or workmanship, and due to the proper use of said pavement as a roadway.

Attention of all contractors is called to the agreement of Warren Brothers Company, patentees of the Bitulithic Pavement, on file in the office of the City Recorder of said Tillamook City, Oregon, in accordance with which agreement Warren Brothers Company agrees to license all contractors desiring to bid for the work to lay Bitulithic pavement in accordance with its patents and the terms of said agreement.

Done by order of the Common Council of Tillamook City, Oregon, of date August 5th, 1912.

T. B. HANDLEY, [SEAL] City Recorder of Tillamook City Oregon.

Notice of the Appointment of Administrator.

NOTICE IS HEREBY GIVEN,—To all whom it may concern that the County Court of the State of Oregon, for the County of Tillamook, has appointed the undersigned administrator of the estate of SAMUEL PERREN, deceased. All persons having claims against said estate are hereby required to present the same, together with the proper vouchers, to the undersigned, at the office of E. J. Claussen, Tillamook Block, Tillamook, Oregon, within six months from the date of this notice.

August 15th, 1912.

ALFRED PERREN, Administrator of the estate of Samuel Perren, deceased.

NOTICE OF CONTEST.

Department of the Interior, United States Land Office, Portland, Oregon, August 12th, 1912.

To HARRIS SAMUEL LEMMON, of Blaine, Oregon, Contestee: You are hereby notified that Jacob A. Annacher, who gives 611 Third St., Portland, Oregon, as his post-office address, did on July 22, 1912, file in this office his duly corroborated application to contest and secure the cancellation of your Homestead, Entry No. 03906, Serial No. 0338, made December 13, 1911, for E 1/2 of N 1 and Lots 1 and 2, Section 30, Township 3 South, Range 7 West, Willamette Meridian, and as grounds for his contest he alleges that said Harris Samuel Lemmon has never established residence on said land, has never cultivated any part of the same nor made any improvements thereon, has never lived on said land, but has wholly abandoned the same for more than six months immediately preceding the commencement of this contest.

You are, therefore, further notified that the said allegations will be taken by this office as having been confessed by you, and your said entry will be canceled thereunder without your further right to be heard therein, either before this office or on appeal, if you fail to file in this office within twenty days after the fourth publication of this notice, as shown below, your answer, under oath, specifically meeting and responding to these allegations of contest, or if you fail within that time to file in this office due proof that you have served a copy of your answer on the said contestant either in person or by registered mail. If this service is made by the delivery of a copy of your answer to the contestant in person, proof of such service must be either the said contestant's written acknowledgment of his receipt of the copy, showing the date of its receipt, or the affidavit of the person by whom the delivery was made stating when and where the copy was delivered; if made by registered mail, proof of such service must consist of the affidavit of the person by whom the copy was mailed stating when and where the post office to which it was mailed, and this affidavit must be accompanied by the postmaster's receipt for the letter.

You should state in your answer the name of the post office to which you desire future notices to be sent to you.

H. F. HIGBY, Register. Date of first publication August 15th, 1912; date of second publication August 22nd, 1912; date of third publication August 29th, 1912; date of fourth publication September 5, 1912.

The "Progressive" Party is the individual, man or woman, who uses Foley Kidney Pills for backache, rheumatism, weak back, and other kidney and bladder irregularities. Foley Kidney Pills are healing, strengthening, tonic and quick to produce beneficial results. Contain no harmful drugs. Never sold in bulk. Put up in two sizes in sealed bottles. The genuine in a yellow package. Lamar's Drug Store.

Bring your chickens to the Tillamook Meat Company's Market. We pay 13c per pound.

Fifty-First OREGON STATE FAIR, SALEM, September 2-7, 1912. \$18,000.00 offered in Premiums on Livestock, Poultry, Agricultural and other Products. RACES, DOG SHOW, SHOOTING TOURNAMENT, BAND CONCERTS, FIREWORKS AND FREE ATTRACTIONS. Send for Premium List and Entry Blanks. Reduced Rates on all Railroads. For particulars address: FRANK MEREDITH, Secretary, Salem Oregon.

August at the Beaches. The beach season is in full swing. Go while the crowds go. Enjoy the cool breezes now, while the heat is so unpleasant inland. Bathing, boating, hill climbing, fishing, hiking over delightful trails. Oregon beaches better prepared than ever before to care for the crowds. Plenty of accommodations. Lots of fun. The water is fine! GO VIA THE SOUTHERN PACIFIC. Excellent train service. Season round-trip fares. Special week-end and Sunday fares. Send for illustrated booklets about the Oregon resorts and our special folder on "Vacation Days in Oregon." It tells all about the beaches, springs, mountain resorts, etc. Call on nearest agent for information relative to fares, literature, etc., or address JOHN M. SCOTT, General Passenger Agent, Portland, Oregon.

Low Round Trips East. On the dates given below, round trip tickets will be sold from ASTORIA AND PORTLAND, to the points in the East shown below, and many others, at greatly reduced fares quoted. Fast Train East In connection with North Pacific and Great Northern Railways. Atlantic City \$111.00 Detroit \$82.50 Omaha \$80.00 Baltimore 107.50 Duluth 00.00 Philadelphia 108.50 Boston 110.00 Kansas City 00.00 Pittsburgh 91.50 Buffalo 91.50 Milwaukee 72.50 St. Louis 70.00 Chicago 72.50 Minneapolis 00.00 St. Paul 60.00 Colorado Springs 55.00 Montreal 105.00 Toronto 91.50 Denver 55.00 New York 108.50 Washington 107.00 DATES OF SALE. JULY 26, 29, 30, 31, 1912. AUGUST 1, 2, 3, 6, 7, 12, 15, 16, 22, 23, 29, 30, 31, 1912. SEPTEMBER 4, 5, 6, 7, 8, 11, 12, 30, 1912. Stopovers and choice of routes allowed in each direction. Final return limit October 31, 1912. Details of schedules, fares, etc., will be furnished on request. W. E. COMAN, Gen'l Frt. and Pass. Agent, Portland, Ore. T. B. TOPUSON, Gen. Agent, Astoria, Ore.

It takes five different aged whiskies to make Cyrus Noble—each one good in itself. But it takes blending and re-aging to bring out the best in each—to "round out" the flavor. Why punish yourself with rough, high-proof, strong whiskey when you can get Cyrus Noble everywhere? W. J. Van Schuyver Co., Portland, Ore.