Santos-Dumont

The young "Wizard of the Air," fresh from the plaudits of Europe, comes to enjoy those of America. : : : : :

Next to Signor Guglielmo Marconi the most sensational phenomenon of the present day is M. Santos-Dumont. Like Marconi he stands for a revolution. He is on the threshold of a discovery which has defied the greatest geniuses of the past—that of the practical utilization of a safe and economic means of aerial navigation.

Consider how pregnant with possibilities such a discovery must prove, what tremendous economic and social interests are involved! It would imply the more or less speedy abandonment of almost all our present methods of land and water transportation. The successful trial trip of a transatlantic or transcontinental airship would in twenty-four hours' time cut down by one-half the value of all railroads and steamships in the world, because it would hold out the prospect of cheapening to an incredible extent the cost of transporting both persons and merchandise.

Nor would it add merely to the economy of life. It would add materially to its comfort and its pleasures.

No wonder, therefore, that his is the name most resonant in Europe at present; that his portrait is everywhere, in the photograph shops, in the weekly and monthly journals, even among the tailors' patterns, and that (greater glory of all!) in the carnival of this year at Nice the effigy selected for His Majesty King Carnival XXX. represented an aeronaut seated in a conveyance that was half balloon and half automobile.

Fresh from the plaudits of Europe M. Santos-Dumont now comes to enjoy those of America.

Though a Frenchman by heredity and by adoption, M. Alberto Santos-Dumont is a Brazilian by birth. He was born on his father's coffee plantation, outside of Rio Janeiro, in the year 1873, and is consequently not quite thirty years of age.

It was upon the forty miles of railroad which pass around the plantation that young Santos-Dumont learned to conduct the small locomotives and thus gained his first knowledge of mechanics.

Even before he came to Paris, in 1897, he had turned his attention to aeronautics. In Paris he went vigorously to work in his self-selected path of investigation and invention. The result is that within four years he constructed three spherical balloons and six airships.

Taking advantage of his small physique and his exceptionally light weight—the latter little more than 110 pounds—he conceived the idea of building the smallest spherical balloon known—the Brazil—gauging only 420 feet, with a diameter of 18 feet, and weighing, car and balloon together, about 150 pounds. It was made of fine Japan silk, with cotton cordage and an extremely light wicker basket.

On its first ascent, from the Jardin d'Acclimatation, on July 4, 1898, it looked like a large soap bubble. After mounting out of sight the aeronaut reappeared with the envelope packed in the basket. With this and other balloons he made a number of interesting ascensions.

Meanwhile he had become an enthusiastic automobilist, taking successful part in the first experiments with petroleum tricycles. Hence he became familiar with motors. The idea of constructing a dirigible balloon having already fascinated him he built a model on a new plan, in the form of a cylinder, with two cones, and attached to it a motor of 3½ horse power. The entire apparatus weighed but 132 pounds.

This was the Santos-Dumont No. 1. Starting from the Jardin d'Acclimatation on September 18, 1898, it was ripped open at the start through a false manoeuvre of one of the aids, was speedily mended, and on the 20th rose to the height of 1,200 feet, and delighted the spectators by a number of novel evolutions. Suddenly delight was changed to alarm. The balloon was seen to collapse. What had happened was this: The small interior air balloon, designed to keep the outer envelope always swelled out, was but insufficiently supplied by the ventilator, and under the tension of the the weight gradually folded up on itself. From a height of 1,200 feet the entire apparatus came tumbling to earth at a velocity of twelve or fifteen feet per second, which, as M. Emmanuel Aime said, is a record in itself, the more so that the aeronaut escaped unhurt from the wreckage.

The Santos-Dumont No. 2 was equally unfortunate. Launched on May 11, 1899, it was overtaken by a heavy shower of rain, folded up on itself, and came gently down to earth again. Nevertheless, an instructive test of the motor (gasolene) and the helix was made on this occasion. With this experience to guide him, M. Santos-Dumont started immediately at work upon his No. 3. This contained many innovations, which he has combined with modifications in his later one.

The inner air balloon was dispensed with. It was cigar shaped like Nos. 1 and 2. There was no netting about the silk tissue, but a strong belt was sewn in the lower part of the balloon, and short pieces of wood were attached. From them was suspended a basket hanging about ten feet from the balloon. In this basket was a four and a half horse power petroleum motor, working a propeller some five feet in diameter and making twenty-five hundred revolutions per minute. A rudder placed in the stern guided the air ship. This was made of bamboo covered with silk, the whole having a surface of about twenty-five square feet. Ballast was used in order to elevate or depress the machine. At each end of the balloon was fastened fifty pounds of ballast. Guys, or smaller ropes, controlled this. Thus when the aeronaut wished to rise he let out the stern guy, and fifty pounds of ballast fell astern, throwing the bow end of the balloon upward at an angle of from twenty-five to thirty degrees. To descend it was only necessary to let out the bow weight and draw in the stern weight.

At half-past 2 o'clock in the afternoon of November 13, 1899—exactly the day and the hour when, according to an old French tradition, which many fearfully pretended to disbelieve, the world was to come to an end—M. Santos-Dumont mounted his machine in the Champ de Mars, made for the Eiffel tower, circled that structure high in the air, then turned off west, though the wind was southwest, and came down safely at the Moulin, in the Bois de Boulogne. There was a breakdown of the steering gear, so that the best results were not yet obtained, but the feat created a great sensation throughout the civilized world.

The Santos-Dumont No. 4 was an improvement on No. 3. It was a trifle smaller; No. 3 had gauged 620 cubic yards; No. 4 gauged 525. The interior air balloon was again resorted to, as it has been in its successors. This machine was finished on August 1, 1900. Its inventor put it through a number of evolutions at various times, the most memorable occasion being on September 19th of the same year, in the park of the Aero Club, in the Bois de Boulogne, and in the presence of the International Aeronautic Congress.

It was on April of the year 1900 that M. Henri Deutsch, one of the members of the Aero Club, had offered a prize of 100,000f. to any navigable balloon, which, starting from the Aero Club Park, should steer around the Eiffel Tower and return to the point of departure in less than half an hour. As the competition was open for five years, M. Santos-Dumont determined to wait until he had built a new balloon even better than No. 4.

Thus the Santos-Dumont No. 5 was begun in the following winter and completed in the early part of 1901. Some of the improvements in this new airship were the lengthenig of the balloon to 300 feet, the transfer of the rudder from front to rear and the use of a motor of sixteen horse power.

At 3 o'clock in the morning of July 12th M. Santos-Dumont made his first test of the possibilties of his airship. Starting from the Aero Club Park, he crossed the Seine to the Longchamps race track, took the airship ten times around the track and then came to the Trocadero, and after an accident to the rudder started again, went around the Eiffel Towel, came back to Longchamps and thence recrossed the Seine to the Aero Park. The feat had been performed, but, of course, not within the prescribed time. Next day was set as that for the real trial race.

The start took place in the presence of the club members at nineteen minutes to 7 in the morning. The Eiffel Tower was doubled at five minutes to 7, and the aeronaut would certainly have gained the prize on that day if a strong current of wind had not caught him as he was recrossing the Seine and driven his airship back toward Longchamps, finally allowing it to come down in the garden of Baron Rothschild.

It was after this that he had his famous Passy accident, where, after passing around the Tower (August 8th), the motor stopped after an unsuccessful struggle against high winds, and the balloon was broken almost to pieces against the roofs of the Trocadero Hotel.

Only twenty-two days after this accident the undaunted aernaut was ready with the Santos-Dumont No. 6, gauging 622 metres and furnished with a motor of four cylinders and twenty horse power.

On October 19th, after some preliminary rebuffs, M. Santos-Dumont at last succeeded in attaining his object. He started at the Aero Club, with the wind in his favor, and made straight for the tower, which he rounded at a height of one thousand feet from the ground. The first part of the journey occupied nine minutes, but the return against the wind was not made so rapidly. Twenty-nine and a half minutes after its departure the air ship shot like an arrow over the Aero Park. The impetus carried it beyond the park, but M. Santos-Dumont spun around his rudder, the air ship circled back, and sailed gently to the ground along side the balloon house. The trip had been made in 29 minutes and 30 seconds

But a contest arose. According to the terms of M. Deutsch's offer, not only was the air ship to reach the park, but its guide rope should be grasped by an attendant, this constituting a landing. M. Santos-Dumont was not able to comply with this rule, as before the rope could be grasped he was obliged to remount to avoid being carried by the wind against the balloon shed, and he came down forty seconds after the allotted time. A committee of the Aero Club, appointed to decide upon the question (November 8th) had the good sense to pronounce in favor of M. Santos-Dumont, and the world applauded their decision as reasonable and right.

M. Deutsch's 100,000f. was generously distributed by the victor among the poor of Paris and all the assistants who had seconded him in his efforts.

Not yet, however, did the indomitable, indefatigable and heroic aeronaut conceive that he had purchased even temporary repose.

Hardly had he won his crowning laurels in Paris than he was summoned to Monte Carlo by the Prince of Monaco, there to attempt a still greater feat, the crossing of the Mediterranean sea. For two months he was the most feted and admired of all the visitors to the famous Azura coast. Even the recluse Eugenie, former Empress of France, was drawn from her retirement to visit the famous workshop which the young Brazilian had established by the sea. Thither also went royalties like the King of Belgium adn ardent republicans like M. Henri Rochefort. At lass on February 14th of this year everything was ready for the culminating triumph.

At twenty minutes to 3 in the afternoon the doors of Santos-Dumont's workshop opened and the airship rose upward into the skies. Impelled by a light breeze and guided by the rudder in the aeronaut's hands, it first flew toward the houses in Monte Carlo, as though bent on dashing itself against them; then, rising still higher, it took its course toward the open sea.

All eyes were strained to watch it and from thousands of throats there burst cries of dismay when the airship began to dart to and fro, evidently beyond the control of the rudder, and,

(From Wednesday's Statesman.)

with its nose pointed toward the sky, took a zigzag, upward course. Then it slowly began to descend into the waves.

Santos-Dumont was doomed! So thought the anxious thousands.

But immediately the boats that dotted the surface of the sea rushed to the rescue, foremost among them the steam yachts belonging to the Prince of Monaco and M. Higgins. They reached the side of the airship just in time to save the aeronaut from a watery grave.

Santos-Dumont was safe! A cry of relief burst from the crowded shores when he appeared upon the deck of the Prince's yacht.

Meanwhile the wreck of the Santos-Dumont No. 6 was floating on the surface of the waters. Even while attempts were making to rescue it, it ripped open, filled up with water and sank to the bottom of the bay. After two hours of hard work the motor alone was brought to the surface and restored to land.—N. Y. Herald.

Greenbaum's

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New Goods in Large Quantities Received this Week.

Muslin Underwear:
Nightgowns, Chemise, Drawers, Corset Covers, Skirts in great variety. There never was such fine goods at such low prices.

Infant's Wear:
Short and long Dresses, Skirts, Slips, Caps and Bibs. Good qualities, little prices.

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Receiving new goods every day.

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NEW USE FOR ELECTRICITY

In the Field of Medical Science It Works a Reformation

DR. DARRIN EMPLOYS IT SUCCESSFULLY, AND WONDERFUL CURES ARE REPORTED DAILY AS A RESULT OF THIS GREAT FORCE, SCIENTIFICALLY USED.

Electricity is the motive of the universe; the life principle of everything animated and inaminate, and the physical life of man. When properly and scientifically employed as a medical agent in the treatment of acute and chronic diseases, it has no equal, but is vastly superior to all medical agents known to the profession for the restoration of persons to health who are affected with any one of the various diseases, because of its life-giving, vitalizing, neutralizing, equalizing, alterative, harmonizing, soothing, anodyne or tonic effects. It will change the morbid and debilitated conditions of the system in many cases after all other modes of treatment have failed, because of its mechanical power and its adaptability of action, which can be used to produce a powerful anodyne or soothing effect, unlike medicines, without injury. Beware of physicians who have not given the time and study to electricity necessary to make them competent to use the agents successfully in the treatment of acute and chronic diseases.

Electrical stimulation quickens the two prime organs of purification (liver and kidneys) to life and activity.

Wonderful cures are reported daily, and grateful friends send the most interesting accounts haw, under this most splendid system of self-treatment, their eyes began to sparkle, their veins and their muscular and nervous system regain all the elasticity of early youth.

The late celebrated Dr. W. A. Hammond, of New York, formerly surgeon-general of the United States army, lately lectured upon the subject of "Electro-Magnetic Treatment," and advised all medical men to make a trial of these agencies, describing at the same time the most remarkable cures he had made. This is certainly worthy of note. The source and nature of the electro-magnetic power are things which are above human comprehension. Of the exercise of the powers we are all well aware and the knowledge of its uses are common to all; yet this knowledge is in its infancy. The telegraph is but 40 years old. The electric light was known at the time of the great Centennial only as a novelty, too costly for any practical use. The telephone is of late date, and the electro-magnetic current applied to the human body for the cure if diseases more recent. All we know is its marvelous existence. This much is beyond dispute. Electricity is its "germ of life," and is, beyond doubt, the latent power that moves the human body. **If medicine has failed to cure you, don't give up. It has failed to cure thousands that now owe health and happiness to Dr. Darrin,** now in Salem.

More Cures by Dr. Darrin.

Mrs. H. J. Allen, 179 Hamilton Ave., Portland, catarh of the stomach and bowels, hemorrhages, etc., bedfast, cured.

F. P. Sawtell, Independence, Wash., dyspepsia and kidney complaint, pronounced Bright's disease by some physicians, restored.

T. L. Williams, firm of Williams & Groat, 6 North Front street, Portland, deafness and ringing noises in the ears for years, cured.

G. F. Merriman, postmaster at Medford, Ore., writes his wife was cured of catarrh, bronchitis and asthma symptoms two years ago.

A. L. Jones, Athena Ore., neuralgia in the eyes for 15 years, cured eight years ago.

Mr. Lyon of Medford, Ore., rapidly recovering from rheumatism and numbness.

Dr. Darrin's Place of Business.

Dr. Darrin gives free consultation at the Willamette Hotel, Salem, until June 1st, from 10 to 5 and from 7 to 8 daily. All curable, chronic, acute and private diseases confidentially and successfully treated. Circulars and question blanks sent free to any address, and correspondence solicited. Most cases can receive home treatment after one visit to the doctor's office. Batteries and belts furnished with full directions for their use. Cross eyes, rupture, tumors, varicocele, hydrocele, seminal weakness and stricture cured in every case. Diseases of women an important specialty, quickly relieved. The poor treated free, except medicine, from 10 to 11 daily.

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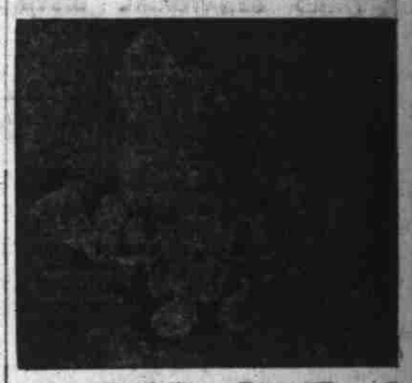
2000 Eggs

$1.00 ONLY A DOLLAR **$1.00**
A Setting (15)

During May and June, from Prize Winning



White Leghorns

Orders filled in rotation. White Wyandott stock for sale.

OAK VIEW EGG FARM

Salem, Oregon — F. A. WELCH, Prop.

LEGAL NOTICE.

ADMINISTRATOR'S NOTICE OF A FINAL SETTLEMENT.

Notice is hereby given that the undersigned has filed his final account of the estate of Elmira Doty, deceased, and that the County Court for Marion County, Oregon, has set the same for hearing, on the 10th day of May, 1902, at One (1) o'clock p. m. of said day, at the county court room of the County Court, in the county court house at the city of Salem, in Marion county, Oregon, and that said final account and any objections thereto will be heard and passed upon by the Court at said time and place.

Dated at Salem, Oregon, this 4th day of April, 1902.

I. C. NEEDHAM.
Administrator of the estate of Elmira Doty, deceased. 4:8-5tw.

HOW TO PRESERVE GOOD HEARING.

Do you want to be able to hear well, even if you live to be ninety or one hundred? Then keep the outside ear clean and let the inside alone. Nature has furnished a cleaning apparatus for the ear passages. Don't tamper with them. The entrance to the auditory canal is guarded by fine hairs that keep out dirt and insects. In the lining membrane of the canal is an oily, yellow wax that is bitter to the taste. On account of this bitter wax, no insect will of its own accord enter the canal. It is only by accident that an insect ever gets in the ear. The quickest way to get rid of it is to drop in a little sweet oil. This will either drown it or frighten it out.

The wax in the ear is absolutely necessary to keep it in a healthy condition. Never try to get it out. Always remember that Nature will not let the inner ear become dirty. Never insert the end of a wet towel or cloth into the ear to try to wash out the wax. Washing the auditory canal with soap and water is also injurious, as in this way the wax is moistened, and more easily collects dust and dirt. It is dangerous—and, if persisted in, surely produces deafness—to scratch the ear canal with pins, toothpicks or hairpins.

Never put cold water or any other cold liquid in the ear. When going in swimming insert cotton or, what is still better, a little wool in the ear. When out in a cold wind or snowstorm it is best to protect the ears. Avoid blowing the nose violently in case of cold. This sometimes causes the inflammation to spread into the Eustachian tube, and causes deafness. Children's ears should never be boxed. A blow on the ear often drives the air with such force against the drumhead that it is ruptured by the shock. —Philadelphia Record.

THE SPREADING OF TASTE.

Sylvester Baxter, writing for the April Century, says that one of the most hopeful chapters in the record of American progress toward the ideals of a higher civilization is that which tells of the development of a more beautiful life for the people at large. A higher standard of living is marked, he says, in more beautiful home surroundings; in better architectural standards, domestic, mercantile and public; in better-kept highways, improved paving, good sidewalks, etc.; in the beautifying of public places, creating parks and playgrounds, planting shade trees in town and country, protecting scenes of cherished beauty and setting apart for public enjoyment; and in organizing associations for accomplishing some of these ends through voluntary effort, and inducing action on the part of municipalities, etc., toward effecting other improvements of perhaps more comprehensive character.

Mr. Baxter says that in some of the newest and crudest communities, which seem hopelessly involved in raw ugliness, the response to this movement has often been most alert. "When I first visited the capital of a certain state beyond the Mississippi, nothing could have been more depressing than the impression which it made. Every street was a wide slough of mud in wet weather, and was suffocating with dust when dry. The entire city had a correspondingly slouchy, unkempt and vulgar appearance. Ten years later I found a wonderful change; the streets all well and smoothly paved, good buildings on every hand, pleasant and tasteful homes the rule, the whole city well groomed in appearance, and the seat of a genuine civilization."

Mr. Baxter maintains that cleanliness, order and beauty are within reach of the smallest and poorest community, and that they are cheaper to maintain than slovenliness and dirt. One man can do much to arouse village pride to organize efforts for betterment. "To keep the interest alive in organized work of the kind, it is essential to be able to point to practical results achieved, and to hold out various desirable things to be definitely aimed at. The community should be interested by some definite advance made each year—certain tangible objects accomplished, and certain inviting ends to be looked forward to. And the public should be impressed with the practical advantage derived from such activities—how they actually pay in dollars and cents by increasing the attractiveness of a place, and consequently the value of property as well as in adding to the beauty of existence and making life richer and fuller."

THE CUCKOO CLOCK.

Ebenezer Billings called on Angelina Brown,
And stayed and stayed and stayed until her face was in a frown,
She fidgeted and looked fatigued and yawned behind her hand,
But Ebenezer Billings didn't seem to understand.
He said about three thousand things of no account and then
He blandly smiled and started in to say them all again
When Angelina's cuckoo clock upon the mantel near,
It lifted up its voice and said ten times in Billings' ear—
"Br-r-r cuck-oo, cuck-oo, cuck-oo, cuck-oo, cuck-oo, cuck-oo,
Cuck-oo, cuck-oo, cuck-oo, cuck-oo,

But Ebenezer never flinched: he waited till the bird
Was done with its cuckooing, when he didn't say a word
About how late 'twas growing, but just kept talking on
As if he meant to talk until the coming of the dawn.
Poor Angelina! How she wished that he would go away;
She knew her pa would raise a fuss because she let him stay.
Eleven came and then the clock, still faithful to its trust,
It yelled as if it firmly meant to make him go or bust—
"Br-r-r cuck-oo, cuck-oo, cuck-oo, cuck-oo, cuck-oo, cuck-oo,
Cuck-oo, cuck-oo, cuck-oo, cuck-oo, cuck-oo!"

However, Mr. Billings did not mind the clock a bit,
But talked till Angelina—oh! she nearly had a fit.
She knew her father listened in the chamber overhead.
And thoughts of what might happen filled her very soul with dread.
She yawned, and in a way that meant 'twas growing very late,
Yet Ebenezer talked right on, unmindful of his fate,
Till midnight came, and then the clock, it sort of cleared its throat,
And looking straight in Billings' eye fairly shrieked each note—
"Br-r-r cuck-oo, cuck-oo, cuck-oo, cuck-oo, cuck-oo, cuck-oo,
Cuck-oo, cuck-oo, cuck-oo, cuck-oo, cuck-oo, cuck-oo!"

Then Ebenezer roused himself and started for the door,
But halted ere he reached it just to whisper one word more,
And there he stood and talked and talked till Angelina, she—
'Twas awful!—but she wished him at the bottom of the sea!
And then—her pa appeared and brought his number 'leven feet.
Poor Mr. Billings landed in the middle of the street,
And as he rose and brushed his clothes and slowly limped away
He heard the little cuckoo clock call after him and say—
"Br-r-r-r cuck-oo!"

—Nixon Waterman in the April National.

WANTED A REASON.

A well known Western Justice received an invitation to spend Christmas with some friends whose country house was in a very remote district, and decided that if he were going to take a holiday at all he might as well go for a week.

Accordingly he telegraphed, "May I stay a week?" The message was duly delivered to his friend by a mounted messenger, who charged a dollar.

His reply was, "Yes, of course, but don't wire." Evening came, and with it another mounted messenger, with still another telegram and a demand for another dollar.

The second message read: "Why not?"

THE TWO ENDS OF THE CHAIN.

Man never fastened one end of a chain around the neck of his brother, that God did not fasten the other end round the neck of the oppressor.—Lamartine.

The higher the character or rank, the less the pretense, because there is less to pretend to.—Bulwer.

INTENTION WAS GOOD.

A careless young woman in starting to leave a car dropped her purse. A young man, who evidently intended to leave the car at the same time, saw her drop her purse, picked it up, and put it into his pocket.

But his action had not been unnoticed. Just as he stepped from the car an elderly man gripped him by the arm, and whispered, "If you don't give that purse to the young lady this instant I'll expose you."

"Yes, certainly!" gasped the astonished young man. Then, with a grin, "I beg pardon, Elizabeth; you dropped your purse."

"Oh, thank you, Jim," she replied, as she took it.

"I hope you are satisfied," said Jim, turning to the elderly man. "The lady is my sister."—Forward.

SOURCE OF FERTILITY.

"This article," said the magazine editor, handing it back, "will hardly do. Pardon me for saying it, but you don't seem to have any fertility of imagination."

WHAT A FRENCHMAN THINKS.

M. Hugues Le Roux, a Frenchman, whose views on social questions have aroused much attention in Europe, in a recent interview in New York, spoke of his impressions of social conditions in this country as he had observed them in the various cities he had visited. He concluded as follows: "I have only been here a little more than a month, yet I think that I have found what is your greatest social problem. Be careful how you solve it, for in my opinion the future of the republic depends upon it. It is the conflict between business and love. In the beginning the woman has been your incentive for work; now there seems to be a tendency to love work for work's sake. The women are all on one side of the road; the men on the other. They are strangers to each other during twelve of the twenty-four hours. The time may come when they will be strangers through the whole long day.

"Stop raising this barrier of business between yourselves and your women. When you reach home, weary and sullen, but gold-laden, do not believe that by laying this wealth at the feet of the goddess of your household you are giving her that for which she yearns most. Give her less gold and more of yourself. I spoke on this subject before a number of your admirable colleges for women. I asked the young women of these colleges which they would value most, and, as they are women and human, they all chose dearth of gold and abundance of kind words, personal attention, confidence and love.

"And then, is this drudgery sincerely for the sake of enthroning your queen? Soon the fever of work sets in, and the original incentive becomes merely an accessory. Business today is already the chief cult with many. The horse trained to run, at first finds it an exertion, but once let him set on his career and racing becomes his life. The women, whom you are daily neglecting more and more for business, have already begun to turn to pursuits usually considered out of their field as a compensation for the loss of your company."

HIS REASON.

"What have you ever done to deserve the office to which you aspire?" asked the voter.

"Nothing," answered the candidate, frankly. "If I had ever done anything to thoroughly qualify myself for so important a position I could probably make a great deal more money as a private citizen."—Washington Star.

Legal Blanks: Statesman Job Office.
Legal Blanks: Statesman Job Office.

STEPPING HIGH.

"John, when you came home last night you talked and acted very queerly. You were lifting your feet and endeavoring to step over imaginary obstacles."

"Oh! Yes, my dear. All the evening I felt as if I were walking on clouds. You remember we had angel-cake for supper."—Yonkers Statesman.

CASTORIA.
Bears the Signature of Chas. H. Fletcher. The Kind You Have Always Bought