

## NEED SPECIAL BOND ISSUE FOR DEFERRED IMPROVEMENTS, LAND

Need for consideration of a special bond issue to cover the cost of deferred public improvements, which were postponed during war time and the high price period immediately following, was stressed by Walker Land, president of the board of works in an address before the city council Monday evening.

"Several midwestern cities I have visited in the past few weeks are holding special elections to decide on bond issues ranging in amount from \$500,000 to \$13,000,000 he said. "These bond issues are to cover the cost of deferred improvements which were carried over from war time."

"I think this is a problem we will have to face some day. Our sewers are old, and some of them were put in before a city of this size was even thought of. All these underground passages should be cared for before any work is done over them. I think this is a matter worth considering."

Immediately after Mr. Land had spoken, the report of the light plant for the month of March was read. It showed operating revenue of \$119,382; disbursements, \$42,073. In general fund, \$66,329, and balance in sinking fund, \$16,467 at the close of the month.

### Garbage Plan.

Complaints of accumulating garbage made by Councilman John E. White were answered by Mayor Handley who stated that the city had a plan to gather the garbage and dispose of it by sale to a contractor, that contractor to remove it from the crematory.

Oscar Williams, councilman at large handed in a written report on the condition of the sewer in the alley between North Twentieth and Twenty-second streets in the alley north of North F street. Water had backed up in cellars in that region, he stated.

Complaints of Main street merchants regarding trolley cars who have been obstructing traffic on Sixth street, just off Main, were referred to the ordinance committee.

### Urge Grand Jury Act.

The committee investigating the light plant finance situation made its report to council Monday evening. The committee reported that it believed this matter should be referred to the grand jury, the body to which such investigation properly belongs. It would be necessary to hire an auditor and stenographer and would take up the time of members of the committee for several days, according to Frank Waidele, member of the committee, who explained the report.

Council accepted and concurred in the report.

"We are not going to sign our names at the bottom of any report which is made up of hearsay," was the burden of Waidele's statement. "Most of the evidence and information we found floating around consisted of rumors. It was always 'that fellow told me that,' but nothing definite."

Joseph Walterman, sponsor of the resolution, was absent.

Walker Land, president of the board of works, said that he was glad at least that council had been able to see the position of the board in the matter.

An ordinance appropriating \$1,600, \$800 of which goes for garbage disposal and the remainder for repairs to the crematory, was given first, second and third readings and passed by council.

### Should Present Petitions

Need for speedy action in presenting requests for oiled streets was stressed by City Engineer Dell B. Davis. These petitions, which are presented by the property owners, should be brought in at once, as the oil already has been ordered and will be allotted as the petitions come in, he said.

Discussion of methods for oiling streets in the same manner as other improvements were made by resolution, elicited a bit of history from Baltz Bescher, city clerk. One person had proposed that the oil be put on the street and the amount charged against the property owner. Bescher said:

"During the Zimmerman administration in 1910 to 1914, the streets were oiled by this method. A man named Jones, of New Paris, came in and did the work and he made \$800 on the wrong side of the ledger for the city.

## BRITISH SCULPTRESS PLANS TO SHOCK AMERICA WITH STATUE OF KING JAZZ



Clare Sheridan.

With eyes, tastes and consciences of Americans dulled by flappers, bootleggers and movies, Clare Sheridan, noted English sculptress, says they are due for a real shock when she unveils her statue of "Jazz" in New York next month. In an effort to inject into the statue all the bad things reformers say about modern dancing the sculptress molded two nude figures—a man and woman—dancing together.

### Forerunner of the Aerial Flivver

By FREDERIC J. HASKIN

WASHINGTON, April 18.—After successful flights across the Atlantic—one of them in a single leap—and the exploits of aircraft during the late war, it might be supposed that the conquest of the air had been accomplished, and that aviators are "bird-men" in fact.

But the thing toward which students of flying are turning their attention now is the possibility of sustained flight without power—the kind of flight possible for an albatross, an eagle, or a sea gull. These birds and many others are capable of keeping themselves in the air, and of actually climbing higher and higher, without any apparent effort other than holding their wings extended.

The pursuit of this development is arousing more interest abroad than it is in America, the German flyers being particularly active in working to accomplish this end. It is now a little more than 19 years since the first

controlled flight in a power-propelled airplane was successful, the machine being piloted by the American pioneer flyer, Wilbur Wright, at Kitty Hawk, North Carolina. In the years between heavier than air machines have been perfected in many details and huge planes able to carry bombs weighing thousands of pounds have been constructed and their worthiness proved. But development of the so-called "glider" has lagged in America in comparison with our late enemy, Germany.

Study of big soaring birds, notably the albatross, has led to the accomplishment of remarkable results, although it cannot be said for a fact that the powerless airplane is perfected as yet by any means. It is a fact that certain of the birds can remain for hours in the air without an apparent expenditure of energy in the way of flapping their wings. Gulls following a ship seem to hang stationary behind it, traveling forward at the limited speed of the vessel. The larger seabirds, it is claimed, have been observed for as long as daylight lasts, keeping the air and cruising here and there without once moving the wings in the motion known as flapping.

### Scaring Birds as Models.

In the studies of the birds as a model for "gliders", it was noted that the birds best capable of this sustained flight without effort have wings extending a considerable distance out from the sides of the bird, and tending to be narrow rather than broad wings. This idea has been followed in making gliders.

By glider is not meant a machine that will merely coast down the wind, gathering speed from loss of altitude. Such a machine would be useful only if started from the top of a hill, with

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a landing place somewhere on the plain below. This sort of thing would be and is relatively easy of accomplishment. The ambitious goal of the experimenters in this line is a machine without power which will rise of its own volition, utilizing air currents for the purpose, and fly about here and there without artificial means of propulsion, such as the propeller used by all airplanes.

The best record thus far obtained in this respect is credited to a German experimenter, a man named Harth. This man, according to accredited records, made his machine rise from a standstill without assistance, and eventually gained an altitude of about 200 feet above the starting point, keeping the machine in the air for 21 1/2 minutes. When he did land, it was at a point only 35 or 40 feet below his starting point, and that after being in the air for more than a third of an hour.

Too much should not be expected from the perfection of the "Glider" in the way of actual long flights without any power whatsoever. Harth required a wind of about 20 miles an hour to make his remarkable record. Obviously it is impossible to get anything like "lift" from the air when there is a dead calm.

The big development which would seem to be possible in the near future, judging from the German experiments, is the aerial "flyer"—a small safe plane, extremely low-powered, which the average man could afford and operate. On many occasions, such a machine could be operated without the use of power, when at sufficient altitudes to take advantage of the winds which are encountered more frequently high in the air. Also, a sufficiently skillful operator of such an aerial flyer could use it as a glider nearer to the ground when conditions made it possible.

**Winds Blowing Upwards**

Winds blowing in a general upward direction are recorded with more frequently than is ordinarily believed. The coloring of the ground, with the consequent varying of the sun's heat, causes the air to rise quiet generally over some areas, with compensating descending airs over other portions of ground. Inequalities of the surface—hills and mountains—force moving air into an upward direction. It is these air currents which the skilled manipulator of a glider takes advantage of in order to climb in the air above his starting point.

Earlier glider records were remarkable, but were beaten by Harth in his trip made last autumn. One German glider flew about six miles, and in the course of the flight rose 300 feet above its starting point. But the landing point was fully 1,500 feet below the starting point, and the flight last-

controlled flight in a power-propelled airplane was successful, the machine being piloted by the American pioneer flyer, Wilbur Wright, at Kitty Hawk, North Carolina. In the years between heavier than air machines have been perfected in many details and huge planes able to carry bombs weighing thousands of pounds have been constructed and their worthiness proved. But development of the so-called "glider" has lagged in America in comparison with our late enemy, Germany.

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