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HOW MELVIN VANIMAN, FORMER HONOLULU MAN, HOPES TO CROSS ATLANTIC OCEAN IN AN AIRSHIP

Melvin Vaniman, former Honolulu man, is preparing to cross the Atlantic ocean in an airship, an immense dirigible. In a recent number the Scientific American publishes an interesting account of Mr. Vaniman and his "ship," the "Akron." The account says:

"It was with no feeling of regret that Mr. Melvin Vaniman, leaning over the taffrail of the steamship "Trent," watched the ill-fated airship "America" sink slowly to the sea. One might suppose that the engineer who had spent so many years of work on this dirigible would entertain some sentimental regard for the old balloon. But Mr. Vaniman's thoughts were on another expedition, in which he would not be hampered with old material, an old gas bag, and old engines, but could plan an entirely new airship made of brand new material exactly as he wanted it. The "America" had served her purpose well, and from her in the years that had passed Mr. Vaniman had learned the lessons that were necessary to make a future ship successful. The design of this new airship was already beginning to take form in his mind, and after a short rest he was eager to begin the work again along new lines.

When the "America" was abandoned it was structurally sound, showing that the principles involved were correct. One part only had failed; a key worked loose in one of the propellers, and to this defect Mr. Vaniman attributed the failure of the expedition, as was pointed out in the Scientific American of October 29th, 1910. The propeller was one of a pair that could be revolved with their axes so as to exert a thrust at any desired angle. Had he been able to use this pair of propellers to lift the machine bodily upward by power, he could have raised his equilibrator out of the water and prevented that terrifying and nerve-racking surging of the airship caused by the drag of the equilibrator in the waves during the storm. Contrary to public opinion, Mr. Vaniman's faith in the equilibrator, or its equivalent, was not shaken, of enabling the "America" to beat all records for dirigible balloons as to time in the air, distance traveled, and weight carried. Its action in the sea, its defects and good qualities were all known after this voyage, and it was from this experience that Mr. Vaniman got to the heart of the problem, viz., the designing of a device that would serve the purpose of the old equilibrator and not have its defects, a device that would have a changeable weight, not a fixed weight; in other words, an equilibrator that could be made heavy or light at will.

Principal Features of the Construction.

"Early this summer Mr. Vaniman succeeded in interesting Mr. F. A. Seiberling, president of the Goodyear Tire & Rubber Co., of Akron, Ohio who agreed to furnish the necessary capital. The construction of the gas bag was immediately started at the Goodyear plant and it was shipped to Atlantic City early in September. The gas bag was built according to Mr. Vaniman's directions, and differs considerably from that of the "America." The "Akron," as the new airship is called, is longer but of smaller diameter, and tapers gracefully toward the stern. The old hangar of the last year's expedition is being used by Mr. Vaniman, and to use this shed without enlargement it was found necessary to cut out 10 feet from the envelope as originally designed. The present length of the gas bag, therefore, is two hundred and fifty-eight feet, while its diameter is forty-seven feet.

"Below the airship runs a car similar in shape to that of the "America," but, in the present instance, considerably longer. The body of the car is a steel tank forming a reservoir for five tons of gasoline. On this tank a platform is built, which is the deck of the airship. To drive the airship three engines are provided. One forward, of 100 horse-power rating, is fitted with propellers that rotate only in the vertical plane. The next two engines, of 100 and 80 horsepower, respectively, drive the propellers whose plane of rotation may be turned to any desired angle. Normally, only the forward engine will be used to drive the airship ahead, and it should give the craft a speed of about 50 miles per hour. About 60 pounds of gasoline will be consumed per hour, so that the supply of gasoline should last about a week. The propellers of the other two engines will be feathered, or turned to horizontal position, so as to offer no resistance to the forward propulsion of the vessel. In addition to these engines, there is a 17 horse-power engine directly connected with a dynamo which will generate current for lighting the airship at night and for operating the Marconi wireless telegraph apparatus. This engine will also operate a blower with which the ballonets of the gas bag may be filled. Furthermore, it will drive a pump counter-shaft with which any one of the large engines may be started.

Substitute for the Equilibrator.

"If we can only keep down," said Mr. Vaniman in a recent interview, "our problem will be solved." It is an easy matter to design an airship to lift the necessary weight to enable one to cross the Atlantic. The difficulty is to maintain the airship at a constant moderate elevation above the water. The equilibrator performed this office last year. This year Mr. Vaniman expects to control the height of the airship mainly by taking on water ballast, and also by using stabilizing planes fore and aft. In case of emergency the elevating and depressing engines can be used.

"To scoop up water ballast, it will be necessary to drive the balloon down near the level of the sea, which the adjustable propellers to the proper angle. The device with which the water ballast will be taken up is similar to the equilibrator used last year. may be done by tilting either pair of it consists of tanks about 6 inches in diameter and 24 inches long, strung upon cables exactly as were the gasoline tanks of the equilibrator. These water ballast tanks will be provided with openings near the upper end of each, so that by dragging them in the sea they may scoop up water.

"It is planned to maintain the airship at an elevation of between 200 and 1,000 feet at the outset of the voyage, but as the airship is lightened by the consumption of gasoline and the provisions, the airship may rise to much greater heights. During the daytime it will have to be heavily water-ballasted in order to hold it down when the gas in the balloon is expanded by the heat of the sun. At night this ballast will be poured out to compensate for the contraction and consequent reduced lifting capacity of the balloon.

"Suspended below the car will be the lifeboat in which the crew of the "America" made their escape. This will be materially changed to facilitate launching and for the comfort of the crew. In this boat the wireless telegraph apparatus will be stored. A much more powerful equipment will be provided this year with a range of 500 miles, so that there will be little difficulty in keeping in touch with vessels along the course.

The Crew.

"The crew of this expedition will consist of the commander, navigator and helmsman, a wireless operator, two engineers to keep constant watch over the engines, and one extra man for general work.

"Provisions will be carried for a cruise of twenty days. An ingenious cooking stove has been provided. Last year, when at the close of the first day it began to grow dark, Mr. Vanniman was astonished to find that the exhaust pipe of his engine was red hot and expelling streams of sparks that were invisible by day. This year he has made a cook-stove on the exhaust, and will utilize the heat for cooking.

On the Wings of a Storm.

"The construction of the airship is proceeding very rapidly, and will probably be completed by the end of this month. Thereafter two or three trial trips will be made, and then, when weather conditions are favorable, the expedition will be launched. Mr. Vaniman expects to make good use of the storms that travel across the Atlantic to carry him over. It will be recalled that last year a storm was encountered which carried the airship along at such speed that it had to drift broadside to the wind, owing to the drag of the equilibrator. This storm, with the aid of the motors, took the airship to a point near Nova Scotia, but then vanished, and a second storm which had been forming over Cuban waters for three days began to affect the airship, although 1200 miles away. The wind flowing toward the storm center was so strong that the motors could not be used, and the airship was taken southward out of its course. Had the America been able to life its equilibrator and scud before the wind it would have been carried more than half way across the Atlantic inside of two days by the first storm; for the meteorological charts show that this storm traveled to within a few hundred miles of the other side before it was spent. As a rule, it takes from three to four days for a storm to cross from the western to the eastern shores of the Atlantic Ocean. As is well known, the winds of a strom always blow toward the storm center. As a storm center moves up our coast, the winds blow toward it from the northeast, but when it passes beyond us out to sea, it is followed by westerly winds. It is Mr. Vaniman's plan to start after a storm center has passed from 800 to 1500 miles out to sea. Then on the wings of a western wind he will be carried toward this center, which in the meantime, will be moving rapidly across the ocean. By driving his airship at the rate of twenty miles an hour, he will succeed in moving faster than the storm center, and he confidently expects to be able to cross the Atlantic, under such conditions, in less than four days.

Navigating Instruments.

"In connection with the airship expedition, Mr. Vaniman has devised a number of interesting instruments which will indicate the direction of his travel and also his speed. One of these consists of a combined camera and compass, the camera having its field divided into squares. Noting how long a fixed object in the water below takes to pass across a given number of squares and knowing his height above the water, as indicated in the barometer, he will be able to determine definitely his speed over the water, and, by referring to the compass, his direction of travel. The only fixed objects on the ocean are the white caps. It will be recalled that, although waves travel, the water that forms them is practically stationary. Hence the foam of a white cap may be considered a fixed object on which observations may be made. In addition to this Mr. Vaniman has invented a rextant of an interesting type for use on the expedition.

"Despite the sensational nature of the expedition, Mr. Vaniman cannot be considered as a mere adventurer. He is intensely interested in mechanics and invention, and in no other field does he consider that there are such possibilities as in the future dreadnought of the air, the dirigible balloon."

NEW CHIEF OF QUARANTINE IS HERE FOR DUTY

Dr. F. E. Trotter lately ordered to Honolulu to become chief quarantine officer of the port, arrived this morning on the Wilhelmina. He is accompanied by his wife and their three children, Miss Marian Trotter and Masters John and Fred. Trotter. They are guests for the present of Dr. and Mrs. W. C. Hobdy, personal friends, and expect after a short time to settle in the Punahou district.

Dr. Trotter takes the place of Dr. Carl Ramus, Dr. Ramus going to Port Townsend. Dr. Trotter has been stationed at Angel Island, San Francisco. He is universally looked upon in the service and out as a very efficient officer and is popular besides. He is well known to several people in Honolulu. Dr. Trotter is expected to be a very popular chief quarantine officer of the port.

He said today that he is glad to be in Hawaii and expects to like his station here very much. Dr. Ramus will leave in a few days for Port Townsend.

SHOE CLERKS TALK OF AN ASSOCIATION

Clerks in various shops of the city are talking of organizing an association to promote fellowship in the trade and to seek certain definite objects in the way of getting a 5 o'clock closing hour. The clerks of several of the principal shops have conferred on the plan and it seems probable that they will form an organization before long.

SUGAR BILL DELAYED

Ed Pollitz received a cablegram from San Francisco this morning stating that information from Washington is that the "Senate finance committee are now considering iron and steel bill; chemicals bill next. Sugar will not be considered before ten or twelve days at the earliest."

William Dean Howells, the novelist, quietly celebrated his 75th birthday at his home in New York.

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TAFT MANAGER WHO IS A WILY POLITICIAN

BY C. S. ALBERT.

(Special Bulletin Correspondence.)

WASHINGTON, D. C., Feb. 15.—With the selection of William B. McKinley as manager of the Taft headquarters here the political confidence of the Republicans began to return. The first dash out of the box was an alleged solution of Colonel Roosevelt's attitude and intentions. It was handed out as the firm belief of Mr. Taft and all his leading followers that the ex-President was engaged in rounding up all the opposition to the renomination of the present incumbent and at the proper time would come out in a strong announcement turning all his strength over to Mr. Taft. It was said that Colonel Roosevelt considered this the best plan of preventing effective opposition and thought it his duty to segregate all the progressive elements under his control and then deliver them in a body to the Taft organization.

This suggestion was handed out by Mr McKinley as his first official utterance after becoming manager of the Taft headquarters. It greatly pleased all the Taft following and made the progressives feel weak in the knees. In the absence of any denial from Colonel Roosevelt the statement went a long way toward establishing supreme confidence in the success of Mr. Taft in the Chicago convention.

As a matter of cold fact, this is the most logical and sensible explanation yet offered of Colonel Roosevelt's silence and the activity of his friends. Two in every three of the noncommittal class accept the explanation and believe it will be fully verified when the time comes for a show-down by the Oyster Bay sphinx.

Without any reference to the attitude of Colonel Roosevelt, it is apparent that Mr. Taft is daily growing in strength. His chances in the West have materially improved, and every day or so some district selects instructed delegates for him. The entire situation has somewhat improved and changed. The outlook for Mr. Taft's renomination is better than at any previous time since the menace of progressive opposition threatened to bring Colonel Roosevelt forward for a third term.

The Taft headquarters have been established in the Raleigh Hotel. It is a little out of the beaten path, but the reason for taking a side street is that the big hotels uptown demanded such enormous rentals for rooms that the price could not be paid. The apartments are on the first floor, and throughout the day and far into the night a number of polite and smiling attendants are on hand to welcome the friend of Mr. Taft who drops in to see how the battle is going.

CHRISTIAN EXTENSION MOVEMENT.

Tonight's Program.

Opening song service led by Fred Butler, including "He Will Hold Me Fast" and "Every Day I Need Thee More and More."
Announcements by James Wakefield.
Hymn by choir.
Scripture reading by T. Clive Davies followed by prayer.
Solo: Fred Butler, "Consider and Hear Me."
Sermon: "Has the Gospel Run out?"
Solo: Fred Butler.

ROOSEVELT'S MOVE FOR PRESIDENTIAL PRIMARY WAS MADE TO PUT TAFT IN AWKWARD POSITION

Colonel's Manager Challenges McKinley and Latter Comes Back.

BIG POLITICAL GAME WAGED WITH GREAT VIGOR

President Declares He Will Not Be Party to Campaign of Mud-Slinging.

BY C. S. ALBERT.

(Special Bulletin Correspondence.)

WASHINGTON, D. C., March 7.—A demand for a nation-wide Presidential preference primary to determine the real choice of the people for the standard-bearer to be selectd by th Republican nominating convention was the first important step by Senator Dixon as campaign manager for Col. Roosevelt. He startled the natives one dull night by sending a challenge to Representative McKinley, down at the Taft headquarters. This was done at the instigation of Col. Roosevelt himself, who believes that a vote of the people would be overwhelmingly in his favor.

Mr. McKinley hastened over to the White House before making reply to the challenge and consulted with President Taft. Later, he sent a brief reply. He did not take up the matter of preferential primaries but insisted on knowing Senator Dixon's authority for issuing a challenge. He desired to know just whom Mr. Dixon represented. He inquired "whether you are acting as chairman of the 'Roosevelt executive committee' either by selection or authority of Mr. Roosevelt, and also whether your so-called 'challenge' was issued by authority of Mr. Roosevelt, whose nomination for a third term as President I understand you and your organization are attempting to secure."

McKinley Comes Back.

The response sent by Mr. McKinley rather put the laugh on Mr. Dixon. This was increased when Mr. Dixon came forward with another communication saying he was acting for the seven Governors who had urged Col. Roosevelt to become a candidate for the nomination at Chicago.

The purpose of the Dixon challenge was to place President Taft in an awkward position with the Western farmers and those who believe all such problems as that now pending should be determined by a primary. All of Mr. Taft's managers generally admit that the chief obstacle to his selection is the attitude assumed by farmers in such States as advocate the Presidential primary. To this is added the farmers of the Northern and Western States who opposed reciprocity with Canada.

Farmers Still Doubtful.

A considerable proportion of the Republican farmers did not like President Taft's efforts to achieve a reciprocal trade agreement with Canada. It has been difficult to soften the feeling of resentment which they still entertain. Thousand of them have turned to Col. Roosevelt without knowing that he, too, was a strenuous advocate of reciprocity with Canada. In speeches and articles in the Outlook he preached reciprocity, and among the few complimentary things he has said of the President in the last year and a half was one commendatory of Mr. Taft's position on that matter. Taft adherents in States where the farmer vote is strong are beginning to point out that as to reciprocity there is no difference between President Taft and Col. Roosevelt. Information along this line will probably be circulated by Republican speakers and leaders wherever it is necessary.

In the meantime President Taft has made another speaking tour. He went west through his own State of Ohio, speaking first in Toledo and passing on to Chicago. It is held that his addresses created a favorable impression and that he improved his chances for re-nomination. At the same time some dissatisfaction was expressed because Mr. Taft did not grab the bull by the horns and wade right into Col. Roosevelt. Many people thought he should take up the Colonel's Columbus speech and make a vigorous response.

No Mud-Slinging for Taft.

It was the original intention of Mr. Taft to take a good whack at Col. Roosevelt's new ideas at Toledo. Then he shoved the date along to Chicago. Finally, he determined it was beneath his dignity to engage in anything that might savor of mud-slinging. Some of his utterances were construed as being aimed at Col. Roosevelt, but as a general proposition he did not take up in detail a careful and studied reply to him. In the opinion of many good politicians Mr. Taft made a blunder in this respect.

Roosevelt After South.

The Roosevelt campaign managers started in like a house afire after their share of the negro delegates from the Southern States. "Sicked" on by Mr. Dixon, and probably by Col. Roosevelt himself, Senator Bristow brought the matter up in the Senate and fiercely alleged that Federal patronage was being sadly misused to dragoon the officeholders of the South into supporting the re-nomination of the President. He took for his text a long letter from George R. Lewis, postmaster at Bessemer, Alabama, in which details were given of the methods being utilized by Postmaster Truman H. Aldrich, at Birmingham, to whip all the officeholders of the State into line and keep them there. The letter created quite a sensation in the Senate, where the secretary was prevented from continuing its reading at the protest of Senator Gallinger, who declared it improper that the President and his Administration should be thus criticized. Mr. Bristow then took the letter and read it in full.

A resolution was offered by Mr. Bristow instructing the Committee on Postoffices and Postroads to investigate all the alleged charges regarding the misuse of Federal patronage to influence the action of officeholders in the Southern States. It was referred to the committee of which Senator Bourne is chairman. He vehemently dislikes both President Taft and Postmaster General Hitchcock. If possible and if he can control the committee, a favorable report will be made on the resolution.

While this assault was being made on the Republican fold the friends of Mr. Taft were not idle. They dug up a resolution, offered months ago by Senator Culberson, providing for a complete investigation of the campaigns of 1904 and 1908. They promise to favorably report this resolution. They say all the disgraceful facts connected with the campaign of 1904, when Col. Roosevelt was elected, will be disclosed by an inquiry. It has been alleged that George R. Cortelyou was taken from his place as Secretary of Commerce and Labor and made chairman of the Republican National Committee to use the information gained respecting corporations to fry fat from them to help elect Col. Roosevelt. It was during this campaign also that the "My Dear Harriman" letter was written by Col. Roosevelt, in which he urged the great railroad magnate to jump in and raise $250,000 to save the Republicans from defeat in New York State. Mr. Harriman accumulated the fund and was later pronounced "an undesirable citizen" by Col. Roosevelt.

JOHN H. WILSON FOR SHERIFF?

John H. Wilson, contractor, is the latest candidate for Sheriff of Honolulu, according to some leading Democrats. They say that Wilson's name has been under consideration for some time, and their belief is that should he get the nomination he will be victorious.

Wilson is general manager of the Hui Uniona of Honolulu. As the contractor and civil engineer who now has the work of laying the Government pipe line along King street, he is employing a large number of unionists. It is expected that they will throw their support for him at the coming campaign provided he is nominated as a candidate for Sheriff.

According to those who are quietly working for Wilson, the plan is to throw Jarrett overboard and place Wilson in his stead. Some claim that Deputy Sheriff Charles H. Rose would make a strong candidate if given an opportunity.

One of the leading unionists stated yesterday that Wilson would make a good Sheriff and it is his determination to vote for him on election day. Asked whether the majority of the members of the Hui Uniona would back Wilson, he answered in the affirmative.

REGISTER CAN BE TAKEN OUT

Following a letter of inquiry from Clerk J. M. Kaneakua of the County of Kauai, Attorney General Alexander Lindsay, Jr., this morning gave out a definite statement in connection with the question that has been raised as to whether a County Clerk could take the Great Register among the voters.

"I can see nothing in the law against it," stated Lindsay, "and in my opinion the clerk can take the book where he likes."

The Kauai clerk had already advertised that he would visit the various precincts with the book and then when he saw the question raised in the columns of the Bulletin he thought he had better ask legal advice before he did it. This will definitely settle the matter that has also been worrying local politicians.

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Ernest Thalmann, head of the banking firm of Ladenburg, Thalmann & Co., died at his home in New York, after an illness of nearly a year.

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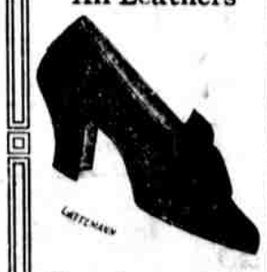

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