

Breeding Roller Canaries in California



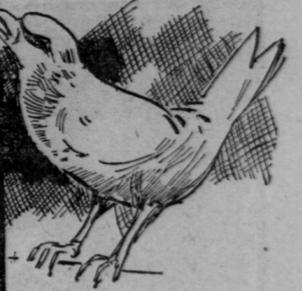
MR. & MRS. FRANK H. DUENSWALD of ALAMEDA



G. H. HEGER OAKLAND BIRD MAN



FRANK FOPPIANO, THE ALAMEDA BOOTBLACK AND HIS ROLLER



and in the dark, hundreds of them are kept in a room with a trainer bird. Necessarily the latter must be in magnificent voice, and the young bird listening hour after hour to the rhapsody poured forth, eventually sing the same notes in identically the same manner. It requires three to four months to teach the young birds to sing, but they seldom if ever forget their lessons. Afterward they are graded, the voice developed in the bird determining its value.



FREDERICK WEISER THE OLD GERMAN GARDENER WHO RAISES ROLLERS CANARIES



B. Woodbury S. Brintnall
CALIFORNIA has a new industry, the raising of the world famed roller canaries, heretofore bred almost exclusively in Germany. And there is as much difference between the voices of roller canaries and the ordinary yellow songsters whose cages are so frequently seen hanging outside a window as there is between the exquisitely trained voices of Caruso or Melba and the rasping notes of a concert hall performer.

several performers sing at some variety show, but the sum of 10 cents is neither representative of Metropolitan opera prices nor quality. So it is with roller and other canaries. You can purchase an ordinary canary for an amount varying from 25 cents upward, though occasionally the price asked amounts to several dollars.

Roller canaries universally command good prices—\$2.50—never less for the female birds, used only for breeding purposes, and from \$5 upward for the males, whose wonderful voices are now everywhere receiving the attention of bird lovers. Moreover, experts will tell you that it is quite as easy to raise roller canaries as it is to bring up a

family of their scrub cousins. And, in appearance, at least, there is no appreciable difference between a roller canary and the scrub. As a matter of fact, the poor relation is far more inclined to put on style, to wear a smart coat and to play the part of a dandy. The roller is an exceedingly active little chap, inclined to be rather careless about his attire. He is an eccentric bird genius, having a range of notes comprising a half to four octaves, with infinite variations, and oh, how he can sing! He loves to sing; it's what he's in the world for and he wants the world to know it. He starts his song with a single, rippling, rolling melody, that merges into the sound of water that flows laughing and gurgling down the mountain side; he puffs his throat out and tells of every other song bird in the world; he warbles and trills and

holds his tones in a final grand crescendo; rises to dizzy heights in an outburst of rapturous song that dies away as softly as the shadows that tell of evening hours.

And of his cousin, the scrub with the carefully furnished plumage? A common sparrow alights at the side of his cage and the two open a singing school then and there. "Tweet—tweet it—it—titt—ch whr—rrrrrr—cha—cha—chappur—rr—rr—chapp!" That's the difference. The sparrow has been coming for seeds a long time, and the little yellow prisoner regards him enviously; surely, sparrows must sing divinely, free as they are. So the scrub picks up his little brown friend's "chapp-chap," and after a time he forgets all about his own song and sings only that of the sparrow. That's the scrub! But unless you exercise the utmost care, the roller will do exactly the same thing,

Each note of the roller canary's range has a distinctive name, and experts, on hearing a bird sing, can name the notes instantly. Some of the finest birds have voices comprising four accents, their notes, trills and combinations numbering 25 or more; the most prized being known as the water bubble, deep roll, bell, flute, warble and whistle notes. In addition there are almost innumerable trills.

Individual who raises canaries, "Have you any rollers?" he will hesitate momentarily. Perhaps he will answer, "Well, no, but I think so and so has." It's a hundred to one shot that so and so does not raise rollers. There are not many people that really know much about them.

I know of few quainter homes than that of the old German, Frederick Weiser, in Fruitvale. His little white-washed cottage is set far back from the street and old fashioned flowers riot in the garden on either side of the path leading to his doorway. He is an old gardener, spending his last days in a peaceful life among his flowers and birds. Pleasant and hospitable in manner is Weiser, above all and everything else interested in his rollers. He has been raising roller canaries for two years now and has already acquired some little local reputation among bird lovers.

"Ja, that is right," he will tell you; "one, two hundred I raise, and some pretty girls and women come around here and learn how it is to raise the rollers."



COUNT ZEPPELIN FROM "ÜBER LAND UND MEER"

WHAT my AIRSHIP ACCOMPLISHED

by Count Zeppelin



COUNT ZEPPELIN'S AIRSHIP FROM ILLUSTRATION

Count Ferdinand Zeppelin, descendant of an ancient German family, now in his seventieth year, served throughout three great wars and was appointed general in the German army before entering the field of aeronautics. He fought in the American civil war on the union side as a cavalry officer, returned to Germany in 1866 to serve in the Prussian war, and later in the Franco-Prussian war in 1870. In his experiments in aerial navigation on the shores of Lake Constance he has spent a large personal fortune, and is today universally recognized as the foremost inventor and operator of the dirigible type of airship.

result may follow if the gas receptacle of the boat should lose its form. Then the ship can no longer be steered. A catastrophe would also occur if the supply of gasoline should give out before a landing place had been reached.

Many laymen think that such a huge monster can not mount so high as a smaller and lighter vessel, but height of ascent does not depend upon the mass to be raised, but upon how much weight a ship can dispense with in relation to its original weight on first rising. For every weight an airship rises about 80 meters. If, for instance, a small airship, with an original weight of 2,400 kilograms, which can carry 500 kilograms of gasoline, enough to last 20 hours, and propelled by a motor of 85 horsepower, should reach a height of 1,200 meters, it must leave behind, or sacrifice, or use up 300 kilograms of gasoline, by which its range of action is reduced to a brief five hours. This is scarcely sufficient time for practical needs or, for security. A large airship of 16,000 kilograms in weight, with enough gasoline to last 100 hours, after rising 1,200 meters, is still capable of another 36 hours of flight—almost double what the smaller vessel can accomplish at a lower elevation. From this it is evident that for reaching a great elevation the large craft is superior to the small one.

In order fully to appreciate what my airship has accomplished one more point has to be mentioned—its range of action, is limited only by the consumption of the fuel. For the greatest loss of buoyancy by the diffusion or the deterioration of gas does not amount to one-tenth of that caused by the lessening of weight due to consumption of gasoline. As there are two motors which work quite independently of each other, and as only one at a time is generally used on long trips, it is scarcely conceivable that both should be put out of commission at the same moment or for such a lengthy period that one at least could not be repaired before a landing would be necessary. In addition, the crew is sufficient to man all the posts and provide double, even triple, relays, so that it is never overtaxed—a provision to which too

little attention is paid. For these reasons my airship may be acknowledged to have attained to a degree of safety never before reached by a locomotive. No good cause can be found why an airship of this construction and equipment should not fly as long as its supply of fuel holds out, just as a steamship can run as long as it has coal.

Accordingly, we have in my airship of the newest type a boat which, starting from the sea level with 12 persons on board, can fly in the air for four days, in that time covering 4,000 kilometers. Should the trip begin from the level of Berlin the boat can carry 20 passengers. For every three hours by which the trip is shortened an additional passenger can be taken aboard, or the cargo can be correspondingly increased with such things as mail matter, money, precious stones and instruments, things that are not too weighty but which have great value. In war ammunition can be conveyed, and even, if necessary, ammunition for the infantry.

to find the lowest and broadest pass over a mountain ridge, which most airships will endeavor to reach in order to avoid high flights and thus effect a saving in gas. In the rarer atmosphere the balloon would become too tense, and gas would have to be released through the safety valves.

Size of Ships Matters Little
It is a matter of perfect indifference whether an airship, so long as it is free from the ground, is small or large. A balloon floats along as part of the atmosphere and at the same speed with it; it experiences no pressure, and in the most violent storm it preserves the same form as in a period of calm, while the balloon rider does not feel the least stirring of air. On surfaces that experience no pressure at all it is evident that extent of surface can play no role.

If an airship that has been floating in the air without propelling itself puts its motor into action it can move in any direction with equal ease, because it encounters no other resistance than that offered by the air it is piercing. The battle against wind and storm that

Aviators Must Have Charts
But the most useful feature of the rigid system of aeronautics is the ease with which it may be developed to accomplish even greater things. I am not, however, at the present time meditating the construction of an airship that will carry a hundred passengers, but such a huge structure does not lie beyond the limits of the technically possible.

In all likelihood, too, airships will soon be built to fly 60 kilometers an hour for two days—in all about 3,000 kilometers—or making the passage more slowly, 6,000 kilometers in four and a half days. In figuring out to what limits the conquest of the air will be carried in one generation we may count pretty surely upon airships that will be built to judge by what has already been accomplished.

Recently the Maharajah of Nepal arrived in London as the guest of the government. The ordinary business at Victoria station was held up for a long time while the effects of this distinguished personage were looked after. An army of perspiring porters was employed moving the mountain of baggage which had been the contents of five long railway vans.

The platform was heaped up with a medley of trunks, boxes and crates. Twenty natives, servants of the maharajah, assisted the porters as they struggled with the mass of luggage. Four omnibuses and seven special vans were required to convey the packages from the station to Mortimer house, near Belgrave square, which had been equipped for the reception of the distinguished visitor. Among the maharajah's effects were:

priceless value, had, all the way from Marseilles, been guarded by 12 servants of the maharajah. The men sat on the side of the carriage during the day and slept by the side of the van at night. When the cases were taken out of the van at Victoria their custodians lined up beside them and marched to the omnibuses in which they were placed, never for an instant relaxing their vigilance. Their guardianship was reinforced by a detachment of Scotland Yard detectives, who hovered amid the throng of porters surrounding the railway vans.

A similar

the breaking of the motor will result in loss of crew and craft. A similar

steering a vessel through the air, encounters much more serious problems than navigation on rivers and sea. All is well if the aerial pilot has a clear day, and his eyes are the only guides

long time while the effects of this

stated to contain jewels of almost

preparation of meals.

preparation of meals.