

supplemental appropriation for the Air Service to the Urgent Deficiency Bill has caused the Senate to abandon its effort. Senator Wadsworth, chairman of the Senate Committee on Military Affairs, made a strong plea for the adoption of the measure, but Senator Warren, chairman of the Senate Conference Committee, although sympathizing with the position of the Air Service, pointed out that it was best to yield owing to the impossibility of reaching an agreement with the House conferees.

Handley-Page Biplane Held Under Customs Regulation

New York, N. Y.—The Handley-Page biplane "Atlantic" was libeled by customs officials on November 5 for technical violation of the customs regulations. For the last two years there has been a commission on the general revision of the tariff laws, whose work embodies all sorts of modifications and revisions. The case of the "Atlantic" was taken up to establish a precedent in handling such cases.

According to Collector of Port Newton, the last description of "ship" on the statute books includes ordinary vessels which float on the water. In the proposed revision the simple addition of the words "or under water or through the air" is aimed to cover such points as this and be general enough so the aeroplane will come under the regulations of the statute.

The Handley-Page craft weighs 14,000 pounds unloaded and was classified by the officials in the category of its "material of chief value," which in this case was considered steel. A duty of 20 per cent was paid in order to free the craft for the New York-Chicago express flight.

Engineering Council Urges Centralization of Mapping Bureaus

Washington, D. C.—The Engineering Council representing the American Society of Civil Engineers, the American Society of Mechanical Engineers, the American Institute of Mining and Metallurgical Engineers, the American Society of Electrical Engineers, the American Association of State Geologists, the National Research Council, and the American Association of State Highway officials, has urged upon the President the centralization of National and State Mapping agencies into a bureau, so that all work may be standardized and adapted for all required purposes.

The U. S. Geological Survey, the U.



Dr. Fred M. Boso, of Tulsa, Okla., uses a Curtiss Oriole to transport himself and a nurse to distant patients

S. Coast and Geodetic Survey, the Engineers Corps, U. S. A., the General Land Office, the Mississippi River Commission, the Survey of the Great Lakes, the Post Office Department, the Bureau of Soils, the Reclamation Service, the Bureau of Roads, the Indian Office, the Boundary Commission, and probably some others are now independently engaged in mapping work.

Washington Aviator Seeks to Make New Altitude Record

Newport News, Va.—E. W. Hubbard, piloting, and S. W. Cogswell, designer and observer, are making a second attempt to establish a new two-man altitude record at the Curtiss Field here. A specially designed triplane powered by a new style of engine is being used. By the use of extra large valve area and double exhaust, it is claimed that one horsepower is delivered for every 1.6 pounds of engine weight.

Oklahoma Agricultural and Mechanical College Starts Aero Course

Stillwater, Okla.—The Oklahoma Agricultural and Mechanical College has se-

cured from the Air Service section of the War Department almost \$65,000 worth of aviation equipment and will be prepared within a very short time to give a course of thorough instruction in the various branches of aeronautical engineering. This course, at least for the coming year, will be under the direction of the school of engineering of the college and will include ground instruction, pilot training, radio work, aerial photography and air gunnery and bombing.

The air service section has sent to the college a list of material which will be shipped at once. Some of the items included are:

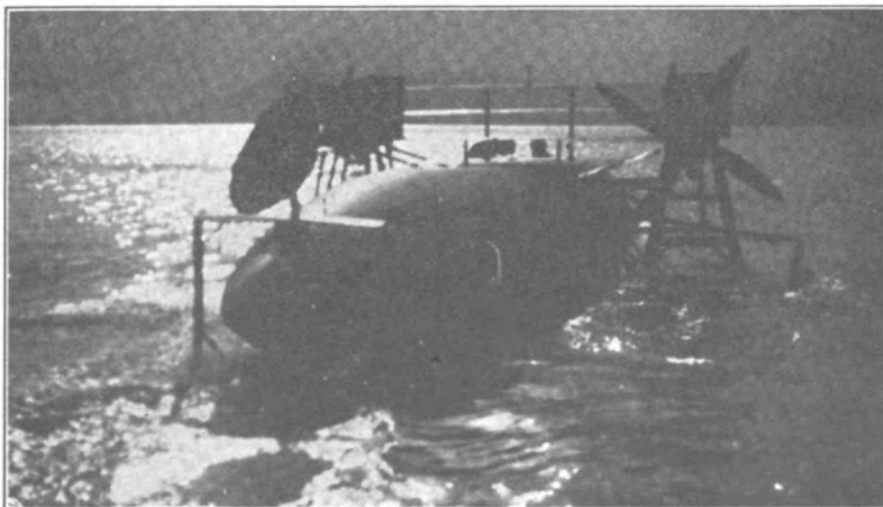
Three standard aeroplanes, first type, for primary training; one Curtiss JN-H aeroplane; one Le-Rhone 80 horsepower motor; one Gnome monosoupape 100 horsepower; one Hall-Scott (vertical type, four-cylinder 90 horsepower) motor; one Liberty 12 motor; four propellers, various makes; one Liberty generator; four magnetos, various makes; one Curtiss fuselage; one Curtiss upper and lower wings; one complete tail assembly; one Lewis machine gun, aerial type; one Marlin machine gun, aerial type; one Vickers machine gun, aerial type; one Browning machine gun, aerial type; one scarf mount for Lewis machine gun; one latest model synchronized firing mechanism; one 35 mm, aviation Mark I signal pistol; sets of tools for various motors; speed indicators; altimeters; barographs; tachometers; one L-type camera, complete with suspension, for aerial photography; bombing and aerial gunnery equipment and ammunition, textbooks and hundreds of minor pieces of sundry equipment.

A landing field to be known as Whitehurst Field has been set aside for permanent use. A new and fully equipped laboratory for engine instruction is being prepared.

John D. Ryan Before Congressional Investigating Committee

New York, N. Y.—John D. Ryan, Director of Aircraft Production during the war, testified on October 29 before the Congressional Sub-Committee investigating alleged charges of graft in connection with spruce production and railroad contracts in the Northwest. The railroad which was built under one of these contracts connecting the Chicago, Milwaukee and St. Paul Railway with the Northern Pacific and the Great Northern was recently placed at a salvage valuation of \$750,000, but had cost \$4,000,000 to construct. The value of the spruce served by this railway is estimated at \$23,000,000.

Representative Walter M. Magee, one of the investigating committee, was of the opinion that this represented misuse of public funds. Mr. H. E. Byram, former president of the Chicago, Milwaukee and St. Paul, testified that this line was of no value to the railways involved. However, since Mr. Ryan approved this contract at the same time that he was a director of the Milwaukee system and president of the Montana Power Company, and since the railway's value fell considerably below its cost, it was considered necessary to investigate the matter. Mr. Ryan sharply denied all personal interest in the matter, stating that the railway was constructed in order to expedite the shipment of vitally needed spruce for aircraft. Nothing has developed from the investigation.



Professor Alexander Graham Bell's hydro-boat which has a speed of 71 miles per hour