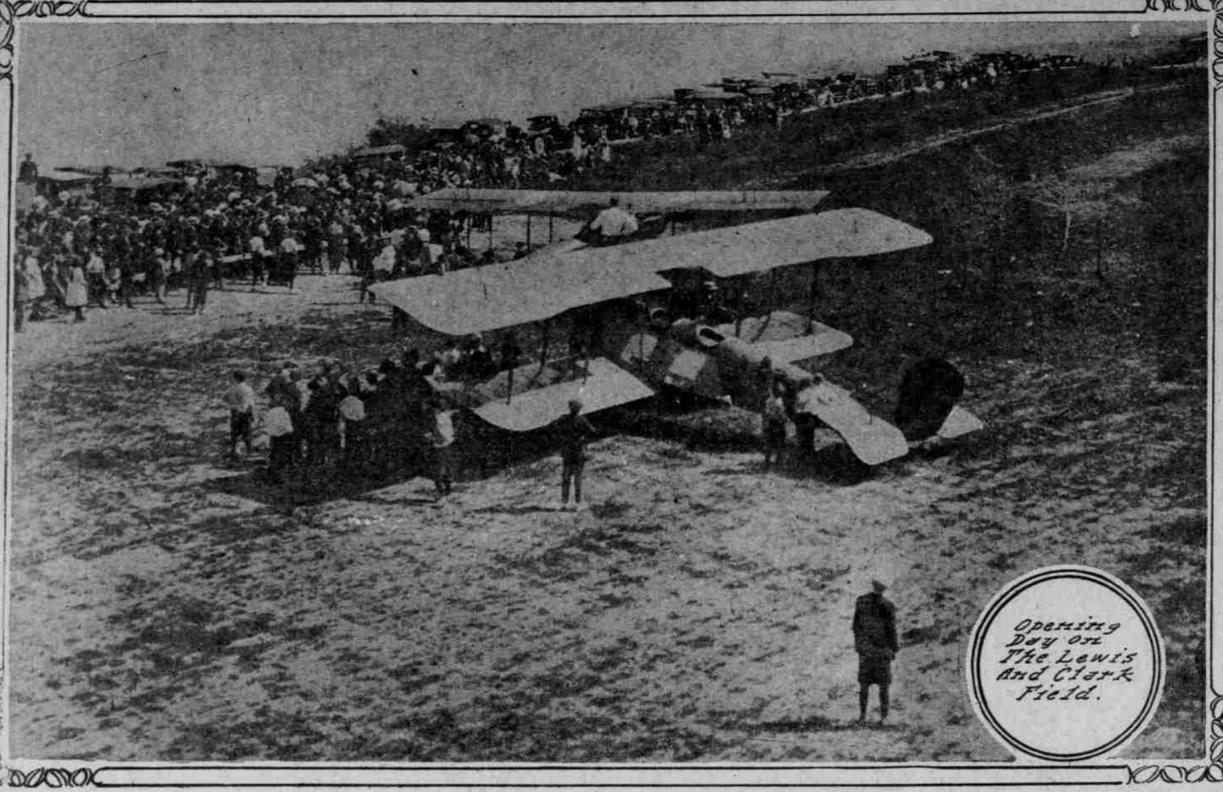


PORTLAND IS AVIATION CENTER OF NORTHWEST

Three Flying Schools, One Factory for Assembling Planes and Two Companies Operating Passenger Service Are Established in City



Operating Day on The Lewis and Clark Field.

other branch of the work was abandoned to other companies, and all the energies of the concern put into the school.

A De Havilland 5 airplane, entirely constructed by students, is one of the machines on display at the Broomfield flying field. This is illustrative of the type of work which is being done by the Portland schools and the experience which the students get.

The interest in aviation in Portland has been communicated to citizens throughout the state, and there are already a large number of privately-owned machines.

Giant Radio Station Built Near Portland

Plant Costing \$300,000 Will Be Equipped to Send Messages to Europe and Asia.

WITH the completion of a giant wireless station being constructed near this city by the Federal Telegraph company, Portland will become the central Pacific northwest in commercial wireless service. It is expected that messages may be sent and received at the new radio plant before the first of March.

The total cost of the new station, according to F. H. Barstow, local manager, including the purchase price of 231 acres of land, clearing, road work, towers, buildings, equipment and power line from Hillsboro, near which it is located, will be about \$300,000.

This new plant takes the place of the tower which the Federal company has erected at Lents, but which was taken over by the government during the war, dismantled and sent to Siberia for navy use.

The wireless tower, which already has been erected is 625 feet high, with an umbrella aerial, a group of eight antennae, spreading from the top of the tower like ribs of an umbrella, to eight smaller towers, arranged in a circle each 1500 feet from the center tower. The towers are of steel and are on concrete foundations.

The plant will be capable of sending messages virtually an unlimited distance, and could easily be used to communicate with Europe and Asia, say officials, but it will be used principally for sending messages to San Francisco and California stations of the company.

Receiving sets will be erected on the top of the Board of Trade building and the station will be operated by what is known as "remote control." The operators all will be stationed in Portland, and the transmitting keys in the Board of Trade building will be connected by wire with the transmitting apparatus at the station, eliminating relaying. The "relaying" is actually automatic, the same as with wire lines where automatic "repeaters" are cut in about every 300 miles. At the station a force of radio electricians will be maintained.

The plant will obtain its power from the North Coast Power company. Foundation work was done by Hopkins & Andrews of Portland, the tower work awarded to the Pacific Rolling Mill company of San Francisco and erected under the direction of Wing & Beebe, San Francisco engineers.

When the new station is completed, a heavy increase in commercial wireless communication through Portland is expected. The plant will be equipped to handle a tremendous amount of business.



Corey of Training Planes on Bloomfield Field

connections between Portland and other cities has yet been established, but that is expected to be a development of the near future.

No Passenger Injured.

Flights from Portland to the sea and to other cities of the northwest and California are now a thing of ordinary occurrence.

The Oregon, Washington and Idaho Airplane company, the first concern of the kind organized in Portland, is headed by Julius L. Meier, president, Natl. McDougal in vice-president, Chester G. Murphy, secretary, and Prescott W. Cookingham, treasurer. Victor Vernon, who has an enviable record as an aviation instructor during the war, is the manager, and Howard C. Charlton, assistant manager.

The company already has carried 4500 passengers an aggregate of over 50,000 miles, and not a passenger has been injured.

C. V. Dudley, owner and manager of the Dudley Aircraft company, first entered the field here on a commercial flying basis. However, with the development of the Dudley school, the

By Frank W. Barton.

WITH three aviation schools well established, a factory for assembling airplanes now in operation and two companies operating flying machines commercially, Portland has already assumed its place as one of the aviation centers of the Northwest.

The first important move for the development of aviation here was over a year ago, when a number of prominent business men of the city organized the Oregon, Washington and Idaho Airplane company. The Lewis & Clark field was laid out and the first flight made by a machine of the company occurred on November 4, 1918.

From that beginning, aviation rapidly developed as a feature of the life of the city. Other concerns were organized or came to the city. The city flying field, now known as Broomfield flying field, was laid out and fields were established at various other points in the state.

The Dudley Aircraft company was the first to see the possibilities in an educational institution for the teaching of fliers. The result was that the Dudley school of aeronautics was organized and a building erected on Broomfield field, containing shops and lecture rooms and equipment for teaching the flying game.

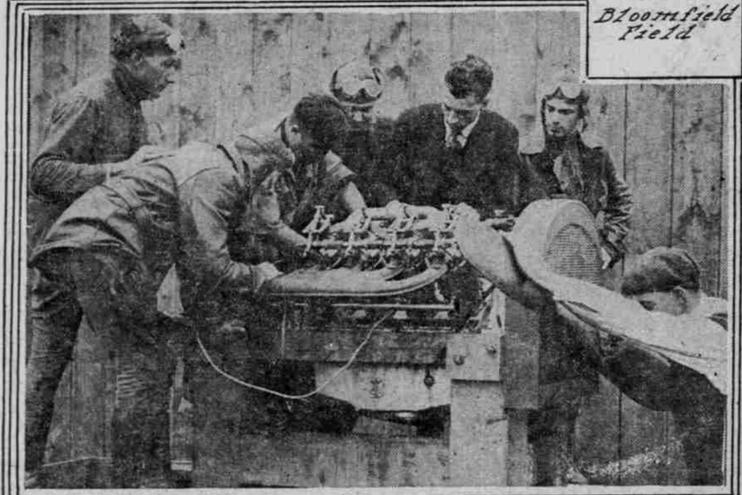
From this the work of teaching aviation in the city has rapidly developed. In addition to the Dudley school, the Oregon, Washington and Idaho company is now conducting a school, and the Adcox auto and gas engine school has instituted a department for teaching the mechanics of airplane engines. The schools already have an aggregate enrollment of over 100 pupils and there is developing throughout the northwest a growing interest in this line of work.

The Dudley company has already announced that their temporary building is insufficient to handle the work of the schools and plans are under way for the erection of a new two-story building fully equipped with modern, up-to-date shops and classrooms.

Girl Is Student.

Among the students now taking aviation are former soldiers entitled to state and vocational aid. The Dudley school, pioneer in the teaching of aviation, claims the distinction of having the first Chinese and the first girl student in aviation in the city, James Moy, 240 Yamhill street, a son of the Chinese consul in Portland, is now a student at the school. He plans to learn aviation and then return to China, where he will organize a company and take up flying commercially. Miss Gradelle Leigh, of Portland, is the first girl student in aviation. She is taking her course alongside her male classmates and is learning the game from the construction of motors and planes to actual operation.

The course in aviation given students is complete in every detail. The Adcox school specializes in motors



Finding out what makes the prop spin around Note Embryo Chinese Aviator.

and their construction and repair, the Oregon, Washington and Idaho company's school and the Dudley school take up both the construction of planes and motors and the actual flying.

The Adcox school also has an arrangement with the Oregon, Washington and Idaho company for teaching its students flying, if they desire that work.

The system of flying schools here is of such a nature as to provide for the various needs of students. Portland's reputation as a center for the teaching of the various phases of aviation is going abroad and the result is a large number of inquiries are being received and the schools are signing up new students nearly every day.

The start for making Portland an airplane manufacturing center came during the month of November, when the assembly plant of the Angeles Aircraft corporation was established at East Ninth and Marion streets in Sellwood. This concern turns out a small, one-man machine known as a "flier" in the flying world, a machine which is declared to be within the reach of everyone's purse.

Spruce Abounds Near City.

The machines are of both the monoplane and biplane type and the smallest type turned out weighs but 225 pounds equipped with the motor. The

concern also turns out airplane parts and is rapidly developing a business all over the country.

Portland was selected as one of the best locations in the country for the establishment of a plant, owing to its being in the heart of the spruce section, where unlimited quantities of that timber is available for the manufacture of machines. It is for this reason that experts in aviation circles declare that this city is destined to become one of the great airplane manufacturing centers of the future. During the war, the government only touched the vast resources in spruce located in the timbered regions radiating from this city. There are still vast quantities of this wood waiting to be harvested and turned into machines for handling the swift, air-routed commerce of the future.

There are two concerns now engaged in commercial flying in the city, the Oregon, Washington and Idaho company and the Portland Aircraft company. Both concerns have become one of the great airplane manufacturing centers of the future. So far no regular air service for passenger

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