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# The Tattler

FOR A BIGGER, BETTER OXFORD

LET'S ALL  
BOOST  
OXFORD

VOL. I.

OXFORD, N. C., DECEMBER 9, 1921

NO. 5

## CAPTAIN FILLMORE TALKS ABOUT AVIATION

SAYS IT IS THE MOST FASCINATING GAME IN THE WORLD

Not many of us are likely soon to forget Capt. Bill Fillmore, the "bird man," who camped just outside our city walls for several thrilling weeks and deserted us only a few days ago for Henderson. For some of us, Capt. Fillmore's ship afforded our first glimpse of a plane in action. For many more, it provided the first reasonable opportunity to taste the joy of a new species of *mal de mer*. There is something jaunty and debonair about spreading one's wings and scouring the earth. A good many Oxonians proved that they were willing to be separated from five bucks to experience the sensation.

But to return to Capt. Fillmore: It seems that by assiduous scouting around, Edgar, alias "Old Sleuth" Reece, struck up quite an acquaintance with the airman. "Old Sleuth" is capable of luring a stone man into conversation of a violent character. At any rate, here is what Reece says Capt. Fillmore said:

"Everybody remembers how comparatively a few years ago, the automobile was looked upon as a high-priced toy, not likely to be of much practical use either for pleasure or business. A year or so ago the aeroplane was regarded with even more doubt. Owing largely to its use during the World War, it is now rapidly becoming standardized. The good year 1921 finds it in daily use, carrying mail, express, and passengers, patrolling, mapping, advertising, and performing hundreds of other services which can be done with more ease and dispatch than by any other method.

"What is to be the future of this man-made machine which rivals the bird in swiftness and mastery of the air? It is not an exaggeration to say that new uses for the plane are being found every day. It is now proposed to fly to the North Pole.

"Research work is going on and experiments are being made in sustaining planes on the new aerodynamic system which may, if the commercial application proves successful, bring down running cost to an almost revolutionary extent.

"Much interest in flying circles is centered in the progress of Professor Raimund Neinfuhr, the Austrian scientist. His theory is that we cannot attain the fullest efficiency in flying until we are able to imitate mechanically the methods of birds and insects. A pulsating wing is the chief feature of the Neinfuhr theory. Commercially, the wing will be hollow with a flexible membrane forming the underneath side; inside air bags will be operated by an air-compressing apparatus that permits them to be filled and emptied very rapidly. As the wing moves through the air, a cushion of compressed air is formed underneath it. The pulsating action (i. e. emptying and filling the bags) communicated to the lower side of the wing imports vibration to the lower side. This gives not only sustaining, but propelling, force. It is claimed by the friends of this theory that air screws (propellers) will eventually be done away with. A plane using the wing just described would need only 10 horsepower, whereas the type of plane in use today entails an expenditure of 200 horse power. This

principle applied to my ship would enable it to carry four passengers beside the pilot. A powerful syndicate in the United States is behind Professor Neinfuhr and his experiments.

"Strange to say, the United States is the least advanced of the big nations in commercial aviation. This is because capital in America is not yet supporting aviators as it should. This attitude of capital results from the fact that there is no real public demand for air transportation because the means of creating public confidence through actual operation, i. e., a department of aviation with a background of national legislation fixing legal responsibility and liability and regulations for controlling operations and personnel—are non-existent. Aeroplanes should be required to carry licenses and should be inspected as to their air worthiness several times a year. Pilots should have somewhat the same status as that of the captain of a steamship. A large majority of accidents and deaths is due to inexperienced pilots and planes that are not air-worthy. Figures based on civilian flying in England show that passengers have 66,666 chances to one of surviving a trip through the air. Laws pertaining to aviation are very stringent in England.

"Last year out of 37 accidents, the United States government analyzed 22 per cent as being due to "stunting"; engine trouble 16 per cent; adverse weather conditions 13 per cent.

"The general impression is that about \$583,000,000 was returned to the federal treasury. The net cost of our aeronautical endeavor during the war was a little over \$598,000,000. National legislation with the use of some of this returned money as subsidies of dollars were spent for aircraft during the war and that the production program was a colossal failure. Of the amount available, subsidies for commercial aviation as is the case in foreign countries would have prevented the many failures of commercial aviation companies in the United States. Fully 95 per cent of all such enterprises in Virginia and the Carolinas have failed in the past two years. The majority of people who consider taking an aeroplane ride have visions like the darkey soldier in France who always said when he went over the top, "Good morning, Lord! National legislation will correct this impression."

## CHRISTMAS GIFTS AT BAPTIST PARSONAGE

If you want something dainty and distinctive but not too expensive for that very special and particular friend, call at the Baptist parsonage Friday afternoon and look over the lovely Christmas things on sale there. We guarantee you will find something which will please the most fastidious.

## WOMAN'S AUXILIARY MEETS WITH MRS. OGLESBY

The Woman's Auxiliary of the Presbyterian Church met with Mrs. S. R. Oglesby on Monday afternoon. Mrs. J. R. Hall was leader and presented a most interesting program on Brazil. Following the study hour, a social hour was enjoyed and dainty refreshments were served.

A. G. B.

## THE BIBLE AND THE PUBLIC SCHOOL

For a number of years one of the most fundamental questions confronting patrons of the public schools has been: Shall the Bible be taught in our public schools?

It is manifestly impossible that any one teacher should find her religious views in absolute accordance with those of all the children whom she teaches. Consequently the state has deemed it unwise to include the study of the Bible in the public school curriculum. Nevertheless, many Protestant parents have realized that their children are being defrauded of their most sacred inheritance because of ban on Bible pedagogy in the public schools.

The problem has at last been solved by an experiment which has already been tried out and proved successful in Durham, Raleigh, and other representative cities in North Carolina as well as in Virginia. The plan is to give the student credit for work done in his own Sunday school. Thus he receives religious instruction from one of his own denomination and, in most cases, from a specially trained teacher. As a result, boys and girls are encouraged to put careful study on the best of all books—the only book that is able to make us wise unto salvation.

JACK USRY

## IDLE COMMENT BY THE AUTHOR

It is idly pondered by an idly burning fire, and as I think how idle it would be to peruse Caesar's 350th Gallic war, I idly decide to take my pen in hand and comment idly upon some of the things that every now and then drift idly into my idle mind.

For instance, there's Frank Slaught. But it is absolutely useless for me to try to comment on him, because whenever I think of Frank, I can't figure how in the world he manages to get such high marks, when I study twice as hard as he of course (of course).

Well, there's Miss Harriss; but everytime I think of her, I feel like a Bolshevik. Red jacket, red sash, red hat, red feathers, and J. D.'s red Ford! No inspiration here!

Of course, I'd like to comment on Frances Jackson's eyes; but gracious me! She won't comb her hair out of her face. I can't see through that barrage. That's what she gets by having her hair bobbed—nobody but Tig to investigate her oculars!

Now, Mr. Barnhart, ought to be good subject matter. Great! I'll write on why I think he should be allowed to teach school. Say, I wonder why he doesn't shave off his side whiskers. Shucks! I've gotten clear off the track. Such is life!

How about Mr. Livingood? I'll try him. But first, why in the world doesn't that man talk civilized? Why can't he say "students" instead of "stoodents," and talk like an educated fellow ought to talk—like Mr. Barnhart, for instance? Great Caesars! Why didn't you stop me? I'm not getting anywhere.

Ho, hum! I'm getting sleepy. Guess I might as well study my Latin—here goes! All gall is divided into three parts—the one of which—!

P. S.—If the editors publish this mess, they're an idle bunch of—er—er editors.

THE AUTHOR

## CRITICISM OF CURRENT POETRY

For the benefit of some of our readers who are of a literary turn of mind we will publish in this space from time to time a criticism of current poetry.

A recent work which has evoked considerable favorable comment is Geoffrey Chaucer's *Canterbury Tales*. These tales, although not quite up to *The Tattler's* literary standard, we have judged worthy of comment here because the author shows such a marked improvement over writing of the *vers libre* school. There is such a superfluity of inferior work being produced just at this time that it is really a pleasure to find something a little above the average, even though it has no particular merit.

The following passage with its translation will serve to illustrate the literary style of the man:

"But greet harm was it, as it thoughte me,

That on his shine a mormal haddel he;

For blankmanger, that he make with the best."

In the vernacular this reads: "But it was great pity, as it seemed to me, that he had a bad sore on his skin; he made minced chicken as well as the best." This passage serves to bring out three characteristics which pervade all his works; namely, his fine literary style, his remarkable versatility and his keen appreciation of the intellect of his reader. The above passage brings out all these qualities to advantage. As to his fine literary style there can be no doubt. Which of his contemporaries can develop such a sensible thought and yet in such an elevated style that it makes the reader feel as if he were in love or under the influence of much good wine? His versatility is suggestive of the earlier influence of the renaissance. What other poet of the modern school can combine such delicate subjects as a broken skin and a chicken pie and immediately pass on to such an entirely different subject as Chaucer does when he continues his discourse in this manner. "There was a thoroughly religious man, a parish priest," etc. And he goes on with his narrative in the same elevated style. Surely such ability should be recognized in the columns of a progressive paper like ours.

One other quality we have not discussed is his appreciation of the intellectual ability of his reader. Certainly it takes only an average intelligence to recognize the relation between a sore skin and a chicken pie. We will not offend the dignity of our readers by attempting to explain the difference. It is so evident that it needs no explanation. If Chaucer is proficient in the other two qualities, he is supremely pre-eminent in this one and we should all be flattered by his high estimate of our literary taste.

Let us have more from the pen of this rising star in the literary firmament.

IVEY ALLEN

## THANK YOU, MR. PEELE

When one editor extends the glad hand to another editor, then is there time for rejoicing. The entire staff of *The Tattler* wish to thank Rev. Bob. Peele of Clarksville, for his words of kindly criticism. Long may his banner wave!