

Peninsula Diary Mayo Hayes O'Donnell

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1910 Glider Tip In Trial Flight

The Monterey Daily Cypress of Saturday morning June 25, 1910, has several items of news which may prove to be history of the future. The top headlines on the front page read: "Glider Capsized; Cavalry is Coming Here; and Nominations Filed.

This old paper was loaned to the Peninsula Diary by Herbert Slate, the grandson of Don Ezekial Soberanes, the former owner of the Soberanes adobe on Pacific street, a street once known as Calle Estrada.

The first story in the Saturday morning edition of the Cypress tells of the efforts of Thomas Heidrick, inventor, to demonstrate the powers of his glider. Adverse atmospheric conditions and other untoward circumstances prevented the trial flight of the Heidrick glider, according to the report on hand for the occasion.

"A large gathering, afoot and awheel, assembled in the vicinity of the Sloat monument between 2 and 3 o'clock yesterday afternoon to witness the machine being tested. Thomas Cheney, a member of the Eighth Infantry, volunteered to act as aviator, being considerably lighter than Professor Heidrick, who is rather in the heavyweight class for the crew of an airship," so the Cypress reported.

"As only a slight wind was blowing it was found impossible to raise the glider into the air by towing it along by man power. Then the chauffeur of a Del Monte automobile, which had brought a party of sightseers from the hotel, offered his services, which were accepted, and the glider hitched behind the gazoot. A start was made at moderate pace and the glider sneaked upward, carrying Deputy Aviator Cheney with it. A wobbly flight resulted for about 50 yards, when some of the guys at the starboard end of the glider snapped and the whole contraption came to the ground in a hurry and broke in two in the middle." The inventor photographed Cheney, unhurt and smiling, in the middle of the ruins. The crowd was invited to help themselves to souvenirs of the ruins.

The second main story of the June 25th 1910 issue of the Cypress, concerns the Presidio of Monterey. It was told by those in authority that there would be several important changes in the organizations forming the garrison of the Presidio. The School of Musketry would

probably be moved to Fort Sill, Oklahoma, where ample space was available for a rifle range. The government having decided to abandon the military post at Walla Walla, Washington, the four troops of the First Cavalry now stationed there would be moved to the Presidio of Monterey.

The first two-column top head of the Cypress was "Nominations Filed." Thirty-two men who desired to be members of the Board of Freeholders to frame the charter of the City of Monterey were listed. The editor declared that from the list named it should be easy to select fifteen good, independent men, who were not controlled by any one person. According to the report H.A. Greene and W.H. McConnell headed two separate tickets. But later enough citizens came out independently to make up an excellent ticket in opposition to the two former tickets, according to the Cypress, and this ticket was an important factor in the campaign, because of its independent and liberal and broadminded members.

Filling petitions of nomination were: M.B. Steadman, B.F. Wright, F.A. Lang, Shelley Pickles, Charles R. Few, Paul Hess, George D. Clark, Espirio Duarte, M. Ortins, H.J. Schaufele, Manuel Lewis, Perry A. Lyons, F.A. Botsch, Charles G. White, Edgar F. James, F.M. Hilby, W.E. Parker, C.F. French, George Harper, Charles Rinehart, J.K. Oliver, Frank Hellam, J.W. Fleming, Max Schmidt, W.H. McConnell, G.E. Selby, A.C. Hinkle, Sam Goldstine, J.L. Cramer, C.P. Carmody, Thomas Brown and Hugo Futterer.

The Noggle Milling Company will open their flouring mill, situated near the New Monterey freight depot, within two weeks. The owner was formerly of San Miguel, according to the news story carried in the Cypress in 1910. They expected to have a capacity of 100 barrels a day. The Noggle Milling Company chose the site of their mill, on account of the advantage gained from the proximity to tide water in the matter of transportation."