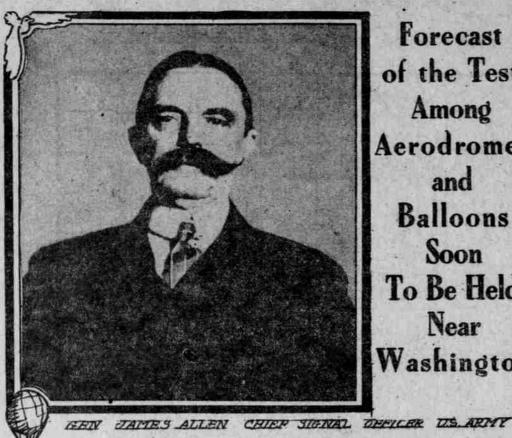
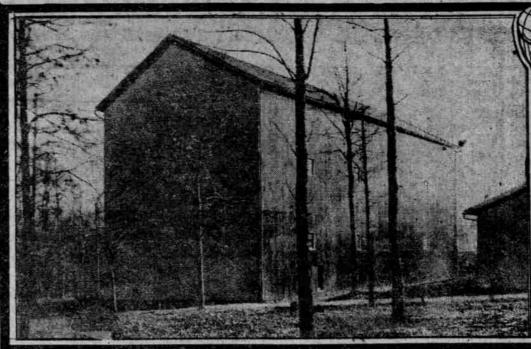
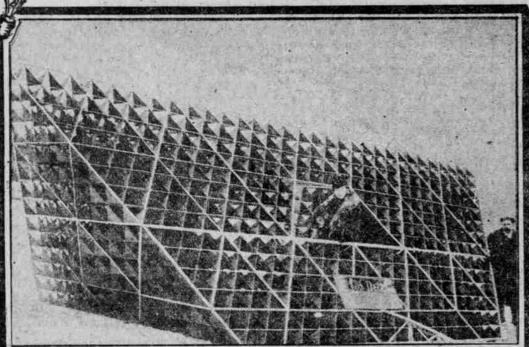
WANTED: SHIPS FOR UNCLE SAM'S AERIAL NAVY



Forecast of the Test Among Aerodromes and Balloons Soon To Be Held Near Washington



ARMY BALLOON HOUSE



PROF ALEXANDER GRAHAM BELL'S MAN-CARRYING AEROPLANE

BY JOHN ELFRIZTH WATKINS.

N THE atmosphere above Washington
I there will be strenuous doings in the
near future, when the army commences its official tests of the many flying machines which will be submitted in
response to its advertisements just issued.
These advertisements mean that the Goverament is in carnest in the matter of
equipping an aerial navy of the most improved order; that it will not yield domination of the skies to any other world
power. It was, in fact, in earnest in 1898
when it appropriated \$60,000 for the development of Professor Langley's flying machine. That it is all the more in earnest
now is shown by the fact that \$300,600 has
just been asked of Congress for the purchase of airships and experiments therewith Will \$25,000 aircady allotted for the
purpose by the army Board of Ordinance purpose by the army Board of Ordnance and Fortifications, the total sum will be price.

must be in by noon February 1. General James Allen, Chief Signal Officer of the army, will receive the proposals on behalf of the Board of Ordnance and Fortifica-Myer, the big military post opposite Washington on the Virginia side of the at the fort and plenty of space for makperts of the world will look Washington ward when the competitions are com-

Langley's Useful Feature.

The greatest interest will be focused upon the aerodrome tests. Our army was the pioneer in this field when it took up. Professor Langley's experiments and ald-sa them financially; but that learned physicist, who knew more about aerodynamics than any other man of his time. army, was ever taunched. He actually army, was ever launched. He actually made several large aerodrome models, propelled by steam, fly over the Potomac and was the first man in the world to perfect a motor-driven craft which could fly through the air while supported only by a flynamic reaction of the atmosphere. A telephote snapshot of his best aerodrome to accomplish this imprecedented feat is attached to this article. He built the first acrodrome of the world—also the first war acrodrome, for it was built for the army. Professor Langley was prepared to go the one step farther and show that the sulargement of his last model would carry

a man, when he died.

The new tests will be taken more seriously by the press and public than were those made by Langley. He hering the first investigator in the field. ing the first investigator in the field, he was regarded by many as a vision-ary, but Santos Dumont, of Paris, and the Wright Brea. of Dayton, Ohio, have since succeeded in flying acrodromes and the public has been taught the lesson that Langley was proceeding on logical lines. They have also rewhelfed the army's appetite for an acrodrome. But the army wasts more today, even then it asked of Langley.

What the Army Demands.

that will carry two persons, or a total weight of 550 pounds. Hesides this it must carry sufficient fuel for a flight of 125 miles. General Alien says furthermore that he wants it to be so designed that its parts may be quickly and easily assembled and taken apart and packed for transportation in army wagons. It should be capable of being massembled and put in operating condition in one hour. The general furthermore feet types of Professor Bell's man-carry-says that it should have a speed of the station in Nova Scotia he is periment station in Nova Scotia he is must carry sufficient fuel for a flight of 125 miles. General Alien says furthermore that he wants it to be so plane man-carrying aero-plane male up of his original tetrahedral to be soom are also porisontal. If the stripes, on the other hand, run up and down on the toe besom they should do the same on the cuffs.

The wearers of the stiff-hosomed colored shirts are not numerous newadays, nor at the bosom met also point and twe be seen is such good style as the besom the bosom met also point and the

sisked for.

Flying machine inventors have been given short notice. Two kinds of airship have been advertised for—a dirigible ballow and an arrangement of the aerodromes will be more than five miles. A flying start must be made in each case, the starting and stopping points being passed at full speed. This timing test will be made and an arrangement of the aerodromes. then air and having no gas bags whatsoever to assist it. Proposals for the diri-gible will not be received after noon. Jan-main continuously in the air. Further-mary 15, while those for the aerodrome more, it must return to the starting point without any damage that would prevent its immediately starting out again. During this endurance test it must be steered in all directions with-out difficulty and under perfect contions. The tests will be made at Fort trol. Three trials will be allowed for speed and three for endurance. must have been completed within to accompany his proposal with a cer tified check amounting to 10 per cenof his price stated for the 40-mile speed. When the award is made these quired to furnish bond equal to the total price stated. This price must in-clude the instruction of two of the Army's men in the handling and operation of the aerodrome. Furthermore no payments on account will be al-lowed by General Allen until after ac-

What General Allen says he wants tered in field service, and whose start ing device is simple and transportable
one which will land in any field
without requiring a specially prepared
spot and without damaging its parts. spot and without damaging its parts. He wants it to be provided also with a device permitting of a safe descent in case of accident to the propeling machinery. It should be sufficiently simple in construction and operation for any intelligent man to become proficient in its use within a reasonable length of time.

While all of the proposals sent to General Allen will be held as confidential. it is believed that the Wright Brothers endeavor to compete. Their tests have is well known that their serodrome, said

Langley's principal assistant in the perfection of his last derodrome. Mr. Manly probably knows more about compact engines than any other man living. It was he who fell into the Potomac with the Langley machines when the launching apparatus broke prior to its test. This machine never has had a test. It is now

There is a shade of difference in these

There is a shade of difference in these collars to distinguish them from previous years, and that alteration began also in the cheaper shops before the other makers took it up. The ends are no longer rounded off in the newer shapes, but are straight and pointed at the bottom. The difference is slight and interesting only its those who must have the ing only to those who must have the

The Sayings of Mr. Finnegan

WENT down to th' hotel and tried to dig me way through a bunch ly th' United Artesians, but ye might as well try an' get a hearing in th' common council fr Sculin an' his peace society. Thin I tried th' telephone.

"Hello Phil," says I, "Is that you?" It was this morning! Can't do it onless ve have th' coun-"Whist," says L

Go to it, says he. Hello, Charley, is that you? Yes, I know y'r vice, but forget it! How's Theodoric, th' strinuous? Oh, he's trying to pack a 300-pound uckeye up a hill!

Can't th' heavy weight pack himself?

Mebbe after he gets a good start!

Say, what caused th' panie?

A run on th' golden rule!

How does it look to you? says Char-

If one-half I read in th' papers be rue th' divil owns th' fuel trust! What d've think of Foraker, says I. He's dimonstrated th' feasibility iv riel navigation.

ariel navigation.
Say, han Joe got th' itch?
Well, he knows how to acratch!
How's things coming?
I'm atin' cake.
What about th' Bristle case?
"What th' head won't do, th' heels
will have to," as they say in Missouri.
Who's this Chris Shoo'buil?
Oh. he's one of thim—(Bur-r-r-r zip
cluck)—from whose bourne no traveler
returns.

What'll become ly hfm?
What'll become ly a—(Bur-r-r-r zip cluck)—Hood River apple in th' press Say, shake up y'r phone, th' dam

Say, shake up y'r phone, th' dam thing stutters!
Ye'll have to keep order in this room byes, I'm talking to a gintleman.
Say, what's Binger doing?
He's trying to figure out what it will cost a block to haul a dray load by phillipics fr'm th' Postoffice to th' crematory!
...nere did ye ate today?
Down at Dan Watsons!

Down at Dan Watsons!
W-h-a-t off th' same plates with
Willum Jennings Bryan?
I told Dan to fumigate thim!
I'll tell Jarge about you!

CAPT C DEF. CHANDLER. ABRONAUT US

Allen hopes to obtain for the Signal corps as the result of the other series of tests must be designed for inflation with hydrogen and the material for the gas bag—silk covered with an aluminum preparation, requiring no varnish—will be furnished by the Signal Corps. He wants bidders to state in their proposals the number of square yards of this material required. The dimensions and shape of the balloon has will be left to the Inventor, but it must not be over \$20 feet leng. Inside the gas bag, Balloonets are little balloon-like bags inflated inside balloons in order to keep their engine must have cooling arrangements. There will be three trials for speed and three for endurance, as in the case of the aerodromes, and ascending, descending and maintaining equilibrium must be regulated by shift-indicating the case and motor should be the case of the aerodromes, and accommand the results of the sample of the balloon that the case of the aerodromes, and accommand the required that the case of the aerodromes, and accommand the case of the aerodromes, and accommand the must have cooling arrangements. There will be three trials for speed and three for endurance, as in the case of the aerodromes, and accommand the material required. The dimensions and shape of the balloon are within the major that the sample of the gas bag. Balloonets are little balloon little begs will also be supplied by the aeronaut. Bidders for this air-ship must accompany their proposals with a certified check for 15 per cent of the cost at the 20-mile speed. General Allen's assistant in prenaring for the competition is Captain C. be made so that it can be quickly assignated but untried aerodrome ballonging to it, on which it has spent about \$70,000 and whose aeronaut is available for a sembled or taken apart.

The dirigible balloon which General the formation of the cost at the 20-mile speed. General Allen's assistant in prenaring for the competition is Captain C. De F. Chandler, the principal aeronaut between the principal aeronaut between the pr

Pleated Shirts Still Popular

Its pleated shirt has not lost any of its popularity. Two years ago there was a return on the part of some of the haberdashers to the plain bosom, but there are now pleats on all the soft shirts, and this means, in effect, that there are pleats on all the shirts, since the stiff shirts are rarely seen except the small shirt and colors should expend the plain shirt and cuff is the gentleman's standard. It is the fit of the dress shirt that distinguishes it. To make the bosom a little broader is the tendency of the fashion this year.

The heavy exfort materials in solid the standard is colors should expend the content of the center. It is quite as remote, however, as the other from good taste. Still, for evening dress the classic simplicity of the plain shirt and cuff is the gentleman's standard.

It is the fit of the dress shirt that distinguishes it. To make the bosom a little broader is the tendency of the fashion this year. the the stiff shirts are rarely seen except

for evening wear. The soft cuff is still turned back by who make it a point to dress well.

men who make it a point to frees well.

On the other hand, men in business frequently declare that this style, has become a little too previous for them.

A soft cuff cannot be stiffened. To starch it once is to ruin it forever. The soft cuff soils very easily and it not infrequently happens that a business man on reaching his office finds himself start-

This has led many men to have their shirts for business wear made with a single stiff cuff, while for dress they have the turned back cuff free from

than the fancy stripes or all-over color designs for everyday shirts. There is also evidence of a return to more ele-mentary shades. Blue and pink as well as mauve are

more popular this season than such tints as coffee, champagne, grass brown, fall green and other shades in which there was little decided color. The explanation is to be found in the absence of color in

The knit silk four-in-hand may have a The knit slik four-in-hand may have a stripe, but it will not be a decided contrast to the background, and there will probably be no striking color in the scarfitself. So the shirts must supply a background of substantial color.

Again, the fashion of wearing no scarfpin has had its effect in requiring decided color in the shirt. Men who wear scarfing today usually select some time scarfing today usually select some time.

scarfpins today usually select some tint

that matches the tle and that makes it possible to have plenty of color in the bosom of the shirt.

Much more modish nowadays it is to wear the tle without a pin except on formal occasions, such as a wedding, for instance; then a plastrom for which a pin is indispensable, will be worn.

Few stiff-bosomed shirts are now made in colored materials, and they are intended generally for men who never did accept the soft shirt as appropriate to daily wear in town. The materials still used for stiff-bosomed shirts in color are striped cambrics and madras.

Usually a stripe should be sufficiently

Usually a stripe should be sufficiently broad to be effective, and in some of the shops there are dark blue stripes a quarter of an inch in width against the white background. They are no longer made to run up and down, as they were for a brief period, but are from side to slide.

every day also wear their collars on their shirts, which is as expensive a teste as any known. To have a collar attached to a shirt means that the shirt cannot last more than a day, if so long. is well known that their aerodrome, said to be now wellnight perfected, will be offered to the government which will pay for it, provided that the United States does not care to have it.

Professor Alexander Graham Bell, the inventor of the telephone, is also looked upon as a strong probability so far as the contest is concerned. At his private experiment station in Nova Scotia he is perfecting a large man-carrying aeropiane male up of his original tetrahedral cells. Lately he tested this device by cells. Lately he tested this device of the vectors of the stiff-bosomed colored that the colfis.

The wearers of the stiff-bosomed colored to the stiff-bosomed colored to a shirt means that the shirt cannot last more than a day, if so long. It also means that the collar will last less time than the usual brief span of life that the city laundries allow to a collar. On the colored cuffs the stripes on the bosom are also porisontal. If the stripes on the bosom they should do the same on the cuffs.

The heavy exterd materials in solid colors should not be pleated, but are an top has been seen this year in the parattractive variation with their plain, heavy bosoms. They come only in white, blue and pink.

Madras and cambric make soft, grace-

ful pleats, and even in the all-over pat-terns they are smart, although the best effects come in the solid colors. Less tasteful and certain to enjoy little popularity here among men who know what correct dress is are the heavy figured slike for shirts recently imported from

As if the heavy brocaded material were not revolutionary enough, these shirts have three pleats in the bosom and turnover cuffs. They are to be worn with gold stude and cuff ofttons.

As an excuse for this eccentric garment the haberdacker are that it is intended.

the haberdashers say that it is intended for wear with a dinner cost, the use to which every garment too, outlandish for any other wear is dedicated. It is safe to predict that no man who is particular about dress will appear in this product at any time.

cheap prices are often more prompt in taking up a new style than the more con-servative makers. Last Winter the manufacturers put on the market a turned-back our of an entirely new character. It was white, broad at the buttonhole, and gradually narrowed down to half the width on the inside. It was stiffened.

The cuff was not especially ornamental, and as it was turned back it seemed to serve no useful purpose. It was more durable, however, than the soft cuff. It was attached to colored as well as to white descriptions.

white dress shirts.
Its arrival on the scene of fashions created no excitement. It was not regarded as objectionable, although nobody was impressed with its beauty or smart



ness. This year, however, the fashion is flourishing on Fifth avenue, and the most exclusive shirimakers are copying the mode first sent out by the manufacturers. They have this narrow, turn-back cuff to serve as the same ornamental detail for evening dress that the soft roll does for daily wear. They are not likely to convince many men that anything else is such good style as the simple cuff of tradition.

Great Trip for the Jackies

EVERY sweetheart, every sister, every mother of every saflor of every ship in the Atlantic squadron, under Rear Adstructure of the control of the Atlantic squadron, under Real Au miral "Bob" Evans' command, will soon begin to watch the mails as she has seldom watched them before, for now begins the unprecedented trip of a ficet of batter than the unprecedented trip of a ficet of batter than the first could have shortened the distribution of the first could have shortened the first could have shortened the distribution of the first could have shortened tleships from the Atlantic seaboard around South America, through the tor-Callao, is even now preparing for the tuous Strait of Magellan, up the Pacific

to Magdalena Bay, on the Coast of Lower California. Souvenirs of the trip should begin to arrive in the first part of January, for the fleet of battleships is expected to cast anchor in the harbor of Port of Spain, on the Island of Trinidad. the night before Christmas. They know the fleet is coming, and if "Jack" doesn't have a good time ashore it will not be their fault. In fact, the people of Trinitheir fault. In fact, the people of Trini-dad are rather preparing to "spread themselves" on the American tars' ac-count. Trinidad will keep open house and the American tars may do about as they please. They may bathe in the breakers of the Gulf of Paria, they may enjoy golf, polo, football or cricket in Queen's Park, they may watch the races and "play the ponies." or they may make a trip to wonderful Pitch Lake, the great apphair reservoir from which so much asphalt reservoir from which so much material for paving the streets of New

York has come.

It is doubtful if his friends at home will hear from "Jack" on this trip again until Admiral Evans' fleet drops anchor they are due until Admiral Evans' fleet drops anchor at Rie de Janeiro, where they are due January II, to remain until January II, and the letters which come from there should be well worth reading to other mothers who have no sons with "Mr. Evans' boats," or to other glis who have no sweethearts wearing the navy blue, for they will probably centain much about the capital of Brazil, over 159 years old with its heautiful navies midtle buildold, with its beautiful parks, public buildings and private houses, oddly inter-spersed with structures of great antiquity, among them the San Sebastian Church, which was built in 1567.

The letters from Punta Arenas will then tell of passing from the heat of midsum-mer to the cold of Winter while going south all the time, and there will unmer to the cold of Winter while going south all the time, and there will undoubtedly be a complaint or two about the country. And there may even be unkind remarks in the letters about Magellan, who nearly 400 years ago discovered the strait through which Admiral Evans plans to take his fiset. For Magellan strait, although an undoubted sid to navigation, is not much to look at. About 210 miles long, the channel through which Admiral Evans' fleet will pass is for the most part only about as wide as the Hudson River near this city. Chile owns the land on either side of the strait—what was part of Patagoria on one side and Terra del Fuego on the other. The vesetation on both sides of the great waterway is said to be as scanty as the ciothing of the matives, which would barely permit of their entertainment at a Turklish bath in this country.

At Punts Arenas, which was formerly a convict station for Chile, "Jack" on ois shore leave will see all sorts of persons.

s convert station for Chile, Jack on our shore leave will see all sorts of persons. The Indians, or native Patagonians, are great traders; in fact, they will trade anything they have, and if Admiral Evans' tars are keen for bargains, more Evans' ters are keen for bargains, more than one sister or sweetheart at home may be fortunate enough to get a souvenir of the trip in the shape of a cloak which the native Patagonians fashion from the breasts of young ostriches. Or, the gift may take the form of an otter skin wrap from the back of some cannibal native of Terra del Fuego. 'the land of fire,' just across the strait from Punta Arenas.

There is a 2000-mile run before the fleet There is a 3000-mile run before the fleet

world.

There is much else to claim the attention of the American sailors in course of their stay in the capital of Peru, such as the old Cathedral, dating back to 1540, which contains what is reported to be the skeleton of Pizarro. This growsome reminder of the past is contained in a glass coffin, and in a place and the fact of the contained in a glass. minder of the past is contained in a glass coffin, and in a glass jar at the feet of the skeleton are brains alleged to have been those of the great leader.

Perhaps the letters home will contain a reference to visits paid the building where inquisitors sat in judgment upon their victims many years ago and where legislators and their attendant clerks

port. The Peruvians plan to entertain the fleet in a manner in keeping with the

reputation for hospitality their nation enjoys, and so, while persons here at home are busy trying to keep warm of Washington's hirthday, "Jack" will probably be iolling in the shade and sipping less and cooling the trying the shade and sipping

rascal may even so far forget ...msell as to loll in the shade and sip those cooling drinks with one or more of Lima's fair daughters, for more than one traveler has agreed that the women of Lima are among the most beautiful in the

reputation for hospitality their

legislators and their attendant clerks are now busy working for the upbuilding of the state. Perhaps there will be a reference in the letters to a visit to the plaza where so many were burned at the stake in the dark days of Peruvian history, or of a trip slong the route which La Plata, the great viceroy, is said to have taken when he is said to have ridden a gold-shod horse with mane and tail strung with nearls, over a way haved

den a gold-shod horse with mane and tail strung with pearls, over a way paved with ingots of silver.

But whether "Jack" writes of these things or not, it will probably be with genuine regret that he will turn his back upon the hospitality of the Peruvians on or about February 28, for on March 14, when the ships are due to drop annelor in Magdalena Bay, on the ceast of Mexico, all thoughts of the pleasures of the long trip around South America must give way to strict attention to the work of target practice, if he would seems a of target practice, if he would secure a place in any of the crack gun crews of Uncle Sam's Navy. After practice the fleet will probably — to San Francisco, and orders received there may take it to the Philippine Islands or bring it home again.—New York Tribune.

Mildred Sherman Sloan.
The scribe was scribbling in his den;
The air with smoke was denee.
The lak fair blistered on his ueu,
The heat was most intense.

"The Christmas story must be done,"
The editor had said,
"And put in type September one."
The Scribe was filled with dread.

He wrote of Yule logs, Christmas trees And sleds that by us wirs, And longing meanwhile for a breeze, He drank a large mint baz.

He wrote of dear old Santa Claus And all the Christmas Jun; He fanned himself without a pause— The heat was ninety-one.