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MAN'S HIGHEST CLIMB UP INTO THE SKY

British sportsmen will feel a glow of pride at the achievement of the world's record for altitude by Captain Lang, R. A. F., and Lieutenant Blowes, in a British biplane with a British-designed and British-built engine.

"The air climbers have now not only beaten the mountain climbers, but also in their frosty flight they have risen into thinner air than is pierced by the spire of Mt. Everest," says the "Daily Mail."

The Pluck of This Air Feat

"The pluck of this air feat was magnificent; the pilot knew that if he lost consciousness from lack of oxygen or the withering cold his life was forfeit; but still, although suffering, he soared upwards to his record of nearly six miles, and but for engine stoppage he would have risen even higher.

"It would seem, from the physical experiences of these two gallant airmen, that six miles is near the limit to which man will ever ascend unless new devices are found for cold protection, and oxygenisation.

The Spires of the World

"The dream of Jules Verne of a trip to the moon will remain a dream, and even the mountaineers will have to dismiss their speculations as to whether Mt. Everest (29,002 ft) will ever be climbed. The airmen had to withstand only diminished atmospheric pressure and cold, and even that they were able to relieve with oxygen and warming apparatus. Climbers attempting the highest mountains could not carry such apparatus; they would have intense and prolonged muscular exertion; they would have to spend several nights in tents above 20,000 ft.; for several days they would have to subsist on a minimum of nutrition, because coolies or porters could not be taken very high. When the nerve strain of the technical difficulties of the climb is likewise taken into account, it does not seem likely that the spires of the world will ever be climbed. The new lord of height is the airman."

Six Miles Up

The world's altitude record of 30,500 ft. (nearly six miles) in 66 minutes, 15 seconds, made on January 2, and achieved by Capt. Andrew Lang, R. A. F., and Lt. Blowes, on a British-built and British-engined biplane, near Ipswich, was made with a D H 9, the machine being fitted with Napier Lion engine, of 450 h. p. The D. H. 9 was designed and used for bombing German Rhine towns in daylight, the machine being very fast and carrying big weights. When carrying full military load and passengers it attains a speed of 140 miles hour at 10,000 ft.

The Two Men

Captain Lang had made two previous attacks on the attitude record, which had been held by America. He is well known in Australian motor circles, and in 1910 drove a motor car across Northern Australia for his government in an exploring expedition. Lieutenant Blowes is an experienced pilot, who in France brought down several Hun planes. He comes from Mitchell, in Ontario, Canada.

Through a fault in the oxygen apparatus Lieutenant Blowes collapsed, and at 28,000 ft. the heating apparatus began to work erratically. The machine was brought to a stop through lack of petrol pump pressure, owing to rarefaction of the air. Luckily Captain Lang was able to descend slowly, and at 2?,000 feet Lt. Blowes recovered consciousness.

The two airmen have suffered badly from frost on hands and face. The younger, Lt. Blowes, who is only 19, and has been in the Air Force one and a half years, has serious injuries to his hands, which are very painful. Captain Lang, who has been flying since 1915, is very keen on experimental work, and while delighted with his performance regards it as a little more than part of an ordinary day's work.

Busy Up on High

"I have," said Captain Lang, "far more instruments to pay attention to than the observer" (to whom he paid warm tribute for his pluck under a terribly trying ordeal). I have to make the most minute observations at every thousand feet, and these are recorded on a board strapped to my right leg. I have also to note down how the temperature changes, the speed at which the machine is climbing, the revolutions, water temperature in the engine, oil temperature, petrol pressure, and gallons of petrol consumed per hour, and occasionally to look over the side to find out bearings."

"This flight, Captain Lang said, had been contemplated for some time, and to prepare for it he and his colleague had remained strict teetotallers and had never indulged in a smoke for weeks. The machine they used was a De Haviland bombing machine fitted with a 450 h. p. Napier engine. They started at half-past eleven [illegible] in a gale of wind.

Seventy Degrees of Frost

"Each man was especially clad for the occasion, and the need for [illegible] was realized [illegible] the fact [illegible] when the machine reached [illegible] [illegible] they [illegible] [illegible] degrees of frost.

"During [illegible] the machine [illegible]" said Captain Lang, "but afterwards we settled down to far more comfortable flying. Generally we climb by taking big sweeping circles, but we were blown out of our course, and when we were nearly six miles up we were about 25 miles out at sea, off Yarmouth."

Asked what were the prevailing conditions at that height, Captain Lang said the sun was shining brightly, and, although it was a little hazy, he could see ships far away out at sea, and occasionally glimpses of the Thames.

Eye Trouble

"At 2,000 ft. I had to take off my goggles owing to the oxygen frosting on the glass. Thereupon my left eye watered and froze and was soon as big as a plum. For the most [illegible] it I was flying with only one eye. After the first [illegible] [illegible] the cable [illegible] the revolution counter [illegible] broke, so being unable to [illegible] the records of the revolution counter I took the atmospheric temperatures, and it [was] lucky that I did so, for Lieutenant Blowes had, unknown to me, collapsed through the breakage of the tube which was supplying him with oxygen from one of the two cylinders specially fitted for the flight."

Captain Lang said it was most fortunate he was able to continue Lieutenant Blowes' work and take the atmospheric temperatures. Without them the test would have been worthless.

Most fortunately, Lt. Blowes regained consciousness when the plane came down to 20,000 feet altitude.

Foods for Protein.

Meat, milk, eggs, fish, cheese, beans, [illegible] are the foods [illegible] [illegible] the [illegible] body.

Few Now Search for Gold.

With the exception of the years of 1915 and 1916, when discoveries of tungsten brought a horde of wealth seekers to the Colorado hills, the search for gold has steadily diminished since the gold rush 25 years ago. At that time old mining men say, the mountains were full of prospectors searching for new veins and placer deposits. The new generation has not followed in the footsteps of the old and one of the picturesque features of Western life is becoming extinct.

Horse's Sense of Hearing.

In the horse the sense of hearing is quite wonderful. Each ear can be turned exactly half way around. The right or off ear turns to the right, the left ear to the left, thus being able to hear in a circle when the head is in a stationary position.

—Job Printing, The Observer, Room 37.

Thin Watches Not New.

The thin watches that have been fashioned for several years are not a new model. P. V. Bergen of Bound Brook, N. J., has a thin watch that is more than 100 years old. It is an open-face watch, three-eighths of an inch thick. The movement is one and three-quarters inches in diameter and the watch itself two inches. The movement is full plate, lever escapement and opens at the front. The case is beautifully made and of 18-carat gold. The watch is marked "Micallef & Gigis, Ma[lta]."

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Ladies' Brown Pumps $4.98 $5.90 $6.90 $8.90.
Ladies' White Sneekers $1.98.
Ladies' White Kid Shoes $6.90 $8.90 $9.90 $12.50.
Ladies' Beaver Kid Shoes $12.50

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