

Ten Years of Aviation and What Next Decade May Bring Forth.

Aeroplane Likely to Be Popular Vehicle For Passenger and Mail and as Safe as Railroads.

TEN years ago, among sand dunes of North Carolina, a slim, gaunt, intense Ohioan stretched himself face downward on a narrow ledge surrounded by yards of outstretched muslin, a compact, powerful little engine purred at his heels, and a giant, inanimate thing of spruce and cloth swept like a falcon out over that silent sea coast desert.

A decade has passed since man sprouted his wings. The world has watched him sweep up and over the fearsome peaks and abysses of the Alps; whole continents have been crossed in aviation races; the United States has been spanned by an American, who lost his life in a comparatively trivial exhibition feat.

The English Channel has been crossed and recrossed by one, two and three persons in an aeroplane, and men have swept up and over the fearsome peaks and abysses of the Alps; whole continents have been crossed in aviation races; the United States has been spanned by an American, who lost his life in a comparatively trivial exhibition feat.

Getting on Commercial Basis. From the stage of pure amusement, the period when aviation was alone for the daring, those who were counted foolhardy and the show people of the air, flying is working toward a commercial stabilization.

They will have crossed the Atlantic Ocean, penetrated the dismal jungles of Africa, scanned the tropical fever-ridden areas of the Amazon, brought back the word from the remote regions of ice and snow? Perhaps, but greater still, aeroplanes will be a proven adjunct of commerce.

The enormous death rate of aviation in proportion to the number of persons who have taken it up would indicate to the layman that the conquest of the air is far from complete.

The French government was the first to apply the aeroplane to the practical delivery of the mails.

Expert's View of Aeroplane. "Each month," he wrote, "something happens to emphasize more forcefully the value of the aeroplane for mail carrying, and whereas it is usually demonstrated in places where there is an efficient mail-carrying service—by the ordinary methods—it is made more and more evident that aeroplane mail service will be a boon to such places as Arizona, Colorado, Texas, New Mexico, Nevada, Alaska, the Philippines, Canada and South and Central America."

As was shown by the experiences of C. P. Rogers and Robert Fowler in their trips across the continent, rails offer certain advantages over broken country for landing and starting from.

A railroad considered the matter of using aeroplanes a year or so ago, but they were deterred from employing them by the excessive cost of securing competent aviators to operate them.

Other demonstrations have been given practically each day of the last year. Every one of the flights of Garros, Brindejonc de Moulinaux, Guillaux, Bider and the three-score of other airmen, who make flights of from 500 to 1300 miles a day, are forcible demonstrations of the increasing swiftness in mail-carrying which the aeroplane affords.

Advocates of the aeropost for Alaska point out that last September United States Army engineers traveled half way across Alaska to a point two degrees from the Arctic circle—traversing altogether about 825 miles—in 19 days.

United States Government officials have indicated their willingness to help in developing the aeroplane for the mail service. Postmaster-General Burleson, in a recent letter to Woodhouse, showed his desire to encourage the aeropost advocates as much as he can.

War Engine of the Future. "These activities, of course, are recognized as experimental, but I am persuaded that the time is rapidly approaching when the department will be called upon to give serious consideration to the feasibility of aerial mail transportation.

Transatlantic Journey Next. Increase is being made in aeroplane equipment of the world's armies every week. France leads in the number of aeroplanes. These total more than 265, and the French have one aeroplane for the navy.

Russia has 116 army aeroplanes and Great Britain has 46, while Japan has 10, the United States about 25, England has six for the navy, and the United States, Japan and Italy have four each.

Cross-country flights in 1912 and 1913 show conclusively aeroplanes can be relied upon to cover great distances at high speed. The greatest flight in 1912 was that of Andreoli, who, in a Nieuport machine, flew from Sebastopol to St. Petersburg, 1670 miles. He took 25 days for the trip.

Great things are ahead of the aeroplane. A prize of \$50,000 has been offered for the first flight across the Atlantic Ocean. Next year or the year after some venturesome aviator, using a hydroaeroplane, probably will have crossed the Atlantic by way of England to America or from America to England, and the success of the venture would not be surprising.

Two things are certain: the aeroplane has come to stay as a war agent, and it will develop into the best agent for the cross-continent and cross-ocean transportation and delivery of the mails.

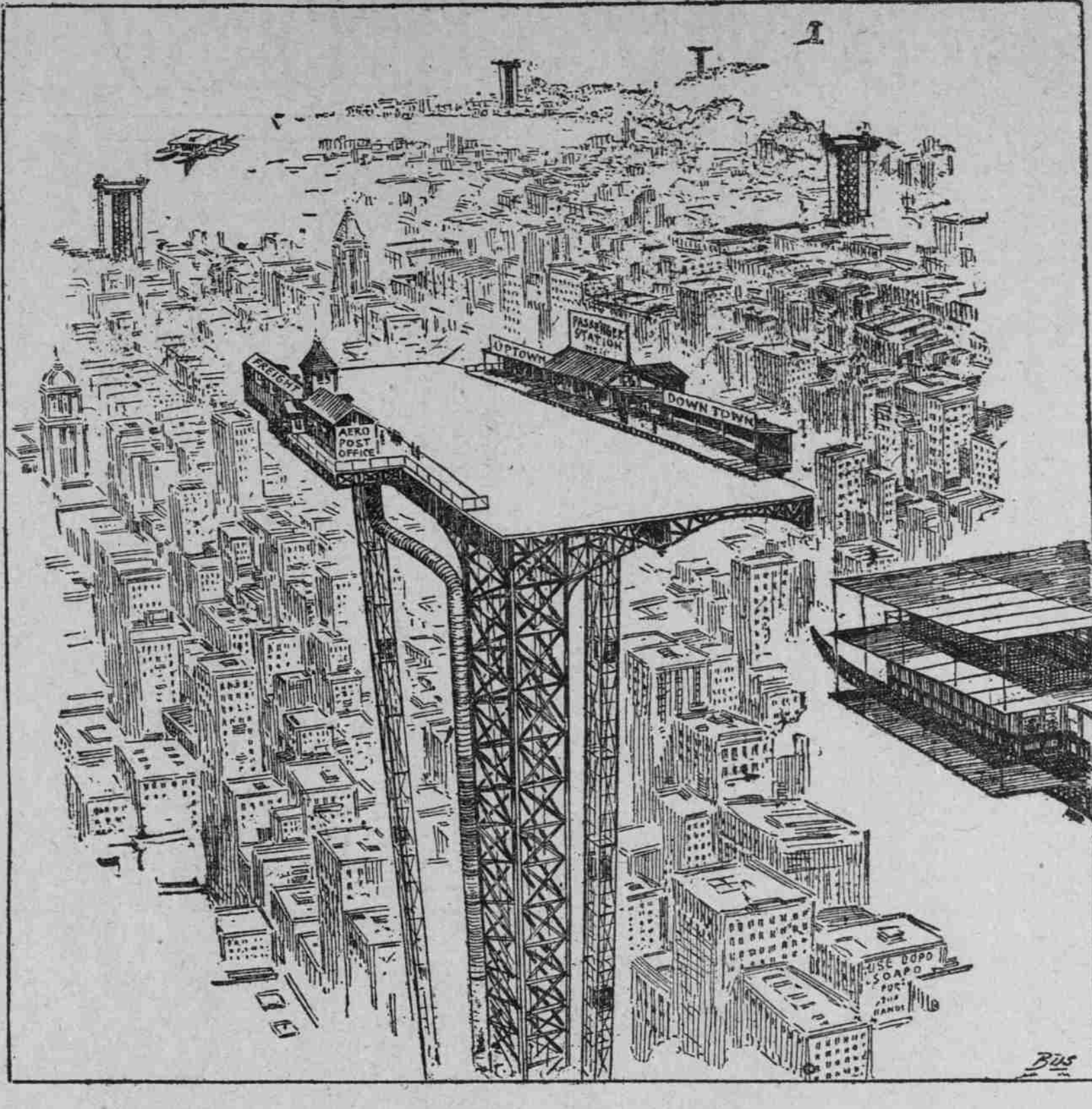
There also are possibilities in the transportation of passengers, the establishment of aerial ferries and the inspection of long sections of railroads.

"Using an aeroplane," he declares, "inspectors can inspect the road at a speed of between 40 and 70 miles an hour. By using moving picture machines an inspector can photograph the line at the rate of 50 miles an hour, and allowing six hours of traveling to each day he can in three days present to the executive officers of railroad a film showing the detailed conditions of 1000 miles of road, which the officials can go over at their meeting and know the exact state of the road and the land adjoining the road."

"As was shown by the experiences of C. P. Rogers and Robert Fowler in their trips across the continent, rails offer certain advantages over broken country for landing and starting from. An aeroplane having wide roller wheels finds the rail an ever-ready platform to land on and start from."

A railroad considered the matter of using aeroplanes a year or so ago, but they were deterred from employing them by the excessive cost of securing competent aviators to operate them. At that time competent aviators were still drawing large incomes from exhibition flying, and as that particular hobby which was willing to consider the employment of aeroplanes found that it required 12 aeroplanes for the purpose, the salary item became too excessive to be practical.

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THE FUTURE OF AVIATION AS AN ARTIST SEES IT.

can be trained to operate the kind of machine needed for railway surveying, the proposition assumes a practical aspect and there is no doubt that railroads will readily see the advantage of using aeroplanes for this particular purpose."

Editor Woodhouse, like many other aviation experts, believes it will be only a question of time when the aeroplanes will be developed for use in connection with the Revenue Cutter Service, Irrigation Service, Lifesaving and Lighthouse Services and in the Bureau of Fisheries, Forestry and Geological Survey of the National Government.

South and Central America are as yet practically virgin territories for the development of aerial navigation. Aviation experts are engaged in devising the best way to make an aeronautical map of the world.

The need of well-trained, capable young men to take up aviation is pointed out by Woodhouse, who believes, with President Richard C. MacLaurin, of the Massachusetts Institute of Technology, that it is a duty on the part of educational institutions to provide instruction in aeronautics.

"Aerial flight of today," Dr. MacLaurin says, "is either an engine of war or an exciting amusement. Its greatest use at present is for pleasure, but before it can be very greatly developed it must be freed from its more serious dangers."

"The men who must see to making reasonably safe the sport of flying must be trained engineers and men of science, and such men are produced in the higher technical schools and colleges. It is for such reasons that the Massachusetts Institute of Technology now makes official a line of work that heretofore has been possible only as an adjunct to other courses."

And so aviation as a science stands. Men in every walk of scientific endeavor are trying to improve it. The nations of the world are spending \$50,000,000 this year to forward the progress of aviation.

like Orville Wright and Glenn H. Curtiss are working in secret to improve the aeroplane, and flying geniuses are working in public to show it to the world.

JOHN HENRY ADVENTURE

(CONTINUED FROM PAGE TWO.)

by the Coroner's Delight, but he planted his four feet in the middle of the road and refused to be coaxed. I took that horse by the ear and whispered therein just what I thought about him, but he wouldn't talk back. I told him my wife's honor was at stake, but he looked my wife over and his lips curled with an expression which seemed to say, "Impossible."

I rushed to the telephone and called up the liverman, but before I could think of a word strong enough to fit the occasion he whizzed over and said: "I know your voice, Mr. Henry. I suppose Lohengrin is waiting for you outside."

Forthwith I tried to tell that liverman just what I thought about him and Lohengrin, but the telephone girl short-circuited my remarks and they came back and set fire to the woodwork.

"My, my!" I could hear the liverman saying. "Lohengrin's hesitation must be the result of the epidemic of automobiles which is now raging over our country roads. The automobile has a strange effect on Lohengrin. It seems to cover him with a pause and gives him inflammation of the speed."

I thought of poor Peaches shivering out there in that comedy sleigh, staring at a dreaming horse, while in front of her a red devil wagon complained incessantly and shook its tommyahs at her and once more I told that liverman with a few verbal twisters.

"Don't get excited," he whispered back over the phone. "Lohengrin is a new idea in horses. Whenever he meets an automobile he goes to sleep and tries to forget it. Isn't that better than running away and dragging you to a hospital? There must be something about an automobile that affects Lohengrin's heart. I think it is the gasoline. The odor from the gasoline seems to penetrate his mind to the region of his memory and he forgets to move. Lohengrin is a fine horse, with a most lovable disposition, but when the air becomes charged with gasoline he forgets his duty and falls asleep at the switch."

I went out and explained to my wife that Lohengrin was a victim of the gasoline habit, and that he would never leave that spot until the bubble went away, and that the bubble couldn't go until the chauffeur woke up, and that his mind had digested a lot of wood alcohol, so she jumped out of the trick sleigh for the purpose of telling Lohengrin just what she thought about him.

man chauffeur and eight bottles of beer. When I explained the pitiful situation to him the chauffeur swallowed two bottles of beer and began to cry. Then he told the waiter to call him at 7:30, and he put his head down on the table and went to sleep with his face in a cute little nest of hard-boiled cigarettes.

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wake up and git out'n our barn. I know you, daggone you, even if you be disguised by hidin' behind that thar four-poster bed on runners. Wake up, you ol' fiddler! You be Henlopen Laffen-well's accomplice in crime, beent ye? Waaal, you git right out'n our barn and go your sleepin' where you belongs. Daggone if you kin use our barn to give your imitations of Rip Van Winkle. Come on now, git!"

"When we finally reached home Aunt Martha asked us how we enjoyed the sleighride. "The scenery was perfectly lovely—it was so stationary," Peaches answered with chattering teeth. "One of the best walks I ever had," I said as I put both feet in the fire-place to warm up.

Lohengrin, eh? To make him go Mr. Wagner would have to set him to practice. (Copyright, 1914, by The McClure Newspaper Syndicate; all rights reserved.)

Queer Chinese Invasion

Budapest, it is said, is making frantic efforts to become cosmopolitan, like London, New York, Paris, Berlin and Paterson, N. J. The Magyar capital has been plumed itself mightily lately on what was described as a Chinese invasion. Almost a century ago, plainly citizens of the young republic of which Yuan Shi-Kai is president, have been flitting from house to house and cafe to cafe selling jade and carved images of the gods of ancient China to the unsophisticated townsmen. But the pride of Budapest has had a fall. It was just after midnight that two of these Chinese were overheard in conversation in a snug corner of a modest Hungarian cafe.

"Well, Rosenbaum, and how was business today?" "I took in \$17." "Fine." "Fine, eh? How much of that d'yer think I get? Just 10 per cent—\$1.70." "That ain't fair, much, sure—I get rather better. My concern—that's Schneider & Horowitz—gives me 20 per cent."

"Well, I'm going to quit this here Lipsky & Bernheimer, I am. Nobody can't work for such a dirty loafers. I got to buy even my Chinese rice." "My people give me the rig. What's more, they paid the barber that shaved my head." "You're lucky, you are. I actually had to buy my own queue." "Same here. At least I didn't, but I might. Luck would have it, my wife had two braids of hair and I cut off one and used that." "Me, I'm a bachelor." "Shame I ain't known you sooner. I could 'a' cut off my wife's other braid well as not."

"Yes, it is a shame. But I never do have no luck. I'm rotten sorry I ever took up with this business and turned Chinaman. Blumenstein he was dead right about it." "Who's Blumenstein?" "D'ye mean to say you don't know Blumenstein? He's the feller as used to be the Hottentot down in Kirchbaum's cabaret. He always said I ought to be a Hottentot. They got a cinch. Sleep all day and at night dance the cack-walk."

"H'm." "Well, what you h'ming about? What difference is it whether you make yourself up yell in the morning or black in the evening? To be a Hottentot is as respectable a trade as to be a Chinaman, ain't it?" "Sure it is, but—the danctin'." "And why not? That feller Blumenstein he danced so well they taken him over to America."

"What is his name for?" "To teach dancing school, Africa's all. He is professor of the genuyne African cack-walk over there. I wish I'd went with him." "But can you dance?" "Can I sell anything? Don't I bust my tongue just 'a' yet at all one mites-able little old piece of 'rock'?" "Bust your tongue? You don't mean to say you jabber Chinese as well as dress it?" "Not a bit I don't jabber no Chinese, I bust my tongue not sayin' things and makin' fool noises. D'yer know I ain't done a thing for days but studied geography—Pekin—Mukden? Yer got to answer when they asks yer where you come from. And everybody does ask."

"I'm saved from that. It's this ways I talk broken Hungarian. That pleases 'em all because they think I'm going to spread their precious language in China when I go back home. Me and China! Pip that! This here little old town is my China."

"You sure understand the business." "Study does it. Nobody what buys a Buddha off me ain't goin' to guess that two months ago I was standin' on the corner of that very street with a sign on my cap sayin' 'Porter on It'." "Tell me, what do you get for one of them Buddhas?" "Most anything. Has it got any value? Is it pretty? Is it got any sense in it? Is it any use to anybody? What I do is always to ask 75 cents for one and then take 15 if I can get it."

"You don't tell me. If I get a nickel for mine I'm satisfied. And you say you used to be a porter. Now I was a lawyer's clerk. I passed my examinations, too." "Bet you don't even know whether China is in Africa or Australia." "No more I do for sure. But would I sell more Buddhas if I did know? Tell me that!" "There was a pause and then one of the pair jumped up and cried: "Come along. Let's git out of here quick."

"What for?" "Don't you see that a real Chinaman has just come in the door there?" "Holy smoke!" "And the two citizens of the young republic of which Yuan Shi-Kai is president made for the door and disappeared into the night.—Translation From The Lustige Blatter in New York Evening Post."

Good Joke. "Played a good joke on my fiancée." "How was that, old top?" "Had my chum meet her in the dark hall and he got the kiss intended for me. Good joke, eh what?"

PUTTING THE PARCEL POST ON ROLLER SKATES



Roller Skate Mail Carriers Starting with Parcel Post Packages for Delivery.

THE delivery of parcel post packages by United States mail carriers equipped with roller skates is the latest scheme devised to save time in this branch of the Government service. Incidentally, it also seems destined to cut quite a figure in the saving of shoe leather for Postoffice employees.

The idea was originated by the foreman of the check room in the Chicago Postoffice, in the basement of the building is a clear space of over 300 feet of smooth concrete flooring, on either side of which are arranged a total of 1400 carriers' lockers.

was cut to one-fourth. Following this the scheme was applied to the moving of packages of mail from one part of the building to another, and finally as a means for the regular delivery of parcel post packages on the outside.