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.

face downward on a narrow ledge surmen, who make flights of from 500 to mounted by yards of outstretched muslin. a compact, powerful little engine strations of the increasing swiftness in purred at his heels, and a giant, inani- mallcarrying which the aeroplane afmate thing of spruce and cloth swept fords." like a falcon out over that silent sea coast desert. A little telegraph office point out that last September United at Kitty Hawk, N. C., an hour later States Army engineers traveled half startled a world with the laconism: way across Alaska to a point two deat Kitty Hawk, N. C., an hour later startled a world with the laconism: "The Wright brothers have flown." It grees from the Arctic circle-traversing was the word civilization had awaited altogether about 826 miles-In 19 days. flying is as old as civilization.

decade has passed since man "sprouted his wings." The world has watched him from his first weak, fitful mother earth for brief seconds aloft to his hours and even a day in steady sustained flight. It has ceased to marvel, and it expectantly has come to look to the future-to wonder "what next." Ten years ago Wilbur Wright flew at Kitty Hawk for 59 seconds. Today the record for sustained flight is 14 hours and 1300 miles.

In ten years the aeroplane has made more rapid strides than did the automobile. More than 1000 men, with a fair percentage of women, today are driving aeroplanes in all parts of the The first successful flight of so great has been the progress of the aeroplane and the increase in the numher of aviators

The English Channel has been three persons in an aeroplane, aviators 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 suaded that the time is rapidly aphis life in a comparatively trivial ex-

Getting on Commercial Basis.

the period when aviation was alone for proper limit of economy." the daring, those who were counted air, flying is working toward a commercial stabilization. The men who portation is upon us.

They will have crossed the Atlantic of Africa, scanned the tropical feverback the word from the remote regions may start at any time. of ice and snow? Perhaps. But, greater still, aeroplanes will be a proven adjunct of commerce. Our malls will be shot to almost inaccessible points swiftly along the ribbons of steel. Through tangled wood and over swol-

water. After all, most of the deaths can travel anywhere. of aviators have been due to accidents himself or his mechanician.

the malis. Many of the Alaskan wastes not be surprising. and sparsely settled regions of the where now it requires days.

delivery of the mails. The aeroplane mails. has given a fast mail service in parts wonderful progress in the aeropost.

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 Arlzona, Colorado, Texas, New Mexico, Nevada, Alaska, the Philippines,

Canada and South and Central America. "The conquest of the desert by aeroplane is complete. Traveling a mile a habitation in a few hours. The French government in the last six months has employed two-score of aeroplanes to carry mail, provisions and passengers the land adjoining the road. from Casa Blanca, the port, to different points along and across the desert. With this aerial service it has been found that intercommunication and transportation between points on the desert is faster than in certain places in Europe and America. The aeroplane has shown that it is to become a poten. platform to land on and start from. tial factor in solving the problems of advancing civilization in Morocco, Algeria, Tripolitania, Congo, the Soudan and in Zambesi.

"It already has saved thousands of lives in the French campaign in Morocco and Italian campaign in Tripolitania -for which it has never received credit from the world at large-by always watching the movements of the enemy. thus avoiding those unpleasant surprises which have crimsoned the pages

of North Carolina, a slim, gaunt, ros, Brindejonc de Moulinais, Guillaux, intense Ohloan stretched himself Bider and the three-score of other air-

Advocates of the aeropost for Alaska hundreds of years. For the dream of The aeropost proponents say any of the well-known cross-country aeroplane drivers of today could have accomplished the trip, with or without mail, in one day and many others could do it in three days at most.

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.
"I fully realize," he wrote, "the ne-

cessity of keeping abreast of the needs of the postal service for the rapid transmission of mail and of using every possible facility to this end. In line with this conviction the department is ready at all times to give careful study and consideration to such new means the Wrights has almost been forgotten of transportation as may be discovered and developed. We have repeatedly given official aid to aviation meets throughout the country by establishing special postal stations and authorizing crossed and recrossed by one, two and the transportation of mail temporarily by aeroplane.

War Engine of the Future.

"These activities, of course, are recognized as experimental, but I am perproaching when the department will be hibition feat. But the present asks: called upon to give serious consider-"Well, what of the future? What will ation to the feasibility of aerial mail these birdmen be doing ten years from transportation. The adoption of such means, however, can only be brought about after it is demonstrated they can From the stage of pure amusement, be furnished and maintained within the

That no future war will be fought foolhardy and the show people of the foregone conclusion. This is evidenced without the aid of the aero scout is a by the invaluable aid the aeroplane gave the French and Italians in their eling to aviation today are those with recent troubles in Morocco and Tripoli, ideas of making it a recognized asset and to the various armies engaged in The era of aerial trans-the recent warfare in the Balkans. United States Army aviators every day now are scouting along the Mexican penetrated the dismal jungles border watching over the huge army camp in which men are living every ridden areas of the Amazon, brought day on the chance trouble with Mexico

Transatlantic Journey Next,

Increase is being made in aeroplane

Russia has 116 army aeroplanes and len river the telegraph and telephone Germany has 46. Japan has 10, Great purpose. lineman will skim with his vision Britain has about 30, Italy has 25 and focused on narrow strands of copper the United States about 25. England aviation experts, believes it will be laurin says, "is either an engine of wide. Far into Alasks, reached today has six for the navy, and the United only a question of time when the aero- war or an exciting amusement. Its only by toiling dog train and intense States, Japan and Italy have four each. plans wil lbe developed for use in con- greatest use at present is for pleasure,

such strides have been made in the last in Europe and America have learned to few years that, despite the death toll, fly. Among the best known of these the results have been more than en- are Robert J. Collier, Harold F. Mccouraging. There are aviators flying Cormick and George von Utassy. These imperative. who, seemingly, are almost as and many others are enthusiasts over safe in the air as if on land or on the the hydroaeroplane, the machine which

Great things are ahead of the aerowhich resulted from carelessness on plane. A prize of \$50,000 has been of the part of someone, either the flyer fered for the first flight across the Atlantic Ocean. Next year or the year So confident are aviation experts that after some venturesome aviator, using the aeroplane has been developed to a hydroaeroplane, probably will have stage where it can be used in everyday attempted to fly from England to business that many of them are at- America or from America to England, tempting to adapt it as a carrier of and the success of the venture would

Two things are certain: the aeroplane West could be traversed in hours has come to stay as a war agent, and it will develop into the best agent for The French government was the first the cross-continent and cross-mountain to apply the aeroplane to the practical transportation and delivery of the

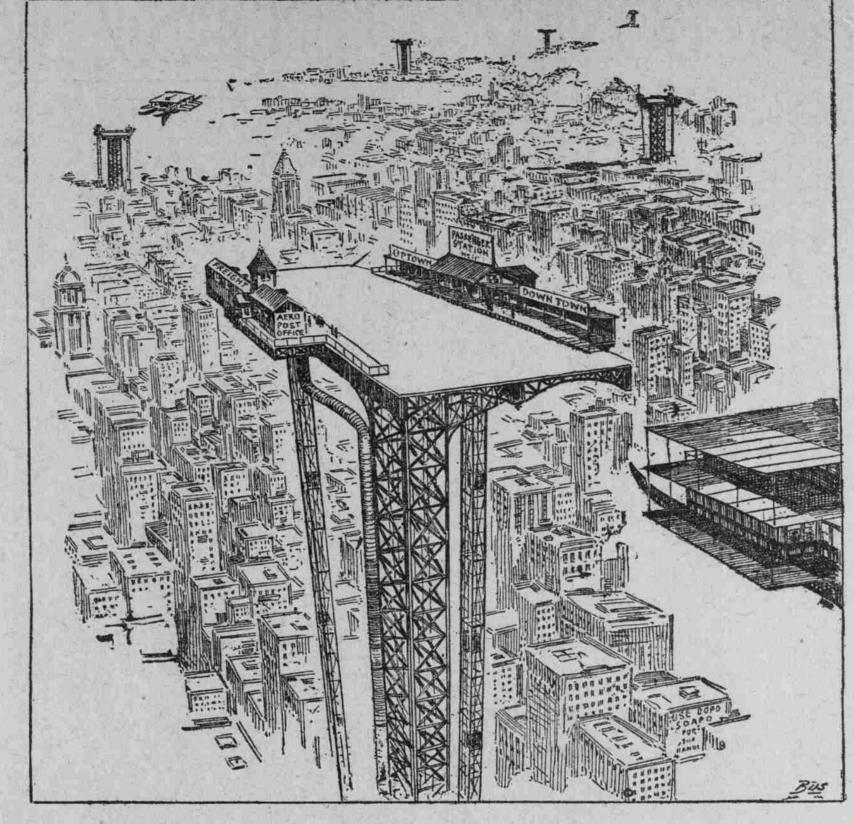
There also are possibilities in the of desert Africa. Henry Woodhouse, an transportation of passengers, the esexpert on things aeronautical and ed- tablishment of aerial ferries and the itor of Flying, a magazine devoted en- inspection of long sections of railroads. tirely to the airmen, recently predicted Already it is being utilized by telegraph line inspectors in remote sec tions of the Far West.

It is Editor Woodhouse who points out that railroad inspectors cover more ground and make better and quicker reports by the use of the aeroplane.

"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 minute, it crosses from easis to distant 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

"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 on and starting from. An aeroplane having wide roller wheels finds the rail an ever-ready

"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 is the latest scheme devised to save carriers' lockers. the employment of aeroplanes found



THE FUTURE OF AVIATION AS AN ARTIST SEES IT.

Editor Woodhouse, like many other "Aerial flight of today," Dr. Macsuffering, will go the aviator with mail supplies and even luxuries. These are but a few of the suggestions of geronautical optimists.

Sussia has one and Germany two.

Cross-country flights in 1912 and but a few of the suggestions of geronautical optimists.

Inection with the Revenue Cutter Servence of the suggestion of the suggestion of geronautical optimists.

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be relied upon to cover great distances at high speed. The greatest flight in 1812 was that of Andread, who, in a 1812 was that of Andread, who in a 1812

of the air is far from complete. But rived" long ago, and wealthy men both ous increase in air navigation, comsuch strides have been made in the last in the las rigibles, crossing countries, continents and even seas, as they have, has made the necessity for the aeronautical map imperative.

In the courses."

And so aviation as a science stands are the necessity for the aeronautical map deavor are trying to improve it. The

using aeroplanes for this particular part of educational institutions to pro-purpose." particular part of educational institutions to pro-vide instruction in aeronautics.

nection with the Revenue Cutter Serv- but before it can be very greatly de-

The need of well-trained, capable nations of the world are spending \$89,- I found him. He consisted of a Ger-

equipment of the world's armies every can be trained to operate the kind of young men to take up aviation is |000,000 this year to forward the prog- like Orville Wright and Glenn H. Curshot to almost inaccessible points through the air. The trackwalker of the air The trackwalker of the great railroad systems will give way to the critical eye of a man-bird sweeping and the French have one aeroplane for the world.

The trackwalker of the worlds armies every the number of the worlds armies every in the number of the worlds. The trackwalker of the number of the worlds armies every in the number of the worlds armies every in the number of the worlds. The trackwalker of the number of the worlds armies every in the number of the worlds armies every in the number of the number of the worlds. The number of the n

JOHN HENRY ADVENTURE

(CONTINUED FROM PAGE TWO.)

by the Coroner's Delight, but he plant- man chauffeur and eight bottles of Sleep all day and at night dance the When I explained the pitiful situa-

tion to him the chauffeur swallowed

It was all off with us. Lohengrin simply wouldn't move untill that sobbing choo choo wagon had left the neighborhood, so I went inside the occasion he whispered over

cigarettes. I rushed to the telephone and called think of a word strong enough to fit over to America." wire: "I know your voice, Mr. Henry.

Forthwith I tried to tell that livery- with him." man just what I though about him and Lohengrin, but the telephone girl short-circuited my remarks and they came back and set fire to the wood- able little old piece o' 'rock?'

work. "My, my!" I could hear the liveryman saying. "Lohengrin's hesitation dress it?"
must be the result of the epidemic of "Not a automobiles which is now raging over I bust my tongue not sayin' things and our country roads. The automobile makin' fool noises. D'yer know I ain's has a strange effect on Lohengrin. It done a thing for days but studied seems to cover him with a pause and geography-Pekin-Mukden? Yer got gives him inflammation of the speed." to answer when they asks yer where

out there in that comedy sleigh, staring ask." at a dreaming horse, while in front of "I'm saved from that . It's this ways her a red devil wagon complained internally and shook its tonneau at her, 'em all because they think I'm going and once more I joited that liveryman to spread their precious language in with a few verbal twisters.

back over the phone. "Lohengrin is a town is my China." new idea in horses. Whenever he meets an automobile he goes to sleep and tries to forget it. Isn't that better | Buddha off me ain't goin' to guess that than running away and dragging you two months ago I was standin' on the to a hospital? There must be something about an automobile that affects Lobengrin's heart. I think it is the gasoline. The odor from the gaso-line seems to penetrate his mind to the "Most anything." region of his memory and he forgets value? Is it pretty? Is it got any to move. Lohengrin is a fine horse, sense in it? Is it any use to anybody? with a most lovable disposition, but What I do is always to ask 75 cents when the air becomes charged with for one and then take 15 if I can gasoline he forgets his duty and falls get it." asleep at the switch."

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 the chauffeur couldn't wake up until his mind had digested a lot of wood alcohol, so she jumped out of the trick me that!" sleigh for the purpose of telling Lohengrin just what she thought about At that moment somebody opened

the folding doors in the barn just ahead of us, and Lohengrin, with a withering glance at friend wife and a shrug of his shoulders in my direction, tippy-toed to cover and left us flat. of the barn floor, where he promptly

wake up and git out'n our barn. know you, daggone you, even if you be disguised by hidin' behind that thar four-poster bed on runners. Wake up, you ol' ijit! You be Henlopen Laffenwell's accomplice in crime, been't ye? Waal, you git right out'n our barn an' do your sleepin' where you b'long. 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 sfeighride.

"The scenery was perfectly levelyit 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 fireplace to warm up. Lohengrin, eh? To make him go

Mr. Wagner would have to set him to Copyright, 1814, by The McClure Newspaper Syndicate; all rights re-

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 pluming itself mightily lately on what was described as a Chinese invasion. Almond-eye celestials, 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. was just after midnight that two of these Chinese were overheard in conversation in a snug corner of a modest Hungarian cafe. Said one China-

"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 all? Tain't 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 rig."

"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

"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 Kirch-

baum's cabaret. He always said I ought to be a Hottentot. They got a cinch.

"Well, what you h'ming about? What two bottles of beer and began to cry. difference is it whether you make Then he told the waiter to call him yourself up yellow in the morning or at 7:30, and he put his head down on black in the evening? To be a Hotthe table and went to sleep with his tentot is as respectable a trade as to face in a cute little nest of hard-boiled be a Chinaman, ain't it?"

"Sure it is, but-the dancin'." "And why not? That feller Blumena up the liveryman, but before I could stein he danced so well they taken him

"What in blazes for?" "To teach dancing school, that's all-I suppose Lohengrin is waiting for you He is professor of the genuyne African

> "But can you dance?" "Can I sell anything? Don't I bust my tongue just to yet rid of one miser-

"Rust your tongue? You don't mean

to say you jabber Chinese as well as "Not a hit I don't inhher no Chinese,

I thought of poor Peaches shivering you come from. And everybody does "I'm saved from that . It's this ways

China when I go back home. Me and "Don't get excited," he whispered China! Pipe that. This here little old "You sure understand the business." "Study does it. Nobody what buys a

corner of this very street with a sign on may cap sayin' 'Porter' on it." "Tell me, what do you get for one

"Most anything. Has it got any

"You don't tell me. If I get a nickel I went out and explained to my wife for mine I'm satisfied. And you say you used to be a porter. Now I was a lawyer's clerk. I passed my examina-

tions, too." "Bet you don't even know whether China is in Africa or Australia"

"No more I de for sure. But would I sell more Buddhas if I did know? Tell

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 dis-appeared into the night.—Translation

Some Joke.

was went to sleep again.

ChiJust as we hurried away to flag an approaching trolley car I heard Ostler Joe say to the slumbering Lohengrin:
"Wake up, you doggone of rabbit,"

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

POST ON ROLLER SKATES



with Parcel Post Packages for Delivery.

that it required 12 aeroplanes for the destined to cut quite a figure in the charge of this work to the limit. Then packages on the outside. purpose, the salary item became too saving of shoe leather for Postoffice the plan of providing the checkers The success of the experiment was went to sleep again. of the history of the conquest of

Africa.

"Other demonstrations have been given practically such day of the last

"Other practically such day of the last and almost any intelligent mechanic processive to be practical.

"Other demonstrations have been given practically such day of the last and almost any intelligent mechanic processive to be practical.

"But now that competent aviators the result that the time formerly recase, the to be practical with roller states was hit upon, with roller states and almost any intelligent mechanic processive to be practical.

"But now that competent aviators the idea was originated by the forethe result that the time formerly recase, the to demonstrate the plan of providing and the plan of providing the plan of the plan of providing the plan of the pl

HE delivery of parcel post pack-ages by United States mail car-riers equipped with roller skates of which are arranged a total of 1400 to the moving of packages of mail from one part of the building to ask for his credentials, but the equine From Die Lustige Blatter in New York railroad which was willing to consider time in this branch of the Government | The checking of uniforms during the another, and finally as a means for onion brushed right by and planted Evening Post. service. Incidentally, it also seems rush hours taxed the force of men in the regular delivery of parcel post himself and the droshky in the middle