

# Nations of Old and New World Vie for Supremacy in Aviation

## Mounting Upward on "Wings of Commerce," World's Programme Embraces Aerial Trunk Lines to Circle Globe and Link Up the Hemispheres

BY RALPH T. FOLWELL,  
U. S. N. R. F.

THE world seems on the threshold of great developments in commercial aviation, and the nations are vying under way in all the leading countries of the globe can be taken as a criterion.

The United States navy department has taken up the project of transatlantic flying, and in the scramble with other nations to be first in the attainment of so epoch-making an achievement is bending every effort to promote aviation in all its phases.

In France the government has a high commission on aeronautics working ceaselessly to stimulate the extension of the use of airplanes in commerce.

In this respect Italy, too, has a commission at work with a similar object in view.

Looking forward to world conquests from the air, Germany, despite her crippled condition, has established an aviators' league of boys of from 15 to 18 and is conducting practical training in flying at 4 marks a year.

From England comes the announcement that the government has planes capable of carrying passengers and a crew of seven, traveling at 100 miles an hour at an altitude of 10,000 feet and without a stop in 1200 miles.

In Spain, too, great activity has been begun to make commercial aviation a success.

In Scandinavian countries an almost feverish interest in aviation has been aroused and countries are working in ways and means and judicial problems regarding aeronautics, and aerial transportation companies are being formed.

Japan, of course, is not backward in this movement and expects to rank second to no other country in commercial aviation, and the big countries of South America are likewise on the alert in this field.

Little Belgium, mangled, ravaged and in ruins has shown the grit it is made of by establishing an aerial inter-city mail service.

Following is a detailed account of what the world is doing for its commerce in the air:

Fifteen foreign countries actively engaged in commercial aeronautics:

**Italy.**  
First—At Rome is quartered the Italian permanent commission of aeronautics, whose duties are to encourage and promote all forms of aeronautics in Italy.

Second—Italy has four of the world's largest airplane plants, the Caproni, Pomilio, Ansaldo and Fiat—also more than 20 minor airplane factories.

Third—In the northern part of Italy are many factories manufacturing more than 5000 square miles of veneer wood exclusively for airplanes.

Fourth—The permanent commission of aeronautics, working through the Italian bureau of public information, this statement: "That the plans for the regular services on the Atlantic, the Mediterranean and the Indian oceans, and that of the subsidiary lines across the Mediterranean have been officially approved."

**France.**  
First—At Rome, Dec. 8.—Gianni Caproni makes the following statement: "I am building a triplane which will accommodate 100 passengers in the most comfortable, cabins and beds. When sufficient planes have been built to form a flotilla I shall sketch out an itinerary for each one. For the present, however, we cannot transport third-class passengers owing to the expense of the journey. We are positive, however, of our results, but think that others will follow that will be even more important."

Sixth—Mr. Caproni is also building a triplane which will accommodate 100 passengers in the most comfortable, cabins and beds. When sufficient planes have been built to form a flotilla I shall sketch out an itinerary for each one. For the present, however, we cannot transport third-class passengers owing to the expense of the journey. We are positive, however, of our results, but think that others will follow that will be even more important."

Seventh—The French government has a high commission on aeronautics which is untiringly working to stimulate the use of the airplane in commerce and planning ways in which to make France a leader in aeronautics.

Second—Paris, Nov. 17.—The French government is contemplating the creation of about 1000 flying schools in France and Paris with the chief cities of France and the great foreign centers.

Third—Paris-London aerial mail service inaugurated by the post office. A permanent service now.

Fourth—France is the largest producer of one of the three great airplane engines, that is, the Hispano-Suiza, having at the time of the signing of the armistice 17 factories devoted exclusively to the production of this engine.

Fifth—Four of the best-known makes of airplanes are French—the Spad, Caudron, Salmson and the Haviland. The designs for the well-known De Haviland came from the famous French designer, Captain Geoffrey de Haviland.

First—In Germany there is a new flying league known as the "Deutsche Fliegerbund" which, just as the "German Navy League" was influential in getting Germany's powerful navy established for the "theoretical and practical" instruction of boys from 15 to 18 years old. The training will be carried on in the form of flying schools established for the "theoretical and practical" instruction of boys from 15 to 18 years old. The training will be carried on in the form of flying schools established for the "theoretical and practical" instruction of boys from 15 to 18 years old.

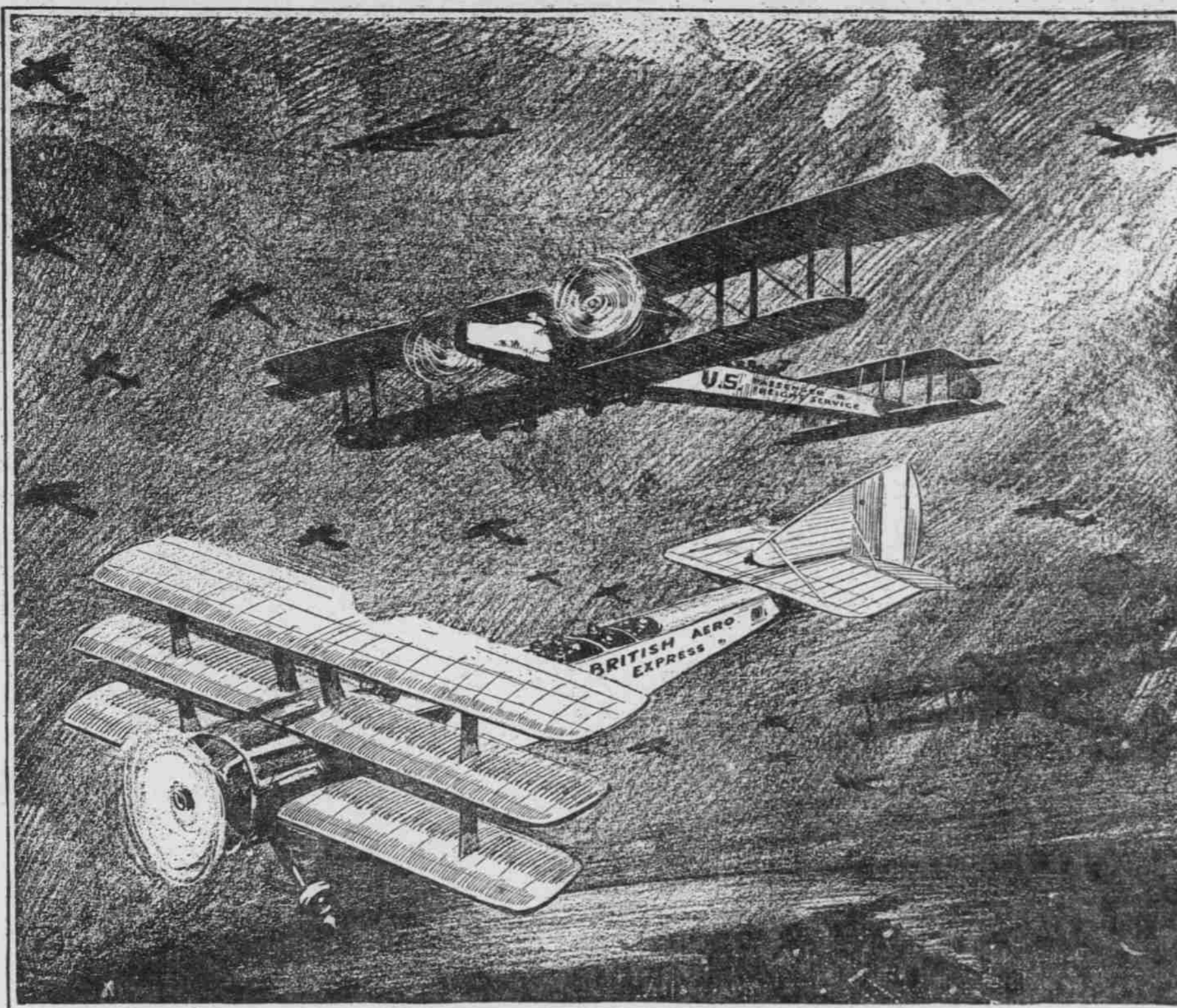
Second—At Staaken, just outside of Berlin, an airplane for trans-Atlantic flight is now under construction. It has a wing span of 100 feet and is being developed 3000 horse power.

Fourth—This same authority states that at the Zeppelin factory at Friedrichshafen, which he visited, another transatlantic plane is being built which has nine engines, eight propellers and will carry 100 passengers.

Fifth—While at the Zeppelin factory they related to him the story of a remarkable Zeppelin flight as follows: At 8 A. M., on November 21, 1917, a Zeppelin with a crew of 22, carrying 25 tons of munitions and medicine, left Jambouli, Bulgaria, for German East Africa. On the night of November 22-23 the ship was over Khartoum, when it received a wireless message from Jambouli at 8 A. M. on November 25, telling the ship was to land at Jambouli four days in the air without a stop or a landing. The visitor was told by Herr Rasch, managing director of the factory, that the ship was capable of going from Berlin to New York and back without a stop.

Sixth—The same authority further reports that at Staaken he saw great airplanes of five motors, each developing 250-horsepower and driving five propellers. These are to be used for aerial transportation between London, Paris and Berlin.

Seventh—Germany is making aeronautical secret preparations to secure mastery of the air. German insurance companies are seeking cover in neutral countries to insure a great chain of airplane factories and experimental stations. Factories in Germany are



When English and American commercial carriers sail over the seas together.

hastily being converted from war production to peace-time production of planes and engines. Staffs of engineers, designers and pilots are in constant training. Gigantic hangars and stations are being constructed in all the principal towns. At first just the chief German centers will be linked up with Berlin, then Berlin will be linked with Paris, London and New York.

**Great Britain.**  
First—Manchester, Dec. 20.—Lord Weir, British air minister, makes this statement: "We now have airplanes which carry a crew of seven men and 30 passengers to a height of 10,000 feet, travel at 100 miles an hour, make a nonstop journey of 1200 miles across the sea and rise again with a full load."

Second—London.—The first aerial commercial service in Great Britain is already in the last stages of development, with the initial route connecting London and Harrogate. The planes will make about 120 miles an hour, and will be inaugurated, it is expected, in the near future.

Third—London to Paris air service ready to be inaugurated. The Ritz Hotel, Piccadilly, is the English terminus, and the Hotel, Place Vendôme, Paris, is the French terminus.

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The timetable that has been drawn up and which with the machines it is proposed to use it should in most cases be quite possible to adhere to, or even improve upon, is as follows:

London, 10 A. M.  
Departure from London airdrome, 10:30 A. M.

Arrival Paris airdrome, 1 P. M.  
Arrival Ritz Hotel, Paris, 1:30 P. M.

The fare has at present been fixed at 15 guineas, which will, it is expected, include an insurance for £1000 for each passenger. Seventeen tickets have been sold for the first trips. The machines to be used at first will be converted

bombing planes. These machines are very fast twin-motor biplanes, of about 130 miles an hour, so that in bad weather they will maintain an average speed over the ground of 100 miles an hour.

Fourth, Captain Wild, of Shackleton's south pole expedition, has laid plans for an exploration trip by airplane to the north pole. This flight will commence next April, going via Spitzbergen. From this point it is only a nine-hour flight to the pole.

Fifth—London Daily Mail is offering \$50,000 as a prize for the first successful trans-Atlantic flight. The first entry lodged with the Royal Aero club was on November 15, by the Whitehead Aircraft Company, Ltd. The machine, which is almost complete, is a biplane with four propellers, each driven by a

400-horsepower liberty engine. The wing spread is 120 feet and the overall length is 65 feet, while the speed is estimated at 115 miles an hour. It is planned to start early this spring. Captain Arthur Payne, R. A. F., is nominated as pilot, and he will be accompanied by an assistant pilot, a navigator and a mechanic.

Sixth—England leads in the production of aircraft. It is the home of six of the greatest makes of airplanes known, viz. the Handley-Page, Nieuport Sopwith, Whitehead, Bristol and Evro.

**Spain.**  
Madrid—Captain Herrero, chief of the Spanish air service, has had several interviews with King Alfonso on the subject of aerial services between Spain and America. A large shipping corporation will finance the project.

Second—On April 24 and 25 cents each an ounce for letters.

**Norway, Sweden, Denmark, Finland.**  
First—Prince Axel of Denmark, with a party of Danish aeronautical experts, is at present a guest of the United States navy and is touring our country. He is also highly recommended as a surprising amount of fruit should have at least a half dozen raspberry bushes, and a few St. Regis should be included.

The Lawton blackberry is called by all Oregon's most popular variety for market and home; large, productive and early. The domesticated Evergreen, native to Oregon, is also recommended. It bears continuously from July to November, and the berries are large, sweet and delicious. It is a very rapid climber, with beautiful foliage and very ornamental and desirable to cover an unsightly fence, rockpile, et cetera.

The Lutescent dewberry is recommended as a large-fruited variety ripening the last of May. It has no hard core.

**Best Varieties of Loganberries.**  
All seedsmen unite in recommending the Burbank Phenomenal as the best variety. One good vine will give you a surprising amount of fruit. Every one knows how fine it is for juice and jelly, but few people know that the loganberry, being such a soft fruit when fully ripe, is always picked for market before it is ripe, when it always remains sour. But if you have a loganberry, pick it when it is just beginning to turn red, and you will find the fruit remains until it is very dark purple and fully ripe it is delicious for table use. Here is a case where you never lose the good fruit unless you raise it yourself.

**Best Garden Currants.**  
Again all our seedsmen unite in recommending the new variety—the new "Perfection." It has large red berries, few seeds, very prolific. Plant a few bushes for jelly if you can.

**Best Grapes for Homes.**  
Campbell's Early is the best purple grape large clusters and large berries which do not drop off like others. The

was held in Stockholm, presided over by the Swedish Crown Prince. Here delegates from the various countries planned lines for aerial transportation and discussed judicial problems regarding aviation.

Third—Home of the two greatest aero clubs in the world, i. e. the Aero Club of America and the Aerial League of America, their united energies more has been done and is being done to encourage and stimulate aeronautics than by any other two similar organizations in the world. Proof of this, turn to their records at their headquarters, 297 Madison avenue, New York city.

Fourth—The Langley Airway—From Philadelphia in a westerly course, following the coast of New York, New Jersey, Delaware, Maryland, Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana, Texas, then in a northwesterly course to San Diego.

(c) The Pacific Airway—From San Diego to Puget Sound, touching every city on the Pacific coast.

(d) The Gulf Airway—From Key West to the mouth of the Rio Grande, following the coast and touching every city on the Gulf seaboard.

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**India.**  
Simla, Oct. 14.—The government of India is planning to establish an aerial service in India.

**Australia.**  
Plans are made for the formation of a company of bankers and other men of affairs, who met in order to form a combined national association to assist in the aerial program. After the effort to raise aviation in Japan to the level of other countries.

**Belgium.**  
Brussels, Dec. 1918.—The government has established an aerial service to its intimacy correspondence.

**Brazil.**  
First Aerial mail service will be inaugurated this spring between all principal Brazilian cities.

**Chile.**  
Santiago, Chile.—At a New Year's celebration ceremony marked the inauguration of an aerial mail service between Santiago and Valparaiso.

**United States.**  
First. Home of the most powerful and efficient airplane in the world, the "Liberty Twelve." Fifteen months after the first Liberty engine was built and tested more than 40,000 of them had been delivered to the government. The "Liberty Twelve" develops 400 horse power, a great factor in commercial aviation.

Second. Home of the first successful heavier-than-air machine ever built and flown. The Wright brothers, on December 17, 1903, Kitty Hawk, N. C., made a 33-second flight in the first flying machine ever under full control and driven by a gas engine.

Third. Home of the two greatest aero clubs in the world, i. e. the Aero Club of America and the Aerial League of America, their united energies more has been done and is being done to encourage and stimulate aeronautics than by any other two similar organizations in the world. Proof of this, turn to their records at their headquarters, 297 Madison avenue, New York city.

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The expedition will leave the United States next June to take advantage of the six weeks of warm weather which exists in the Arctic region after the middle of July. Captain Bartlett will use a large-sized airplane and several smaller ones. It is his intention to fly from Cape Columbia, on the American side to Cape Chelyuskin on the Siberian side, over the top of the world. He further expects to show by photographs and maps from the plane the existence or non-existence of land in the one million unexplored square miles in that region.

Eighth—Captain Benjamin E. Lipner, who recently regained a superintendency of the aerial mail service, stated on December 17 that a syndicate had been formed to build and operate an aerial transportation company. The capital is \$1,000,000. Captain Lipner said that the plane to be used would carry 40 passengers or their equivalent in express matter; that the rates will be within the reach of all; that a regular schedule would be maintained and that all modern conveniences would be installed in the planes, such as wireless telephony, radiotelegraph and all the latest scientific appliances. The company will insure its passengers and cargo. A dining table will be offered for every minute the plane is late. Perishable goods and express will be carried. Airplanes can be chartered for special trips or certain altitudes. Only the most expert pilots will be employed.

Ninth—Curtiss will operate an airplane beginning this spring between New York city and Atlantic City. The service will be extended down the coast to all ports, including Florida. Flying boats will be used and the Atlantic City will take less than an hour.

Tenth—The Aero Transport company, with offices now in Atlantic City, Philadelphia and New York, opened last season February 1, 1918, at its Atlantic City station, where its seaplane flying school is located. It is expected that the company will open flying schools for both land and seaplanes at Philadelphia and New York city. On April 1 its "joy rides" will commence. A fee of \$15 will be charged for this "joy ride." Tickets will be available at all the leading hotels in the eastern states. The "ride" can be had at any one of 42 present flying stations. It is planned to begin passenger service between New York and Atlantic City June 1. The fare will range from \$25 to \$50.

**In Conclusion.**  
Commercial flying is coming on with amazing strides in every civilized country. All foreign countries now engaged in it are receiving governmental support, financial, medical and technical. Every encouragement is given designers, engineers and inventors to bring about the most efficient commercial types of planes.

In the United States the government at present is not offering such encouragement and has been restricting designers, engineers and inventors to military types of planes. If this should continue, our country will fall back at least ten years in commercial aviation as compared to countries having governmental support. It is to be hoped this drawback will not be repeated in the country of countries for aviation. In order to attain the best results an independent department of aeronautics should be established at Washington to offer to the airplane industries every support and encouragement.

Then, as to which cities in the United States are to become the leaders in this newest, greatest of commercial activities, it may be noted that all have a chance as yet. The three cities which show a "live-wire" interest are Albany and New York city in New York; Atlantic City, N. J., where numerous airfields and fields are to be opened to the public this spring; Philadelphia is contemplating similar airfields and field. Philadelphia should become the leading city in aeronautics, for there is plenty of ground which could be leveled for landing fields, and it has two large rivers so situated that seaplane stations could be established at points very accessible from all sections of the city.

All those who wish to see evidence of the statements in this article or who are interested in commercial aeronautics should attend the international aircraft exposition to be held in Madison Square Garden, New York city, from March 1 to 15. Both days are important. It will tell the story of "The Future of Aeronautics." All kinds of aircraft used in the world war will be shown, as well as many new types designed for commercial purposes. There will be lecturers to describe the airplanes, their construction, uses, costs and their great future.

called "The Sinal of America," a massive statue of Christ in white marble which will be shown according to the plan of Frederick Heath, artist and architect, it became known recently. Mount Rubidoux in this scene of annual Easter morning services, which thousands of people from all over Southern California and eastern visitors attend. The car race will be shown, as well as many new types designed for commercial purposes. There will be lecturers to describe the airplanes, their construction, uses, costs and their great future.

The natives of Siam obtain petroleum by digging pits about 60 feet deep and dipping it out with pails.

**Rid the Face of Beauty Spoilers**  
Let Stuart's Calcium Wafers Be Your Beauty Treatment to Relieve the Face of Pimples, Blackheads, Etc.

Send for a Free Trial Package.

For those pesky pimples and blemishes that spoil the complexion be sure to use Stuart's Calcium Wafers. The influence of their calcium trains the skin to absorb the impurities and a harmless substance for easy elimination instead of gathering into little red spots. Do not varnish your skin with grease. It is a vain hope. Beauty is impaired by the use of skin creams and calcium is considered of great value for all forms of suppuration of the skin. The wafers, which Stuart's Calcium Wafers have done so with the most gratifying results. Stuart's Calcium Wafers are so widely known and used they will find them on sale in almost any drug store in the United States or Canada at 50 cents a box. If you wish to try them first, send your name and address to F. Stuart, Co., 881 Stuart Bldg., Marshall, Mich., and a free trial package, plus mail-order, will be sent you by return mail.

At all druggists.

**MRS. WINSLOW'S SYRUP**  
Makes Babies Happy

By causing good digestion and regular bowel movements. Contains nothing harmful—no alcohol—no opiates—just the finest vegetable properties. Especially recommended for teething time.

At all druggists.

**Statue of Christ to Be Chiseled.**  
Riverside, Cal.—To crown the summit of Mount Rubidoux, near here,

## Chats With Home Gardeners

DEAR FRIENDS: Today I have for you as important information as I have ever given you, and it seems to me the most valuable of its kind obtainable.

There are many books on methods of raising fruits and vegetables, with descriptions of varieties of each suitable for planting anywhere in the United States. Every seed catalogue extols the merits of various varieties to such an extent that we are bewildered and hardly know which to choose as best for us at the time and in this climate, for you all understand