TRANS-ATLANTIC FLIGHTS AND FUTURE TRANSPORTATION

Can the Boldest of This Generation Foresee the Future.

THE PAST OFFERS NO GUIDE.

With the world's acclaim ringing in the ears of the cool young daredevil that fearlessly winged his way from safety, out over the wide Atlantic, to fame, we cannot but wonder as to the future.

In America.

In 1910 the New York World offered a $10,000 prize for the aviator who would first fly from Albany to New York down the River Hudson, and no provisos were made about it being a non-stop flight. The distance was a total of about 240 miles. Glen Curtis signified his intention of flying for the prize and on Sunday, May 31st, he started on his venturesome trip.

First Distance Record.

Curtiss made Poughkeepsie on his first "hop," a distance of 87 miles. The first long distance flight ever made. He had to refill with gas and oil and once more took off for New York.

Approaching the Hudson Highlands, Curtiss had his first experience with "holes in the air," that carry the plane downward irresistibly, occasionally taking a flyer's life as toll.

The air boiled like a gigantic teakettle, cross currents, upward currents, downward currents, that let the airman fall until once he almost touched the water with a wing-tip. Sudden drops of a hundred feet at a time seemed like a thousand. No man ever had tried to fly through air like this.

But in a few seconds the placid expanse of the Tappan Zee lay below him, the hazard passed. Crowds on the river banks grew thicker, the river traffic denser, until the clamor of sirens penetrated even above the noise of his engine.

Now the towering sky-line of Manhattan came into view. He swung almost to the edge of the Palisades, then straight to a landing-field at the northern end of the Island. While his assistants filled the gas-tank, Curtiss rushed to telephone the editor of The World.

"I have landed in New York City," he announced, "but I am going on down to Governors Island."

New Yorks millions watched, in belief changing to amazement among the throngs that jammed windows and roofs along the river front. Curtiss flew out of his way to circle Liberty's torch, then dropped to a perfect landing, on Governors Island parade-ground.

One hundred and fifty-two miles he had flown in an actual time in the air of two hours and fifty-one minutes, at an average speed of fifty-two miles an hour.

"A wonderful performance!" exclaimed Gen. Frederick Dent Grant, commanding officer at the Island, as he seized the flyer's hand.

Another page was written in aviation history and now read:

Keeping this in mind we have but to read Sir Alan Colbam's idea of a round the world, pleasure cruise by hydro plane:

"Of all the big record flights yet to be accomplished, a round-the-world cruise along a practical, every-day flying route would be the really sterling test for aviation. It would blaze a trail that others would be bound to follow.

"It would mean about 30,000 miles of flying in all kinds of weather, through fog and storm, intense heat and, possibly, the other extreme of cold. There is a route that would make as nearly as possible a great circle around the earth, crossing the equator. I think it can be done with a large flying-boat, adequately equipped and operating as an independent unit, save for fuel and food supplies to be taken on at strategic points.

"I should leave England, flying southward along the coast of France, Spain, and Morocco to Dakir, thence over the South Atlantic to Brazil, down the coast of South America to a point beyond Buenos Aires. There I should nose inland, crossing the Andes at about 8,000 feet altitude, and land at Valparaiso. From here I should have to jump out over the Pacific to the Island of Juan de Fernandez, thence take a 2,000-mile jump to Easter Island, on to Pitcairn Island, to Duci, and through the South Pacific, which is dotted with islands, to Australia.

"From Australia I would strike upward again along the route that I took on my return flight to London, including Java, Singapore, southern India, the Persian Gulf, and then up the Euphrates River. Leaving the Euphrates, I should jump 100 miles overland by way of Aleppo to the Mediterranean, and so on back to the British Isles."

And that since 1910.

What of the Future

"Lucky Lindy," the "Flying Fool," has just "hopped" the Atlantic with a 3,600-mile non-stop flight to his credit—alone—in just seventeen short years after the first Curtis flight, and Sir Alan Cobham suggests a round-the-world trip. "Lucky Lindy" says he now wants to fly to Australia from San Francisco, dropping in at Honolulu.

When letting your imagination run remember Lindbergh, after making the trans-Atlantic flight, telephoned back to his mother in Detroit to tell her all about it. What next?

Two months less than eighteen years ago it was a Frenchman who astounded the world by flying over a stretch of water.

On the morning of July 25, 1909—the memorable year that Glenn H. Curtiss, flying at Bethany Field at Rheims, France, broke all aerial speed records with forty-eight miles an hour—Louis Bleriot took off from Les Barques, near Calais, in his little monoplane and landed near Dover, on the English Coast.

Like Captain Charles Lindbergh, the portly Frenchman with a red mustache ventured forth a week after another man had failed and while another was still waiting for what he called favorable weather.

Like the American, Bleriot made up his mind very quickly, and because of the short distance he had to fly and the brief space of time in which he accomplished it, he was not received at Dover by any one more important than a couple of his compatriots whose names were not even mentioned in the news dispatches. Not even the newspapermen and cameramen were there when he landed.

FLEW WITH INJURED FOOT.

Bleriot was 37 years old and was out for the glory of France and a $5,000 prize offered by the London Daily Mail for the first to fly the Channel—the same channel which Gertrude Ederle swam. Bleriot had injured his foot in a flight and a week before Herbert Latham, one of his rivals, had tried and failed to traverse the distance from France to England.

Count de Lambert, another contestant for the honors, was at Calais waiting for better weather.

It was a Sunday morning. Bleriot rose at 2.30 a.m., tuned up his motor and flew fifteen kilometers around Calais. He had to wait for the sun to rise, but when it did he signalled the French destroyer Escopette that he was ready. He had neither drunk nor eaten anything since awaking, for he was too excited.

"In an instant I am in the air," he wrote, describing his daring flight. "My engine is making 12,000 revolutions, almost the highest speed, in order that I may get quickly over the telegraph wires along the edge of the cliff."

He overtook the destroyer, passed it * * * he flew only 250 feet above the choppy waters.

"I drive on * * * I turn my head to see if I am proceeding in the right direction. I am amazed that there is nothing to be seen, neither the destroyer, nor France or England. I am alone; for ten minutes I am lost. It is a strange position to be alone, guided without compass in the air over the middle of the Channel.

SUDDENLY SEES DOVER CASTLE.

"I touch nothing. My hands rest lightly on the levers and I let the airplane take its own course. I care not whither it goes. For ten minutes I continue * * * and then, twenty minutes after I left the French Coast, I see the green cliffs of Dover Castle, and away to the west the spot where I had intended to land."

He has to fight the wind, but he steers valiantly and he gets above the hollow where he is going to land. The breeze turns him around twice, he stops his motor and drops twenty meters.

A handful of soldiers loiter there curiously and two Frenchmen have been waving the tricolor flag. Bleriot runs over to them and they smother him with heatty French kisses.

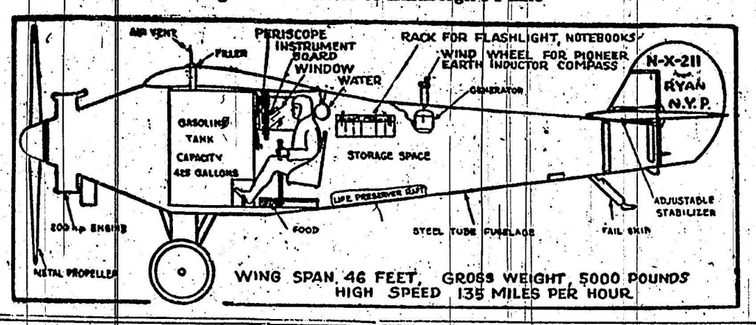
The word goes forth. Dover begins dressing and comes out to see him. His wife arrives by boat. His friends knock over his breakfast in their eagerness to kiss him and shake his hand.

And back at Calais poor Latham wept as he sat in his monoplane, Latham who, the week before, had had to come down in the Channel.

New British Stamp May Soon Be Rare.

There has been some criticism among League officials because of the use of the British ruler's portrait on stamps in a land not strictly a British colony, and accordingly the new Tanganyika set may have only a short life. The uniform design is a head of King George, displacing the familiar giraffe, although the inscription reads "Mandated Territory of Tanganyika." There are nine values, ranging from 5 cents to 75 cents.

Diagram of Interior of Lindbergh's Plane



WHITE LINE VALUE RECOGNIZED BY DISCREET JUDGES

British Experience Lends Support to Plan Which Helps All Drivers.

VISIBLE BY NIGHT.

Properly Maintained Prove Particularly Helpful at Sharp Turns.

The value of the white line is generally acknowledged to be considerable. Its use has, indeed, reduced a certain type of road risk. It is an obvious exhortation to do the right thing; and its adoption is rapidly becoming wider in town and country, according to a correspondend in the London Times auto number.

Psychology plays an important part in the matter. A white line suggests to drivers that the side of the road round the corner is clear, and that in consequence a reasonable speed can be safely maintained. The necessity for accurate marking is apparent, for if a line is badly laid and a driver finds he is compelled to remove it his faith in the usefulness of the line will be diminished. Recurring experience of this sort will soon lead to disregard of the line. Again, if correctness of the line is not observed, it may lead to faulty cornering, which is already an unpleasant and prominent tendency of the inexperienced and inconsiderate motorist. Standing within a white line area should be made an offence, for it is clearly of importance that such a part of the road should be kept as clear as possible.

Other considerations of its use relate to arresting vehicles in areas where there is police-controlled traffic and guiding lines. In the former case the white line is proving of considerable value in London, as it tends to prevent drivers from encroaching on space which is of definite value to cross-traffic. Guiding lines are, of course, of great service as directional signals where one-way or round-about systems are employed. It is essential that the white lines should be permanent and visible by night as well as by day. Finally has not been reached in the matter, but satisfactory progress has been made. Some lines are composed of aluminium reinforced with concrete and laid among wooden blocks. Again, guiding lines are in use which are composed of white fire-clay pegs driven into the wooden blocks in consecutive rows of three, the pegs being reinforced with steel cylinders to withstand heavy traffic. This method has the double advantage that the line is to a large extent self-cleaning, and in its installation road disturbance is reduced to a minimum.

High Concrete Kerbs

A good deal has been written, and with reason, against the use of the latest pattern of high concrete kerb. A kerb serves two useful purposes. One is to keep the roadway from spreading, and the other to protect pedestrians. It would seem, however, that the employment of high kerbs, vertical throughout their height, is being exaggerated, and that while there is little real ground for them in the form in which they are being laid down throughout the country at the present time, they are a possible source of danger rather than of increased safety. There are occasions, and they may well arise where footpaths are rarely used, when a driver must mount the kerb if he is to avoid a smash. It may be that he gets pinched owing to some other vehicle allowing insufficient space. Were the top of the kerb bevelled, he would be able, in many emergencies, to get temporarily on to the footpath. With the high vertical concrete kerb it is almost impossible to mount the footpath. Evidence of accidents due to these high kerbs, in which vehicles have been overturned—and in some cases the driver and passengers have been burnt to death—shows that the question is a serious one and should be given full consideration by the authorities. High kerbs cost money, and it is doubtful whether there is any real advantage in the height at present being used to outweigh the drawbacks.

FRANCE AND ITALY.

Situation May be More Serious Than We Suppose.

Mutual resentment and distrust between France and Italy are said to be too deep-rooted to be removed by any superficial treatment. What is more, some pessimistic British observers think possibly developments between the two countries are much more serious than is generally supposed. Thus in the London "Outlook" Maj. E. W. Polson Newman calls attention to the fact that although the Foreign Office of France and the Foreign Office of Italy to all outward appearance make little of such differences as exist, the truth of the matter is that the bad feeling between the two Latin nations is the result of natural racial development and of a long series of historical events, which together have produced an impasse calling for the closest attention of all who have at heart the future peace of Europe. Major Newman goes on to say:

"If one could attribute the present delicate position to the action of either or both Governments, the matter would not be quite so serious, but in my opinion the grave aspect of it lies in the fact that its development is taking place in spite of governments and not because of them. There are few men in Europe to-day more tied to the interests of peace than Dr. Briand, and at the present stage of Italy's development it is clearly in the interests of Mr. Mussolini to pursue a pacific policy. Yet the attitude of the two peoples is very different from that protest by their respective Ministers of Foreign Affairs.

"The causes of friction may be classed under two headings: those which have a pre-war origin and those which are of more recent date. In a study of the present phase of the situation it is as well to concentrate on the following considerations:

"1. The unsettled status of Italian residents in Tunis.

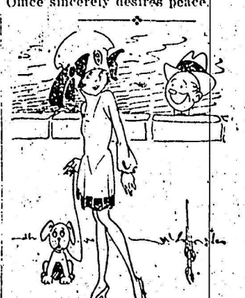
"2. The general feeling in Italy that France stands in the way of Italian expansion.

"3. The growth of the French Navy.

"4. The anti-Fascist activities on French soil.

"5. The feeling in certain circles in Rome that France in some way stands behind Jugoslavia in her antagonism to Italian expansion in the Adriatic, and also the feeling in France that the Italo-German rapprochement might be intended as a rejoinder."

A superficial attitude of conciliation toward Italy combined with a marked feeling of intolerance toward the Fascist regime are points of danger in France's official attitude, according to Major Newman, who assures us, at the same time, that the French Foreign Office sincerely desires peace.



He—"Ah! This spring weather makes me sentimental! May I join you?"

She—"No, thanks! I'm already joined."

Martyr or Easy Mark.

When you begin to feel like a martyr it's time to stop and size up the situation. If the other fellows always wish all the dirty jobs on you, maybe it's because you haven't backbone enough to insist that the jobs be fairly divided. If that's the case, you are not a martyr; you're just an easy mark. Brace up and good-naturedly demand a new deal.

HOW TO BANISH THE MOTH AND HER FAMILIES

Avoid the Overadvertised, Harmful Destroyers; Follow Simple but Effective Standard Methods.

The moth which we see—the miller which flies about during the spring and late summer or, in heated houses, most any time of the year—does not eat the clothing, but it lays eggs which hatch in from five to ten days and the ensuing larvae with their well developed jaws cause the destruction to our clothing, rugs and upholstery.

There are several excellent methods of preventing this damage, and if care is taken at the right time there need be no loss of clothing or furnishings from moth attacks.

Cleaning and Brushing

1. As a preliminary to any treatment, clothing should be vigorously brushed or beaten and well sunned (if possible). The larvae and eggs of clothes moths are very delicate and a thorough brushing or beating will either crush or remove them. In brushing pay special attention to seams and pockets where dust and lint have collected.

It is always wise to have clothing dry cleaned before packing it away in chests for clothes moths seek out and thrive best upon soiled spots in clothing. After dry cleaning or thorough brushing, beating and sunning, wrap carefully and tightly in several thicknesses of newspapers or heavy wrapping paper, making certain that the paper at the end of the bundle formed is so well bent back upon itself that no clothes moth can crawl into the bundle. Clothes moths will not eat through paper to reach clothing and tight wrapping makes a firm mass of clothing which in itself is a protection. If clothing is thoroughly cleaned, brushed and wrapped, it can be left on closet shelves or elsewhere without danger of becoming infested so long as the paper wrapping remains unbroken.

Fumigation

2. Fumigation with carbon disulphid is a most effective treatment. Clothing should be thoroughly brushed, as described above, and then packed in a tight trunk or chest and fumigated (out of doors). While carbon disulphid fumigation kills the clothes moths it will not keep moths from coming later and starting up new infestations; hence to accomplish an effective fumigation as well as to keep moths out later, this treatment must be conducted in a tight container. A saucer is placed on top of the clothing and the carbon disulphid is poured into it. The carbon disulphid evaporates, forming a gas that sinks down into the clothing and kills the moths. Several treatments may be needed during a summer if the trunk or chest is not tight though one is sufficient if the trunk is so tight that moths cannot get in from the outside. The odor of carbon disulphid is very foul, but soon disappears and does not injure fabrics. Carbon disulphid can be purchased at any drug store. The gas formed is heavier than air and must be kept away from fire in all forms, the same as gasoline.

How to Use Moth Balls

3. Another excellent method of protecting clothing is the liberal use of naphthalene in the form of moth balls or flakes. In tight chest or trunks one pound of naphthalene well distributed among the clothes, will kill all moths, their eggs and larvae. Well grown larvae are killed with difficulty by naphthalene, and so it is necessary to attend to the brushing of clothing before placing in chest. It must be remembered that unless the trunk is very tight the fumes of the naphthalene will escape and not kill the moth. Naphthalene scattered about bureau drawers may keep moths away to some extent, but will not kill them. It can be recommended as a killing agent only when inclosed with clothing in a tight container.

Cedar Chests

The odor emanating from a cedar chest will not kill clothes moths, their eggs or larvae. The odor does have, however, a repellent effect on the moths, and if everything is free from the eggs and larvae when placed in the chest it will be protected from the moths and remain undamaged, apparently, for long periods of time.

Cold Storage

4. The best method of protection and the one now commonly adopted by dealers in carpets, furs, etc., is cold storage. In all large towns any one can avail himself of the means by patronizing storage companies, and safety will be guaranteed. It has been found that articles held at a temperature of 40 degrees Fahrenheit will be absolutely protected against damage while in storage.

ALWAYS TO NEED HELP OF COLONIES

Sir Samuel Hoare Speaks on Civil Aviation Development.

London—"If we are to succeed in the attempt to build an Empire airways, and eliminate the time and distance now separating us, we need the help of the colonies and dependencies as much as the co-operation of the Dominions," said Sir Samuel Hoare, Air Minister, addressing the governors of colonies and mandated territories who are conferring here.

The conference devoted much time to a discussion of how the colonies could develop civil aviation.

Sir Samuel suggested that costs of civil aviation might be lessened by using the aeroplane for many kinds of work. He admitted that substantial subsidies for regular air services were still needed. He suggested that the conference investigate in London the possibilities of aeroplanes, not only for transport, but also in connection with survey work; spraying of insecticides, bringing doctors and teachers within reach of scattered families, and providing sport.

Do Those Who Do.

"Though this is strictly a mill-town there must be people here who don't work in the mills. What do they do?"

"Do the people who work in the mills."

A schoolgirl was required to write an essay of two hundred and twenty words about a motor car. She submitted the following:

"My uncle bought a motor car. He was riding in the country when it broke down going uphill. I think this is about twenty words. The other two hundred are what my uncle said when he was walking back to town, but I don't remember what they were."

COMMERCIAL AIR SERVICE REPORTED GROWING FAST IN EVERY PART OF WORLD

Washington—Commercial aviation is gaining a strong foothold throughout the world, latest reports to the Commerce Department showed.

In all parts of the world the new method for passenger, freight and mail transportation is being used more frequently and additional facilities are being installed every day.

From Copenhagen come reports that a new passenger service has been established between Vienna and Malmo, Sweden. Stops are made en route at Prague, Dresden, Berlin and Copenhagen. Planes leaving Vienna arrive in Malmo in time for night train connections with Stockholm.

The first restaurant service on any commercial air line has been established on the new Genoa-Naples line.

Air mail service is soon to be established between Adelaide, South Australia, and Perth, Western Australia, Julian B. Foster, Assistant Trade Commissioner at Melbourne reports. The service will save from three to four days in delivery of letters between the two points.

Hydroplane passenger service between Vera Cruz and Progreso, Mexico, with stops at Puerto, Mexico, Frontera, Laguna and Campecho has been started, according to advices from Vera Cruz. One plane accommodating eight passengers and one ton of freight has been put into service. The fare on this route is $60, the same as that charged by steamers. If the line proves successful other lines will be opened.

The task of surveying the Khasa and Mahl forest reserves has been turned over by the Government of Bengal, India, to a commercial air firm, at an estimated cost of $3,600,000. Eight hundred square miles are to be surveyed in about six months.

Winter passenger service has been established between Reval and Helsingfors. The voyage lasts 45 minutes, and metallic Junkers limousines accommodating four passengers are used. The fare is $13.50.

The Imperial Airways, Ltd., operating across the English Channel between France and England completed 2,858,050 miles of flight between April 1, 1924, and December 2, 1926. During this period 38,229 passengers and 2,117 tons of freight were carried.

Passenger planes in Australia have flown 1,600,000 miles without accident. A commercial line there with 1,000 miles of airways is doing a flourishing business, offering passenger, mail and freight transportation.

H. H. Kelly, Trade Commissioner in Paris, reports that French aviators are determined to capture additional world's records, particularly for non-stop flights. Three different groups are preparing machines for a Paris-New York jump. Six round-the-world flights are under consideration and three groups are planning to attempt to better the record between France and Madagascar. Several flights across the Atlantic from Africa to South America are being planned.

LINDBERGH MADE RECENT RECORDS

Quickest Time in Coast-to-Coast Flight—Longest Distance Alone.

FLYING SIX YEARS.

Airman, Now Aged 25, Has Made Four Forced Parachute Jumps.

New York—Two records made by Capt. Charles Lindbergh, mentioned in his successful attempt to fly from New York to Paris for the Raymond Orteig prize of $25,000, concerned air travel on the young airman.

His flying time from San Diego, Cal., to Roosevelt Field, Long Island, was approximately 21 hours, [illegible] the quickest over made.

[illegible] was the longest made by such a large [illegible] from San Diego to St. Louis, [illegible] Long Island. His total [illegible] from coast to coast was [illegible] miles.

Lindbergh, 25, born, [illegible] has been flying for six [illegible]. He was born in Detroit, where his mother now lives. His [illegible] father of 18, [illegible] born in Little Falls, Minn., where his father was always active in Congress, and going to Washington for his first lessons.

Young Lindbergh bought his own plane, [illegible] was apprentice [illegible] in the army, flew it to Kelly Field, San Antonio, Texas. There he [illegible] the rudiments of military flying, and after [illegible] months, entered a [illegible] school from the [illegible] Brooks Field, San Antonio.

Air Mail Pilot

After leaving the army, Lindbergh flew for a time in various [illegible] in the Middle West. Finally he was appointed a chief pilot on the St. Louis-Chicago mail route, from which he was given a leave of absence to prepare for his trans-Atlantic hop. He is a captain in the air corps, with the 110th Observation Squadron, Missouri National Guard Air Corps.

Lindbergh is a Tau Sigma member of the Delta Tau Delta fraternity. It was who have used [illegible] minutes [illegible] money [illegible]

[illegible] cadet in the army, Lindbergh [illegible] and another pilot [illegible] was [illegible] Lindbergh jumped [illegible] a plane at St. Louis [illegible] was only 20 [illegible] he made a [illegible] hard and [illegible] he was check a [illegible] night [illegible] mail route and could not [illegible] the place.

The United Front Against Communism.

Paris Gaulois: There is not a [illegible] government with material [illegible] in defending China [illegible] Since [illegible] the great [illegible] Western civilization is [illegible] by the revolutionary and [illegible] movement in China [illegible] well known [illegible] in Paris, as well as in Tokyo and Washington, that [illegible] will be necessary to [illegible] again Russian [illegible] France by her policy of [illegible] sitting as it [illegible] called, which [illegible] "bad" [illegible] that [illegible] of [illegible] thinking [illegible] by the threat [illegible] Moscow. Affairs in China are [illegible] present moment this tendency of [illegible] governments in taking a stand against the Communist peril are the other side of the medal of what is going on with us and which are being denounced and stigmatized by M. Francis Coty with a tenacity and vigor which all far-sighted Frenchmen should try to emulate.

"Willie, will you marry me?"

Willie: "Yaas, Ole."

A long, deadening silence falls.

Willie: "Wy don't you say something, Ole?"

Ole: "Well, Oi think Oi say too much already."

REG'LAR FELLERS—By Gene Byrnes.

Sartorial Elegance.

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