

The Cost of Crazy Flying

Do Stunts—For Distance or to Reconquer Oceans Already Crossed Really Pay?

AVIATION ASININITY

Advertisers Get the Glory, But Aviators Pay the Price

The mental anguish caused by the delay and silence concerning the St. Raphael with the intrepid 62-year-old Princess Lowenstein aboard and her two pilots brings up the question of these stunts pay? Our own Canadian planes no doubt will soon take off after their delay with more anxiety and nothing but some cheap publicity gained. It is interesting to review the public opinion expressed in various quarters on this timely topic.

Our Own View. It is always easy to get venturersome people to take a chance on their life to gain money or notoriety. The ordinary attempted suicide is always attended with incarceration. So why should not Canada immediately pass legislation making it compulsory to apply for permission to "take off" on a venturerome air flight, and where advertising or notoriety is the only thing to be gained prohibit the flight? The venturerome and pioneer is a valuable adjunct to a nation's welfare, but direct these characteristics into channels which will be profitable rather than sacrifice good lives for foolish publicity.

It is interesting to read editorials on recent aviation stunts.

Under the heading "Dole Derby Highlight," the *Norfolk (U.S.) Virginian-Pilot* runs up the case in its issue of August 23 as follows:

"The first transoceanic air race in history, on the basis of present information, figures up as follows: "Four racers alive and victorious. "Three racers killed in the post-flight." "Five racers missing for nearly a week and presumably dead. "Two racers missing four days and probably dead. "Value of prizes won, \$35,000. "Cost of race in money values of machines, fuel, preparation for flights, etc., more than \$300,000. "Gratuitous contribution to aeronautics, zero."

"The last entry is susceptible of one tragic qualification. The Dole race has made this contribution to aeronautics—a clearly unprepared, to accomplish a clearly unprepared, to make a sufficient impression showing to pass the minimum tests and get on the starting line—all of these signs pointed to impending tragedy, but everybody was silent on these signs of danger. The talk was all of the race—the money prizes—the glory to be won—the thrill of it all.

"Now there are plenty of voices to point out that the Dole race was a great mistake—that the prize money and the glory dazzled many of the contestants into a disregard for their own safety, that the planes were 'pick-up' affairs designed for land cruising and not for cross-ocean racing, that they were hastily and inexpertly remodelled, that they were, for the most part, not subjected to full load tests; in short, that the most exacting of flying enterprises was organized and managed in the spirit of the county fair ballyhoo and in the presence of a national audience resembling, in its avid hunger for thrills and in its criminal indifference to consequences, the crowds that assemble to witness the performance of prehensile acrobats who climb the perpendicular walls of tall buildings."

While hindsight thus warns us with its tepid wisdom, and the country's conscience is heavy over the lives needlessly lost in the Pacific, the Virginian-Pilot goes on to remark:

"What do we see in the case of Lindbergh? We see a complete and amazing indifference to his safety and a cruel, insane demand that he enlarge his barnstorming tour to include every city of 50,000 or more in the United States. He has been barnstorming under the Guggenheim Foundation for more than a month. If he is to finish his original assignment of seventy-six cities, he must keep on barnstorming two months more. Meantime cities not included in the original itinerary are bringing every imaginable pressure to bear to induce him to include them. Norfolk is among this number. Is there no mercy left for this boy who captured the nation's heart, but who seems to have added its sense of proportion? Lindbergh is tired. The young face is developing deep lines of fatigue. His shoulders are beginning to show a characteristic sag. The daily receptions weary him. The daily speeches bore him, the formal dinners appal him. He has been on exhibition ever since the hour he landed at Le Bourget. He is entitled to a rest. His countrymen won't give it to him."

"When the Shenandoah crashed on September 3, 1935, carrying to death Commander Lansdowne and thirteen of his crew, the ship was barnstorming the Mid-Western State fairs. How the country heaped its wrath on the Government for risking a great ship and a great flyer in a barnstorming expedition! Should Lindbergh crash in his boyish anxiety not to disappoint some provincial committee in high hats, how the country's wrath would again be heaped on those who encouraged this fine young aviator to risk his bones to provide seventy-six cities with a great holiday! Hindsight, but no foresight and no mercy!"

"Adventure has run too far ahead of science," says Walter J. Kondrick, a Canadian airplane designer, just back from a study of aviation in Europe. "The simple fact is that airplane design has not yet reached a point where gasoline will sustain a plane on a flight of 2,000 or 3,000 miles with any degree of safety." Carl Woldley, Vice-President of the National Aeronautical Association, in a telegram to the Department of Commerce, expresses the opinion that racing across oceans for prizes money at the present stage of aeronautical development can only jeopardize further progress—that real progress in long-distance flying can be promoted without courting tragedy over oceans.

"Such an orgy of reckless sacrifice must never be permitted again in this country," declares the Philadelphia Inquirer; "transatlantic flights should be restricted to planes which are specially equipped for landing on the sea surface." "Where failure is almost certain and where nothing is gained for civilization," the *Mobil Register* thinks, "contests of this sort are a mockery." After recounting the efforts made by the newly formed division of Aeronautics in the Department of Commerce to obtain safer conditions for the Dole contestants before they started, the Philadelphia Public Ledger concludes:

"There was no legal way by which this race could be stopped; no official power by which the flight could be prohibited. Authority stood helpless on the Oakland flying-field and watched the doomed planes fly into the face of disaster. The Department of Commerce can suggest, urge, plead, and propose, but it can not enforce safety upon the recklessly brave. "It will be a bad thing to force regulation upon the courageous. It may be that had there been regular Lindbergh would never have flown to glory. Some of the more splendid chapters of aviation might never have been written had Authority stood by when they were begun. "Nevertheless, ten lives gone in a single effort is a tremendous price to pay for a flight that could add little or nothing to the advance of flying. This can not go on. The flyers must be protected from their own adventurous and danger-loving selves. If regulation is the only answer, then regulation must come."

Extreme measures, even in the way of control, are opposed by a few, including Assistant Secretary of Commerce William P. MacCracken, Jr., the Government's supervisor of civil aviation. In an interview with *Thos. L. Stokes*, of the United Press, Mr. MacCracken said: "The Hawaiian flight is not nearly so bad as the fatal accidents caused by inexperienced aviators flying in this country without licenses. This latter must be stopped. Personally, I think the race element is somewhat of a drawback when a certain time is set, and several planes gather for a contest on a difficult flight. The best way is to have some private individual back pioneering flights, so that every precaution may be taken. And plenty of time should be allowed. "It probably is safer to have the Army and Navy do our air pioneering. On the other hand, under private supervision commercial aviators can give a good account of themselves, as Lindbergh and Chamberlin did. Even in Army and Navy pioneering, though, there is loss of life despite everything that can be done, and the fact must be recognized."

"Deeply regret the loss of life in the Dole flight. I would not stop flights that are reasonable and practicable, but I would see that they are carefully regulated. "There is a certain foolishness in the excited outcry of the moment against stunt flying, the *New York Herald Tribune* contends, just as there was a certain foolishness in the man who wanted to hop off for Hawaii without enough gasoline or even intelligent preparation. We read further: "One automatically begins to explain that there ought to be a law, until one stops with the reflection that it would be a poorer world if a man were not allowed to hazard his life and every one were made a coward by legislative enactment. The motto 'Better be safe than sorry,' though a sound workaday rule, is not a noble principle for extraordinary occasions. Axious public pray for the rescue of these aviators only because they took the risk of not being rescued. If they had not been permitted to take the risk, it would have mattered so few whether they lived or died. This is not cynicism. Were the emotions and the risks of adventure to be eliminated, men and women would approach the status of automatons. The reckless way of man belongs with his sunset side."



AN OLD CAR AND A YOUNG CRUSADER

Above is shown Gwendolyn Darling, aged 2, daughter of Gordon Darling, North Bay, one of the northern host to invade Toronto by motor. Her father is holding her. Below is shown the "South Porcupine Wildcat," ancient but not yet decrepit flyer which carried three members of the northern crusade from South Porcupine to Toronto.

Pisa's Tower Still Safe

But Growing Slant Causes Anxiety in Italy's Government Circles

Pisa's ivory-tinted tower continues to slant steadily away from the center of its axis. If a plumb line were dropped from its uppermost gallery to the ground 175 feet below it would hit the earth some fourteen feet from the side of the white marble wall. The annual increase in the angle of the slanting wall is almost infinitesimal; still it has been enough to cause considerable worry to admirers of the famed leaning tower, of which Dickens wrote that it "certainly inclines as much as the most sanguine tourist could desire."

The Italian Government's special commission has recently reported reassuringly on the condition of the tower's foundations and the danger of collapse. Word has been sent forth by experts that the tower, with its rows of encircling arches and its exquisite carvings, will, if no untoward accident occurs, continue to delight its admirers for many a generation. During the last two decades, it is announced, the helix, that sits like a crown above the six stories of its height, has inclined somewhat more than a half inch. Thus, almost imperceptibly, grows the slant that may some day cause the tower to fall a victim of those laws of gravitation which Galileo tried to demonstrate to skeptical listeners from his highest gallery in 1590.

Engineers are doubtful as to the best method of strengthening the foundations, which recently have been disclosed to be only about one-third the depth originally credited to them, and caution is advised. One of the greatest menaces to the structure is the spongy soil in which it rests. Once in 1839, an effort was made to drain the moisture through the med-

ium of a deep tank. But the water was pumped from the excavation with a vehemence that was afterward thought, exaggerated rather than remedied the situation. A few years after this unfortunate attempt an earthquake further unsettled the tower's shallow foundations.

Long a Mystery. The "campanile pendente" was for many years one of the mysteries of the world. Was it originally intended that it should incline as if in gracious greeting to the Popes and Emperors, poets and warriors who came to honor the city on the banks of the Arno? Or was it accident that caused it to settle and to lean like a red blown by a gentle breeze? Looking at it, one has the feeling that it must slowly sway back into place.

One tradition has it that the architect intended the tower as a subtle warning to the republic of her waning power. In dusty French parchments is to be found a more amusing version: the designer, this writer intimates, was a hunchback and wanted to immortalize his own misshapen form in the marble contours of the tower. Even the great Vasari could not keep out of the discussion, contributing his opinion that the campanile had begun to sink after the fifth story was reached, and that from then on the architects had gone ahead conscious of the defect. John Evelyn's writings offer the evidence that a keen observer was not impressed by the phenomenon. "It stands alone," he writes, "strangely remarkable for this, that the beholder would expect it to fall, being built exceedingly declining by rare address of the architect; that, and how it is supported from falling, I think, would puzzle a good geometrician."

Studies made during the last century have pretty well established that the builders were only too well aware of the nature of the soil and the tendency of their handwork after the first story had been completed, and that they fell, each in succession, they could successfully complete the work.

Lack of Chinese Railroads Holds Up News for Months

Word of Great Earthquake in Western China Traveled Via Ancient Channels

Why it takes so long for news to come out of the heart of China (recently two months elapsed between the time the seismograph recorded an earthquake "somewhere" in Central Asia, and the time the word got the story of its havoc in Western China), becomes clear upon examination of China's railroad map. This vast country, one-third greater in area than the United States, with more than twice the inhabitants of the two Americas combined, has less railway mileage than Kansas. The United States has one mile of railway for every twelve square miles of territory and for every 469 of its population; China has one mile for every 550 square miles of territory and for every 55,000 of its population.

Scarcely more than one in five Chinese has even seen a railroad and hardly more than one in fifty has even ridden on a train. The Province of Szechuan twice the size of the State of Illinois and containing as many people as the United States east of the Mississippi River, has no railway at all, nor Mongolia, Tibet and the provinces of Kansu, Shansi, Kweichow and Kwangsi. The total equipment of all Chinese railroads amounts to less than half that of one of the major lines in this country, and their equipment is generally so deteriorated as not to compare with America's.

Only recently have the Chinese themselves taken any active interest in railway building. Foreigners have been responsible for what railway development there is, and they have often worked under the most serious handicaps. Less than one-seventh of the present mileage was built with Chinese capital. It took twelve years for the first British railroad builders there to overcome Chinese opposition sufficiently to go ahead with a narrow-gauge line, twelve miles in length, between Shanghai and Woosung at the mouth of the Yangtze River. It was opened in December, 1875, but did not survive a year. The Government blocked traffic, tore up the line and dispatched rials, engines and cars to Formosa, where they were left to rot on the beach.

Burial Grounds in the Way. A serious handicap to railway construction in China is the omnipresent burial ground. Between Shanghai and Nanking, for instance, one of the most densely populated areas of the East, there are 300,000 acres of burial grounds. The Chinese also built the Peking-Suiyuan Railway, piercing the Great Wall and reaching westward to the Mongolia frontier. It was financed by Chinese capital, contracted by Chinese engineers and has always been under strictly Chinese management.

Under the exception of its 7,700 miles of railway, a country more than 4,000,000 square miles in area depends for transportation and communication mainly on methods that have been in use for thousands of years. Waterways are the principal highways, and boats are supplemented by the backs of coolies, camels and donkeys, mule-drawn carts and wheelbarrows.

brought home a wealth of materials from the most remote shores of the Mediterranean.

Like the Acropolis, Pisa's holy place has been permitted to remain isolated. The city has not encroached upon its precincts; its gray houses keep a respectful distance, so that as one approaches the buildings the noises of the city are left behind and there is felt the peace of the piazza broken only by occasional strains of music accompanied by the heavy perfume of incense as some worshiper makes his way in or out of the cathedral.

Nearly two centuries elapsed before the belfry of the campanile was finally set in place. A series of architects undertook the job; each in turn lost his confidence and abandoned the undertaking to another. Bonanno was the last—it was he who laid the foundations and carried the tower up forty feet in 1174. Noticing then, it is now believed, that the earth was sinking and his marble arches with it, he gave up. In 1234 Benvenuto added the fourth story, but, like his predecessor, turned his attention thereafter to other and easier fields. The Pisans, still believing that the impossible could be achieved, called an outsider, William of Innsbruck, who boldly went ahead with the fifth and sixth stories. The tower was doomed to wait another century before Tommaso Pisano, realizing that the foundations were incapable of carrying a greater height and weight, saw nothing to do but to top it off with a bell tower.

Careful observation indicates that far from being unconscious of the problem that faced them, the builders, each in turn, endeavored to preserve the horizontal line by gradually increasing the height of the arches on the lower or south side of the tower. Accurate measurements were not made until Crescy and Taylor, early in the last century, surveyed the edifice which had been so long one of the world's greatest architectural puzzles. But it was not until the Frenchman de Fleury gave it his attention that there was disclosed a marked bend toward the perpendicular in every story above the first, the increase being graduated with the height, until the fifth story is reached. There the galleries are fifteen centimeters higher on the overhanging side.

During the two centuries of waiting and building it is estimated that the settling amounted to some seventy centimeters; up to 1933 it had reached a meter and a half. It was not until the dawn of the twentieth century that the riddle was probably accurately solved. In 1910 William A. Good-year went to Pisa to make an exhaustive inspection of the leaning tower for the Brooklyn Museum. He said that in his opinion "the builders knew before they had reached the thirteenth step which way the tower was ultimately going to lean."

A New Swindle

Youth Finds "Sparklers" Grow on Quebec Highway; He Knows His Tourists!

A variation of an old game in a new guise and additional evidence supporting the late Mr. Barnum's contention—"there's one born every minute"—has come to light on the Montreal-Quebec highway.

A young man dressed in the fatigues uniform of a farm hand drives up and down the highway in a small cheap car. When he approaches a point where a tourist might stop or slacken speed, the young man managing to manoeuvre his car in front of the tourist stops suddenly, jumps out of the car and makes the gesture of picking up something from the road. Then he holds a ring with a glistering stone up before the tourist, who is humbly curious. "See what I found!" says the pseudo son of the soil.

"That's a fine ring. You're lucky," comments the tourist.

Then the man in the overalls remarks thoughtfully—"It's no use to me—I have no woman folks. I'd sell it. Perhaps you would like to buy it."

The tourist, who ten chances to one is not a gem expert, thinks "here's a chance to pick up a diamond cheap, and the person who lost it will never know I have it." He offers five dollars for the ring.

"Well, if it is a diamond, mister, it's probably worth \$400 or \$500. I think you might give me \$10 for it," urges the simple farmer's boy.

"All right—here's ten."

The deal is closed. The tourist chuckles over the fine stroke of his body's hired man. The tourist arrives in Montreal and asks a reliable jeweller to value the "stone."

"The stone and the gold are worth not more than two dollars," the jeweller announces. "How much did you pay for it?"

The tourist who sometimes possesses a sense of humor may admire the ingenuity of this little scheme to earn a livelihood.

"Suppose, the farmer" found purchasers for ten rings daily, he would have a profit of \$80, which is much better money than is paid in the western harvest fields," the tourist muses. "I cannot register any official kick because my own share in the deal was not above critique."

However, a tourist from Philadelphia who refused to tell his name for obvious reasons, has reported the activities of this unlicensed "diamond" vendor to the Montreal Tourist and Convention Bureau. The Philadelphia man upon going to a local hotel had related the incident as a joke upon himself to a friend from New York whom he had met in the hotel rotunda.

"The same thing happened to me yesterday on the Montreal-Quebec Highway," the New York man confessed.

The authorities cannot do much about the matter. If smart business men want to purchase "gems" from total strangers on public highways there is nothing to prevent them from doing so.

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"The second thing the visitor to European prisons, in the care of prisoners, of a steadily and faithfully from the warden down to guard simply to make friends of the inmates, and to have this prof over and over again, done in many of our States utterly abhorred in the action of public administration proper, public protection from crime."

Richmond Times-Dispatch reply.

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Servant—"Well, sir, 'ow would you like to be called a thundern' addle-headed old barnpot, soppin' yon wasn't one, sir?"

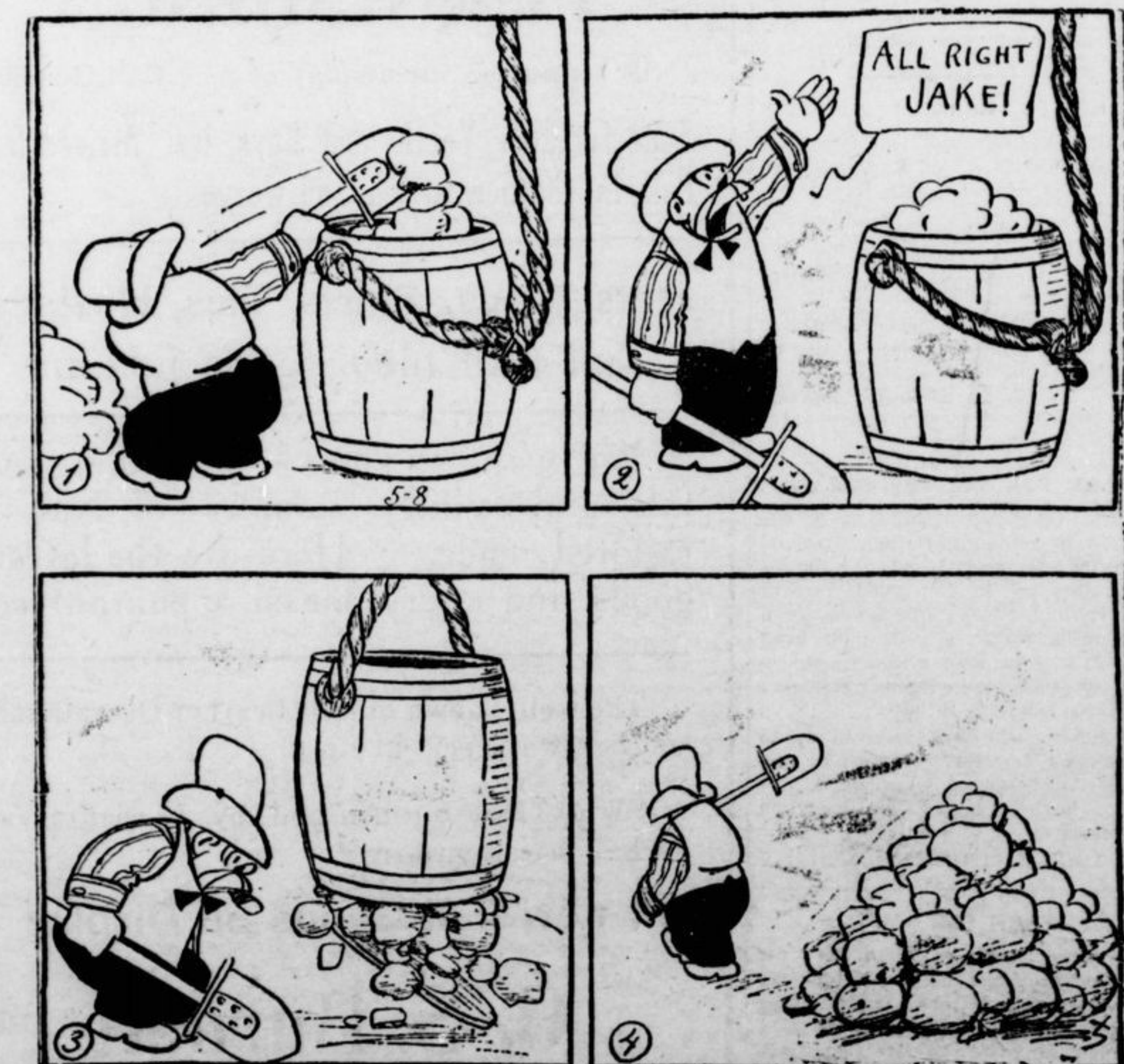
Wild Birds Bill Fails in Britain

Comprehensive Measure to Protect Wild Life Blocked by Opposition

London.—The failure of the Wild Birds Protection Bill to reach its third reading in the House of Commons, owing to difficulties which have arisen in committee, is regarded with regret by all lovers of birds.

This bill is the outcome of much work by experts, dating as far back as 1894. In 1913 the Home Office appointed a Departmental Committee to consider wild bird protection laws, take evidence, and consolidate existing acts. While retaining the old form and general idea of legislation which has been in force since 1850, and has proved successful in maintaining the status of British bird life, it has distinct advantages. The present eight acts would have been replaced by one comprehensive measure; statutory protection would have been given to many birds, bird-catchers and bird-collectors would have been more readily dealt with, and valuable additions to existing powers of police and magistrates would have been made. As the ultimate recommendations of the committee the bill was originally introduced by Lord Grey of Fallodon in 1923, when it passed through the House of Lords but got no further owing to a general election. It was brought in as a Government measure in 1925 and again in 1926 and met with general approval, though blocked by pressure of Parliamentary work. The cause of its failure on the present occasion is the determined opposition of a group who brought forward amendments entirely altering the character of legislation on lines rejected many years ago as unfavorable to the protection of birds.

"ADAMSON'S ADVENTURES"—By O. Jacobson.



He Needs a Derrick Now.

The Criminal Europe Versus

A View of a U.S. Who Has Studied and Criminals in Countries

We in Canada prize our law enforcement very highly, so, on our own law enforcement and maintenance. We know that the United States is not their strong point. Interest we read in the treatment of criminals in the U.S. with a population to the and the results of the laws across the borders. legal hair splitting by the voicing lawyers. Dr. L. son describes the situation of the National Police. "Though there is no Europe in the general public punishment, swift and certain, the streets man's attention of any tendency to become were penalties or to a habit crime. Everywhere there is a movement to soften of the penal law and an former harshness of prison. The long sentences imposed by certain American courts to the extent of a further increase in the of our prisons is all phis to those Europeans.

"The question will rise on what do European nations to keep their streets safe account those social conditions which European are fully conscious as to our crime. I would say that it is on the police work, while we American think that crime can be by punishing severely a fraction of our criminals believe that it is for most impose reasonable laws a large proportion of the food.

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