brement of their

Stronger than his Flying Scotsman

o, I guesa you call R a bit of chuptin'.

An Ill Fate Pursued Captain Hinchliffe

An Official Order to Quit Cranwell Field Hurried His Take-off -Long Series of Untoward Incidents Preceded His Atlantic Flight

une and the Hon. Elsie Mackay, for me." daughter of Lord Incheape, disappear The dismissal of Drouhin, Levine's ad last March after taking off from first choice, had aroused the French, Cranwell Airdrome in an attempt to who particularly resented the selecmake the first flight from England tion of an English pilot, and even to the North American Continent, though Levine had paid Drouhin more European and American airmen were francs than he was likely to receive completely mystified. "Why," they as a pilot in the next ten years, this demanded, "did a pilot of Hinchliffe's feeling took definite form. Pilots of reputation and experience a man the Air Union, the French line operwith 9,000 flying hours in the air, more, ating between Le Bourget and Croyprobably, than any other living pilot don, let it be known that if Hinchliffe why did he, a pilot noted for his appeared again at Le Bourget he prudence and thoroughness, throw dis- might expect rough treatment. Hinchcretion to the winds and in the dead life had no fears for himself. He was of winter fly into the teeth of the a perfect physical specimen and at treacherous fog and sleet storms of one time had held the middleweight

Some held that he had been informed dent in Paris might be repeated at of the preparations of Captain Koehl Croydon caused him to urge Levine to and Baron von Huenefeld, and in his remove the plane to Cranwell. easerness to beat the Germans across Through friends in the British Air had committed what they character- Ministry Hinchliffe obtained permisfixed as a foolhardy act. Others sion to use the field at Cranwell, and thought that Miss Mackay's impa-purely because of Hinchliffe officers tionce to be off before her father's at the field welcomed Levine's staff relarn from India and her insistence and assigned them rooms in the offiupon an immediate start had caused cers' quarters at the field. But a series Hinchliffe to take off against his bet- of unpleasant incidents followed, ter judgment. But to most people which caused Hinchliffe untold emon both sides of the Atlantic the de- barrassment, and after he and Levine parture of a well-known war hero with started on their flight Indiaward the the young and beautiful daughter of a commanding officer at the field depeer on any such daring adventure cided never again to give his consent left but one interpretation a ro- to its being used for a civilian flight.

A Well-Guarded Secret

the family of Lord Inchcape from ob- feed line while they were flying over jectionable publicity, Mrs. Hinchliffe the North Sea, and next the enginerefrained from discussing the flight started missing. Before the prospect of plane. Hinchliffe was desperate. with newspaper men, and this, to- flying over the rugged Carpathians at gether with the fact that Captain | night, Hinchliffe decided to come down Hinchliffe had taken only a few close; to Vienna and did so, despite objecfriends into his confidence as to the tions from Levine. real facts in the case and served to strengthen the stories of a romance. all of these popular theories were er-April or May, but that a series of which Chamberlin and Acosta had es- Nowhere in the British Isles was there unfortunate incidents had compelled tablished their endurance record and another field that would answer.. him to take his choice of making it Chamberlin and Levine had flown when he did or not at all. They knew that Hinchliffe was opposed to women that trouble was threatening and making transatlantic flights, that he was a devoted family man, and that the only reason he agreed to take Miss "We are leaving here on a barnstorm-Mackay was because she was the only ing trip to Rumania, but we are likely person in England who would finance such a flight. And they said that at the stick listening to the moor and the whole responsibility for Hinchliffe's untimely departure from Cranwell lay with the British Air Ministry; for it was the Air Ministry which orred him to remove the plane from Cranwell, said to be the only field in the British Isles from which Hinchliffe could take off with an adequate supply of fuel.

Hinchliffe's entire career as an avi ator seems to have ben blighted by he was studying medicine in Liverpool weeks' leave of absence from the Im-English boys, left colleg to enlist in greatest difficulty. The company at risk on Hinchliffe. the army. After several months of ferred to the newly organized Royal Hinchliffe threatened to resign, service with the infantry, he trans-

combat again.

Hinchliffe's Ambition

The fights of Alcock and Brown and service between Croydon and Continental airports, Hinchliffe entered their employ as pilot and came to be recognized as their best.

He was known to thousands of Americans who used the air lines be- with a plan for a transatlantic flight. tween Paris and London, and with Hinchliffe had already been offered many of them he discussed possibili- \$25,000 by Mabel Boll for a flight with ties for the development of commercial aviation in America. He felt that America, with its growing commerce and huge territory, was admirably suited to commercial aviation, and tried to interest a number of prominent business men in aviation pro-

in Paris, Hinchliffe and his wife hap- Atlantic flight or in any tests connectdriving back to their hotel through that Miss Mackay should pay Hinchthrongs of cheering French men and life a regular salary while test flights women when Hinchliffe turned to his were being made, wife and exclaimed: "How I envy that man; he has done something,"

berlin, who had flown from New York friends, Hinchliffe sailed for America, to Germany and were making a Euro- where he bought a Stinson plane, pean tour, arrived in London. Cham- Then he returned to England, The berlin had already served notice on plane was shipped to him by The Levine that when they reached Paris Aquitania and arrived in Southampton he would sail for New York; and Le- Feb, 3, Hinchliffe had it transported vine, who wanted to fly back in the to the Vickers plant at Brooklands,

the Captain replied "I don't want any numerals and had the Union Jack saves hours in the delivery of trans-Atlantic mails, probable to the second weather the course to be a second with the second second

When Captain Walter C. R. Hinch contract. Your word is good enough

amateur boxing championship of Eng-Various explanations were advanced. land, but fear that the sabotage inci-

another flasco. Barely had they start-Moreover, in her desire to protect ed when an air lock developed in the

Motor Trouble in Sight

across the Atlantic. Hinchliffe felt when the writer met him in the Excelsior Hotel in Rome he confided: in fact, almost favorable. Miss Macto crash at any moment. I just sit even given him a receipt for a paywondering how long it will be before

The very next day his fears were justified and the plane was slightly damaged in a forced landing in the outskirts of Rome.

London and found himself in a most Ireland a letter was delivered at the unfortunate predicament. In order to airdrome for Miss Mackay. When make the proposed transatlantic flight opened later it was found to contain with Levine he had obtained a six notice from the insurance company perial Airways, but only after the to be paid before it would accept the first refused the leave, and was prevailed upon to grant it only when

passenger airways in this country.

of Miss Mackay approached Hinchliffe her as passenger, but he had turned it down, for he was opposed to women participating in such flights, But when he saw that backing was not forthcoming from any other source he finally consented to take Miss Mackay, provided she would "insure him for On the day that Lindbergh arrived \$50,000 in the event of death or total

Plane from America Without telling any but his closest

After a number of preliminary



BYRD'S PLANES: "THE FLOYD BENNETT", "THE STARS AND STRIPES" AND ONE NOT YET NAMED Ready for the Antarct's expedition where more aviation history will be made in the little known, hard, cruel

painted on the side, he was notified

any other Royal Air Force field. Only after Miss Mackay went personally to finally obtained, and then only for one Their apples in the cellar till they rot,

On March 9 Hinchliffe received the following telegram from the Air Min- A barrelful of anything-Love istry: "Regret must request you to Was a bright sweet windfall that we remove your machine and mechanic from Cranwell by 6 p.m. Saturday, Picked up and polished, never doubt-10th instant, definitely. You have

seven days." succeeding days, and weather condi- should. tions made it impossible to move the We were forewarned, but that is not "I am past sixty," says Gentleman of the United States had known the more miles away and that he would from Baldonnel Field, near Dublin, No earthly good. Old Time has called believe I will live to be one hundred. War, since history teaches that charmed. The man went indoors to whence the German fliers started his plane would not permit him to From Vienna Levine was for going ply of fuel for the transatlantic flight. But Hinchliffe's friends knew that to Venice for the Schneider Cup Race, He knew the Imperial Airways would and thence to Rome, to call upon Mus- never give him permission to use roneous. They knew, too, that he had solini and the Pope. All the while Croydon, and even if they had it was favored postponing the fight until late he was using the same motor with doubtful if he could have got off there.

> On the evening of March 12 the Atlantic weather report was better; kay had assured him that the insurpany. Hinchliffe, his back to the wall, weighed the risks. He knew it was a he had. "I'll have a try at it in the waking up soon! morning," he said.

Two hours after Hinchliffe and Miss-Mackay had taken off from Cranwell Eventually Hinchliffe returned to and while they were speeding toward

Being a born aviator Hinchliffe soon Hinchliffe found that he would have Canadian Pacific Railway has agreed took his place among the foremost to pay dearly for his leave. He had to build one hundred cottages for aviators in the British service, and, already expended large sums from his British families whose members can despite his teens—had accounted for personal funds for expenses incidental secure work nearby until they have

About this time a representative province are experiencing lean times, have one meal of fresh meat.

Forewarned

But you and I have never bargained

cal Culture Magazine." ful of

overstayed the period agreed upon by The moment we must toss it to the from the ring he has constantly exerground. It snowed hard all during the two Only the moment hurts more than it diet; in fact has taken the most meticulous care of his body.

Corbett Ambitious

an unregarded thing."

Gentleman Jim Corbett Believes He Will Live To Be One Hundred

"I believe I will live to be one hundred." writes Gentleman Jim Corbett, former heavyweight champion of the world, in the current issue of "Physi-

He attributes his longevity to proper care of his health. Since retiring cised his muscles and watched his not know how their proposed policies prices and the general lay of the coun-

it is too late. There are many young applies to the former Kaiser. fellows who go around with Bright's "A knowledge of history will also a realization that future economy find it is already too late.

good strong constitution must go about Emperor after the war? Will he be our knees. With a spluttering roar it just as a contractor or a builder hung?' The officer, drawing his reply the journey commenced. would in putting up a skyscraper. The from the knowledge of history, re- For a long time we drove through foundation comes first-solid, laid on plied: 'No; he will be isolated, and small villages in a country well woodcommon sense. A poor boy can have actually happened. these just as well as a rich boy. But

no desire to multiply the unemploy- wonderful constitution. Yet eight before the battle of Trafaigar, Nelson of paintings that I had seen by Conhere for a great population, but it come to wrapped up in business or time England was standing on the henge itself. must come as our present population pleasure or both and ceases to be ac- threshold of one of the most glorious After visiting Stonehenge, we turnhas come, by sound processes, with an tive. He allows himself to get in the periods in history. agricultural countryside preceding the habit of eating foods which are not "History is an antidote to credulity, Sarum. Our first view of the place industrial town. Before the factory good for him, gets lazy-so lazy that an adjunct to travel, an inspiration was a large mound of turf rising from Now, back at work for them again, Toronto Telegram (Ind. Con.): The we must have the customers to util- he will not exercise. Whom the gods for performing our appointed tasks, a the hill on which the old town is

Auti-Migration Propaganda understanding of our time." twelve enemy planes, when one day, to the flight. But the greatest loss he learned the rudiments of farming, when they will be settled on farms of Canadians recognize that their British olic Herald, published in England, has was struck on the bridge of the nose | Imperial Airways pilots are paid by their own. Now if arrangements can kinfolk are their best customers. Can- cabled to Lord Lovat asking for an

The British Miner by a machine gun builet and lost the sight of one eye. Wounded as he was, Hinchliffe returned he was compelled these families into the country, a ket for large quantities of its natural paper that British harvesters have Hinchliffe managed to bring his plane to stand around and see the best and safely to earth. But he never flew in most remunerative runs handed over great oaks from little acorns grow— has accorded a tariff preference to a Lancashire harvester has been more than hold his own with the repto younger and less experienced pilots. Similation of the Do- found hanged.) There is no doubt resentatives of any other industry. We were met at the entrance by a minion. In spite of that preference, about it, propaganda to discredit Can- Hardy, active and alert, trained by charming and completely affable Basfor he had just built a house in Purley

The Neglected Fruit-Grower Canada has been purchasing far more ada and discourage the immigration the very nature of his occupation to set hound (at least, that is what his Victoria Colonist (Cons.): It is of the manufactured goods of the Unof ritish settlers has been disseminated the very nature of his occupation to master later called him) and were completing ft. He saw but one course that the saw but one course the leaders, and contributed to British over them trampling steeds and flashpublic life many men of high stand- ing fanfare of the mediaeval pagentry. ing. . . . If the harvesters from the mining areas of Britain can only di- Wiltshire lowlands; across green vest themselves of their class con- downs rutted by an old Roman road, sciousness, forget their pithead poli- within sight of the White Horse of tics, their whippets and their football, Westbury; through Savernake Forest and adapt themselves to the new con- to home and supper. ditions and fresh opportunities of life I had never before seen an English in the West, there is no reason to forest, and the squat beeches, russet doubt their ability to make good. In gold in the afternoon light, and the that prospect lies hope not only of long aisles through the forest, lined benefit to themseives, but of a prac- with ferns through which rabbits scur-

Canada's Attitude

great Imperial problem.

Winnipeg Tribune (Ind. Con.): A majority of the people of the Dominis a fact in which loyalists here and world is now moving on wheels and a throughout the Empire can take com- province that does not provide the fort. But due weight, in any consid- facilities for allowing the wheels to eration of the subject, must be given turn will be left far behind in the to the fact that there is an unceasing march of progress. The roads that effort to undermine that loyalty and will have to be built in Western Canthat it has achieved some measure of ada to keep these provinces anywhere success. That effort finds expressions in line with the states to the south in various ways. The main themes are will cost a great amount of money. two: First, that Great Britain, as an The point is, however, that while were imperial nation with many commit- may afford to do without some things ments in all parts of the world, is a good roads are not one of them. The dangerous ally for Canada; and see money spent on roads, if expended ond, that Canada, having outgrown wisely, will earn dividends, Good the former conception of Empire, is roads that will permit free flow of really a sovereign nation and should traffic in all kinds of weather are as take all possible measures to establish essential to the business of the modern herself as such in the eyes of the community as telephones, telegraphs and railways

Why Read History? Stonehenge and "The man of affairs," says John Lee

Maddox in an article, "Why Read His-I remember vividly rich autumn tory?" in the September Current History, "asserts that the study of history afternoons in Battersea Park rolling accomplishes no useful or practical Michael over and over in the redpurpose, such as the construction of brown leaves, which he particularly bridges or the organization of business chose to play in, and then at the conenterprises. But the acceptance of clusion of the exercise period dragthis view depends largely on the in- ging him with all four feet braced in terpretation of the word 'practical.' protest across Battersea Bridge to The reading of history may be produc- Cheyne Row. For Michael was at the tive of more lasting value in inspira- unhappy stage in his development tion to effort by noble example, broad- when on the leash he would only willening man's outlook on life, and ele- ingly go backwards like an obstinate

vating the intelligence than many an brown crab. activity which 'flaunts and goes down Later in the autumn the fogs would curl up from the Thames embankment "An assiduous perusal of the pages in dun-colored clouds of smoke, and of history will reveal a law of continu- the little house, cold, and alas, I conity, a law of permanence through fess, at times cheerless, would fill with change, a law of interdependence the thick vapor. . . . Perhaps k was among the members of the human this, perhaps simply the spirit of wanrace and a law of moral progress, dering which led us to leave Michael Through history the permanent ele- to the care of our lovable old housements of contemporary life may be keeper and visit the Forest of Saverseparated from those which are acci- nake. dental and transient. Through his- Our destination proved to be a rail-

tory we can judge the progress of the road station lying between two hills.

present over the past. We shall im- About a quarter of a mile away in the

mediately see from such a comparai- half light we could see a heavy brown

son that the present is superior in English house with a hedge around it.

material, mental and moral respects. Of inhabitants, beyond the station

Slavery and serfdom have disappear- master, there was no sign, and on ened; soldiers, sailors and school child- quiring for the nearest inn, we were ren are no longer flogged; men's directed to this lonesome building in physical and legal power over women the English plain. . . . The next is decreasing; the principles of justice morning ... about a mile beyond a and mercy are extending beyond the hedge-bound bend in the narrow highconfines of the family and tribe to way, we came upon a low thatched national and even international rela- cottage with a small sign the window-"Car to Hire." We knocked at "Uninformed politicians are continu- the door. A pleasant, red-faced man ally making mistakes because they do appeared and we questioned him about stance, the farmers of the Constitution ruin of Stonehenge was about forty or Jim, "yet people tell me almost daily lessons which history has to teach, gladly take us for the sum of a shil-Meanwhile he obtained measurements Our brave ironic laughter is no good, I don't look a day over forty-five. I they might have forfended the Civil ling a mile. Margaretta and I were A very essential thing that I have done slavery as an economic expedient is get his cap and soon we were in the a thorough examination by a physi- well learn the same lesson. Neglect in the rear of the house, where there thoroughly examined, he finds out the Revolution. If Czar Nicholas and his Ford which must have been built prevkidneys, etc. If there is anything history, the fortunes of Russia would brass radiator was burnished and wrong, he can have it corrected before have been quite different. The same shining, the top was down, frayed but resolute. A sense of lordly ease and

disease or diabetis. Disease often gets provide the means of foreseeing and would be necessary, elevated and such a hold of them that when they providing for the future. During the chastened our spirits to a sweet humil-World War a soldier asked his officer: ity as we ensconced ourselves in the "A boy who wants to build up a 'What will be done with the German back and threw a tattered robe over

bed-rock. The foundation for his con- thus kept from doing future harms, as ed and broken up into fields by hedges stitution will not cost him a nickel. was Napoleon Bonaparte.' Thus an and stone walls. The road was nar-It takes only will power, ambition and accurate forecast was made of what row but good, and Margaretta and I were particularly charmed by the old "Many persons are actually con- stone churches with their . . . dark without those three essentials no boy, vinced that it is useless to try to yew trees, the thatched farm houses, poor or rich, can build up the founda- combat the forces that are making the neat barns and byres. At times for the destruction of mankind. When we came upon the lush, slowly moving "When a boy grows up to be a man a person is in such a frame of mind stream of the Avon River which re-Toronto Star (Ind.): Canada has he wan's naturally to preserve his he will do well to read history. When, minded me with an intense pleasure ment problem, which, owing to our times out of ten when he has come to was encouraging his men, Wordsworth stable. About eleven o'clock we came seasonal occupations, is in normal con- man's estate, he does nothing to keep was expressing the gloomiest of senti- upon Salisbury Plain and soon after ditions heavy enough. There is room himself fit. He allows himself to be- ments about his country. At that reached the fenced-in ruin of Stone-

all, a background which enables us to in coming upon old fortifications and secure a necessary perspective for the an extremely vivid one. Margaretta down into the most, where we sat

After lunch we returned through the

tical contribution to the solution of a ried, reminded me of the stories of Robin Hood, and I half expected to see green forms flitting through the twilight .- William Whitman 3d, in "Dog Corner Papers."

> The World on Wheels Manitoba Free Press (Lib.): The

Hurled by a catapult from the deck of incoming liners, approximately 500 miles out at sea, the above sea plane

ONTARIO ARCHIVES **TORONTO**

Columbia, was looking for another where it was assembled and tried out, While in Paris, Levine made several flights, in which Miss Mackay had trips to London in the planes of the taken part and demonstrated that she Imperial Airways, during one of which was capable of acting as relief pilot, he flew with Hinchliffe as pilot, Le- Hinchliffe wanted to take the plane vine was so impressed with Hinch- to Cranwell and wrote the Air Minisliffe's handling of the plane that he try asking them for permission. But, suggested Hinchliffe fly the Columbia though he was the only British airman back to America. Hinchliffe was will contemplating. a transatiantic flight,

later, but found the lifting power of Spring leaves us cold, incredulous, and for a great many years is that I have a failure. Nations and rulers may garage, a thatched barn of pink stucco take off there with a sufficient sup- Poking in bins where there is nothing cian once a year. When a man is of this brought on the bloody French slept in the easy peace of old age a stored. -Ruth Fitch Bartlett in Harper's condition of his heart, blood pressure, advisers had learned the lessons of lous to 1910. It was a noble car; the Magazine. A Daring Risk YES HE WILL Baseball: I guess I'll let Mr. Pig-

enough.

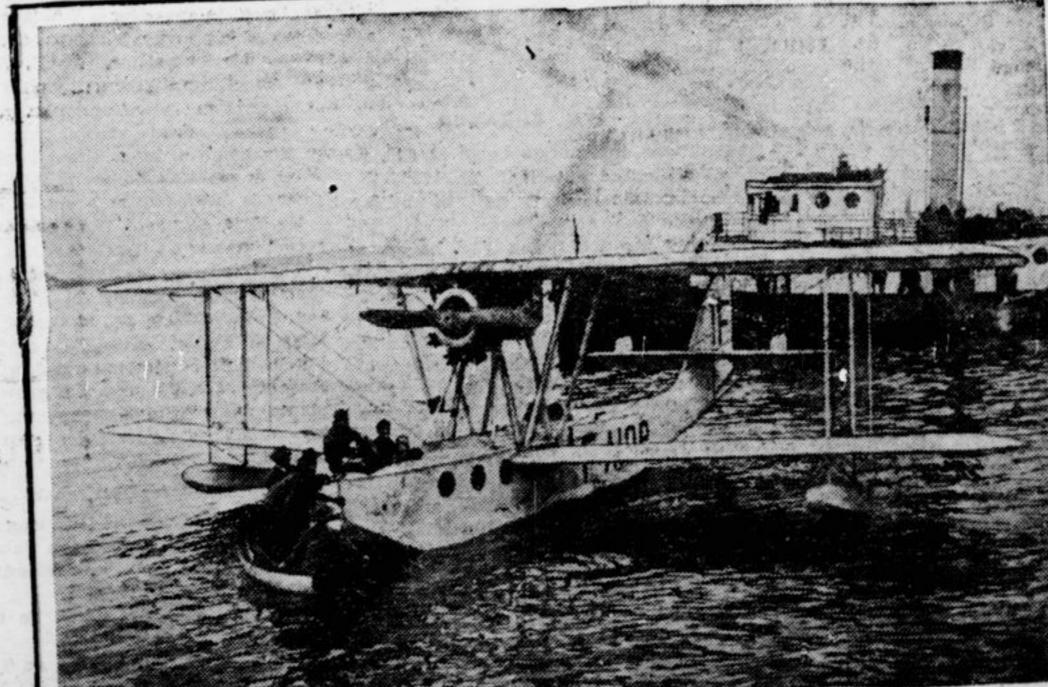
long chance, but it was the only one skin sleep awhile yet, but he'll be

The Immigration Problem

Empire Trade

by a machine gun bullet and lost the the hours spent in the air, and when be made to cut enough red tape to let ada has found in Great Britain a mar- investigation of reports reaching that

From Ship to Shore Service



TYPE OF SEA PLANE USED TO SPEED THE MAILS