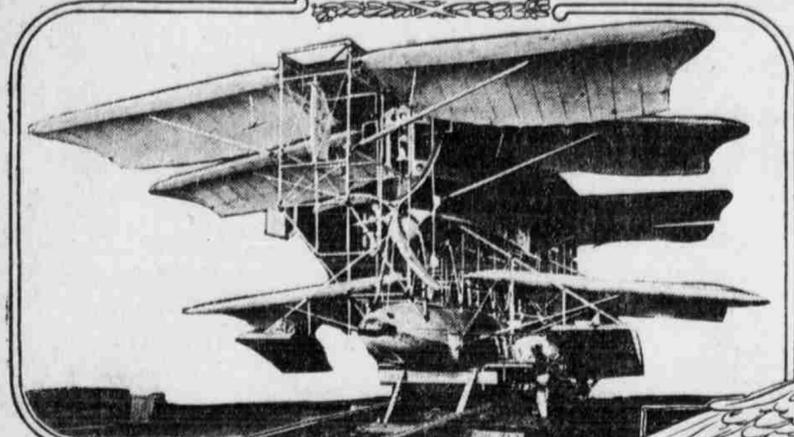


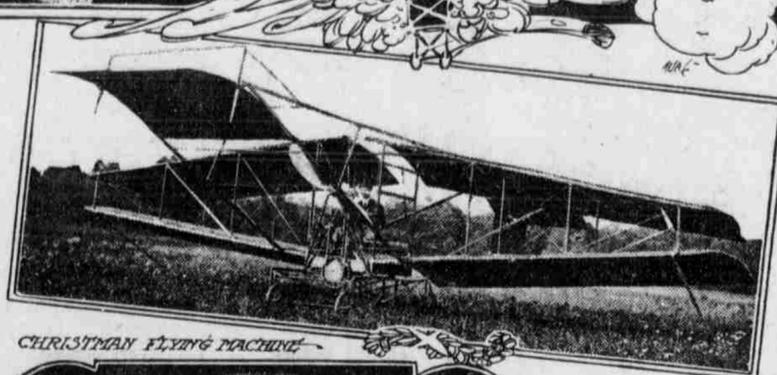
The AIR RACE 'ROUND the WORLD



BALSON'S NEW-STAR TWELVE-WING MACHINE



LINCOLN BEACHEY



CHRISTMAN FLYING MACHINE



ROUND THE WORLD AIR ROUTE

MAJORITY of experienced aviators believe the proposed aeroplane flight around the world this summer, while it will be a marvelous demonstration of human progress and efficiency, is nevertheless feasible. The directors of the Panama-Pacific exposition at San Francisco are assured of the co-operation of all the great nations over whose territory the monoplanes and aeroplanes will whirl.

Feat after feat of endurance must be performed by the aviator who traverses the broad American continent, makes the great jumps from island to island of the North Atlantic, pursues the well-traveled air lanes of Europe, safely passes over the bleak and forbidding wastes of Siberia, and fringes the almost uninhabited coast line of northern Asia and Alaska.

But each of these feats has been exceeded already in the air records now on the books. Now all that is needed is the combination of them. The performance of one great air journey after another means luck, enormous luck, to a greater degree than in almost any sporting contest ever organized.

Several aviators have signified their intention of entering. They are willing to take the risks. They are not actuated by the desire for gold, for even the successful contender, who will win the \$150,000 first prize and also the \$50,000 offered by Lord Northcliffe for the first crossing of the Atlantic, will find his \$200,000 and perhaps more eaten up by the expenses of his undertaking.

It is quite certain, however, that plenty of men of large fortunes and sporting proclivities will be found to finance this peerless air event.

The eyes of the world will be upon the brave contenders, even more than they were upon the pioneer aviation racers in that first meet at Rheims in 1908.

The attention of the close students of the race is centered upon the problem of the Atlantic. After passing due east from San Francisco across the Sierras, through Reno, Nev.; Cheyenne, Wyo.; Kansas City, St. Louis and New York, the aviators will coast along the seaboard to Belle Isle, between Newfoundland and Labrador. Here the flight across the Atlantic will begin. The flyers will probably head for Cape Farewell, Greenland, 619 miles away. From Cape Farewell to Iceland the distance is 470 miles, and from Iceland to Stornaway, in the Hebrides, is 570 miles.

Three enormous leaps—610, 670 and 570 miles. None of them insurmountable in itself. But to hit the bull's-eye three times in succession—there's the rub.

Then these seas are not always as hospitable as the Mediterranean, which Roland Garros has now crossed twice. There are fog and wind and rocky landing places.

But if a row of warships patrol the course, lent by their governments in the interests of science and human progress, the risk will not be greater (for instance) than that taken by the late John B. Moisant when he set off in an untried machine with a fog in his face to fly from Paris to London at a time when the channel crossing alone was considered almost a miracle.

Compared with the Atlantic crossing, too, the rest of the journey seems fairly simple.

The proposed route is by way of Edinburgh, London, Paris, Berlin, Warsaw, St. Petersburg, Moscow and the Trans-Siberian railway to Manchuria and then south to Vladivostok. The next lap takes the aviator across the sea to Korea.

He must then cross the Japan sea to Kobe and Tokyo, turn north to Kamchatka and travel along the coast either to East cape or to the Aleutian islands. The distance between the two continents here varies from 30 to 200 miles. From Alaska the course will be southward to Vancouver, Seattle, and home to San Francisco.

The aviators who hesitate about pronouncing the journey possible in the present stage of their are calling attention to the distance—28,000 miles. The successful flyer must travel an average of more than 200 miles a day for four months. Will it be possible to accomplish the trip in the few months of summer of the Northern regions through parts of which the course lies? Vedrines was five weeks in doing the 3,500 miles from Paris to the pyramids, flying at an average of only 100 miles daily.

This explains clearly how greatly the proposed journey would outdo anything yet accomplished. Besides the notable flights already mentioned, Oscar Bider has flown over practically every high mountain in Europe. Garros has made a flight from Marseilles to Paris without stopping; Brindejone des Moulinais has toured the capitals of Europe, and two besides Vedrines have reached Egypt from France. Yet these journeys pale before the difficulties of the race around the globe.

It is to be noted, however, that the history of aviation is one succession of surprises. Scarcely anything of importance accomplished has not been called impossible beforehand. Aviators have done so much that one hesitates to doubt their ability to do anything.

Special aeroplanes will be constructed for the race. These will probably be swift, but not built for the maximum speed. They will make say, 60 miles an hour. Reliability will be the object.

There will be accommodations for two men, both pilots, who will relieve each other at the tiller. A large supply of fuel and oil must be carried. It will be a splendid test for the machine builders, and most of the factories on both sides of the Atlantic are expected to be in the field.

In the United States the following constructors have tentatively signified their willingness to build a 'round the world plane: Glenn H. Curtiss of Hammondsport, N. Y.; Orville Wright of Dayton, O.; W. Starling Burgess of Marblehead, Mass.; Thomas Benoist of St. Louis, Emile Berliner of Washington, D. C.; the Heinrich Brothers of Baldwin, L. I.; John E. Sloane of New York city, Edith P. Gallaudet of Norwich, Conn., and Ingles Uppercu of New York city.

There are now 7,000 licensed aviators in the world. Out of this field there must be several hundred who would attempt the proposed flight if the financial backing were forthcoming. The first man in America to get in his entry was Beckwith Havens. Capt. Mathew A. Batson of Savannah, Ga., a former army officer, who is the inventor of a flying boat, announces he will enter the race. Lincoln Beachey will also compete. From abroad come many expressions showing enthusiasm for the race.

The time before the start is short, however. By May 1, few could have their machines in readiness at the Golden Gate. Claude Grahame-White, the noted English aviator, thinks the exposition officials should take off the time limit entirely. He thinks the trip around the globe cannot be made this summer, but might be accomplished in 1916. He said:

"They (the exposition officials) might as well offer \$10,000,000. It is as safe as in the Bank of England if the offer is to be withdrawn at the end of 1915. I do not believe you would have time now to get a machine ready even if you worked day and night.

"I think it would need to be a comparatively slow machine for the race; that is, one doing 60 miles an hour. I certainly would not have a monoplane, for I do not think monoplane construction lends itself to a big weight-lifting machine."

The London Daily Mail, Lord Northcliffe's newspaper, doubts that the feat can be accomplished. It says:

"The exhibition committee's offer indicates remarkable confidence in the future of aircraft, though there is little prospect of the feat being accomplished by the proposed date. But it is merely a question of time before an airman puts a girdle around the world."

Roland Garros said:

"They can count me in, provided oceans are eliminated, as in the case of an automobile trip, and other conditions are decently fair. I am an aviator who will not attempt the impossible. I am positive that no engine today could stand the whole journey. Without having to fly across the oceans, I believe I could accomplish the feat with one engine, provided I were allowed to repair it."

Capt. Thomas Baldwin, a veteran of the balloon field before he took up aeroplanes, said the great-

est difficulty would be to cross the Atlantic ocean, and for this trip special machines with arrangements to carry provisions and fuel for 20 hours at least must be constructed.

"Except for the flight across the Atlantic," said Captain Baldwin, "the race will not be difficult. I figure that the aviators will have to travel 28,000 miles. Of course it will be necessary for two pilots to travel in each machine so that they can relieve each other.

"Motors now are made so that they are fairly reliable, and the trips across the water for stretches of 500 or 600 miles may be accomplished with comparative ease. The trip by land over Europe and Asia will be made without great difficulty, and arrangements for crossing the Bering strait will insure success for that stage of the journey."

The exposition officials expect to have at least \$300,000 to offer in prizes. The first prize will probably be \$150,000, although it may be \$100,000 or \$200,000. The race will be under the supervision of an international commission consisting of men from all the countries on the route of the race. The commission will be scientific and advisory, and its duties will be to suggest the route and offer counsel on geographic, meteorologic and scientific problems.

The commission will be named by the president of the United States, the king of Great Britain, the president of France, the German emperor, the emperor of Russia, the emperor of Japan, and the premier of British Columbia. An international fleet will be organized. Japan and the United States will be asked to patrol the Pacific ocean course with scout cruisers, and the United States, England and France to establish the same sort of a guard in the Atlantic. Russia will be requested to distribute troops over the desolate wastes of Siberia and Manchuria.

TALKED TO DEATH.

The toastmaster was in despair. Looking down the table he saw a friend, an Irishman, noted for his wit, and he thought that he might help. He called on him. With due solemnity the Irishman responded:

"I cannot say what I want to say," he began with "for we are all limited to five minutes. So I will tell you of an Irishman who came to this country. He wrote home telling of things here, and recounted that no longer were men put to death in this country by being hanged. 'The way they kill 'em here,' he wrote, 'is by elocution!'"—*Raleigh News and Observer.*

A REAL BARON.

"At last," exclaimed the long-haired inventor, "I have evolved the greatest practical blessing of the age!"

"Oh, tell me, Theophilus, tell me what it is," begged his wife.

"A collar button with a little phonograph inside that will call out when it rolls into a dark corner under the dresser: 'Here I am! Here I am!'"—*Cleveland Leader.*

HOUSEHOLD PROBLEMS.

"Housekeeping in a small flat has its problems."

"How now?"

"My wife is kicking because she has to buy 5 cents' worth of ice to preserve 4 cents' worth of milk."—*Louisville Courier-Journal.*

VOLUNTARY.

First Grad—My wife's gone to the West Indies.

Second G.—Jamaica?

First G.—No—she wanted to go.—*Orange Peel.*



POULTRY WORKING IN A POULTRY YARD

Overfeeding, Overcrowding and Lack of Fresh Air Cause Much Loss — Sell Surplus Stock.

(By PROF. A. S. ALEXANDER.) Be careful in handling fowls, particularly ducks and geese. Ducks have very weak joints and it always injures them more or less to catch them by the legs.

Overfeeding, overcrowding and lack of ventilation cause much loss among amateur poultry keepers. A large per cent. of the chicks die and those that survive are runty and undersized.

Forgetting to provide grit causes indigestion and after a while it turns to cholera.

Fall is the best time of year to purchase geese for next year's breeding. Geese do not mate as readily as other fowls and it is therefore advisable to procure them several months before the laying season arrives. If possible, buy stock that is at least one year old and mated.

As a rule one should engage the stock sometime in the summer. Have the birds shipped after the weather gets cold. This gives the birds time to get accustomed to their surroundings.

Sell all surplus poultry to market as soon as the fowls are in proper condition.

Unless one understands the process of forcing, it is seldom wise to wait for prices to go up.

Cull out the backward looking pullets, keeping only the best and most prominent for egg production.

Even in cold weather be vigilant and use the whitewash pall and brush at least once a week. The mites are busy



A Chicken House Easily and Cheaply Constructed—Windows Are Well Arranged for Ventilation.

taking the life from the bodies of our best layers and a louse-infested hen will not lay.

Some people make the mistake of selling all the good birds and retaining the poor ones.

Stop up cracks in walls and doors and do not allow drafts to blow in on the roosts. Top ventilation is the best, for foul air rises and if there is an outlet it will escape.

The ventilator should be opposite the end where the roosts are.

When the snow comes there should be paths shoveled down to the ground for the fowls to walk without getting into the drifts.

Give warm water twice a day and empty the water fountains every night before they freeze.

Potato and turnip peelings boiled and mixed with the morning feed are excellent for laying hens.

Sweep up the hayseed and spread on the floor where the hens take their sun baths and let them scratch for the oats, wheat, buckwheat and corn sprinkled there. It will make them busy and warm and make the egg basket heavier, and the old hens will not grow so far. Regularity is an essential in the feeding of fowls.

Cold water tastes good in winter; just remember that with the chickens, and note how they will leave the best food and crowd around the fountain.

Skim milk has a high value in egg production. Don't waste a bit.

Fortunate are they who grow their own feed. Much of the imported ground meal or bran is poor stuff. When you get your own oats and corn ground you know you are not feeding sawdust. If you have screenings feed them and count yourself just that much ahead. But it is rarely economy to buy them as much of the weed seed is worthless and even the grain is so imperfectly developed as to furnish little nutrition.

If the hens do not eat with a relish something is wrong. It is up to you to find out what, and that in short order.

The chick once stunted never fully recovers.

Weed out the culls even if they must be sold at what may seem to be a sacrifice, and by thus getting rid of all but the best avoid having culls the next year.

Let the turkeys have some range, even when fattening. Feed liberally all the grain they will eat three times a day, and they will lose less flesh in the little exercise than they would while chafing under confinement.

Never leave a broken egg about the poultry house. Not only will it induce the egg-eating habit, but it is a breeder of lice.

Getting Fertile Eggs.

An old hen is not so apt to lay good fertile eggs as one that is a yearling.

The ONLOOKER BY HENRY HOWLAND

The GLORIES of WINTER



I met him on the corner where I saw his breath congeal, And he spoke from furs that covered him almost from head to heel; "Ah, but this is lovely weather! Stirs a fellow's blood, you know; If I could I think I'd always have it ten degrees below; Take a cold bath every morning, sleep out on the porch at night— Nothing like it if you're anxious to keep feelin' fit and right."

In the hovels people shivered, children who were lightly clad Heard the frosted windows rattle and neglected to be glad; Through the storm the doctors hurried, wearied from long lack of rest, Many a weeping mother vainly clasped a dead babe to her breast; Through the city Death went stalking, striking down the young and old, And the gaunt cab horses shivered as they stood out in the cold.

I met her in a parlor, where she lolled in luxury; "Ah," she said, "this is the season that brings greatest joy to me; How I love to hear the creaking of the wheels upon the snow; What a joy there is in living when it's ten degrees below! Springtime brings its fragrant blossoms, but I feel supreme delight When the wind blows from the northland and the world is clothed in white."

By the curb an old man tumbled; at his side his shovel lay, And his poor, thin coat was fluttered by the wind that howled away; Pallid children crouched where sadness could not be induced to leave, In the hovels women shivered and forgot all but to grieve; Through the city Death went stalking, madly striking right and left Where the little, gloomy coal bins of all contents were bereft.

CANDID OPINION.

There are no lamp posts along the straight and narrow path.

Friendship goes out the window when envy enters the door.

A wise man never pretends to know all about everything.

Putting confidence in a cheap man is an expensive experiment.

The happiness that comes over a bar is always very brief.

Since she cannot put her hands in her pockets it is a lucky thing for woman that her back hair needs constant fixing.

How, indeed?

"Do you love your papa?" asked the minister.

"Yes, sir," said Willie.

"And do you obey him?"

"Yes, sir."

"And now comes the most important question of all. Do you honor him?"

"How can I if he is the kind of a man ma tells him he is every little while?"

BLOWING SOME.

"Have you an Ananias club in this town?"

"Yes, sir. The president of it is a fellow who claims that during the recent storm here the wind blew the backing from his shoes without doing any other damage to his property."

The Disturbing Poet.

"There is no death," the poet said, "What men call death is only sleep; The husband whom you mourn as dead But lies in slumber sweet and deep."

The widow heard the poet speak And wonder seemed to fill her eyes; A tear dried on her dimpled cheek, She sighed some very soulful sighs.

"Not dead? Not dead?" she said at last; "Ah, sir, why will you scare me thus? The courts have thrice within the past Objected to divorcing us."

Did His Best.

"But why in the world did the poor fellow wish to go about barefooted in cold weather? He ought to have known it would cause his death."

"Somebody once called him an eccentric genius, and he was trying to make good."

Praise.

"What," asked the proud young author, "do you think of my new novel?"

"I must admit," replied the heartless critic, "that you afforded the artist an opportunity to make some fine illustrations."

Useless Bother.

"But haven't you ever saved any thing for the rainy day?"

"No, what's the use? I expect to go to Arizona as soon as I find that I'm down and out here."