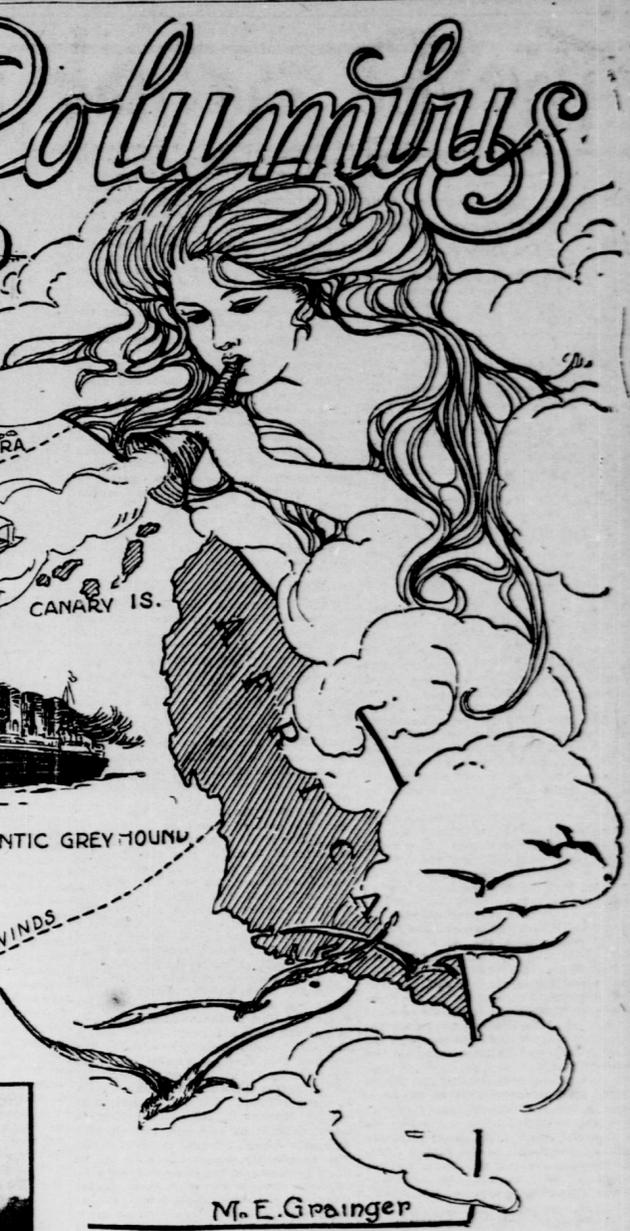
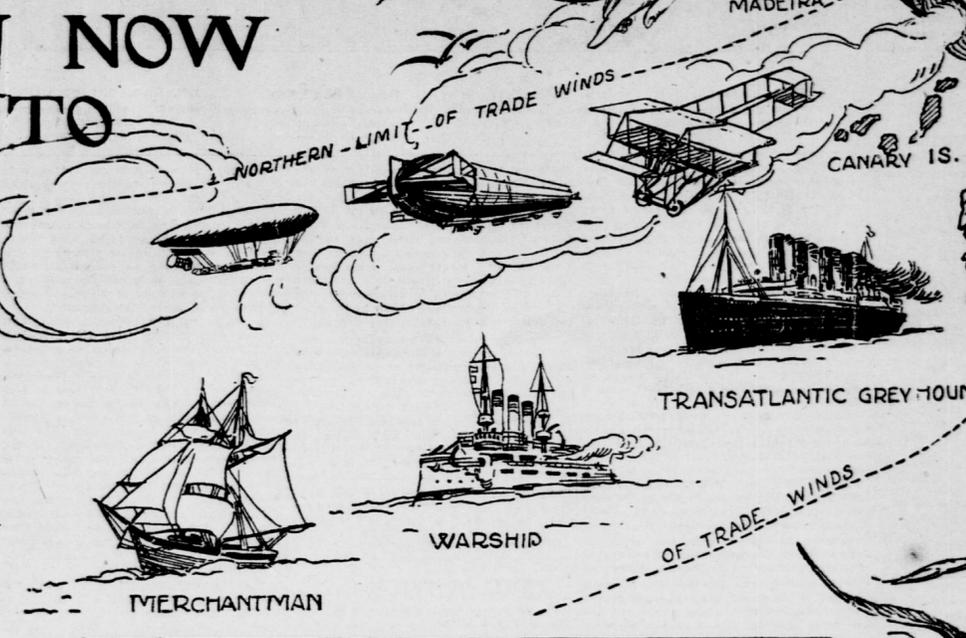


# Who will be the Columbus of the Skies?

## TWO MEN NOW PREPARING TO CROSS THE OCEAN IN AIRSHIPS



M. E. Grainger

Will They Start a Procession of Airships Across the Atlantic as Marvellous as That Which Followed the Great Italian Navigator's Little Craft?

Who will be the first to fly across the Atlantic from Europe to America? Who will show the way to the navigators of the air as Columbus did to the navigators of the sea? Who will, with the crude airships of to-day start the long procession of perfected air craft to these shores as the corked shell craft of the great discoverer started the steady stream of his merchantmen, warships and passenger palaces that have been crossing the Atlantic ever since?

Biot flew across the English Channel on July 25 last year, and the world could scarce believe the astonishing news. He was seen on the shores of France for a moment, then far out above the waters of the Channel, and then was lost to view. He hid from away on Goswamer wings. Startled, he saw him alight in Dover, England, a few minutes later. Some one remembered the exact spot first touched by the visiting flyer, and now they have marked it with a stone representation of the aeroplane, which is sunken in the turf. A great day for France and the world, as well as a day which caused a rumination and some apprehension in England.

Count de Lesseps flew across the English Channel a short while ago. The world listened to the news while on a half trot with a far away look. "De Lesseps?" it seemed to say. "Never heard of him. Flew across the English Channel, you say? Break nothing? No. Ah! I remember some chap flying that stunt last summer." No nine days' wonder any more. Sentiment changed to news that is a little year. Another illustration of the importance of being first to do a thing.

Now, again, the introductory question. Who will first fly across the Atlantic? Will it be an American? Who will say these things are feathers of fancy? Who will say that some one, some day, will fly across on man built pinions, nor stop until the feat has been accomplished, and this within ten years have passed? Who would wager a large one—that such a trip will not be made in less than thirty days? The Germans say they will "dirigible" the trip in less than two.

There are two books in a public library in New York that help one to be hopeful as to the future of aeronautics. They do not say anything about flying machines. They belong to a day when even the uneducated masses knew how ridiculous it was to think that man might ever fly. The books are full of information that was considered reliable when new. They deal with steam and electricity.

The volume contains a graphic description of a railroad train dashing across the country at the magnificent speed of twenty miles an hour. The author was not content with investigating the impossibility of such improvements. He said there would be none; that is, the ultimate speed at which the human body ever would travel had undoubtedly been reached. The human body, he said, could not stand the nervous shock of greater velocity.

OVER TWO MILES A MINUTE. How long ago, just to show the Kaiser, a few engineers and the world what they could do, the directors of the Zoosen electric railroad, in Germany, attained over two miles a speed which was at the rate of the nervous shock. Engineers do not like to say the limit has yet been reached. In the other volume a positive scientific statement on electricity refers to it as peculiar. The book has been saved since the seventeenth century. The author was careful to inform his following in this wise: "We know to-day all of the commercial applications to which this peculiar medium may be put."

to perfect such engines for flying purposes let him do so quickly. Wilbur Wright, always conservative, always paring possibilities to the bone and then hacking off some of that, said recently that he and brother Orville could without difficulty build an aeroplane that would fly a hundred miles an hour, go a thousand miles without coming to the ground and carry six or seven persons. Remember this is a pared prognostication. There is no apparent reason why we should not soon see flying machines go two hundred miles an hour if a hundred miles is now practicable. But at a hundred miles an hour, roughly speaking, the trip across the Atlantic would require only twenty-nine hours.

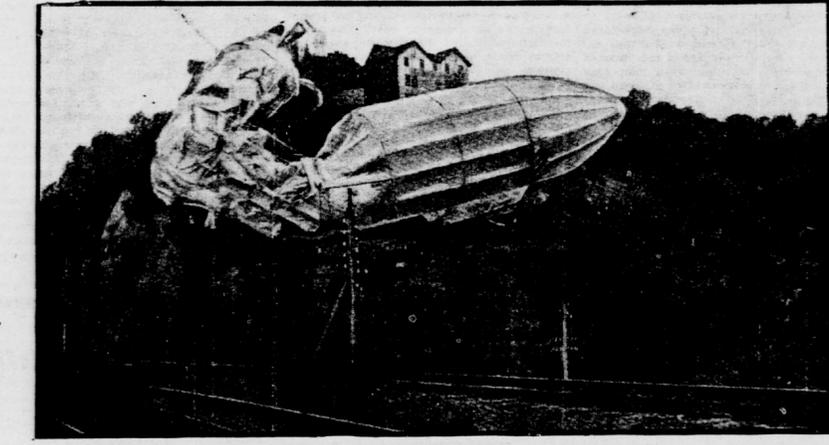
Twenty-nine hours in which to acquire undying fame! Some man will show the way. He may now be making \$12 a week as a mechanic in some aeroplane factory. Rest assured, however, that he is now among the living. Paulhan was married on \$12 a week less than two years ago. When he left America incognito a few weeks since he carried \$50,000 with him—money it had required less than three months of intermittent flying in the United States for him to acquire. If the Wrights had not hauled him into court and asked him a lot of embarrassing questions, he might easily have had Paulhan's fortune. The fact that he didn't make Paulhan's fortune in America was pathetic. The things he said about the Wrights were full of color. He was purple when he said them.

After his putting it Paulhan flew from London to Manchester, last month, a distance of 136 miles. His longest sustained flight on that trip was 117 miles in 2 hours and 50 minutes. He also flew from Orleans, France, to Arcis-sur-Aube, a distance of 125 miles, in 2 hours and 30 minutes.

### THE FLIGHT OF FARMAN.

Henry Farman, in November, in France, made a flight of 144 miles in 4 hours 11 minutes and 53 seconds. The distance from New York to Albany by rail is 143 miles. The Empire State Express makes the trip in 3 hours and 15 minutes. Glenn H. Curtiss, the American aviator, has announced his intention to fly from Albany to New York for the \$10,000 prize offered by "The New York World."

On December 17, 1902, the Wright brothers made their wonderful long flight at Kitty Hawk, N. C. It is only a short time since no aeroplane engine except the Wright was on any flying machine. To-



A REMINDER THAT THE ADVENTURE WILL NOT BE WITHOUT ITS DANGERS. The disaster which recently befell the German airship Zeppelin II at Weilburg on the Lahn.

day Paulhan, Farman and these various other men who are performing wonders in the air have other engines which it is plain to see are becoming more and more reliable and running for a greater length of time. It has been affirmed that the epoch-making trip of Biot was significant in so much that would be interesting in warfare. It is curious to remember that his engine had only once before run for as long a time as was consumed in his cross-Channel flight.

Think of the advances that have been made in only a few months! A few years ago experts were saying it was impossible to get a boat across the Atlantic in less than a week. They said the boat could not carry enough fuel to produce the speed required to do this. The increase of one-half knot an hour, they said, called for an enormous extra quantity of coal. They didn't reckon on the steam turbine. The Mauretania has crossed in less than four and one-half days. It is now being shown that oil for fuel is practicable on steamships.

The miracle of to-day is the commonplace of to-morrow. The miracle of flying across the Atlantic may soon be commonplace.

Probably a year ago, and especially in view of the great work of the Zeppelin airship, almost all students and types of aeronautics would have predicted that the dirigible balloon would be the first type of air craft to cross the ocean. But when the rapid development of the aeroplane is kept in mind, who will take issue against it as the first to do the trick? The Zeppelin IV, just being finished, will have an estimated speed of thirty-seven miles an hour. It will displace 20,000 cubic metres, have one engine in front and two in rear, with a combined horsepower of 200. The cabin will be amidship and will accommodate twenty passengers. The Zeppelin V will, it is believed, be com-

pleted in June of this year. Its horsepower will be 420, its estimated speed forty miles an hour and its cabin capacity thirty persons.

The Germans see nothing impracticable in crossing the Atlantic in the air. Two expeditions have been planned to make the passage by utilizing the same winds that brought Columbus to our shores. Professor Hergesell has carefully mapped out these winds, which have been systematically explored by sounding balloons. One of these expeditions is headed by Dr. Gans Fabrice, formerly president of the Frankfurt Aeronautical Exposition, and the other by Joseph Bruckner, of Berlin. They purpose to start from Tenerife, with the West Indies as their destination, floating with the wind and using their power to keep them in their course. The distance to Porto Rico is twenty-five hundred miles, and Herr Bruckner says it should be reached in four days.

Germany has been thinking the matter over and has arrived at the decision that instead of fighting the winds it will be better in every way to put them to work.

The Zeppelin I flew on a forty-mile wind last year, and thereby was able to travel at a speed of seventy miles an hour, while returning to Friedrichshafen. It is since then—the spring of 1909—that Germany has chartered for navigation all air currents within its boundaries. With her Zeppelins and Gross I, Parsevals I and III, Germany has done much technically to perfect air-gone craft. Her experts now intend to take advantage of the lessons taught by the birds by using the air currents, as they do, in travelling. They mean to ride the trade winds, and by so doing double and treble their speed.

Why not? The trade wind always blows one way. Let the wind blow twenty-seven miles and the airship fly thirty-five miles an hour, passengers should make the trip across the Atlantic in fifty-two hours.

With a forty-mile blow airships should cross the ocean on the trade wind in less than two days. Zeppelin airships more than once have carried four tons more than nine hundred miles in a day and a half, and this when the control of the gas was far from satisfactory.

It is believed that ultimately cyclonic currents will be welcomed as aids by the pilot of an airship out for a speed record. Birds flying over the open sea have nothing but the winds to guide them. Instinctively, the bird does not lose the wind in which it wants to travel. There are birds that annually travel from islands in the Bering Sea, over the Pacific to the Hawaiian Islands—a distance of 2,200 miles, which must be made in a single flight. It is now known that migrating birds never change their address except with the assistance of the swiftest winds blowing toward their destination.

### THE HELP OF NATURE.

The German air pilot already understands that he can go with the wind in one-fourth the time utilized in struggling against the current. He realizes that when he meets a heavy storm he can travel at enormous speed on the side of the cyclone that is going directly toward the airship's destination.

It would seem probable that the Mediterranean might be the next sheet of water to catch reflections of the machines of ambitious air navigators. Word may be expected almost any time that an aeroplane or a dirigible has crossed that watercourse or flashed along it from west to east as a warning-up process to the longer and more difficult journey across the Atlantic Ocean.

It is not unlikely that the first aeroplane flight over the ocean, if begun from the other side, will be made between the extreme western coast of Ireland—say from the town of Dingle, on Dingle Bay—to some point in Labrador, such as Cape Charles,

They Plan to Let the Same Trade Winds That Wafted Columbus Hither Bear Their Dirigibles from the Canary Islands to Porto Rico.

thus reducing the distance to less than two thousand miles.

Wilbur Wright says that the aeroplane to-day is as safe as the automobile. The number of persons who are coming to believe that the flying machine is a comparatively safe way to travel is growing fast. The aeroplane business is backed by unlimited money, and the best and greatest engineering minds in the world are grappling with the problem of perfecting a reliable motor. The solution of the problem of aerial navigation should have a greater effect on civilization than any other of mankind's triumphs. Consider the limited time the engineers have been at work on the big dirigibles that have gone so many hundreds of miles successfully; remember the distances the frail aeroplanes have covered; and who will dare risk his reputation for judgment by placing a limit to what the future will hold in matters aeronautic?

In the old Revolutionary days, when they swore by their smooth bore guns, who foresaw the smokeless, noiseless, rapid fire guns of to-day? One machine gun now can fire four hundred shots a minute. It is not necessary now to wait until the aeroplane is equally fortified and equipped. Hereafter, in spite of every precaution, aerial raiders are sure to break in upon and ravage unprotected country, blowing up magazines, destroying railroads and railroad bridges and leveling upon moneyed institutions.

However, should the first man to fly across the Atlantic be a foreigner and drop upon these shores, he will come as a friend.

any indication of a disposition on their part to tap their purses and let their currency run to waste in rivers. It has always been the people's blood and the people's money that have been risked when the rulers cast their dice in war.

"The flying machine, more than any other war engine, requisitions science, and it concerns us, and should concern us deeply, as to what its place will be in future warfare. The wonderful feats of the Wright brothers, of Farman, of Paulhan, Biot and De Lesseps have demonstrated that in the next great war the flying machine is going to play a very active part. "When this country is again drawn into the swirling vortex of war—a contingency at any time possible and some time inevitable—we shall be forced to realize that we are where the war is, for the enemy may at any time come down out of the sky, with fire and sword, and the flare of the torch and the glint of steel may awake the slumber of any midnight.

"In our next great war not only around our entire national frontiers must we have flying machines perched ready for flight but the inland mountain height must be equally fortified and equipped. "Hereafter, in spite of every precaution, aerial raiders are sure to break in upon and ravage unprotected country, blowing up magazines, destroying railroads and railroad bridges and leveling upon moneyed institutions."

However, should the first man to fly across the Atlantic be a foreigner and drop upon these shores, he will come as a friend.

### On the Boardwalk

Atlantic City Rapidly Taking On Summer Appearance.

Atlantic City, May 28.—If an ordinance which was introduced in City Council this week becomes a law, the "roller chair barons" will be held to a maximum rate of 50 cents an hour for each chair. That is the rate all the chairmen have been charging since the middle of the winter, when one of the most largely interested parties started a war against the "trust" and let the rates directly in half. In Easter week, however, the "trust" again showed the price up to a dollar an hour. No more will this be possible if the pending bill is passed. The rate will be 50 cents, and that includes the services of a husky, dusky attendant to furnish the motive power for the chair.

Miss Marion Starr, of Oursay, Col., has demonstrated that men are not the only ones who can make long automobile trips. She drove her car from her home city to the shore, arriving here early this week. She was accompanied by Miss Helen Graham, and the young women had no mishap more serious than a punctured tire, although they encountered some pretty rough going on the trip. They will leave here next week for a trip to Boston and in New York State.

Williams S. Daniels, his wife, son and daughter, who came here by motor car from New York, are at the Hotel Morton. Among the arrivals at the shore for the week end is Miss Myra Mortles, of New York, who is at the St. Charles Hotel. She will be joined by her mother and father.

Mr. and Mrs. P. Foster, of New York, are at the Hotel Rudolf, where they have engaged apartments for a fortnight's stay.

Dr. and Mrs. J. B. Knapp, of New York, have taken quarters at the Hotel Traymore.

The following residents of New York City were among those who registered at Atlantic City hotels this week: Hotel Arlington—Dr. and Mrs. W. Klein and son, Mr. and Mrs. J. L. Deramea, Miss Deramea, Herman Jones, C. Harkins and Mrs. F. Corlen.

The Bouvier—Miss S. Renard, William C. Munnie, J. R. Carroll, Mr. and Mrs. Charles Olson and T. Sautter.

The Beechwood—Mary B. Shaw, Mrs. F. Shaw, R. H. Sumner and J. W. Jackson.

## Some Disinterested Advice to Purchasers of Automobiles

CHAPTER XIX. The question whether or not to employ a chauffeur is bound to present itself to a good many purchasers of automobiles. Some, buying a comparatively cheap car, are anxious to save as much as possible in operating expenses, of course have no problem as to how to dispense with him forthwith. But many a purchaser whose means are not limited will still hesitate a long time before deciding to employ a man to run the car.

The question, like most others, has two sides, of course. A chauffeur is responsible for the proper operation of the car. It is his business to see to it that the machine is in proper running order, and it is his task, or one of his tasks, to do the dirty work that may come up in the course of a run, the replacing of tires, the making of the small adjustments that may at any time be necessary.

Many tales are told of the swindling that is done by the chauffeur, if he be dishonest, has extraordinary opportunities for graft. He can obtain commissions from supply houses in many places, and, while these commissions in prospect, he can find it necessary to buy a good deal more stuff than is really called for by the car. A careless owner, one who does not look

closely into his bills and require an accounting for all the material that is supplied, can be pretty heavily mulcted by a chauffeur if the latter wants to take advantage of him.

It is an owner's duty, both to himself and to the man he employs, to watch the purchase of supplies carefully. He should insist upon being consulted before any order is given, and, to protect himself, he should do the ordering himself, he should increase in the requisitions should invite suspicion, just as it would if business instead of pleasure happened to be involved.

There is no reason why, with proper care on the part of the employer, the chauffeur should be able to add unreasonably to the cost of maintenance and operation of an automobile. Watch the requisitions and the bills from the supply houses. Unless you know your man, be suspicious of any extra demands. Ask questions and insist on full answers that explain what you want to know. Remember that the car is yours, and that the chauffeur is being paid in large measure because you want the machine to be always ready to take you wherever you happen to be desirous of going, at the time you want to go there.

Chauffeurs are almost necessary for the

more complex, high powered cars, unless the owner happens himself to be an expert mechanic. The work is considerable when it comes to keeping one of these machines at concert pitch, and unless the owner, as has been suggested, is an expert mechanic and enjoys doing the work himself, it will be a good deal better for him to employ a competent man, with the restrictions already advised.

There are thousands of automobile owners, however, enjoying the use of a smaller car, who need employ a chauffeur only if they are absolutely unable to learn how to run a car themselves. It has been the purpose of this series to give the intending purchaser of an automobile such knowledge of the general principles of construction as to enable him to make a more intelligent selection than if absolutely devoid of knowledge of the matter, and also to enable him to understand that the mastering of the elementary principles to the extent required of the amateur driver is not a task of unsurmountable difficulty.

Every automobile agent who sells a car will furnish instruction in operation and in maintenance. It is to his interest to do so, and it is emphatically to the interest of the purchaser to avail himself of the instruction that is offered. Even if he intends to employ a chauffeur he should un-

derstand the car himself, for the need of such knowledge may make itself felt at any time.

There is a lot of pleasure to a man who has any taste at all for mechanics in looking after his car himself, even beyond the rare joy of sitting at the wheel and driving the car. Many a man, of course, learns to drive a car who would be helpless at the first sign of trouble, no matter how slight, that required a real knowledge of his car for its adjustment.

Such men have not mastered fully the joy that lies in the possession of an automobile. It may not seem particularly pleasant to crawl under a car on a hot day, in a dusty road, and tinker with it. But when it is all over and the trouble has been fixed there is a fine pleasure in the sense of achievement, in the conquest of that most perverse of all things—a totally depraved inanimate object.

There is much to be said on the side of leaving the chauffeur out when it comes to touring. He introduces a foreign element into the party that has made an harmonious whole. He must always be considered at meals and at hotels. Sometimes it will be easy to provide for the chauffeur, and there will be no trouble. But a certain amount of pleasant privacy must always be

sacrificed if a chauffeur is along. Conveyed in a small car at least, can hardly be as free from all restraint, and his presence will always be felt.

On the other hand, a chauffeur unquestionably saves a lot of trouble for the owner of the car. He does all the routine work of looking after the car when the run is over, clean when it is on the road, has been muddy, looking over its parts to see that all adjustments necessary for a smooth run on the morrow have been made and attending to numerous little details of a similar kind.

Moreover, in the country, on a tour a good chauffeur whose trustworthiness has been amply proved is likely to save his employer from a good many exactions on the part of keepers of garages in the smaller places, in whom rural simplicity is conspicuous by its absence alone.

It must not be supposed, from anything that has been written that chauffeurs, as a class, tend to be dishonest. The contrary is true. But the opportunities for graft, "honest" and otherwise, are so many that it is only fair to warn the prospective employer of their existence. Forewarned, as the saying has it, is forearmed, and there is no need to lay one's self open, blindly, to being fleeced when it is comparatively easy to avoid all danger.