

AIRSHIP WRECKS PILE UP

AND THE LIST OF THEIR DEAD IS GROWING FAST.

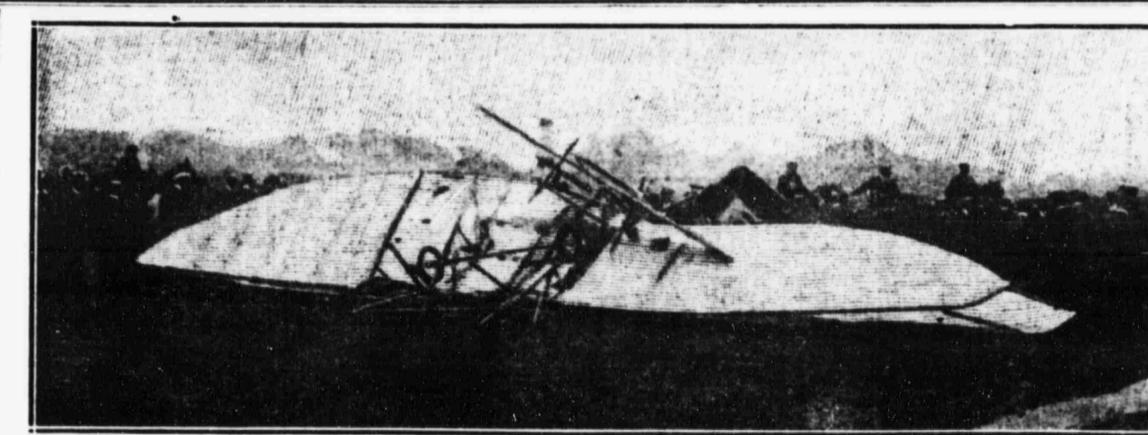
Twenty-five Balloonists killed since 1900, 12 Aeroplanists in the Last Two Years. Samples of the Strange Accidents That Happen to Flying Craft.

Since the day of Darwin Green... who have tried to fly have been... the truth of the children's rhyme... "what goes up must come down," and it has been calculated... of every 100 ascensions in balloon... of the coming... of the coming... not by the will of the flyer... not all accidental descents... serious results for the occupant of the... but this tumbling out of the... a dangerous business and some... the wrecks are very complete, as... in the pictures of dirigibles... which have come to grief... in various parts of the world... of this kind are becoming... occurrence now that all... is trying to fly. In the last four... thirty-five lives have been lost... in balloon accidents and twelve aeroplanists... been killed in the last two years... a total of forty-seven fatal... accidents since 1900... Germany, the home of the giant dirigibles... which Count Zeppelin has struggled... hard to perfect, has been the scene of

boy whom his parents, returning from church one Sunday morning, met driving a steam roller. From the steam roller days young Rolls never fell away from that early conceived passion for anything and everything connected with locomotion. The son of an enormously wealthy man, Lord Langatock, educated at Eton and Trinity College, Cambridge, he might have taken a dozen lines more likely than the one he chose as a small boy, but from first to last he was a serious engineer.

The steam roller, the bicycle, the motor car, the motor cycle, he was the first man to ride one in England, the motor boat, the balloon, the aeroplane were not to him a form of sport. One after the other he took them up seriously as a study. "Dirty Rolls" they called him at school, because his hands were always grimed with the black and oil of the working engineer. "Petrois," they punningly called him at Cambridge, when he was one of the first English automobilists.

He would only have been 32 next month, yet he had been a pioneer in modern locomotion in this country for fourteen years. It was fourteen years ago that he was fined for driving a French motor car along a public road without having a man walking in front carrying a red flag. In the same year he was fined for exceeding the speed limit of four miles an hour. His first long run on a motor car was from London to Cambridge, in 1886. It took 11 hours and 45 minutes.



WRECK OF THE AEROPLANE IN WHICH THE HON. C. S. ROLLS WAS KILLED AT BOURNEMOUTH, ENGLAND.

attention to minute detail of the scientist, he was without equal among us, and to these two qualities he added that touch of genius which we, having no better familiar word or more accurate appreciation, call "crankiness." His character

Very little indeed is known as to the capacity for breaking aeroplanes that the air possesses by mere resistance to their movements. Aeroplane makers work from tables showing the breaking stress of wire and wood and the weight and percussive force of winds of different strength, but even assuming that these tables are absolutely to be relied upon the actual buffeting that a machine receives in flight is quite an unknown factor.

Every accident has its lessons. After Delagrance and Le Bon were killed through their machines being literally overpowered by the excessive speed given by the 50 horse-power Gnome motor precautions were taken, and the present Bleriot's fitted with this motor are so strengthened that they are not likely to break from that cause.

The risk, be it said, ought to have been foreseen and guarded against without the sacrifice of valuable lives. I will go further and say that at this moment there are hundreds of flying machines in existence which depend upon an assumed buoyancy of the air which sad experience tells us does not exist.

In the endeavor to produce light structures far too little regard is paid to the factor of air resistance and to the inertia of the machine. We know that it will lift the roofs from houses and carry them away in its mighty arms, yet aeroplane makers designing machines to speed through the air, creating a wind equal to a hurricane bearing not evenly but sometimes with sledge hammer blows, construct as if the air in motion were a soft and harmless thing.

Properly considered, it is its very strength that gives us our best hope of the conquest of the air. Fragile wires and stays and the lightest of wood cut as finely as possible, materials that are closely affected by variations of the weather, are employed; and indeed it may be said that scarcely any attention has been given to this aspect of the subject. It is, of course, something very like madness to go to work in this way. Airmen themselves are to blame.

The disaster to Rolls points to another danger, that which is involved in experimenting with a new device on an old machine.

It will be noticed that no flying machine has yet been invented which is immune from accident. Whether you go up in an old-fashioned balloon or the latest thing in aeroplanes you have no certainty that when what has gone up comes down again the landing on earth will be safely accomplished. Yet more and more people are every day taking the air in the aviator's sense of the term and almost every day at this time of year when flying meets with rich prizes are being held word comes of the breaking of records as well as necks.

No sooner has some lucky and daring flying man broken the record for height or speed or distance than the laurel is snatched away by an equally daring and lucky fellow. Personal skill in handling the machines is still the largest factor in safety and some of the flyers seem to bear charmed lives.

Charles K. Hamilton, who began his flying career in a balloon and learned to balance an aeroplane by sailing in Lord Ludlow's big kite on Riverside Drive, is one of the lucky aviators. He is skillful too, but he has had innumerable tumbles in all parts of the country, from most of which he escaped without a scratch.

The Wright brothers, the pioneers in aeroplane flight in this country, have both escaped serious injury, although Orville broke his leg in the fall that killed Lieut. Selfridge. Their comparative immunity from injury is doubtless due to the fact that they never take chances, but that is a fact of business in which if a man is always in danger. It might be better to say that they have always realized the limitations of the machines as at

present constructed and have never sought for the serious daredevil.

Most of the serious accidents in aeroplanes have been due to attempts to fly in weather which men like the Wrights consider unfit for aeroplane work. It is apparent, however, that only by such attempts can the real limits of the aero-

to face a gale which Latham and others had previously shown; but the strain of the flight had weakened the machine and when Wachter essayed another flight the wings of his monoplane collapsed while he was 500 feet in the air and he fell.

Herbert Leblon, the French aviator,

DOG YELLOW, BUT GRATEFUL.

Man in the Railroad Signal Tower Accounts for His Promotion.

"Last year bread upon the waters, and unlike the old hagfish it will come back," said the talkative railroad telegrapher, "just as sure as if you mailed it to yourself in a registered letter." This was never more fully demonstrated than by the heroic actions of that little yellow mongrel cur I fed from my lunch basket one night last summer. That dog grew greatly attached to me through my little act of kindness and hung around my signal tower, especially when I was on duty.

"The call for the signal tower when I was working at the time was 'R' and would you believe it, that little dog by listening to the clicking of the telegraph instruments soon got so that he could distinguish my call from the others on the wire. If I was reading or happened to be busy at the moment some one began calling me on the telegraph wire the little dog would whine and fret around, even going so far as to seize my trousers in his teeth and endeavor to drag me toward the telegraph table.

"I never knew him to make a mistake but once, and that was late in the summer when the katyids made their first appearance. Morse, as I called the dog, woke me one night to answer the wire, mistaking the katyid ensemble for my call on the telegraph instrument. The dog was so chagrined at his mistake that he almost committed suicide by letting the midnight express cut him up into woenerswats, but I saved his life and petted him back into good humor. "Our division superintendent stopped at the tower one day and seeing Morse

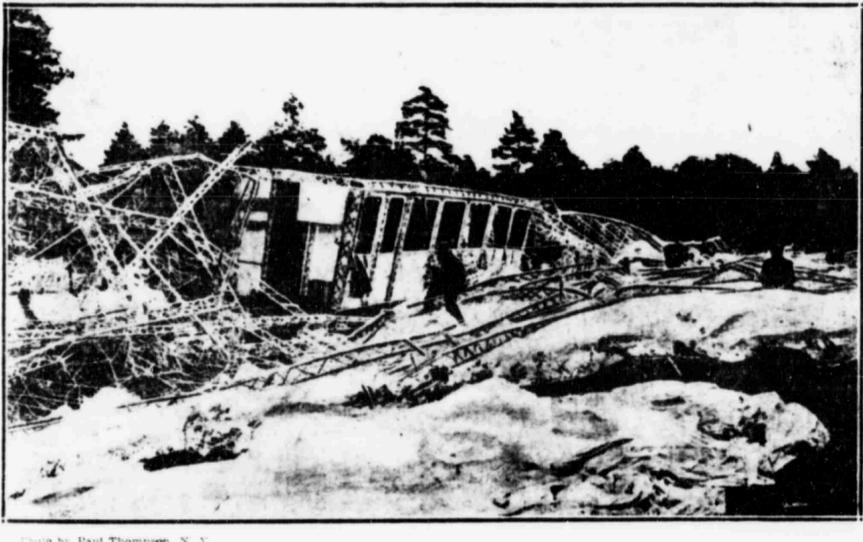


THIS IS WHAT WAS LEFT OF ONE OF BLERIOT'S MONOPLANE'S AFTER ITS SMASHUP.

many spectacular accidents to these great machines. Zeppelin I, was destroyed by lightning at Echterdingen in 1908, and her sister ship, Zeppelin II, was wrecked in a gale at Weiburg last April. Still more recently came the wreck of the Deutschland, the airship with which Count Zeppelin hoped to start the first regular passenger airship line in the world, that between Friedrichshafen and Dusseldorf,

The spirit in which he worked is well exemplified in the following story, written by a man who knew him well, Charles E. Hanks of the Daily Mail: "Once I accompanied him on a motor run from London to Paris. His interest in the journey from London to Southampton and from Havre to Paris was not in the towns we visited or the scenery we passed through or the people we en-

commanded respect. He did not drink, he did not smoke; his amusement, except his music, was in his science. "He took extraordinary pains with detail. His passion for exact detail sometimes stood in his way. He would have won more motor races if he had not continually taken down his carburetor or some other part to secure the very last touch of perfection."



WRECKAGE OF THE ZEPPELIN AIRSHIP DEUTSCHLAND

distance of 300 miles. No lives were lost in these accidents, but on July 13 Oscar Eshler, the inventor, and four of his companions were dashed to death when the dirigible balloon Eshler's collapsed at a height more than 500 feet.

On July 12 the English aviator Charles S. Rolls was killed when the Wright plane in which he was flying at Bournemouth dropped 100 feet and was smashed to pieces.

When the list of fatal tumbles from aeroplanes is smaller up to date than that from balloons and dirigible balloons the number is increasing steadily as the number of aviators grows. Rolls was the first man to meet death in a heavier flying machine.

The first began with Lieut. Thomas E. Selfridge, U. S. A., who was killed in a military balloon near Washington on Sept. 3, 1903. The following year E. Lefebvre was killed in a Wright machine at Juvisy-lez-Reims. Kora Ross dropped to his death from a machine of his own invention on the 15th of October at Boulogne. Lieut. Besner was killed at Boulogne on the 16th, and Alfonso Fernandez at Nice.

Another who fell at Bordeaux, Hubert Latham, was dashed on the rocks near King's palace at San Sebastian, Spain. The Countess Mothrin, killed at Lyons, was flying a Wright machine at Lyons, France. The German aviator, Rolf Schlichter, Germany, and Charles Wachter, killed at Reims in an Antoinette monoplane.

Baroness de la Roche was badly injured by falling with her Voisin biplane at Reims and there have been many other accidents in which the flyers escaped death by a narrow margin.

It was the engine of his big racing car that interested him. "On the road we had serious trouble with the engine. One of the four cylinders of the big racing Panhard with which we had out the kilometer record in England a few days before went wrong some where along the road between Havre and Boulogne. He managed to get the limping motor car into a little village.

The mishap brought him not disappointment but one of the delights of his life, for it was necessary to pull the big engine to pieces in order to get at the seat of the trouble within the cylinder. He had no tools for such an undertaking, but in the village he found a wonderful French mechanic in a workshop with a lathe.

"The two of them put on their overalls and got to work upon the complicated machine. They took it all to pieces, found out the trouble, duplicated the damaged part and built up the engine again in workmanlike style.

"He had started out to break the French kilometer record. That under the circumstances was impossible, but Mr. Rolls derived a delight from the successful repair of the complicated engine far greater than any sensation of pleasure he might have derived from cutting the speed record.

"Ever afterward he kept up close friendship with that village mechanic, who on several occasions visited him in London, and whom he went many times to see when occasion carried him to France. The love and knowledge of engineering made a bond of sympathy that brought the young English aristocrat and the French workman into a close and enduring friendship."

Sir Henry Norman, writing in the Daily Chronicle, says: "In his combination of the fearlessness, or rather the courage, for he knew perfectly well what dangers he ran, of the sportsman and the profound study and

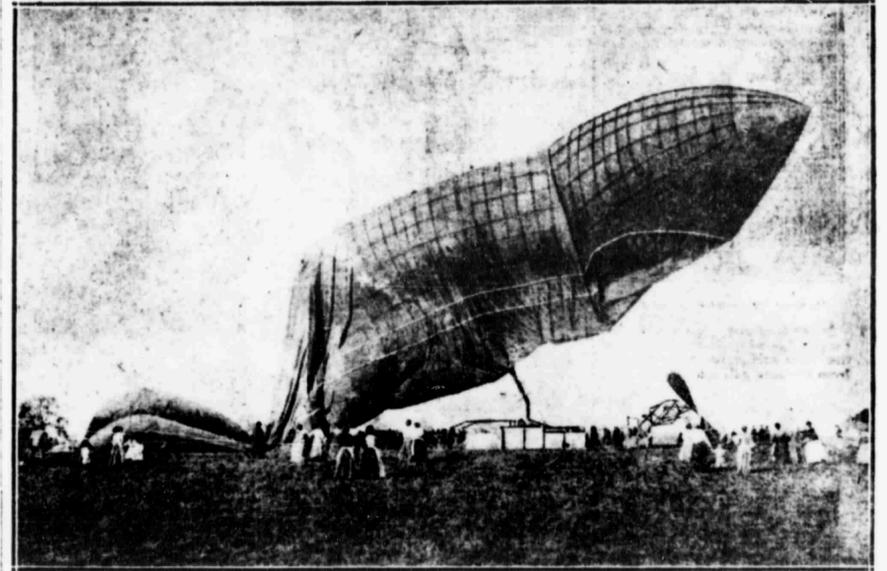
The accident which caused Mr. Rolls's death has created wide discussion among experts as to the cause of it. They are divided, some attributing the accident to the machine, others to the man. C. C. Turner, an expert in the construction of flying machines, thinks that airmen are getting reckless. He says: "There is a close connection between the accident to Rolls and those which caused the deaths of Delagrance, Le-

blon and Wachter; that is to say, in each of these cases the structure of the planes gave way under air pressure and in each case the excessive strain was caused either by driving the machine at undue velocity or by attempting too sudden a manoeuvre. Other fatalities and accidents to airmen could be quoted as illustrating the same point, but these will suffice.

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THE DIRIGIBLE ESPANA AGROUND AT FREMONVILLE, FRANCE.

plane be determined, and men will be found who will brave all weathers and to whom the word "impossible" is unknown.

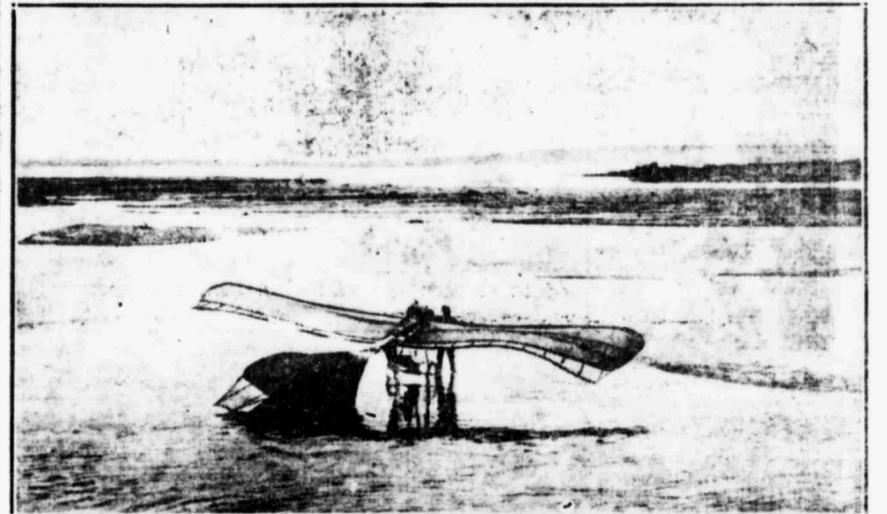
The dangers of flight in stormy weather are illustrated by the accidents in which Wachter and Leblon were killed.

Charles Wachter in the meet at Reims

April 2 in a storm at San Sebastian on April 2. He rose to a great height over the royal palace, but lost control of his machine, which swooped down like a wounded bird and fell with great force on the rocks at the edge of the sea.

The old-fashioned balloon, although it appears to be much more stable than

and noting his peculiar bent toward matrimony prevailed upon me to let him take the dog along with him. Notwithstanding the fact that Morse rode on a small private car with the superintendent on his trips he did not forget his humble railroad origin and every time he took the trip up and down the road he would stand out on the back platform



A FRENCH AVIATOR'S FALL INTO THE RIVER VAR.

Early this month drove his Antoinette monoplane in the teeth of a gale and driving rain which kept the other aviators on the ground. He made a successful flight of twenty-eight miles in forty-three minutes, and his feat was hailed as proving the monoplane equip-

the birdlike aeroplane and the unwieldy dirigible, is not a thing to put trust in, as is shown by the long list of casualties among balloonists in recent years. Since Paul Nieuport's death in 1906 in the swamps of the Long Island shore, where he landed to escape being carried out to sea, many men have met death in this type of flying machine.

In 1907 Lieut. Cuffield and Lieut. Leake of the Royal Engineer Corps of the British army were carried into the North Sea after an ascent in a military balloon from Aldershot. In that year also two French and one Austrian army officers were killed when their balloon fell near Debreszin in Hungary. Ten preparators were killed when the gas in this balloon exploded.

In 1908 Lieut. Focaccia was killed while experimenting with an army balloon at Rio de Janeiro, and F. L. Woods was drowned in the Passaic River when his balloon fell. There have been many other accidents of the kind, but recently, probably because former balloonists are now experimenting with the more fascinating aeroplane, fatal accidents in ballooning have been uncommon.

Parsley for the Winter.

From the Garden. The demand for parsley in all household is incessant, and it is an error not to make real efforts to meet it. In the summer and autumn supplies are, as a rule, abundant, but in some districts there comes a complete stoppage in the autumn. This ought not to be, for seeds sown within the next few days should yield plants that will stand perfectly well and give satisfactory results. The soil must be properly prepared by deep and thorough digging, and if it is on the poor side then some rotten manure must be dug into the lower soil. Make the surface soil fine and firm and distribute the seeds thinly. Commence to thin early, so that all progress is made under the influence of unobstructed light and fresh air.

of the private car barking lustily when passing the tower.

"My attention being drawn to the absence of the usual lights by the peculiar actions of Morse I notified the next tower that the train was without markers, and the signal was stopped until the lights were renewed. I got a letter from the superintendent and the officials congratulating me upon my watchfulness. The letter said that the train had passed unobserved for the discrepancy being detected. My faithful services were rewarded by a well deserved promotion, to quote the letter: "My station over this recognition of merit was tempered however, by the sad fact that Morse, in his zeal to attract my attention and at this same time neglect the official get wise had his train and fell to the track, his body being crushed out by the coal wheels, but this only teaches us to always look out for a sharp lookout. No, thank you, I do not drink."

"Not when you have to pay for it yourself," put in the tall, cynical conductor.

IT WAS A HAPPY BUT VERY DIRTY SMALL

AN AEROPLANE IN THE WATER AT HAMPTON ROADS.