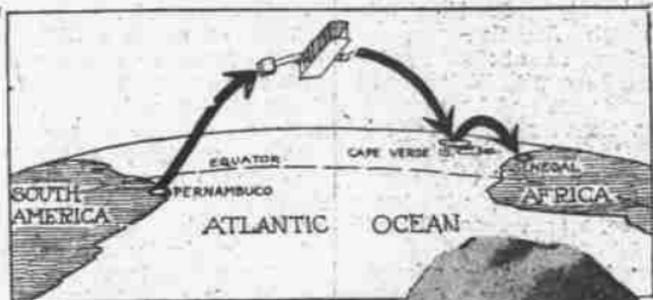


## EQUATORIAL FLIGHT OVER ATLANTIC IS FILLED WITH MANY DANGERS



A new route for next summer's transatlantic aeroplane flight has been suggested by Aviator Harry Atwood. The birdman would lay his course from Pernambuco, Brazil, to the Cape Verde Islands, to the African coast near Senegal.

"But the dangers besetting this route are in some ways," said Atwood, "even greater than those that make the St. Johns-Queenstown route so perilous. To begin with, it is along the equator, and the temperature there runs as high as 160 degrees. For five months of the year there exists a dead calm and the water is like a sheet of glass.

Aviators will tell you that under these conditions the water and the atmosphere seem to mingle until you cannot tell whether you are one foot or 500 feet off the surface. Moreover, the glare of the water, the terrific heat, the rush of the air, the purring of the motor and the fatigue from long hours at the throttle would be likely to make one drowsy. I myself once fell asleep at the wheel under the influence of much less overpowering conditions, and so I consider this an element of very great danger.

"On the whole, then, though this equatorial route would be much the shortest of all possible ones, it would probably be the most dangerous."



H.N. Atwood

New route for transatlantic flight, with (inset) Aviator Atwood.

### SOME FERRY

The new car ferry that will transport railway trains across the St. Lawrence river, between Quebec and Levis, is not only equipped as an ice-breaker, but has a tidal deck, which can be raised or lowered within a range of twenty feet. This tidal deck has three lengths of track, each 270 feet long, and is capable of carrying a train of 1,400 tons weight. The craft was built in England for the Canadian government.

Mrs. Lorenz Smith of Bransford, Conn., has just begun her one-hundredth year in the same house in which she was born in 1815.