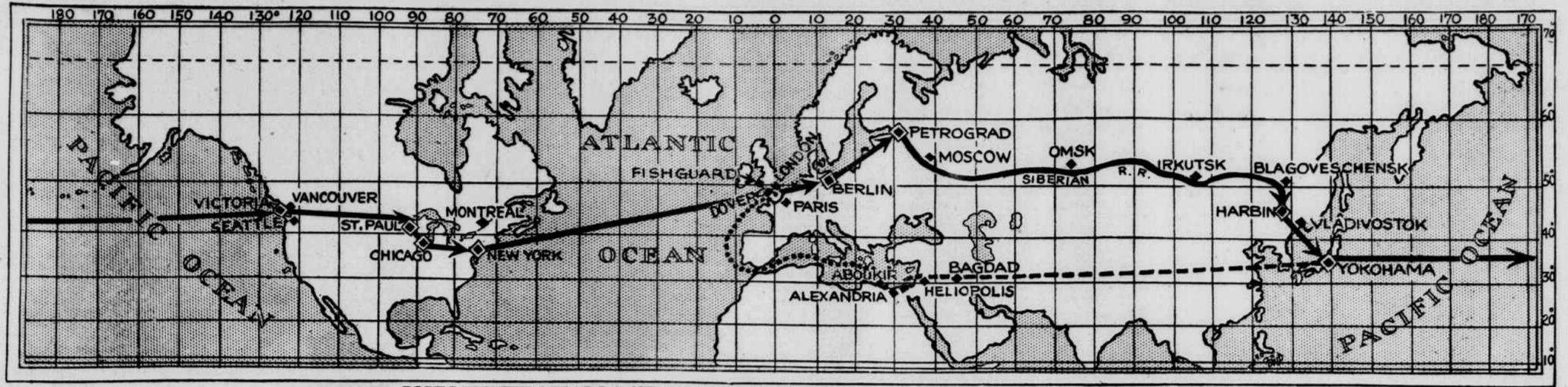


# AIRPLANE MAY SMASH ROUND THE WORLD RECORD



— JOHN HENRY MEARS WORLDS RECORD ROUTE — — — POSSIBLE NEW RECORD ROUTE

## From London to Bagdad in Six Days Suggests Possible Lowering of Time for Journey Made Classic by Jules Verne

By TORREY FORD.

THE world has two great passions. One is seeing records made and the other is seeing them broken. From pie-eating contests to parachute jumping, the world loves anything that has a flavor of sport.

If we should announce boldly in the public prints that we were the champion subway rider of Manhattan, that we had covered 587 and two-tenths miles between sunrise and sunset all for the same nickel, the following day would see a score or more of aspirants hot after the underground championship. There is no such phrase in the language as letting well enough alone.

When Jules Verne conceived his purely fictional venture, "Around the World in Eighty Days," he established what he considered an international record. Others might vie with the figures, but the accomplishment of *Phileas Fogg* was calculated to stand firmly throughout the ages.

But M. Verne reckoned without the contrivance of Man or the spirit of his sportsmanship. Merely seeing a record hung on the wall is not enough for most persons. Immediately it has to be broken. And by to-day *Phileas Fogg's* record has been broken so many times that only a few persons remember "80 days" as anything more than an abbreviated jail sentence.

Back in 1889 Nellie Bly started the opposition by clipping 7 days, 17 hours, 48 minutes and 46 seconds off the record of the redoubtable *Phileas*. Others kept plugging at the mark until 1913, when John Henry Mears set up a new figure of 35 days, 21 hours, 35 minutes and four-fifths of a second for his round the world excursion.

### Record of 1913 Unchallenged As War Prevented Interest

This record has stood unchallenged since 1913. World touring as a sport was abandoned during the conflict at arms. After the filing of the peace treaties world touring continued to lag behind in the renaissance of other sports. Conditions in Russia and the Soviet schedule of running trains on the Siberian railway probably have had much to do with the lack of enthusiasm among the sporting globe trotters.

Last spring three Brooklynites set out to row themselves around the world in an open boat, but this was not regarded as a serious attempt to lower the time record for the complete circuit.

Recent reports from England indicate that the Siberian hazard may be eliminated, that a hitherto scorned route may come into favor with those who would take off a few more days—not to mention a few more hours, minutes and seconds—from the almost obliterated record of *Phileas Fogg*.

A British officer of the Royal Air Force, proceeding home from Mesopotamia in the ordinary course of duty, traveled from Bagdad to London in six days. He used two days in flying from Mesopotamia to Egypt over a route which has been opened by the Royal Air Force for the carriage of official mails. The rest of the journey to England he made by sea and rail.

Starting from Bagdad at 6 A. M. on September 15, he flew across the Syrian Desert to Amman, a distance of 515 miles, in eight and three-quarters hours. On the second day, after an early getaway, he reached Heliopolis by 9 o'clock, a jump of 325 miles. From Heliopolis all speed was put on towards Aboukir, making a total distance for the second day of 440 miles.

### Regular Air Service Used To Carry Official Letters

The flight was arranged to make a quick connection with the steamship *Vienna*, sailing from the Alexandria dock. Within forty minutes of the officer's arrival at Aboukir he was on board the *Vienna*, sailing out of the harbor. He arrived in London at 8 o'clock on the evening of

September 21, 6 days and 14 hours after leaving Bagdad.

The ordinary passage from Bagdad to London has previously taken from sixteen days to three weeks.

The air route linking Palestine with Mesopotamia was surveyed and organized by the Royal Air Force in June of this year. A regular fortnightly service by air for the carriage of official correspondence was started on August 1.

Several more links in the chain will have to be established before a speedy around the world trip can be made via the Orient. Bagdad is hardly at the back door of Yokohama, but it is on the way. With Bagdad only six days from London, it seems entirely conceivable that the rest of the trip to Yokohama can be crowded into a week. The best time that has been made between London and Yokohama is fifteen days. Mears, the record holder, took sixteen days for that part of his journey.

So in spite of the rampant Reds in Russia and the defunct Siberian transportation system it doesn't appear necessary to call an indefinite halt in the race to beat the old records. With the aid promised by modern aviation in all parts of the world it should be a comparatively simple matter to make the thirty-five days of John Henry Mears appear a ridiculously high figure.

Mears used the airplane only once during his record breaking trip. He made a fifteen mile flight in a hydroplane over Puget Sound to Seattle from a yacht off Victoria. After completing his trip he said that he thought in order to break his record it would be necessary to resort to the use of an airplane from Fishguard to London and from Dover to Moscow.

Mears, serving as a special correspondent of THE NEW YORK SUN, left New York July 2, 1913, at 12:45 P. M. He sailed on the *Mauretania*, carrying with him a light suitcase, a camera and a light overcoat. He arrived back in New York on August 6 at 10:20 P. M.

### Average of 24 1/2 Miles Hourly For Round the World Trip

He had made the world trip of 21,066 miles in the official time of 35 days 21 hours 35 minutes and four-fifths seconds. He had travelled at an average speed of 587 miles a day, or 24 1/2 miles an hour.

His itinerary follows:

Left New York	July 2
Berlin	July 9
Petrograd	July 12
Harbin	July 21
Yokohama	July 24
Victoria	August 2
St. Paul	August 5
Chicago	August 5
Arrived New York	August 6

During the entire trip Mr. Mears slept in a hotel only once, and that was only for a two-hour snooze in London. He had



**JOHN HENRY MEARS**  
**AROUND THE WORLD**  
 IN 35 DAYS  
 FOR  
*The Evening Sun*

John Henry Mears, holder of the record for around the world journey, arriving in New York city after his memorable trip.

plenty of time for sightseeing and recommended the schedule for other tourists. Except for a washout in Siberia that delayed his train some eighteen hours and a close call at Seattle, where the train was held fifteen minutes for him, he had no cause for rush or worry. The most perilous part of his trip came

at the very end of his journey, when he made an eight minute taxicab ride from the Grand Central Terminal down to THE SEX office, on Park Row.

The financial accounting of the trip was even more astounding than the time schedule. The entire cost was less than \$800, including tips (described as "liberal") dis-

## Present Mark of Thirty-five Days Set by John Henry Mears in 1913 Could Be Bettered by Using Aerial Links

tributed along the way and the money paid as a straight bribe to a pirate crew on an engine of the Siberian railway.

Mears bettered the old record of Andre Jaeger-Schmidt by 3 days 22 hours 37 seconds.

Andre Jaeger-Schmidt, a correspondent of the Paris *Excelsior*, made his record-breaking trip in 1911. He traveled 19,300 miles in 39 days 19 hours 42 minutes 37 4/5 seconds. He averaged 480 miles a day, or twenty miles an hour. Except for a few minor changes his route was much the same as followed by Mears.

Jaeger-Schmidt's record reads:

Left Paris	July 17
Moscow	July 20
Omsk	July 22
Irkutsk	July 25
Harbin	July 28
Vladivostok	July 29
Yokohama	July 31
Vancouver	August 12
Montreal	August 18
New York	August 19
Arrived Paris	August 26

The trip cost \$1,426. Of this amount only \$596 was spent for railroad fare and transportation, while \$600 went in tips and gratuities.

### Comparison of the Trips Shows Few Minor Differences

Comparing the two records, it may be seen that Jaeger-Schmidt required only fourteen days from Paris to Yokohama, while Mears took fifteen days between Berlin and Yokohama. On the other hand, the French correspondent caught a slower boat across the Pacific and used up a full week in the trip from Vancouver to New York. Mears came across country in four days.

These discrepancies may partly be accounted for by luck and partly by the varying equipment for travel of the two men. Jaeger-Schmidt spoke three or four languages, while Mears spoke only English. This may have accelerated the former's speed through foreign countries, but when Mears landed back in America he fell into a groove that shot him toward Park Row without any unnecessary delays.

Before Jaeger-Schmidt, Colonel Burnley Campbell had held the record for four years. In 1907 Colonel Campbell made a complete circuit of the globe and reduced the time to 40 days 19 hours 30 minutes.

The first record-breaker to make use of the Trans Siberian Railway was Henry Frederick. He made the circuit in 1903 in 54 days 7 hours 20 minutes, thereby lowering the record at that time by nearly six days.

Before the Siberian railway was in service Charles Fitzmorris of Chicago held the record for only two years. He was one of the contestants in the schoolboy race in 1901, exploited by the Hearst papers. Boys were started both East and West from the Chicago *Examiner* office and the progress

of their journeys was recorded in the newspapers.

Charles Fitzmorris came under the wire first in the elapsed time of 60 days 13 hours 29 minutes 42 2/5 seconds. His schedule ran:

Left Chicago	May 20
New York	May 22
Berlin	May 30
Moscow	June 1
Irkutsk	June 10
Sryetensk	June 13
Blagoveshensk	June 21
Vladivostok	June 27
Yokohama	July 5
Victoria	July 16
Arrived Chicago	July 20

Fitzmorris experienced most of his difficulty in the land of the busy consonant. After using up ten days between Moscow and Irkutsk he took another seventeen days to reach the Manchurian seaport and eight more days to get booked for an American passage.

Looking over the record, the Chicago schoolboy seems to be the only world tourist who passed through Blagoveshensk and had the nerve to write home about it. Unbiased judges are of the opinion that this should deduct at least ten days from his record.

### George Francis Train's Trip Cut Time of Nellie Bly

No other record-breaking tours are registered until back in 1890, when George Francis Train made the trip in 67 days 12 hours 3 minutes. A few months previous Nellie Bly had accomplished the journey in 72 days 6 hours 11 minutes 14 seconds. She left New York on November 14, 1889, and completed the circuit January 25, 1890. And that takes the story back to *Phileas Fogg*, the man who started the argument and defied the world.

Daniel B. Bidwell is the only tourist to claim the championship by the westward route. In 1911 he made the trip in 47 days 22 hours, via Montreal, Vancouver, Yokohama, Vladivostok, Moscow, Dover and back to New York.

Besides these followers of the demon Speed, there are many others whose one claim to fame is a successful journey around the world using some freak method of transportation. Only last winter a Dutch painter passed through New York, painting his way around the world. He was two years out from port and still had three more years in which to finish his stint and earn a large prize. He was handicapped by certain restrictions, which required that he could pay his way only by money gained from selling his canvases.

On July 25, 1911, a bicyclist named Pankratov started on a trip around the world from Harbin, Manchuria. He finished the trip on August 10, 1913, having ridden around the world in 2 years and 18 days.

The number of professional and amateur vagabonds who have worked their way around the world would probably reach an astounding total. The amateurs are by far the more interesting brand of the species. Generally they are college students, who are given to making hasty wagers. Sitting around with a group of fellows some quiet evening, when there isn't much to talk about, one of them breaks out with: "Well, I guess I'll start around the world to-morrow."

### Modern Contestants Often Stop at Hoboken, N. J.

He takes all wagers and resigns from college the next morning. If he passes Hell Gate on the fly, he is good for the entire circuit. More often he comes to his senses before reaching Hoboken and all bets are off.

The Giants and White Sox once staged an around the world barnstorming tour that broke several records that had formerly been regarded as sacred. About the same time the automobile industry staged a world race that gave the newspapers a running story for several weeks. As we remember the latter event, it developed chiefly into a snow-shovelling party through Siberia.

The aviation industry has yet to announce the details of its first "As the Crow Flies Contest." But this is the race that will ultimately bring down the figures, let the days fall where they may.

Meanwhile there is the chance for any enterprising citizen to locate Bagdad on the map and start for Yokohama, using Mesopotamia as a pivot. It might work and it might not. At least the venture would provide thrilling details for a world that never tires of holding the stop-watch.

## Pathetic Pen Pictures of Life in Vienna

Special Correspondence to THE NEW YORK HERALD.  
By STEFFA GAYDUSCHEK.

VIENNA, Oct. 30. WHERE black chimney pots of factories gaze into a black sky and dirty muddy streets are enveloped in a dark veil there stands a block. Children are playing in front of it. They are jumping about in the mud and enjoying themselves on the rubbish heap.

Before the house sits an old blind man. Among the noisy, playing children is also his grandchild. She was two years old, this pale faced little Viennese girl, when tuberculosis took away her mother; her father she has never known!

Now she is older in knowledge and misery, but still young in years. Never in her life has any one stroked the pale girl, combed her fair, entangled hair, or understood how to look into the love hungry little heart.

At the midday hour she stands, where ladies, wrapped in precious furs and rustling silk, promenade and glance down with scorn when her rags touch by chance their fine dresses.

From 11 till 2 o'clock every day she runs up and down the "Kartnerstrasse" calling out with thin, clear voice "Midday newspapers." One day she is no longer at her place and a dirty limping boy, her comrade, relates: "Yesterday, when the great storm raged, a gust of wind tore the newspapers out of poor little Anne's hand. As she chased after the papers and caught a part of them, she ran straight into a motorcar and all was over!"

They carried her into a house but the doctor of the ambulance said: "There is no more help for her!"

The place of the runover child is taken up by another girl—with unnatural red cheeks and big, hungry looking eyes.

In the newspapers which she sells there is a paragraph which says: "The day before yesterday, about 12 o'clock, a little seller of the *Midday's Post* was run over by a motorcar and killed."

"Midday's newspapers" it sounds with a low, whining voice through the lines of the newspaper.

FAR away, on the border of the large city, in a dark house, a poor, weakly young woman gave birth to a child.

Nearly breaking down in pain and weakness a poor workman's wife had found her lying on the cold, stony steps of a dark doorway and taken her to her lodgings.

She pitied this miserable creature! She knew the feeling of a mother's heart! She had herself four undernourished little worms, which were sitting with big astonished eyes in the cold, dark kitchen, when mother brought in the groaning woman and laid her, with the help of a neighbor, in her bed.

Little Charley ran for the midwife and late in the night a little baby boy entered the gray, ugly world.

The pale cheeks of the young mother became one shade paler.

Once more she opened the eyes and threw a last look at her helpless baby, and then closed them forever!

Desperate the two women stood at the deathbed.

The poor orphaned baby touched with his tiny pink hands the blue, cold face of the mother and began to cry.

Later on the midwife took her big, black

bag, wrapped the baby in her gray cloak and took it with her.

Where the child's mother had come from, or her name, nobody knew, and the midwife called the little one "Franzl."

Little "Franzl" lived on sugar water and very watery condensed milk which a good-hearted neighbor gave him.

But the midwife could not provide for the baby. So she put an advertisement in the newspaper: "Little boy, born on 30th of December, is to be given away. Information at Mrs. Sor, Vienna, XII district, X street."

Four little boys!

Nowadays horses, oxen, poultry, food, antiques and jewels are sold at the highest prices.

Little "Franzl" you have not even the value of an Austrian crown in Zurich! Not even 6.52 centime!

This sad story happened, according to an advertisement in a Viennese newspaper of January 14, 1921.

A man was to be given away!

IN the "Kartnerstrasse" a film is to be taken up by a film company. From mouth to mouth the news spreads.

It is summer! Summer it is on the rosy faces in the shop windows and in the hearts of the flirting, laughing, well nourished idlers. And the gay and varied colors of the newest summer fashions, the glittering, pretty stones in the ears and on the necks of the elegant ladies are sparkling in the warm, golden sun.

In a scarlet red motor car, which flies the Stars and Stripes, stand two figures in uniform, and one of them turns the wheel of

the apparatus. The film is to be called "Viennese Life," and is intended to show to rich, strange countries the glaring contrast between luxury and misery that exists in post-war Vienna.

The promenade stops. Everybody stands and stares. The ladies smile and wave their fine little gloved hands. All are laughing. The streets, the people, the shop windows . . . all Vienna's most fashionable quarter. In the outskirts of the town, in the streets of misery, where only very seldom a friendly sunbeam shines, one sunless morning the scarlet motor car drives up.

There is to be found the real Viennese misery and dreadful distress!

All those men in dingy, torn clothes and gaping boots, with gnawing hunger and wasting illness tormenting their thin bodies; all those women, with their staring sad eyes; all those faded, little plants out of the marshy ground of the large city, with their bent, thin, fleshless limbs, their big, unnatural stomachs and sad, questioning, complaining look . . . they can tell of the terrible cold of the awful darkness, of the long proofs in the streets and in the tormented hearts, of hunger, of the daily deaths, of the ravages caused by tuberculosis. They can tell of the struggle for the poor, bare life of hunger!

Rags are there the newest fashions. Luxury is a sack of wet wool which father has carried from the Viennese forest, or a piece of horse flesh!

Bitter misery, hunger, illness, hatred against destiny are to be found outside of the first noble district.

"Pictures of misery and luxury of a dying town" the film should be called!

The film company has the contrast it requires ready to hand!