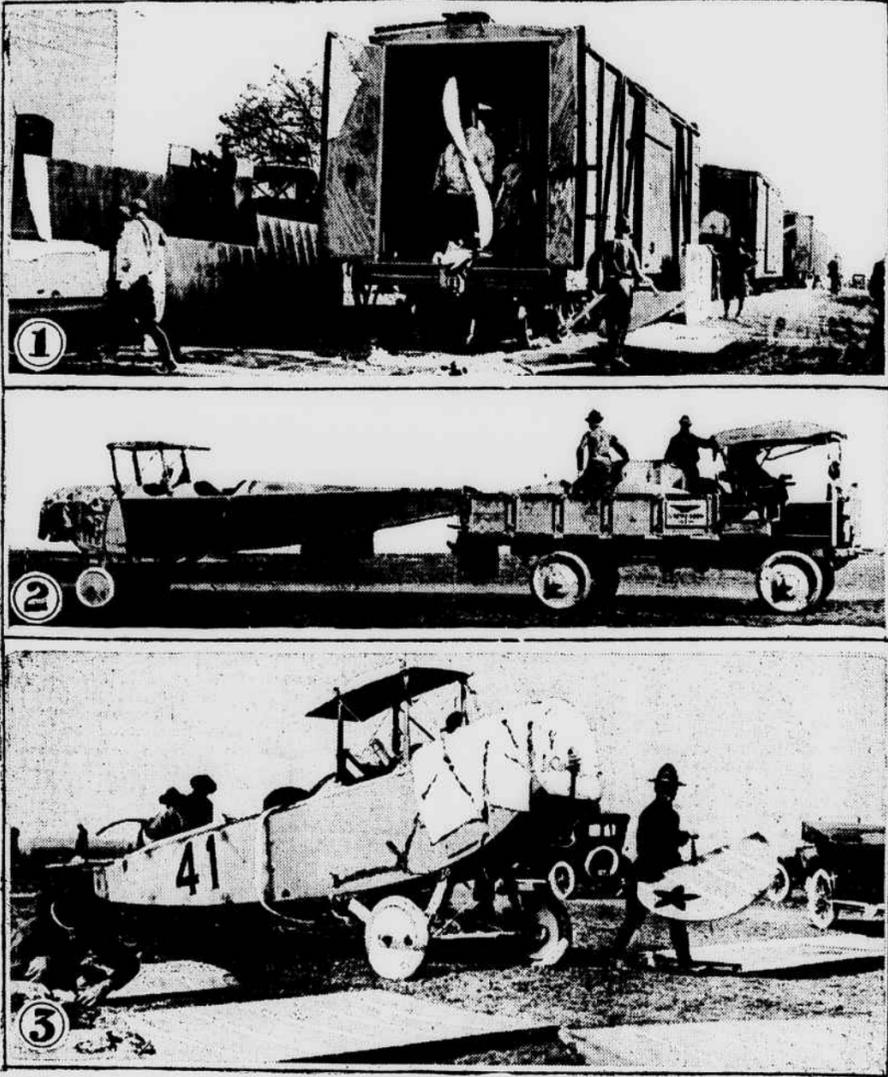


## Our Army Painfully Weak In the Air



Photos From San Antonio, Tex., by American Press Association.

### United States Has Few Aero- plane For War Service—Mexi- can Campaign Proves to Nation How Incapable This Arm of the Service Would Be In Case We Were Suddenly Invaded by One of the Big Powers.

Advocates of adequate aeronautic preparedness are interested in the war department's instructions to General Funston "to use as far as possible" the Fort Sam Houston air craft squadron in the pursuit of Villa.

The air service of both the army and navy have been subjected to scathing criticism during the hearings by the naval affairs committee of the house. The number of machines is inadequate, and their construction is unsatisfactory and even unsafe. The United States is far behind where England was at the beginning of the war. Dr. Charles D. Walcott of the national advisory committee for aeronautics is authority for the statement that the aeronautic section of the army has never had an appropriation or authority for carrying on experimental work.

**Machines Ready For Mexico.**  
Eight service machines, known as the First squadron, are available for use along the border and in Mexico. They are commanded by Captain Benjamin D. Foulers, who is known as one of the best fliers in the army. Many of these met with mishaps a few days after they took up the chase for Villa. There are twelve machines available for military service in the army and sixteen in the navy. Experts say that 100 machines would not make the army service adequate, and the present mobile fleet requires eighty-two aeroplanes, five dirigibles and four kite balloons.

Those who expect the use of aeroplanes in Mexico to demonstrate one of the country's real military weaknesses are not criticizing the daring and skill of American fliers. They criticize the failure of the government to learn promptly lessons taught by the European war as to the importance of aviation both to army and to navy.

Defects in the service that come to light as a result of General Funston's use of the machines will be used as an argument by advocates of adequate national defense for generous appropriations for aeronautic construction and experiment. Captain Mark L. Bristol, who has charge of aeronautics in the navy, recommended to Secretary Daniels an appropriation of \$13,075,000 for this year. The secretary cut this estimate down to \$2,000,000.

**Only a Drop in the Bucket.**  
As far as the immediate needs of the navy are concerned, this sum is characterized by one member of the house military affairs committee as "a drop in the bucket." Captain Bristol estimates that, to provide at once an adequate air service for the fleet, an expenditure of \$13,075,000 is necessary. Army aviators are having actual service for the second time since the aviation section of the signal corps was established. They saw some service at Vera Cruz. The tests that the American machines will undergo along the border, with the lessons of German, French and English experience,

No. 1, aeroplane in freight car for transportation; No. 2, motor truck hauling aeroplane; No. 3, taking plane apart for transportation.

will guide the experts in building up an adequate aeronautic service for the United States. Dr. Walcott has emphasized the importance of developing such a service, pointing out that under present conditions, "in case of an attack from the north or the south or the sea, our eyes would be shut."

The uses of the aeroplane are as follows: Wartime observation, reconnaissance, reporting, etc.; signaling and wireless telegraph purposes, carrying dispatches, guards and patrols at frontiers and before an army, preventing an enemy's observation and screening operations from view.

They are used for offensive purposes in directing and observing artillery fire; surprise or night attacks; destroying stores, railways or enemy's base, or raiding harbors, fortresses or cities; illuminating enemy's position at night by searchlights; discovering, warning of and destroying submarines and mines.

**Americans Were Originators.**  
This list of aeroplane uses was published by a Canadian in 1911. The German, French and Russian governments prepared with this point of view in mind. The English government waited a year or two, with a result that was indicated in the English parliament by Lord Balfour, Bonar Law and Under War Secretary Tennant, who pointed out the extent to which England had suffered by reason of her tardy action.

When asked by the committee on naval affairs as to lack of stability in American machines Dr. Walcott said:

"The biplane is apparently more stable. There are very few monoplanes now. The biplane originally developed in this country is the most stable machine. It is a curious fact that all the early and best work was done in America up to a certain stage, and then we stopped, and then the European governments, taking advantage of what Americans had done, built upon that work. In this they gained considerable advantage through the efforts of engineers, such as Eiffel, and scientists, such as Briston and Prandtl."

"What would you suggest," Dr. Walcott was asked, "in order to secure a proper engine of American make in case congress should make a sufficient appropriation?"

**Suggests Reward For Discoveries.**  
"One of the ways suggested," Dr. Walcott answered, "is for our aeronautic people to issue specifications and where an engine does a certain performance offer a suitable reward so that it would be a stimulus to the men who are manufacturing engines to try to make them."

With reference to the chief problems to be solved in building up an adequate air service, Dr. Walcott said:

"This question of controlling aeroplanes in actual operation is a very serious one when gusts of wind are met and the weather conditions are unfavorable. The Massachusetts Institute of Technology has carried the investigations into aeronautics further than any other educational institution in this country, under the leadership of Naval Constructor Hunsaker.

"Another serious problem in connection with the study of aeronautics and

actual operation is the speed the aviator is making in actual flight. For that purpose several instruments have been devised, one of them the Pitot tubes, and the reliability of these devices and their improvement have been investigated by Mr. Buckingham, a well qualified expert.

"Another very serious matter has been the breaking of the wires and fastenings of the aeroplane. It may be recalled that the failure of the old Langley machine to fly on its first two attempts was because of the breaking of the fastenings of the wires in connection with the launching platform. A great many machines have collapsed with fatal results because of the breaking of wires and especially of their attachments.

"Every one interested knows that the engine or motor is one of the weakest factors in all aeronautical machines and that the Americans are behind both the German and the French in the manufacture of engines. It is very desirable to improve them if we are to have reliable and safe engines.

"A year ago I visited Curtiss' works. They were taking apart a French engine, and in the discussion with the gentlemen present, some of whom were experts, it developed that the engine was much more accurately made in all its details and was very much superior to our American made engines. After that I inquired of the gentlemen connected with the army service and the navy service, and I found no exception to the belief that foreign engines are superior to our engines—that is, in what we call continuity of service. They give less trouble in every way.

**Stability Not Yet Solved.**  
"The question of stability is a fundamental problem. None of us would like to get into a machine without knowing whether it might turn somersault or do something else and come crashing down. The question of stability seems to be one that can be worked out first theoretically and then practically. I think what the advisory committee for aeronautics would like to do in that respect is to make thorough tests on machines that may be available and have other men work on the theoretical side so as to combine both the theoretical and practical.

"It may be recalled that in the early days of the investigation in regard to aeronautics Professor Langley worked out a mathematical theory in regard to the atmosphere and wind and the stability of machines. It was upon that work that the first machines were developed.

**Funds Needed For Experiments.**  
"The question of motors is really one of the most serious that can be taken up. Other important questions concern the air speed meters, the evolution of a more efficient wing and propellers and aeroplane radio telegraphy.

"We have here in Washington in the bureau of standards an unusual equipment and able men, but those men all have their own problems, and it is desirable that the committee should have funds available for the employment of special experts, both on the question of the machines themselves and on the various problems that I have brought to your attention."

## Baseball Gossip

By "SCORE KEEPER"

**Cobb Highest Paid.**  
Ty Cobb will be the highest salaried player in baseball the coming season. Because of his loyalty to organized baseball during the recent battle with the Feds, Cobb will continue to draw \$15,000 during the coming season when he completes his three year contract at that figure.

This Speaker drew \$16,500 during the season of 1914 and 1915, but he has just signed for half that amount. The chances are that if Cobb plays as well next season as he did last he will continue at his present salary.

Speaker threatened to leap to the Feds unless his demands were acceded to by the Red Sox, but Cobb never made any effort to desert the Detroit club, and as a result he is to be rewarded.

**Evers Picks Up Bunch of Easy Coin.**  
Second Baseman John Evers of the Boston Braves receives \$10,000 a year salary and is under contract for 1916 and 1917. Along with his salary, his contract calls for an additional \$2,000 if Boston wins the pennant, \$1,500 if the team finishes second, \$1,000 if it gains third place and \$500 for fourth position.

**Cheaper Baseball in Boston.**  
President Joseph J. Lannin of the Boston Red Sox world champions has announced that next season he will make a big reduction in the prices for the American league ball games at Fenway park. He intends to reduce the price of all box seats to \$1 and to eliminate the dollar section that heretofore has included the first ten rows of the pavilion. All the seats in the grand stand will hereafter be sold for 75 cents each. President Lannin also plans to increase the section of twenty-five cent seats, of which there will be more than 10,000 next season, thus reducing the fifty cent seats to about 6,500 in number.

**One Baseball Star Can Make a Team.**  
One swallow doesn't make a summer, but one wonderful ball player comes very close to making a ball team.

Ty Cobb and the Detroit Tigers are an instance. Christy Mathewson and the New York Giants of other years stack up as Exhibit B. Then there were Grover Alexander and the Phillies as the 1915 combination.

Detroit never would have been a contender for the 1915 flag if it hadn't been for Ty Cobb. Nor would Detroit ever had even a fighting chance in any of the last six or seven years without the amazing Georgian. The Phillies would have been lucky to finish in the

first division in 1915 if they hadn't had Alexander. When Matty was in the heyday of his career he was the Giant team. He kept them in the fight and often put them ahead with his peerless pitching.

Ed Walsh was the White Sox team in the days when the "hitless wonders" breezed through to a world's championship. Minus Walsh the Sox wouldn't have finished one-two-three. Smokey Joe Wood carried the Red Sox to the



Christy Mathewson.

Photo by American Press Association.  
American league pennant and then to the world's championship in 1912. Without him the Sox never would have been in the battle.

Of course, these stars had help. Their teammates hit behind them, and they fielded brilliantly, but the hitting and the fielding would have availed nothing in pennant chasing had it not been for the scintillating work of that one star. He turned the tide of battle; he lifted his club to the crest.

## The Sunday School Lesson

SENIOR BEREAN

**Peter Delivered From Prison, Acts xii, 1-19—Memorize Verse 11—Golden Text, The Angel of Jehovah Encampeth Round About Them That Fear Him, and Delivereth Them, Ps. xxxiv, 7.**

Verses 1-4.—The persecution.

Herod Agrippa I. occupied the throne only three years, and it was in the last year of his rule that he attempted to crush the rising influence of Christianity. His persecution began shortly before the Passover of A. D. 44. He may have been impelled to the step by the desire to curry favor with the Jewish leaders, by fear of the effect of the Messianic claims of Jesus upon his own position as king, because of his suspicion of the increasing size of the Christian community, or from a mixture of motives. At any rate, when he struck he struck hard. It was not a general persecution. He sought to make an example of "certain of the church." Perhaps he did not arrest more than the two leaders before his plans were halted by his own death.

To the dismay of the infant church, "he killed James, the brother of John, with the sword." James was one of the three favored disciples, the others being Peter and John. By Jesus he had been named "Boanerges," a son of thunder, probably on account of his fiery disposition and perhaps because of his eloquence. Herod was quick to recognize in him one of the outstanding leaders of the obnoxious movement.

"When he saw it pleased the Jews," the whole thing was largely a scheme to obtain political support. "He proceeded to seize Peter," the most prominent leader. Peter had already been in the hands of the Jewish authorities, but they had never felt able to dispose of him. "Days of unleavened bread," the seven days after the eating of the Passover. But it was thought impious to pass judgment during this period, and Herod had to await its close before executing the apostle. "Four quarters"—a quarteron was a band of four soldiers—two of whom would be manacled to the prisoner, one left to guard the door and the other the outer passage, "to bring him forth to the people" to pass judgment on him publicly. It was a desperate situation for the apostle, much more so than when he had been in the hands of the religious authorities. But he feared not.

Verses 5.—The prayer meeting.  
The crux of this whole story is found in this single verse, with its vivid con-

trust between "Peter in the prison" and "the church" outside. The Christians adopted the only method that was open to them for securing the apostle's release. In many different places, for the church had grown too large to gather in any one room, the disciples met, and "prayer was made earnestly unto God" for the doomed man. The Greek word translated "earnestly" has in it the suggestion of the tortured feeling of one who is stretched on the rack. It was that sort of prayer that the church of Jerusalem made for its great leader. It is that sort of prayer that prevails.

Verses 6-11.—The deliverance.  
"When Herod was about to bring him forth," Peter's imprisonment, and consequently the prayer of the church, must have lasted for several days. "The same night," the night before his trial, "Peter was sleeping." A good indication of his state of mind. What sort of a man must he be who can sleep soundly throughout the night before his execution? "Two soldiers, bound with two chains." He was bound by a hand to each of these men, who formed half of a quarteron. The other half were the "guards before the door. Light shined in the cell." The usual accompaniment of angelic visitation. "Smote Peter on the side." The sleep of the apostle was so deep that it was hard to awaken him. "Chains fell off." The manacles that bound him to the soldiers would ordinarily have required unloosing. "Gird thyself." The oriental prepares for sleep by laying aside his outer garment and unloosing his under tunic. "Blind on thy sandals." Peter still wore the cheap wooden shoes of the poor. "He knew not that it was true." He expected that he would awake to find deliverance a dream. "The first and the second guard." The inner and outer guards. "The iron gate." The outer gate, locked and barred and altogether impassable. "The angel departed." His work done, the rest was left to the apostle's own resourcefulness. We need never expect the intervention of God where our own powers are sufficient. "When Peter was come to himself." It required the cold night air fully to awaken him. "The Lord hath delivered me." Such a deliverance could be nothing less than a work of divine power. Peter was ready now to seek temporary safety, being assured that he would not have been given this chance for freedom had not there been some work still for him to do.

## VENUS DE' MEDICI.

The Finding and the Restoration of the Famous Statue.

You have smiled at the story of the recently rich lady who objected to a statue of the Venus de' Milo because the dealer had sent her a broken statue instead of a good new one. Do you happen to know in what state of dilapidation the other famous Venus was found when her remains were unearthed in Rome in the sixteenth century? The Venus de' Medici was discovered along with several important pieces of antique art when the excavation had reached the depth of Hadrian's villa. It is claimed by some authorities that the marble goddess had been an adornment of the original home of the Caesars. But it made no stir in the art world until it had been restored and taken to Florence by Cosimo de' Medici. The restoration was almost as important as the work of the artist who modeled and chiseled the lovely figure in the high noon of art before the Christian era.

The statue has been credited to Cleomenes by some scholars, while others insist that it was done by an obscure Greek sculptor as late as the time of Augustus. The work of restoration was given over to the father of Bernini, that Neapolitan genius who was at once architect, painter and sculptor and who served two such patrons as Pope Urban VIII, and Louis XIV. of France. The elder Bernini, whose talents reflected so advantageously on the court of that Medici who was both Duke of Florence and Duke of Tuscany, is scarcely known to fame. Yet he took the thirteen fragments of marble and restored by means of them the most beautiful woman in the world.—St. Louis Globe-Democrat.

## SELLING DEAD LETTERS.

One Postoffice Custom That Teaches a Moral Lesson.

Twice a year in Washington they hold a curious auction. It is called the dead letter sale, but in reality it is the sale of packages that have been sent to the dead letter office because of deficient postage or wrong directions.

After these packages have been held for a certain length of time, in order to give senders or owners an opportunity to claim them, they are sold at public auction.

It is often a strange and pathetic collection. Most of the articles are cheap enough, although valuable things are not lacking. But who can estimate the intrinsic value of some of those lost gifts—the time and sacrifice and love they respect? How many lives were robbed of a happiness that rightfully belonged to them because of the sender's carelessness or ignorance?

Is there not a parable lurking somewhere about this strange auction? How many lives are there today that hold the possibility of gifts for other lives, yet through carelessness or ignorance or indifference are robbing both themselves and others and are carelessly making "dead letters" of gifts for which eager eyes and hearts are longing?

There is no sale of these dead gifts. No one has any chance at them. They are doubly lost—lost to the one who should have used them and to the world that needs them. What a pitiful waste of power and joy!—Baltimore American.

## A REAL BLIZZARD.

It Was the Worst Snowstorm New England Ever Experienced.

In February, 1717, occurred what is considered to have been the greatest snowstorm that ever visited this country—or perhaps any other. So deep was the fall that practically all through the New England states people were barred in their homes, and it was a considerable time before that section was opened up for traffic.

Accompanying this snow there were a terrific tempest and a very low temperature. It was not only in sections, but all over the north, and at many places it drifted to the extent that it may be said that "whole villages were snowed under."

The blizzard caused a very heavy damage to property and especially to live stock. Thousands of cattle perished throughout the country because their owners were unable to go to their assistance, and many remarkable instances were related of rescues. On one New England sheep farm it is said that 1,100 sheep, the property of one man, were found dead, and one flock of a hundred, on Fisher's island, were found buried sixteen feet in the snow. Two of them only were alive, they having subsisted on the wool of their companions for twenty-eight days after the storm.—Philadelphia Press.

## Wet Weather and Camels.

Camels are very sensitive to moisture. In the region of tropical rains they are usually absent, and if they come into such with caravans the results of the rainy season are greatly feared. The great humidity of the air explains the absence of the camel from the northern slopes of the Atlas and from well wooded Abyssinia. This sensitiveness expresses itself in the character of different races. The finest, most noble looking camels, with short silky hair, are found in the interior of deserts, as in the Tuareg region in north Africa, and they cannot be used for journeys to moist regions. Even in Fezzan, south of Tripoli, the animals are shorter and fatter, with long coarse hair, and in Nile lands and on coasts it is the same. These animals, too, are less serviceable as regards speed and endurance.