

# THREE FINE WATCHES WILL BE AW

## NOTICE

These puzzles are for Juniors from 10 to 16 years only and ARE NOT for grownups. Juniors must write name, address, age and school on postal bearing their solutions; otherwise they WILL NOT be considered.



## THREE FINE WATCHES TO BE AWARDED AS WRITING PRIZES

### WRITING CONTEST

Arrangement of papers:

Address.	Subject.	School.
Grade.	Name.	Age.

#### WHAT IS YOUR FAVORITE STUDY, AND WHY?

Almost every one has some particular branch of work to which he is partial. When the editor attended school he devoted most of his time to ancient history and mythology, while Alonzo (I have it on the best of authority) was diligent in the pursuit of physiology and anatomy. That's why he can tell a bone from a near bone any day in the week.

Now, the question is, What do you like best? You must have some preference, so take the editor into your confidence and tell him what it is. Then, after you have told him that much, continue the good work and tell him WHY you like this particular study better than any other. You have been falling behind a bit on the writing contest, so let's see if you can't boom it up again. We'll expect to hear from each one of you this week; and remember to get your letters in by Wednesday.

The letters given below were sent in answer to the subject, "Whom do you consider the greatest living aviator?" which was published in The Junior Call of January 8. The first three are prize winners. The fact that your letter has not drawn a prize does not necessarily condemn it. It may be inferior to the prize winners in only one little detail, and the following week may see you the successful competitor, so don't give up hope. Keep on trying.

#### AWARDED A PRIZE

#### THE GREATEST LIVING AVIATOR

**WALTER J. HELD,**  
817 Thirty-sixth Street, Oakland, Cal.  
Age 16 Years

"Who is the greatest living aviator?" is to my mind a very difficult question to answer. To select one name from the long list of famous aviators is what I am to try to do. I will start at the beginning. Ten or twelve years ago Orville and Wilbur Wright of Ohio proceeded to build a successful aeroplane, founded on the experiments of Octave Chanute, who invented a method of keeping the machine from tipping from one side to the other, otherwise founding a successful method of obtaining lateral stability, the most important function of an aeroplane and upon which principle the modern aeroplanes are built. To Chanute, therefore, I think, belongs the honor of being the first person to invent a successful aeroplane, but, alas, this great man died soon after his invention, and it was the Wright brothers who first carried on and completed Chanute's work. But in the meanwhile many other inventors came to the front in both this country and Europe, and many successful machines were built on entirely different lines by Louis Bleriot, M. Delagrang, Voisen, Santos Dumont, Farman and a great many others in France. Later still Glenn H. Curtiss of New York invented a very successful biplane.

Now maybe you would say that the most famous aviator was the person who made the most records. We will see if I could make my choice that way. The world record for duration now belongs to Henri Farman, as does the record for distance. Curtiss holds the record for circular track flying and quick start. Bleriot was first to cross the English channel, a distance of 22 miles. Radley holds the speed record and the late Arch Hoxsey the altitude and cross country no stop records. Now all of the above men, to my mind, are about equal one to the other for

skill and bravery in operating their machines, but the Wright brothers are the only living aviators who were first to solve the problem of successful flying, so I will write down my choice of the world's most famous aviators as Orville Wright and his brother Wilbur.

#### AWARDED A PRIZE

#### HONORS CURTISS

**KARL J. PRIDE,**  
Pleasanton, Cal. First Year High School. Age 14 Years

I consider Glen Curtiss the greatest living aviator. He holds the world's record of 5 minutes 5 seconds for 5 miles on a circular track.

Immediately after the Wright brothers developed their machine Curtiss made a surprisingly quick jump to the front and became prominent in the aeronautic world at once.

He has been a conspicuous figure at all of the great meets and has accomplished some spectacular flights in the east. He has made a careful study of aeronautics and has found that to avoid the vacuum behind a propeller the size of the planes must be decreased. Adhering to this, he has decreased the size of the planes as much as possible without lessening speed of the machine or its lifting power.

Curtiss has also established world records for 50 kilometers, quick start, climbing 1,500 feet in the air and five miles over a circular mile track. He, as The Call says, is the original speed king of the air and intends to go after all speed records.

Curtiss has also traveled the fastest mile ever traveled by a human being, making the distance in a little over 20 seconds on a six cylinder motorcycle. Next to the Wright brothers Curtiss has made more money at aviation than any other man. He is certainly a master hand at the science of aviation and he has done as much, if not more, than any other man to develop the aeroplane and to bring it before the public eye.

#### AWARDED A PRIZE

#### THE AVIATOR AMONG AVIATORS

**JOHN McNAMARA**  
2712 Bryant Street, St. Peter's School,  
Eighth Grade. Age 14

In my estimation, and I guess a good many others, too, Glenn Curtiss is the greatest living aviator. He has been aviating since aviation began to gain the attention of the public. He has traveled all over the United States and a large part of Europe giving exhibitions. Nor has he only given exhibitions. He has established speed records for the 50 kilometers, five mile test,

climbing 1,500 feet, and also for a quick start.

Curtiss can not only fly but he can impart this knowledge and science to beginners and other aviators inferior to himself. He takes great precautions with all his machines and men. His airships are all overhauled before and after each flight. Not a man, that I know of, of the Curtiss team, has met death because of the machine going to the bad.

It is true Curtiss and his men have had some pretty narrow escapes. Curtiss himself, while flying in Los Angeles, was very near the end of his career. His machine went dead, and if he had waited for a second he would have been dashed to death. But his presence of mind saved him, so we

had him at Tampa ing his team.

Curtiss' great bany to New York flight of its kind. By this feat Curt to his already b all his flights s to come Curtiss will prove him skillful and suc aviators.

**EUGENIE KATHLEEN**  
2615 Laguna School, B E Sunday dawn grand day for t

## "A RAINY DAY" AS SE



Each of the 9 drawings by Juniors reproduced on this page wins honorable mention. Many drawings were received. The best that came in are re-

whom each was  
1. Alice Hundo nue, Berkeley.  
2. Marie Mau,