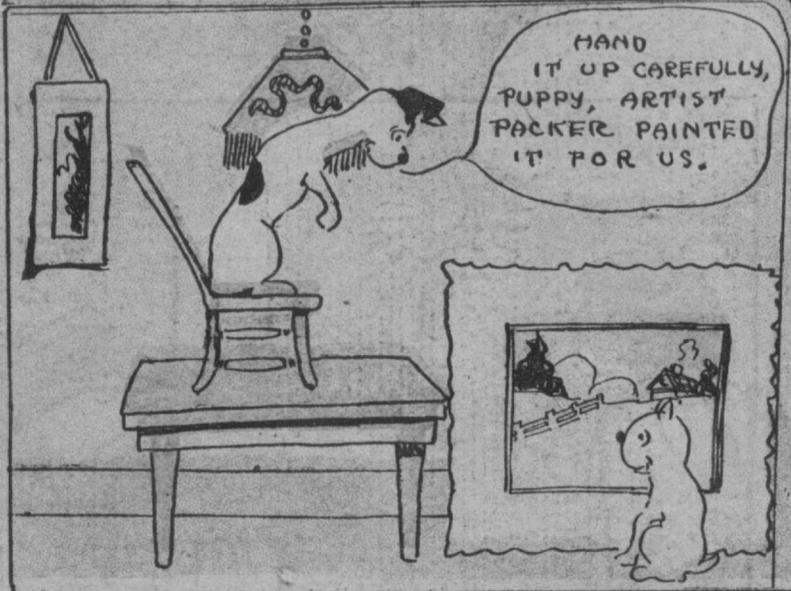


ALONZO

HE HAS TROUBLE HANGING A PICTURE.



OPEN LETTER SECTION

Universal Peace

By JASPER B. SINCLAIR

When the czar of Russia called to the nations of the earth to gather their representatives in an international peace congress at The Hague, the first step had been taken toward establishing universal peace, for arbitration is its basis.

Universal peace is a broad term. It means a great deal. It implies a utopian existence and relation between the governments of the world. But this is a remote possibility at present. An everlasting world peace is a practical impossibility, so long as the nations continue maintaining and increasing their armies and navies. Each nation is crying "Peace! Let us have peace," yet they increase their armies and navies. Universal peace must be preceded by international disarmament, but the trouble is no nation is willing to set the example by disarming itself, thus exposing it to annexation by the other countries. The strongest advocates of universal peace are those nations that are taxing their energies to the utmost to support and increase their armies and navies. Every nation is striving to outdo the other in naval and military supremacy. Does this tend toward the realization of universal peace?

Has the world reached that stage in its history when universal peace may be regarded as a probability? No! It has not. Arbitration has prevented many wars, it is true; but the world has not yet seen the day when peace

is a near reality. It is still the dream of philosophers and statesmen. As the Scriptures say: "There shall be wars, and rumors of wars." The clash of steel, the rattle of musketry, the deafening roar of the cannon, and the sulphurous smoke of battle are not yet a romance of the past. Each year sees the invention of some new weapon for dealing death in war; is this an indication of an approaching era of peace? Are the well disciplined, machine like armies and the powerful navies of today indications of peace? The attainment of universal peace means the realization of the highest possible degree of civilization. But universal peace is a practical impossibility until the nations of the world agree upon a plan of international disarmament, and until the time "that man to man the world o'er shall brother be for a that."

Prison Reform

ROSA MARKUS,

Mission High School, Age 14 Years

One of the greatest topics being discussed today is whether imprisonment for crime has ever, at any time or in any way, reformed the one concerned. In nine cases out of every 10 it has not. It has only tended to render the character of the one convicted of a small crime, thrown among men more vicious and hardened than he, worse than it was before his imprisonment. The wife and children of a man imprisoned, if he has any, become a burden to the community. Its citizens are compelled to pay for the maintenance of prisons and for the support of strong, able bodied men, when the money so uselessly spent might be given to greater things—to the building of more and better school-houses, to the erection of libraries and universities and to the maintenance of institutions for the poor, the blind and the disabled.

Our country has many evils—evils which years and years can not correct—but let us hope that this will be the next one attended to, and that our government shall learn that putting a man upon parole can do and has done more than placing him behind iron bars.

Sunday Shoes

Some persons like one sort of shoe and some another, but the kind which was desired by Pierre, the French-Canadian millhand, has never enjoyed a wide popularity.

"Shoes for Sunday," Pierre stated to the young man who advanced to meet him as he entered the salesroom of the big shoe factory.

He then sat heavily down on one of the red plush seats and allowed the salesman to insert his feet in a pair of bright yellow shoes. When they were fairly on, Pierre stood, moved his feet this way and that, took a few steps, and, shaking his head, sat down again.

"What's the matter?" asked the clerk. "Do they hurt you? Are they too tight?"

Pierre shook his head violently. "She no tight," he said, "but also she no talk. Shoes for Sunday must talk, talk, all the way up in church for to sou'n' stylish, see?"

The Aeroplane: Its Past and Future

BY WALTER J. HELD

Little does one realize the great possibilities of aviation not only for military, but commercial uses. A new industry is looming up, one that has all the possibilities similar to the telegraph, telephone, locomotive and automobile, which were rapidly developed in spite of the misanthropic wisecracks.

And again, how little one realizes how great the sacrifice of life and of the years that have been spent and have yet to be spent before the aeroplane can become a success. Yet the subject of aeronautics is not as new as some may presume, either in this country or Europe, although it was experimented with hundreds of years before we thought anything about it. As far back as the sixteenth and seventeenth centuries Germany and France made many notable experiments, for those times, and the subject of aeronautics was first introduced in this country in the time of Washington, about 1783. It was brought about by a Frenchman named Blanchard in Philadelphia, who made a flight in an airship or balloon to the height of 5,312 feet. And although much interest was created not many other experiments were made in America for some time. This only shows how long the subject has been in the minds of some people, and yet the aeroplane is not yet practical.

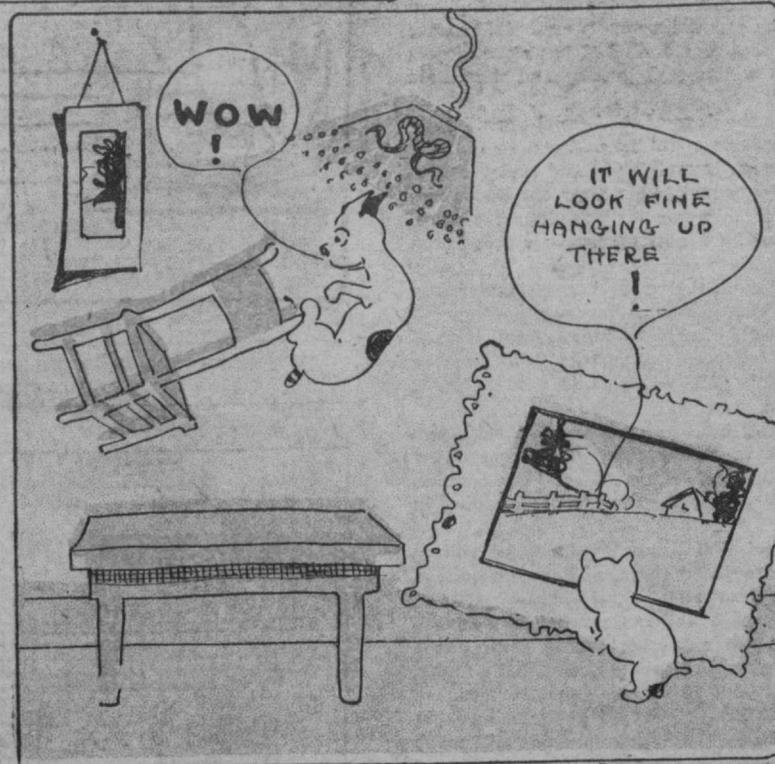
In the year 1890 many noteworthy experiments were made by Langley, Maxim, Lillenthal and Octave Chanute, of whom all deserve great credit for their work. These men would have had much better success, as would many before them, had the lightweight gas engine existed at that time.

The gas engine, a motor of light weight and developing great horsepower, has done more to forward aeronautical achievements than anything else.

It was Chanute of America who first used a method of twisting the ends of his planes to balance himself in the air, thus being able to overcome any gust of wind that threatened to overturn his machine. This is called lateral stability and was one of the most important things about an aeroplane. These early experimentally used motorless aeroplanes called gliders made short flights by running down the hillside or over an embankment when the wind would catch underneath the planes and they would go sailing down on the air. It was while making one of these flights that Lillenthal was killed by his machine turning turtle on him. The glider of Octave Chanute, in which he maintained stability, is the foundation on which the modern aeroplane is built.

It was at the beginning of the twentieth century that the Wright brothers were, after some years of experimenting, able to take up the work where Chanute left off. A few years later active work was done by Curtiss, Baldwin and Honeywell of America, Bleriot, Delagrange, Voisen, Santos Dumont, Farman and others of France, also Klemartin of Belgium and Zeppelin, Oaste and others of Germany.

The great work of these men has continued up to now, when it is at a



standstill, as for over a year no great improvement has been made on the aeroplane excepting a few minor details. The Curtiss, Bleriot, Farman and Antoinette machines are identical with those built a year ago. The Wright machine has been changed somewhat by the addition of a tail, and, in some machines a change in the control from front to rear.

While the development of the aeroplane is at a standstill the improvement of records has advanced wonderfully in the last year, the heights, speed, etc., attained by the aeroplane being once, twice and three times greater than the year preceding, and hardly a month goes by that some record is not broken. Also that some life is not taken.

I think maybe the power plant of all aeroplanes will eventually be placed in front of the driver. Shall the propeller be in the rear or front of the planes? Maybe the engine will be incased in a racy looking wind shield that will extend along the sides of the fusilage. In racing machines this shield will bend in a half arch in front of the driver's seat like the wind shield of a torpedo type motor car. The steering and stabilizing devices will be operated by the hands of the operator, the control of the engine will be managed by his feet. But how do we know; maybe designs and different kinds of aeroplane from any we ever dreamed of will be used in the years to come, or something may happen so that the aeroplane will be abandoned for something else. Who can tell?

