

# OPEN LETTER SECTION SMUGGLING BY AIR LINE

## America's Suppression of an Industry

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(This is the third of a series of articles under the above title by Walter Held.)

Today, unwittingly, America is in many ways repressing the progression of the aviatic industry. The aeroplane is an instrument which in the near future will alter the whole aspect of war and commerce. It is a subject of yet unknown resources. When man has conquered the air the birth of a new civilization will confront us. War will be eliminated, as will be such crude modes as now exist as the postal, cable, telegraph and telephone systems, also the railways, automobiles, steamships, etc. It is not to be said that aviation alone will be able to accomplish this, but that it will lend valuable assistance can not be denied.

America, with its aviation meets, exhibition flights, competition and prize donors and amateur experiments, is gradually falling behind, while wonderful progress is being made all over Europe.

America's backwardness in aeronautics reminds one of a balloon with a drag attached to it. The drag on our country is the aviation meets, flights for exhibition, its competition and prizes. If we could cut loose from this America would soar, too, like France, England and Germany, which countries seldom now have meets and such flights as we. This is why all the great records are scored abroad, for they now are giving over much of their time to good, practical experiments and promoting the aviatic industry in which France at present leads.

Aviation meets and flights for exhibition and prizes and in competition alone do no harm; if anything they accomplish much in attracting the public attention and arousing its enthusiasm, but the public in its ignorance does not appreciate simply plain aeroplane flights. They would soon tire of it and would lose interest in aviation, so to keep the interest stimulated the aviators go to dangerous and foolhardy extents, making freak flights, and the people unwittingly offer huge prizes for impossible feats, which all ends in injury and death of the competitors. Hardly a meet has been given that some aeronaut does not receive serious injuries or death. And death is the greatest stumbling block in the advance of the aeroplane, as it is with any venture.

Our ignorance is shown wherever one attempts to fly. Unwittingly even an aviator's friends discourage him and many times have brought on his death. When he brings out his machine before the people who have come to see him fly, and the aviator, understanding the wind currents and other such things which govern his chance of flying, refuses to fly, the spectators ridicule him, saying he is afraid and such talk, and to save himself from this he flies. Invariably it ends in death or serious injury. A case like this was demonstrated last week at a county fair in North Dakota, when Aviator Frisbie refused to ascend on account of the high winds. The people and his friends laughed at him and jeered him. In desperation he started a short flight and had not reached the height of 75 feet before the wind caught his machine when he was banking and turned it over, which resulted in a fall that killed him instantly. Several months ago at the meet at Tanforan in San Francisco this was again shown. On the last day several thousand turned out; although the day was dark, windy and threatening. Great was their disappointment when the aviators refused to ascend. At last, after many remarks and much urging, Aviators Parmelee and Willard, against the better judgment of themselves and managers, flew around the course a few times and barely escaped with their lives.

Another thing that is causing many deaths is the taking up of aviation for sport and pleasure. At the present stage in which aviation is it is hardly the thing for women, yet many have already taken it up and many more are contemplating it. It is indeed a shame that in this country of ours nearly all who are interested in it or are flying are doing it either for their own pleasure or profit, and that this is the first thought of the manufacturers and experimenters in America—profit.

## Popularity

By ROSA MARKUS,  
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Since time immemorial it has been characteristic of human nature to long to be popular. This would all be very well if the right sort of popularity were always sought. For although it may seem strange, there are two distinct sorts of popularity. He who falls in with the general tendencies of the times, whether they be good or evil, is bound to be popular. This, however, is not the right sort of popularity. It is the kind that lasts but a short length of time, and then dies, never to be heard of again. Only he who performs diligently his daily duty, who tries always to do the proper thing and who lifts, whenever possible and necessary, the burdens and sorrows of his fellowman, is worthy of true popularity.

A truly great man has very rarely been popular during his life. He has been neglected, spurned and laughed at and it has only been after his death that the world has realized how unjust it has been and how great and grievous has been its loss.

Therefore, Juniors, let us check our desires to be popular, for we all have them, more or less, unless they are aimed at the right sort of popularity. Let us always strive for and uphold that which is right, unmindful of the tendencies and actions of those who surround us, for, after all, as Oliver Wendell Holmes has so well said, what matters it to us how the world jeers and laughs at our actions when that little inward voice known as conscience approves of all we do and say?

## WORDS OF THANKS

Dear Editor of The Junior Call: I received your paint box Monday. I was very glad to get it. I thank you very much. I remain, yours,  
FLORENCE TOGIN,  
Visalia.

Editor of The Junior Call: I thank you for the water colors. I was very glad to receive them.  
ANGELINA SILVEIRA,  
Mill Valley.

Editor Junior Call—Dear Sir: I received my Junior watch today, and words fail to express how pleased I am with "my watch." Earnestly thanking you for your valuable prize, I am a Junior reader,  
RAMEAU W. DALTON,  
San Pedro.

Editor Junior Call—Dear Sir: I received the box of paints and thank you. I have enjoyed them very much. Your little friend,  
MARION V. RUTHERFORD,  
Suisun.

## SHORT BARKS FROM ALONZO

There are times when, if I were as large as I feel, I would have to come into San Francisco by the Golden gate.

I don't know of anything that works as hard for five cents as a nickelodeon, unless it's an automatic piano.

Automobiles are like cats. They purr when they're happy and spit when they're angry.

Time changes everything. When I was Puppy's age I knew all there was to know. Now the longer I live the less I seem to know. Funny, isn't it?

Experience is one of the things you can not buy, but you'll pay for it if you live long enough.

I went to the animal fair,  
The birds and the beasts were there,  
Alonzo I saw,  
With a bow on his paw,  
Making love to a grizzly bear.

The elephant he got peeved,  
And the bear through a window heaved  
While the monkey sweet  
With the toes on her feet  
A shroud for the grizzly weaved.

## Equipped

"De pawfay o' de preacher—an' mo' es—specially de cullud preacher—" philosophically said good old Parson Baggster, "ain't no bed o' roses, no way yo' looks at it, sah! What wid a sa'ry dat yo' kain't sca'cely 'skiver widout a spyglass, and marryin' folks for most nuthin', and de law grabbin' de money when dey gits divorced—awtuh be dat de preacher dat 'fishy-eight at de weddin' gits de divo'ce fees, sah (law's pow'ful laxative dat-uh-way!), and funyals free—de servant o' de Lawd has to arch his back to make bofe ends meet. But, bless goodness, I's a to'lable fair white-washer and a fine hawse doctah, and pulls teef widout pain—dat is, confidential, sah, wid no great pain to me—and knows consid'able 'bout yarbs, and I doesn't do so bad, needer, wid de white politicians; gits a piece o' dat 'ar tainted money—uh-yaw! haw! haw!—now and ag'in, for muh infloence!"

"Yassah! Jurdan am a hard road to travel less'n yo' got de cunnin' to navigate roun' de rough spots."—Puck.

There have been various reports lately of an impending agreement with Mexico for the control of airships, and the details are said to be awaited with some expectancy in Europe, where frontiers are many and where the advent of aerial navigation has caused not a little dismay. The old fences are down—there is no use in blinking at that. Whether one be sanguine or skeptical as to the future of the airship, its present achievements are enough to destroy the integrity of the most rigidly guarded frontier. Immense sums have been invested in fortifying, in fencing, in patrolling these imaginary lines between states on the theory, till lately quite sound, that an invading force, or a smuggler, or a fugitive from justice, must pass on the ground level, and could be kept out by force or seized by the police. No frontier, to be sure, has ever been quite hermetically sealed. Even Russia, which spends enormous sums chiefly to keep "undesirable" persons from passing, knows very well that there are leaks, ways by which members of organizations are helped across in defiance of the army and the police. And although many smugglers are caught by the vigilant inspectors of the United States, there can be no question that a vast amount of smuggling is successfully done, and very likely many immigrants rejected at Ellis Island, as well as many Chinese, find their way illicitly into the country.

Yet while far from perfect the system has worked so well that there has been no question of giving it up because of inefficiency. Evasions have been the exception, and even elaborately organized conspiracies to defraud the revenue or the immigration laws have been so often detected and punished as to constitute a real deterrent influence. The question is what effect flying will have on those frontier regulations. At the present moment, presumably, it has none whatever; aviators are few and are either enthusiastic amateurs or cuphunters who find more profit in exhibiting before crowds than in evading laws. But at the present rate of growth of aviation within two or three years the experts will be numbered not by hundreds, but by thousands, and cruising will be as popular as track racing. "Cross country" flying is practically a development of the present season, and the fashion is now very naturally setting that way. Specially tempting to the amateur will be the discovery of fascinating air lines between points which have no good terrestrial communication. Now that the possibility of flying 250 miles or more without touching the ground has been demonstrated, experimenters will be eager to show off the practical value of such flights.

Why should not sportsmen, going into the wilderness to shoot or fish, go as the crow flies, reaching in a few hours of breathless speed over forests, lakes, hills and marshes, a spot which it might take them the better part of a week to attain by railroad, by canoe, and by trail? As soon as confidence in the working of the motor is felt, such flights will be in order.

Another feature that may be looked for is a wide diffusion of the art of flying. Already there are reports of experiments in many parts of the country; it should not be long before every considerable town has its amateurs, and an aeroplane passing overhead will stir not wonder, but a lively interest, such as followed the passing of a "horseless carriage" 20 years ago. Under such conditions it is quite plain that facilities for smuggling would be very materially increased, and the demand for measures to prevent it is entirely reasonable. Bulky articles, of course, would not be affected. Cheating with false scales would serve the sugar trust much better than smuggling in aeroplanes. But the case is very different with laces and diamonds. All the diamonds imported into the United States in a year could easily be brought in by a single airship.

The operation of such a smuggling scheme, too, would be simplicity itself. There need be no larger organization—a partnership of three would answer perfectly. The aeronaut would simply have to take the goods received from A to an arranged point across the line where B could find them. It may be possible to patrol a frontier line; it is obviously impossible to patrol the superficies of a country. There are plenty of wild and solitary places along the Canadian frontier where an aeronaut could alight with the utmost ease and depart at his leisure quite unobserved. Nor need the place of deposit ever be twice the same. There can be no harm in stating plainly these advantages for evading the laws, for they are obvious enough, and no one who would be likely to take advantage of them needs to have them pointed out. It remains to be seen, however, whether regulations, such as control ships in faring from port to port, if enforced by treaty, would suffice to prevent such evasions. Such restrictions would at least be very difficult. For one thing most airships seeking a license would correspond in character with sea going yachts, which, while not exempt from customs regulations, are left free to go where they please at any time, while the mercantile craft is expected to proceed directly to the port for which it is cleared. It may not be true that the yachts of millionaires, as has sometimes been charged, are often used for smuggling, but opportunities are often presented, or could be made, if the owners cared to take the risk.

But the seagoing yacht, even though free to cruise where it likes, has no such advantages for smuggling as an air going yacht, and it is a question whether the most rigid system of licensing would serve as a check. Presumably, no laws would forbid cruising near a frontier, and a point 50 miles away would answer perfectly for headquarters. Nor in spite of the improvement in motors can an airship be held to a strict account for its movements, like a trolley car. If it should set out one afternoon and return the next day from a brief excursion, it would be hard to prove that instead of struggling with a refractory engine the aeronaut had been skimming through the night, 60 miles an hour, crossing the drowsy frontier silently, on vast pinions with power cut off, faring on into alien territory, till he caught the gleam of his private beacon. Back before dawn, the joy rider of the air is once more the respected licensed yachtsman.

It is a real difficulty, and it is doubtful whether even restrictions so severe as to be intolerable to the law abiding in a free country would serve to restrain the secret offenders. It may even some day be a question whether it is not wiser to give up high import taxes on small valuable articles than to try to enforce the laws. Nothing, for example, is served by a tax on diamonds or fine laces which could not be gained in other ways. Both are taxed primarily as luxuries, and the price of diamonds is kept artificially high by the revenue duty as well as by the restriction of production by the syndicates. If possibilities of aerial smuggling should ever be fully developed honest importers would be put at a serious disadvantage and the expediency of continuing to tax these portable luxuries at the frontier would become dubious.

Diamonds and laces are no great matter, because there are so many possible ways of taxing the fortunate people who can afford such luxuries. But the development of an aeroplane which can carry three persons for a long distance has already threatened the enforcement of the immigration laws. The exclusion of paupers is not affected, for the price of an "air line" ticket would amply qualify the applicant at Ellis Island. But plainly there are the possibilities of a lucrative trade in smuggling excluded Asiatics and undesirable persons like criminals, anarchists and victims of infectious diseases across the frontier.—Chicago Inter Ocean.

## The Infallible Sign

Maggie is a willing but rather stupid domestic in a Chicago family. She suffered the toothache for some time, and the creosote that had been prescribed proving ineffectual, her mistress procured another remedy at the drug store. Thinking to impress the girl with the necessity of being careful in the use of it, she said: "Now, Maggie, do you see the skull and crossbones on this label? Do you know what they mean?" "Yes, ma'am," Maggie promptly replied, "they mean that the medicine is good for the teeth."

## For Health or Economy

"Does your mother allow you to have two pieces of pie when you are at home, Willie?" asked his hostess. "No, ma'am." "Well, do you think she would like you to have two pieces here?" "Oh, she wouldn't care," said Willie confidentially; "this isn't her pie."