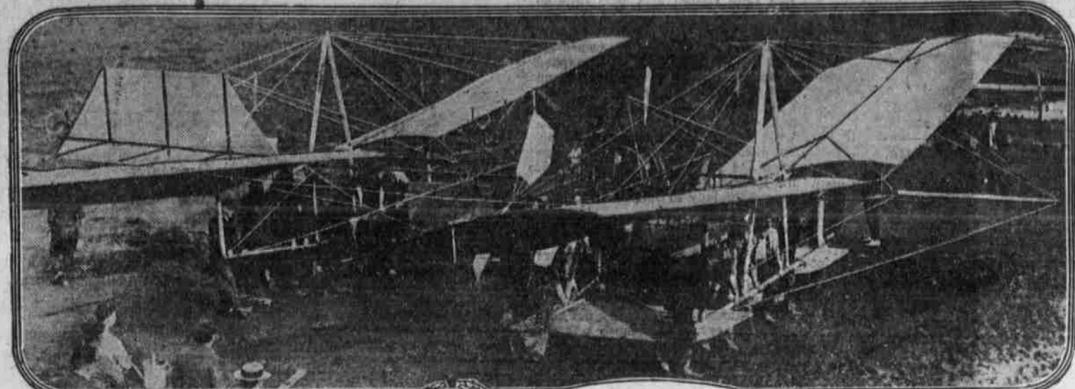


"LANGLEY'S FOLLY" VINDICATED



GETTING READY FOR THE FLIGHT

PROF. SAMUEL P. LANGLEY'S memory has been vindicated. Glenn H. Curtiss has proved that the man who died of a broken heart because of the failure of his aeroplane was the first to construct a really practical heavier-than-air machine. Mr. Curtiss secured permission to take the Langley machine from the Smithsonian Institute in Washington for the purpose of making tests. He made no changes whatever in the machine, merely restoring such parts as were broken. He made a short flight, demonstrating that Langley's principles were right and that the sole fault lay in the method of launching the machine.

Scientists long ago accorded to Professor Langley the full measure of credit due to him. The Wright brothers, who made a practical success where he had seemed to fail, have acknowledged the debt they owe to this unassuming man who drew his inspiration from the clouds and gave to man the eagle's secret. He had worked out for them the problems in aerodynamics, and left for them in algebraic formulae the data upon which all mechanical flight is based.

But in the mind of the public Langley was a failure, and Langley's aeroplane, tried and wrecked at historic Widewater, Va., on October 7, 1903, is "Langley's folly" now, as it was then, when the secretary of the Smithsonian Institution returned North, stung by unjust and unthinking criticisms, but undaunted, and confident that he was on the "right track," determined to go ahead, a determination that was thwarted by his untimely death in 1906.

The history of invention has no record more pathetic than that of Samuel P. Langley. At the very moment when success was in his grasp, when the dreams of a lifetime were about to come true and the labors of years of toil to be rewarded, the cup was dashed from his lips through the failure, not of the invention itself, but of a purely mechanical contrivance of minor importance. Derided in congress and held up by the newspaper wits of the world as a target for their jests, Langley must have died a thoroughly discouraged man.

The experiments of 1903 were the culmination of years of patient effort. As far back as 1891 Professor Langley announced that as the result of experiments carried on by him during previous years it was "possible to construct machines which would give such a velocity to inclined surfaces that bodies indefinitely heavier than the air could be sustained upon it, and moved through it with great velocity."

President McKinley had become impressed with the possibilities of the airship as an engine of war, and in 1898, at the request of the board of ordnance and fortification of the war department, Professor Langley undertook the construction of a man-carrying flying machine, and an allotment of \$50,000 was made for the purpose. The services of Charles M. Manly were secured as an assistant.

In his earlier tests with models Professor Langley had employed a small houseboat, from the roof of which he had launched them. He determined to follow the same procedure with the larger man-carrying airship, and, although advised not to do so, he persisted until the end in this determination. And it was the launching apparatus which caused the final failure!

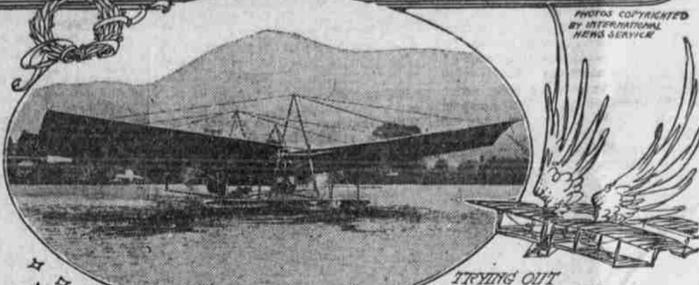
An enormous houseboat, therefore, was built. Atop the house was the superstructure carrying a turntable, weighing about fifteen tons, supported on a circular track, an arrangement which was designed to make it possible for the aeroplane to be launched from the "roof," headed into the wind, without the necessity of turning the entire houseboat.

Finally on August 8 a quarter-size steam-driven model was launched from the top of the houseboat. It was in the air 27 seconds and covered about one thousand feet. The experiment was regarded as a success and gave the inventors great hopes for the success of the man-carrying machine. Numerous delays occurred to prevent the launching of this, and it was not until October 7 that the real Langley aeroplane was sent forth into the air, the first heavier-than-air machine carrying a man ever to attempt a flight.

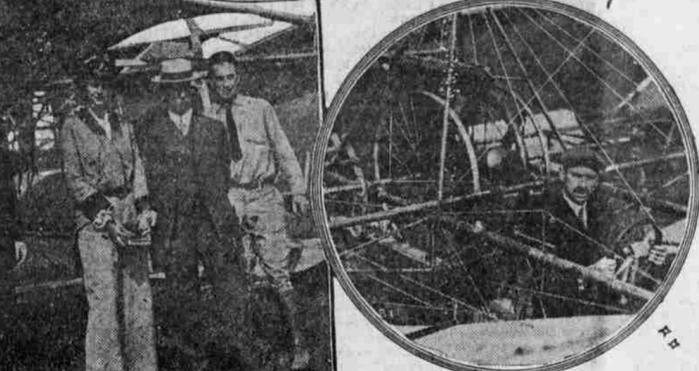
A few days before this date the reporters at Widewater received from their home offices queries reading about as follows:

"Two brothers named Wright are said to be experimenting with an airship at Kitty Hawk, N. C. Ask Langley what he knows about it."

"It was the first time any man in the reporters' camp had ever heard of those famous brothers from Dayton, Orville and Wilbur Wright. Not a



TRYING OUT "LANGLEY'S FOLLY"



GLENN CURTISS AT WHEEL OF "LANGLEY'S FOLLY"

LEFT TO RIGHT: DR. CHARLES WALKCOTT OF SMITHSONIAN INSTITUTION, GLENN CURTISS, MISS WALKCOTT, DR. A. F. ZAPFEN, C. C. WITMER AND "LANGLEY'S FOLLY"

man among them realized that they had received telegrams that were epoch-making. Everybody in the United States was quite prepared to learn that the Langley airship, when the attempt to fly her on October 7 was made, was wrecked and the bold navigator of the air almost killed in his foolhardy attempt to emulate a real bird.

As a spectacle it was dramatic, impressive. The aeroplane was taken from the houseboat early in the morning, weather conditions being ideal for the first time in weeks, and under the direction of Mr. Manly was assembled with the greatest care.

The aeroplane was poised on the turntable atop the superstructure, fifty or sixty feet above the Potomac, with open water on all sides, and a vast stretch of unobstructed sailing area in three directions, so that in the event of success the aerodrome might have down for miles. Had the aeroplane been tested on a level stretch of ground, which would have been possible had it been equipped with light bicycle wheels, that day might very well have witnessed man's triumph over gravity.

The aeroplane was a beautiful thing, like some great white bird poised there on the houseboat, and waiting only the signal to spring into the air. Its long, white Penedal tail added to its bird-like appearance.

It was about sixty feet in length, exclusive of the tail, with a main body elliptical in shape, to which were attached the four spreading white silken wings.

Mr. Manly weighed but 150 pounds. He was the lightest man in the party. Moreover, he was a co-inventor, and for these reasons he claimed the privilege and the honor of making the first flight as pilot.

As Mr. Manly climbed into his dizzy perch and took his seat he looked down at the handful of newspaper reporters who were gathered around the houseboat and who, in addition to the members of the Smithsonian staff and representatives of the army and navy, were the only witnesses, and smiled at them. The reporters gave him a cheer.

Manly started the motor and braced himself for the start.

The aeroplane, ready for its voyage, was held in leash on the turntable by a powerful spring, which, when released, would give it an initial velocity of about thirty-five feet per second, and enable it to clear the superstructure. As Mr. Manly put his hand to the lever and set his jaws the spring was released.

There was a whirling noise increasing to a roar, as if a thousand eagles were passing overhead. It was 12:20 o'clock p. m. when she started. The great birdlike thing flew swiftly over the 60-foot track of the launching apparatus, passed over the edge of the houseboat, and then something happened.

Instead of soaring off into the air like the thing of life she looked her head dipped, and she shot downward, plunging head first into the river only 50 yards from the houseboat. The propellers worked perfectly until the very last, and one of

them broke as it struck the water a powerful blow.

Then the whole airship, every vestige of it, even to the tip of its beautiful white tail, disappeared beneath the surface of the river.

Suddenly the soldier on the houseboat came to life and shouted a command. A boat was tied at the stern, and into this a squad of workmen threw themselves, and pulled off for the scene of the disaster. Then the airship floated to the surface, and Mr. Manly's head bobbed up.

There was half a smile on his face, but no sign of fear, although he was not yet saved. Entangled in the wreckage, his lifebelt did him but little service. However, he managed to hold himself up until the first boat to reach the spot came up, when he was hauled aboard, none the worse for his ducking.

The official explanation of the failure was that the front guypost caught in its support on the launching apparatus and was not released in time to give free flight, as intended, but caused the front of the machine to be dragged downward, bending the guypost and causing the aeroplane to plunge into the water.

Discouraged, but not disheartened, Mr. Manly took the wrecked machine back to Washington. It was growing late in the year. The available fund of money was about exhausted, and it was realized that unless a better showing could be made there would be no more funds forthcoming from congress. Workmen were set to the task of getting the aeroplane ready for another flight before winter set in.

Although the main frame and the engine were not damaged, other delicate portions were so badly injured that two months were required for the repairs to be made, and it was not until December 8 that everything was in readiness for another flight. Despite the lateness of the season, Mr. Manly determined to make one more effort to prove that the Langley aeroplane would fly.

It was bitterly cold, and there was ice on the river when, on the afternoon of December 8, between four and five o'clock, the houseboat was towed from her berth at one of the wharves at Washington to Arsenal point, where the eastern branch enters the Potomac. Here was a space barely sufficient for the requirements of the aviator in his extremity.

The engine worked perfectly as the propellers were set in motion. But again the launching apparatus was at fault. This time the rear guy post seemed to catch, bringing the rudder, or tail, down on the superstructure. As the aeroplane, looking ghostly in the deepening night, shot over the edge of the houseboat, her nose pointed toward the arsenal, there was a grinding noise. The rear wings collapsed, the whole machine plunged downward, and Mr. Manly for the second time was carried beneath the waves.

This time his escape was narrower than it had been at Widewater in October. In the darkness and confusion his location was lost sight of, and while men looked for him in small boats he remained beneath the water tangled in the wreckage, stunned, and with his head cut open. He was found just in the nick of time, taken aboard the houseboat and resuscitated.

The workmen toiled until midnight in the icy waters recovering the wrecked airship, twice saved from the waters of the Potomac. The aerodrome was finally taken to the Smithsonian shops, where it was partially repaired. It has been stored there until its recent removal to Hammondsport for its third attempt at flying.

deducing the colonies to harmless proportions. Today their numbers are out of all proportions to available food and natural parasites, and their prevalence is fully as bad as last year, if not worse.

Their infestation in Massachusetts has been serious and very annoying for about three years, which is supposed to be the natural duration of such infestations. Those who, from observations last year, concluded that there would not be so many tent caterpillars this year are somewhat pa-

DISHERS FOR SUMMER

MENU SHOULD BE SUITED TO TEMPERATURE.

Some Hints That May Help Housewife to Set Out a Tempering Meal That Will Be Enjoyed by Family.

In winter the curling steam from floury potatoes, the fragrant odor from the uncovered joint, the rich brown gravy, are all attractive, but in hot weather—ugh!

Here are some practical hints which may help. Non- is expensive:

First, the table. It is the setting to a meal, and should be made to look as cool and as attractive as possible. Make it look "inviting" in every sense, with flowers, fish and ferns. Little ferns are cheap enough. Regularly watered, occasionally repotted, and given two or three drops of castor oil four times a year, they are a permanent possession.

Now, for the food. Have you tried cold soup? It must be well strained, free from fat, of medium thickness. This makes a most satisfying summer dish.

Cold meat is not attractive, and stews and hashes are worse—in summer! After a joint has appeared once it is best to cut the meat into cutlet shapes, and fry as you would do fish, after dipping into egg and bread crumbs. Potatoes, too, are much better mashed, cut into squares, and baked till the outsides are a nice brown.

Fish should always be served with a frill of parsley or lettuce leaves. A sliced tomato, some watercress, some pieces of lemon—this at once tempts a tired man to eat.

Salads and snail dressings are most important adjuncts to food in summer. With a well-made salad the man forgives the cold mutton! Here is a simple, yet quite nice, salad. It dispenses with other vegetables. Slice up a small cooked cauliflower, two or three potatoes, two lettuce, one large tomato, a beetroot and a cucumber. Add a little finely scraped horse radish.

So, with the table nicely laid, attractive with ferns and flowers, a spotless tablecloth and the food daintily put before him, the breadwinner is certain to be more than satisfied.

Hot Water Sponge Cake.

Beat two eggs till very light, add one cup sugar (granulated) and stir all in, then have in your sifter one cup pastry flour, one teaspoon cream of tartar and one half teaspoon soda, one-half teaspoon salt. Sift all into the egg and sugar and stir till all mixed in, then add, a little at a time, one-half cup hot water, then one teaspoon vanilla or any flavor. Put in pan 5x9x2 inches and bake at once in moderate oven. Grease your pan before you begin to make the cake, put paper in bottom of pan and grease that too. Measure flour before sifting. You can bake this cake in a larger tin and use for jelly roll or Washington pie tins. It will fill two large sized ones. You could put part of dough in small size round tin for a Washington pie "for two" and the rest in a smaller loaf tin. Frost as you like.

Cucumbers in Brown Gravy.

Pare half a dozen medium-sized cucumbers and cut them into thick slices, place them in iced water, let stand half an hour, drain, simmer in unseasoned beef stock until tender, then skim out the cucumbers and lay them in a hot vegetable dish. Cook one tablespoonful of browned flour in one tablespoonful of butter, add the stock, stir until thick and smooth, season with one teaspoonful of kitchen bouquet, one-third teaspoonful of onion juice and pepper and salt to taste. Pour the sauce over the cucumber before serving.

Right Relishes.

With fish, meat and game serve the following relishes:

- Roast pork and roast goose, apple sauce.
- Roast turkey, cranberry sauce.
- Boiled turkey, oyster sauce.
- Boiled chicken, bread sauce.
- Roast beef, grated horseradish.
- Roast veal, tomato or mushroom sauce.
- Boiled mutton, caper sauce.
- Roast mutton, currant sauce.
- Lamb, mint sauce.
- Broiled fresh mackerel, stewed gooseberries.

Combination Salad.

Pare and slice potatoes that have been cooked with their jackets on. Wash and remove the seeds from one green pepper, then cut in narrow shreds with a pair of scissors. Toss the potatoes and pepper lightly together, season with salt and pepper and dress with French dressing. Place lightly in the center of a salad bowl and surround with a circle of thinly sliced tomatoes, also marinated. If preferred this salad may be arranged on individual plates.

Sliced Rhubarb.

A way to prepare rhubarb for using with meat is asked by a reader. Rhubarb sliced according to the following directions would be suitable: Wipe, skin and cut up two and a half pounds of rhubarb. Put this in a preserving kettle with two pounds of sugar, seven-eighths cup vinegar, one teaspoon cinnamon and half a teaspoon ground cloves. Bring to boiling point and let simmer until as thick as marmalade. Fill jelly glasses with mixture, cool and seal.

Boiled Salad Dressing.

One level teaspoonful sugar, one heaped teaspoonful mustard, six tablespoonful vinegar. Mustard of table-spoon, half teaspoon salt, two eggs, pinch of red pepper. Mix sugar, mustard, salt, pepper with a little of the cream. Beat eggs lightly, add them with rest of cream, stir in carefully the vinegar. Put bowl in a pan of boiling water, keep stirring till it thickens; do not let it boil or it will curdle. Put in an airtight jar and place in a cool place.

AFRO-AMERICAN CULLINGS

In a letter to the Washington Star Mr. Michael Jones has the following to say:

As one intensely interested in the best possible welfare of my race, and as one who has and will always attempt to help usher the negro to the utmost peaks within the realm of human possibilities, I want to call attention to the fact that practically all the strides which have been made in business, commerce and finance in America have been made by the thrifty, industrious and enterprising white man in whose midst the negro has lived, thrived and prospered.

I firmly believe that the colored race has risen no higher than the present unsatisfactory position it now occupies largely because of its lack of a larger participation in the business, commercial and financial phase of our American life. Doubtless there are many reasons why this is true. However, one of the greatest—if not the greatest—reasons for this lamentable fact is so well explained in a letter I received from Senator Works, and so much in harmony with my conviction, that I take the liberty to quote from that keen-sighted statesman. "I believe," says Senator Works, "that if the colored people would leave off thinking so much about politics and political advantage and turn their attention more largely to advancement along business lines and useful occupations they would succeed very much better than they have in the past and would remove much of the opposition that exists against their race."

"They have accomplished absolutely nothing in a political way, excepting that a very few of their number, comparatively, succeed in securing small offices, and the great masses of the people receive no benefits from their participation in politics."

I repeat that Senator Works expresses my sentiments in this regard. I want to be correctly understood. I believe that any nation which takes the ballot or any other birthright from any group of her citizens because of race, previous condition of servitude or political advantage commits a wrong, a deep and bitter wrong, and will ultimately suffer—inevitably so; but I am thoroughly convinced that the American colored man, or any other materially weak race in a similar condition, should abandon politics as such, and strive to build and strengthen the business, commercial and financial phases of its life.

With considerable interest I have noted that during the past four months colored inhabitants of the District of Columbia have assembled at eighteen monster mass meetings for the express purpose of protesting against segregating of the colored employees in government departments. With a much larger degree of both interest and satisfaction have I observed that during this same period of time progressive business men of my race in this city have held forty-five meetings for the specific purpose of urging colored citizens of the District to direct more of their energy toward the development of business among the race. I trust that more members of my race, especially in the city of Washington, will realize the great advantage and seize the vast opportunity of conducting independent businesses of their own instead of being dependent upon some obscure government position that in many instances subjects them to humiliation, discrimination and segregation.

Free and irresponsible as a colt, oblivious to the events of the world as an Eskimo, in a four-room house on a rocky Oklahoma farm of 80 acres, lives a ten-year-old colored boy who doesn't know that he is one of the richest boys in the state, and if he did, the fact would carry no significance in his brain. Little "Dan" Tucker often sings for his supper, but he doesn't have to—he doesn't have to do anything for his subsistence, and probably never will. This month saw deposited to his credit \$12,000, and every day he makes not less than \$100.

Dan Tucker is the son of James and Elizabeth Tucker, children of slaves of the Creek Indians freed by the Civil war. By virtue of a treaty made between the United States and the Creek Indians at Fort Smith, Ark. in 1865, slaves formerly belonging to the Creeks, and their descendants, were given an equal share with their former owners in the government allotment of the old Creek lands in the Indian territory. And that is how Dan Tucker now owns 160 acres of land lying 15 miles east of Cushing, Okla. in the heart of the newly developed Cushing oil fields.

Mrs. J. Murch of New York has the distinction of being the only woman in America who is proprietor, printer, compositor, binder and "printer's devil" all in one. She owns a printing establishment in New York City where she attends to all the details of the shop herself.

Western Australia produces more gold than any American state, sends more pearls to Europe than any other country except Ceylon, and is said to have the richest belt of hardwood timber in the world.

His Daily Supply of Cakes.

A Wichita attorney is very fond of a certain kind of cake his wife is expert at making. Recently she left for a visit with her parents, and before going baked a large cake. She knew that if she left the entire cake where her husband could find it he would eat it all in one day, so she cut it into slices and hid them in various parts of the house. Each day she writes her husband, and in the letter she tells him where he can find a piece of the cake.—Kansas City Star.

Negro farmers own or control 5,100,000 acres of land in the state of Alabama, or 350,000 more acres than they controlled in 1900, the New York Times states. The colored farmers of the state have under their control 3,663,990 acres of improved land, and are farming 500,000 more acres of improved land than they were cultivating in 1900. In ten years the number of Negro farmers increased 17.3 per cent, and now they own or control one-fourth of all the farm property in Alabama, having an aggregate value of \$97,379,000, or 107.5 per cent more farm property than they controlled at the beginning of the ten-year period.

The progress of the negroes in Alabama is typical of what the negroes are doing in other states. With its colored population of 908,282, the third greatest negro population in the United States, Alabama affords a striking illustration of what the race has accomplished.

The first negro bank in the United States was established in Alabama. In the Tuskegee Normal and Industrial Institute, of which Booker T. Washington is head, it possesses the leading negro educational institution of the world. Now Alabama has the first railroad in America to be conceived, promoted, built and operated by negro people, namely, the Dixie line, running from Kowalga Community, colored, fifteen miles to Alexander City, in the eastern part of the state, where it connects with the Central of Georgia railroad.

In agriculture, however, they are making the most progress. Fifty per cent of all the persons in the state engaged in agriculture are negroes. On the other hand, 75 per cent of all the negroes in the state are engaged in farming. There are 110,440 colored men operating farms.

The banking business is another line in which the negroes of the state are making progress. There are five banks in Alabama operated by negroes, the Alabama Penny Savings Bank and the Prudential Savings Bank of Birmingham, the Penny Savings Bank of Selma, the Penny Savings Bank of Anniston and the Penny Savings Bank of Montgomery. A remarkable increase is shown during the ten years in the number of negroes who have established successful grocery stores, drug stores, real estate offices and other enterprises. In practically every city in the state there are large numbers of colored people there have acquired the ownership of entire city blocks.

The negro church has kept pace with the progress of the negro in agriculture, commerce and education. In every city in Alabama where there is a large community of negroes they have built churches costing \$20,000 to \$50,000. The value of the church property owned by colored people of the state amounts in all denominations to \$4,000,000. Thus with the physical progress of the negro churches of Alabama has come intellectual and moral advancement.

To solve the problem of disposing of the dead a famous German architect proposes to erect in the chief cities immense pyramids, each of which will hold the ashes of 1,000,000 cremated bodies.

It sometimes happens that a woman marries a man to reform him—if she is unable to get a man who doesn't need reforming.

American moralists on the false pride of denominationalism have never had need to go to Kikuyu for a text. A plain one is revealed in the John F. Slater educational fund's examination of church schools for negroes in the South. In the cities and towns of 12 states it reports 50 cases of the flagrant duplication of effort by denominational schools.

The tactful administrators of the fund appeal to a sense of denominational expediency. One co-operative school, founded on that at present strongest, should generally suffice. Each church might put the money saved "into some strong, central college or industrial institute."

Or if no one church school might be left with the work, especially in primary education, might not all withdraw to advantage and co-operate with the public school authorities in providing better facilities? No one thinks money for negro education can be made to go too far; and the churches could rectify with more fervor the immense need for contributions if their own failure to co-operate were not in part responsible for it.—Editorial in the New York Post.

Mrs. Flora Groden, wife and mother of five children, who found time to study law as an aid to her charitable work and who receives her LL. B. degree from the New York University law school, is one of six women to receive a certificate of character from the Brooklyn bar association.

For doctors' use in examining the throat a new pocket electric searchlight is equipped with a mirror for throwing the rays just where needed and with a folding wire guard for holding the tongue down.

Few People Walk Properly.

The importance of a graceful carriage can hardly be overestimated. Few people walk properly and well. One's walk should be easy, graceful, and, above all, natural. Do not turn the toes in, but take firm and decided steps. Do not bring the heels down with a thump at each step, but have them moderately long and quiet. A well-known writer says, "Whoever carries the chin close to the neck is all right from top to toe and will walk well."

DISEASE WIPES OUT PLAGUE

Epidemic Carries Away the Pest of Caterpillars That Have Long Worried the East.

Tent caterpillars, in evidence wherever trees and bushes grow, are reported to have contracted the same disease that is killing so many tippy moth caterpillars. The wild disease is developing among them, and is killing them in large quantities. In its operations it is like cholera, which

gripe their intestines and quickly disables them.

Unsanitary living is the presumed cause for it. The caterpillars are most clannish in their habits, building enormous houses for themselves and filling them up to suffocation. Thus huddled together in thick clusters they appear to be violating their own house surroundings so badly that it impairs their health and gives them a specific form of disease. This habit is expected by the experts to restore gradually the "balance of nature" by re-

ducing the colonies to harmless proportions. Today their numbers are out of all proportions to available food and natural parasites, and their prevalence is fully as bad as last year, if not worse.

Their infestation in Massachusetts has been serious and very annoying for about three years, which is supposed to be the natural duration of such infestations. Those who, from observations last year, concluded that there would not be so many tent caterpillars this year are somewhat pa-

zied by conditions, but they cling to the prediction that the trouble will not last. They look to the wilt disease to raise havoc with the caterpillars this year, and thin out their ranks substantially.

Naturally, "This department store is really a palatial one, and is so successful." "Yes, but it has a sad story." "Indeed? What is it?" "Its fourth story; there is its mourning department."