

The St. John Standard

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AVIATION.

The fact that three distinct groups of airmen are now contemplating with good prospects of success a trans-Atlantic flight draws attention to the wonderful progress in the development of the airplane in the past eight or ten years. From the days of King Bladud, father of King Lear, who reigned in what is now England about the time Rome was founded and who sailed in the air above the city of Trinovante until he was killed by falling against a temple, until the Wright brothers astonished the scientific world by remaining in the air for nine seconds and gliding a distance of eight hundred and fifty-two feet in 1903, the development of the heavier-than-air machine was slow indeed. This interval of some thousands of years contains records of the experiments of Simon the Magician, who rose in the air with the assistance of the demons, but was almost immediately crushed to death in his fall to the earth; of Oliver of Malmsbury, who with wings fastened to his hands, sprang from the tower and after floating about a hundred yards landed so heavily that his legs were broken; of the Saracen magician who in 1178 met a similar fate while experimenting with a like apparatus, and of J. A. Parmentier, an Italian, who in the latter part of the fourteenth century ascended with a set of artificial wings called the "Laba de Trismegisto." The earliest important attempts at aviation, however, date back to 1843, when Hoisson, an Englishman, designed an amphibious machine which, however, was never built. Out of his experiments grew the Stringfellow and Wrenham models, embodying some of the principles of present-day airplanes and driven by steam engines, which, however, were successful only as curiosities. In 1874 Thomas Moy designed an aerial steamer consisting of a powerful skeleton frame resting on wheels and driven by a light engine, the idea being to get initial velocity by a run on the ground. In 1882 and 1890, Langley and Maxim planned the scientific attention of one of the former flying for half a mile. Maxim's important airship in which he installed a large tubular boiler was not a success. From 1894 till 1902 Lillenthal, Pflaeger and Chanute contributed largely to scientific knowledge on this subject and in the following year the Wright brothers made no less than forty-five flights the longest of which, covering twenty-four miles, was made in thirty-eight minutes. The next three years marked the real beginning of aviation as practiced today, but until 1908 the attempted flights were of comparatively short duration. In that year numerous aviators in the United States, France and England were gradually improving machines covered distances up to eighty miles and attained a speed of almost forty miles an hour. In 1909 after Robert Latham had failed in the attempt, Louis Blériot successfully negotiated the English Channel, a distance of thirty-two miles in thirty-seven minutes. His achievement was at that time regarded as the most wonderful work recorded, despite the fact that longer overland flights had previously been made. In the same year, too, Delagrange established a speed record of fifty miles an hour over a measured course. From 1910 to date the record of success has been continuous, for with machines embodying practically the same principles, aviators at different times and in different countries have attained practically similar results. The element of safety has been developed that for purposes of peace aviation is today practically as safe as any other mode of travel. Indeed, in the United States especially, flying is a pastime in coming into favor far more rapidly than did motorcars, and with fewer casualties in proportion to the number engaged.

While the trans-Atlantic voyage, which involves a flight of twelve hundred miles on one stretch by the American aviators and almost two thousand miles by the British and Australian adventurers, seems a remarkable undertaking, Blériot's performance, which appeared equally remarkable only a few years ago, is now and has for some years been surpassed scores of times every day, and distances equally great as the Atlantic passage, overland, have frequently been accomplished. Accurate records during the past two years of work done by naval and military aviators are not available, but in 1915 Hawker flew two hundred and forty-three miles on a continuous flight and Stoffer thirteen hundred and seventy-six miles. In June of that same year a round trip of three thousand and two miles from Paris to Warsaw was made, but this of course involved several stops. Thus, even in the absence of official records for 1914-15, sufficient is known to justify the belief that today, with the greatly improved machines and with the margin of safety provided, the success of otherwise the trans-Atlantic voyage should depend almost wholly upon conditions over which the aviator has no control. Given suitable weather, there is no reason why all those who are now attempting the voyage should not enjoy in hand-to-hand to France with the priv-

ceed, not any reason why a trans-Atlantic express passenger service should not be a development of the very near future.

OUR MILITIA.

In the almost forgotten days before Canada was a fighting nation, the military power of this country consisted of an insignificant permanent force and an active militia, which latter proved of value in forming the nucleus of our overseas army. That militia was composed of civilians who were subjected to a couple of weeks' training in camp each year or regular drills in their armories during the twelve months. Commissions in the militia were rather sought after, and in the ranks no conditions were imposed other than the required physical strength to endure a course of training which made no particular demands. There has been a change during the past few years, and the future militia of Canada—when we get back to a peace basis—will not be exactly as it was before the war. Commissions may or may not be sought, but if the feeling of the men who formerly wore uniforms of peace may be accepted as any criterion of future organization, those holding commissions must of necessity be officers who have seen service. This will at least apply for a few years until the commissions made by the recent war have worn away, for it is clear that officers who have not seen service overseas will not have the power to draw to them for a voluntary enlistment men of the present generation. Feeling is a little too strong for any more ceremonial parading, and the militia for the next decade at least will consist of returned officers and men, and of the younger element who by reason of age, were barred from service in the recent war.

Instructions have been issued from the Militia Department for the reorganization of the militia regiments, and this work, while proceeding rather slowly at present, will no doubt show greater progress as demobilization draws to a close. In this connection it is understood that the Militia Department of the former British Empire, in its former standing, is in this process of reorganization. Lieutenant-Colonel Perley has until recently been in command. A couple of weeks ago Lieutenant-Colonel Perley resigned, and the Standard is advised that this resignation already has been, or will almost at once be, accepted. The cause of the resignation was a divergence of views between Lieutenant-Colonel Perley and Headquarters with respect to certain appointments to his command. It is also intimated that the position of commanding officer now vacant will not be immediately filled, but local Headquarters recognizes whether Ottawa does or not—that prospect for the re-creation of a credible regiment will be slight, unless there is secured to command it someone with an overseas record who will appeal through his personality to present members or prospective recruits. In addition to Lieutenant-Colonel Perley, there are in the 62nd Regiment Major Frost, Major Peters and Captain Fleetwood, who, in the order named, would under ordinary circumstances be in line for promotion, but as none of these officers has the privilege of serving overseas, the Standard is advised that the command of the battalion may remain vacant for a time and that Major Alexander McMillan, whose early return to Canada is looked for, will be offered the position. This action, if taken, will be in line with the wishes of the men and of those other former officers who went overseas, and is felt to be the appropriate one with a similar record of service overseas between Lieutenant-Colonel Perley and the 62nd Regiment would take on a new lease of life and exercise a very strong influence on those young men of the city now of an age to serve. It is also understood that the permanent adjutant of the 62nd will be Captain H. O. Evans.

WHAT THEY SAY

"Beer Versus Explosives." Philadelphia Press: "We amend the constitution to prevent the sale of beer, but anybody can buy dangerous explosives for the manufacture of murderous bombs. Would it be a good thing to do something about that?"

"Worth the Cost." Baltimore Star: "The cable systems have been returned to their private owners. One of the results of the country's conduct of the war is that a lot of people who were advocates of government ownership of public utilities have changed their minds."

"Unmeddled Heroes." Berkshire Eagle: "Among the heroes of the war is the man who uncomplainingly goes without the things to which he has been accustomed in order that he may quietly for his bit only a comparatively few of them ever get into the limelight, but in the scheme of patriotism they share honors with those who wear the uniforms and shoulder the muskets."

WHAT GERMANY LOSES.

Under the terms of the peace treaty Germany is stripped of more than a million square miles of territorial possessions with a population of not less than fifteen million people. She must give up in Africa, Asia and the Pacific islands 1,072,820 square miles with a white population of 24,889 and an estimated native population of 12,641,669. In addition she renounces all claims of any nature whatever in Morocco, Liberia, Siam, Siam and Egypt and recognizes the independence of the new Czechoslovak, Polish and Austrian republics. This latter clause is interpreted to mean that the Allies definitely oppose any union between Germany and what remains of the Austrian Empire. In Europe Germany surrenders possession of control of 47,787 square miles of territory with several millions population. This surrender includes Alsace-Lorraine and portions of Silesia, Posen and East and West Prussia, while Danzig is to be internationalized—thus providing an outlet for Poland—and Berlin is to receive small portions of territory that formerly exercised over Latvia. Thus comes to an end, the Serre-Va-



lege of re-purchase at a later time and Denmark is given the opportunity of regaining the province of Schleswig. Besides these definite surrenders and abolition of control, Germany is compelled to respect the former boundaries of the Russian Empire and to hand back such territory as was taken by her in the treaty made with the Bolshevik government. Summing up the territories surrendered, Germany loses as follows:

Area	Sq. Miles.
Alsace-Lorraine to France	8,840
Polen and Malmedy to Belgium	382
Posen, etc., to Poland	27,483
Danzig-Internationalized	728
Sarre Basin to France	788
East Prussia—undetermined	5,785
Schleswig to Denmark	2,787
Total in Europe, exclusive of Russia	47,787
In Africa:	
Togoland	33,700
Kamerun	191,133
South-West Africa	328,450
East Africa	384,100
Total in Africa	931,483
Colonies Elsewhere:	
Kiau-Chau in Asia	200
Kaiser Wilhelm's Land—in the Pacific	70,000
Bismarck Archipelago	20,000
Caroline and Palau Islands	353
Marianne Islands	950
Solomon Islands	4,200
Marshall Islands	660
Island of Havall	400
Island of Tjora	340
Total	98,150

In 1913 the population of Germany's African possessions was 22,405 whites and 11,048,024 natives, of Kiau-Chau 168,000 natives, the number of whites not being recorded, of the Pacific possessions 1,984 whites and 634,679 natives. Briefly the German Empire finds itself stripped of all colonies and overseas possessions as well as portions of the Empire itself on the western, eastern and Danish frontiers.

A BIT OF FUN

"Charley never begins at home while house cleaning is going on."

"You can always judge the wheels in a man's head by the spines that come from his mouth."

"Always Does." Willie Mann—Come now, Willie, I am ready to hear you repeat your history lessons. Willie—Aw, let history repeat itself.—L.H.

"Depressed by Contrast." "Does your wife object to you run-

A BIT OF VERSE

WOODROW WILSON AND HIS POINTS.
From Life (New York)
It was a fretful Porcupine, and fourteen quills had been plucked. Fourteen sharp quills with fourteen points as sharp as sharp could be. Just where the lane was narrowest and shook his fourteen pointed quills at all who ventured near.

As thus the fretful Porcupine, the right of way defied,
Up came a British Bulldog, and trotting at his side,
A stout Italian Greyhound and a Poodle Dog from France,
And when they saw the Porcupine they stepped and looked askance.

Said the Bulldog to the Poodle, most politely "After you."
To which the Poodle affably responded, "Agree you?"
And passed it to the Greyhound who hastened to decline.
In whatever the Italian is for "Thank you, not for mine!"

"Then said the bland French Poodle to the fretful Porcupine,
"Don't worry! I never saw such quills as yours, with points so fine!
But why, when all their fourteen points are bright as bright can be,
Do the quills themselves should be so dull, I really cannot see!"

"All that they need is polishing, and if you will permit,
My friends and I will lend a paw and rub them up a bit."
The Porcupine protested, begged, implored, but all in vain,
Without ado the dogs fell to, and rubbed with might and main.

They scoured, rubbed and polished, and they scrubbed each separate quill—
The Bulldog and the Greyhound and the Poodle Dog—until

Little Benny's Note Book

BY LEE PAPE.
THE PARK AVE. NEWS.

Weather, Yes.
Sports, Ed Wornick and Skinny Martin had a high kicking contest last Saturday, Ed Wornick kicking so high he lost his ballistics and sat down hard some place meant to be sat down hard on, but not that hard.

Big Explosion, Pats Simkins an ex-convict in school last Thursday that Miss Kitty dropped a flower pot with a flower growing in it and made Pats Simkins clean up the dirt and foliage, which he did by saying it was the way he could assess.

Society, Mr. Sid Hunt's mother was showing some lady around the house Saturday and she opened the bath room door to show her the bathroom, and who was taking a bath in there but Mr. Sid Hunt, Mr. Hunt being more embarrassed than the lady either one had ever saw the other one before.

Amusing People, Sam Cross says he wouldn't mind going to heaven with his dog, but judging by the different pictures a devil has a better time than what a angel does.

Fancy initials on handkerchiefs with indelible ink, 2 cents for 3 initials. See Lacey Shoemaker. (Adv. retires.)

ing around with your men friends?"
"Not my married men friends," replied Mr. Dubwaits. "But she draws the line at bachelors."
"Why not?"
"She says whenever I go out with a party of bachelors I always return home greatly depressed."—Hiringham-Am-Hofstad.

The Porcupine grew fearful, for he saw, to his distress,
That as each quill grew brighter still, its points grew less and less.
"Enough!" cried he. "Can you not see you're rubbing them away?"
The path is straight before us. May I not lead the way?"
"Mid lying dust the answer came, a Partisan volley-shot
Of English, French, Italian: "Yes, you certainly may not!"
—Oliver Herford.

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THE EDITOR

THE MONROE

To the Editor:—This week and holds good for the next issue. "With the dependencies of any we have not interferred." Well, that has been interferred by the contract has been interferred by very good reason; but interferred, it remains interferred. What the rule of logic what rule of logic national leaders govern connection with even

NO The and bread of qu RO light. use w is set. in Ro free up E.W.