

CRASHING RECORDS By J. ARMSTRONG DREXEL III--THE PHYSICAL STRAIN OF FLIGHT

a great measure, interdependent and inseparable. I mean by that that when a man's brain becomes tired, his body becomes tired with it, and that when his muscles are exhausted or worn, his body and brain give way, too. I will not overstate the importance of this, but it is a fact of my own which illustrates this very clearly and which is simply typical of what every aviator must endure not only during his time in the air, but also during the time he spends in his quarters.

This was during the trials in the Gordon Bennett cup race at Belmont Park, near New York last October. I had built for my Birotto a special set of racing wings and had hoped to be able to try them out before the contests in this country, but had been unable to do so. They were the smallest surfaces it was possible to fly with even at the maximum speed, and were made with a little margin from tip to tip as was absolutely necessary, so that there should be the smallest conceivable head resistance when the machine was in motion. Every detail and measurement was reduced to a minimum and the machine looked like a mere toy beside the broad-winged passenger carrying types with their wide span, suggesting great stability in the air and ease of control while in flight.

On the day when the Gordon Bennett trials took place, I had these little wings put on. I had never flown with them, but I knew that it would be useless, with the regulation-sized wings, to try to compete against the two 100-horse-power engines that were entered, because mine was only a 50-horse-power. So I had to wait to luck that everything would go right and that the smallness of my planes and the minimum head resistance which they offered would in a measure compensate for my lack of horse-power.

THE GREATEST DANGER IN FLYING.

In flying an aeroplane, the greatest danger comes from the constant tendency of the machine to tip over to one side or the other. A gust of wind, a movement of the aviator's body—anything, and everything tends to throw it off its balance, and the minute it begins to tip downward on one side, it must be righted.

There are two days of doing this. A mechanism is provided by which the edges of the ends of the planes can be pulled down a few inches, thus offering on that side where the depressing or "warping" is done a greater impact against the air and consequently developing a greater lifting power. When the right wing is "warped" or pulled down at its rear edge it makes the machine rise on that side and the mechanism at the same time pulls up the rear edge of the left plane, thus lessening the impact on that side and causing it to fall. It is in this way that the aviator controls his balance, warping his wings as he dips one way or the other and keeping them up on an even keel. After he has become thoroughly experienced, he does not balance without warping under ordinary conditions, for it has been found that steering the machine toward the high side brings it again to the horizontal. Then he uses the warping devices only in emergencies.

On this day at Belmont Park, the wind was nasty and gusty and would have been hard enough to fight with a Birotto which was thoroughly winged and had been used to flying in the air in my racer without much thought of the difference the narrow wings would make, but I was in trouble at the very start. The extremely small breadth of the wings, I found, gave me practically no horizontal support and, though I kept steering first to one side and then to the other as the machine careened over dangerously, I found that this method of keeping the wings up was not sufficient. I had to keep warping my wings to their utmost limit, and not for one moment did this necessary cease.

In the seven laps of the course that I made, I can tell you how many times I felt that I was coming over the top of the world. I felt as though I were flying over the clouds. I felt as though I were flying over the clouds. I felt as though I were flying over the clouds. I felt as though I were flying over the clouds.



J. ARMSTRONG DREXEL

and I regretted more than once that I had not got these new planes in time to test them out and become accustomed to their vagaries.

DEMORALIZED BY THE STRAIN.

The mental and nervous strain of this flight was totally demoralizing. There was not a moment of certainty in it, except the certainty of demerolism if I relaxed my vigilance for an instant, and with this thought uppermost, it was only a matter of time that there should be a reflex action that had its physical effect and I found myself grasping my steering post with such a tension that it became painful to the finger tips.

"But I had no thought of such a thing as this. In fact, I did not realize it until long afterward. All I had in my mind was the stubborn unmanageableness of the aeroplane. I foolishly determination to do everything I did not want it to, and its seeming refusal to obey any of the controls as a well-behaved Birotto would do. It was like learning to fly all over again. Besides, the engine and propeller were of a practice ground, there I was in an international meet, with one of the greatest crowds in the world looking on, and I as the sole representative of my native country in the greatest competition in the history of aviation. My position might have struck me as pathetic had it not been so dangerous.

For three circuits of the course, I fought that stubborn aeroplane, determined to conquer it and to make good a showing in the result as possible. Then I felt the strain begin to tell on my nerves; I found myself warping when there was no need for it, my arms jumped to the steering post about in a way that threatened destruction, and I fancied the Birotto was bucking when she was on an even keel, or thought she was on an even keel when she was careening at a dangerous angle.

THE STRAIN OF ENDURANCE FLIGHTS.

In this case, the entire breakdown was the result of nervous strain. It was the nerve tension that brought on the physical and mental exaggerations that produced other fatigue.

Yet flying can impose great physical strain without reference to nerves or mind. Those who go in for endurance records are subject to this, and those of us who have made climbing for height a specialty know the terrors of physical fatigue which is purely muscular but which has the mental and nervous element added to it.

I have never been attracted toward flying for endurance records. There has always seemed to me to be such an uninteresting grind in going about and about a given course until either the motor or the man gives out completely; but I have seen men do this and I can state it as a positive fact that the hardest physical labor in the world is not more wearing than this. I have seen men crawl down from their aeroplanes after a long flight and have seen their friends rush up to them to shake hands in congratulation for a noteworthy feat. And I have seen the hand dropped at once for some reason respond to the grasp that was given it; there was no life in it, it hung limp, inert, powerless and feelingless from the fatigue of gripping a lever with little or no change of position for so long a time.

Yet endurance flights, such as those made for the Michelin trophy and prize, are flown over good courses, clearly marked by pylons or posts, and almost invariably over good ground, and the aviator is able to find a safe landing place at any time. In this way there is as little as possible of nervous and mental strain; otherwise such flights as that of Henri Farman, who stood up over eight hours, would be impossible.

When these long flights are made across country, the nerve and mind enter into the equation against the man. He faces the unknown, he has no sure landing place, and he frequently flies across country that is unfamiliar to him and that keeps him in a mental uncertainty that adds a great deal to the physical fatigue he has to suffer.

THE GREATEST STRAIN OF ALL.

Those of us who are foolish enough to climb for height have all of these terrors infinitely multiplied and, added to them, we face conditions that are not met with in the ordinary work closer to the ground.

To most people, the strain of altitude climbing appears to be only a matter of enduring the rarefied air met with a couple of miles above the earth. They seem to think that this is the only thing we have to endure, when, as a matter of fact, it enters very little into the calculation. Balloonists think lightly of going two miles high and staying there for some length of time, and in fact, they do not remain at that altitude for more than ten or fifteen minutes at a stretch. We meet the rarefied air at the top of the climb; the struggle there is short and sharp, and is soon over and we descend. That the difference in atmospheric pressure does impose a strain I do not deny, but it is not great. The big torture comes with the sudden descent—when the rapid change of pressure as we drop a thousand feet a minute or more of this, indeed, a torture long to be remembered.

In the early days of my altitude climbing, before I set my feet on the ground, Scotland, I had several times been above this height at my grounds at Beauport. But, in my private practice, I had climbed easily and had come down gradually before I had worn myself out with the struggle. Consequently, I did not brace myself up to pass the scrutiny of the on-lookers about the hangars. But I was mighty glad to be on the earth again safe.

WHEN THE HEAD FEELS LIKE BURSTING.

I came down like a thunderbolt. As the descent began, the pressure began to change rapidly with my entering into heavier and heavier strata of air and I began to feel pains in my head and ears. These pains got worse with every second of the descent, and when I was within hailing distance of the earth I felt as though something inside my head would surely burst with the awful tightening of my ears and temples. I can appreciate now the tortures suffered by medieval martyrs who had bands of iron gradually tightened about their heads. The recollection of that descent at Larnark makes me sympathize with them profoundly.

At Philadelphia last November, I rose more than 3,000 feet higher than at Larnark, and I fell faster on my descent to earth, but, while my suffering was intense, they were not so great as in Scotland, for I had been told of a method of contracting the increasing pressure and using it with great success. I had, shortly before, been to the office of Dr. W. H. Harmon and had asked him if he had ever suffered during rapid descents as I did at Larnark.

"I do quite frequently in my early days," said Harmon, "but Captain Baldwin told me a way to avoid it."

"What is that?" I asked.

"Swallow—swallow constantly," said Harmon.

Soon this plunge from the clouds above Philadelphia, when my nerves were weak and my physical faculties were utterly worn out, I suddenly thought of the scheme when the pressure became painful on my ears, and the relief was momentary, though, of course, even this expedient could not make me altogether free from the torture in my head.

THE EFFECT OF AN HOUR IN THE AIR.

An altitude flight of this kind does not long according to the time of the watch. It seems ages, but my barograph record for my highest climb—3,877 feet—showed that it took me just about fifty minutes to reach the maximum altitude. It could not have taken more than four or five minutes to descend, but my plunge was so rapid that the ink could not flow fast enough from the stylo of the instrument to record, so I cannot tell exactly.

Assuming that the total flight from the time of starting to the time of landing occupied one hour, the physical strain of such work can be imagined when I say that I started in fine condition, fresh and feeling strong and equal to anything yet I did manage to summon up sufficient courage and energy to try. I simply flopped over the fuselage and had to hang on to the framework to keep from falling to the ground.

This is the easy life that so many hum-drems of imaginative young men are dreaming of today. That is the new and intoxicating form of pleasure, seemingly without effort and without worry or strain of any kind.

The next time any of my readers sees an aeroplane soaring gracefully aloft like an eagle, and feels inclined to envy the blissful peace and freedom of the man in the seat, let him remember these things. Consequently, I did not brace myself up to pass the scrutiny of the on-lookers about the hangars. But I was mighty glad to be on the earth again safe.

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ENDORSE STAND OF SIR WILFRID

Canadian People Not Deceived by Tory Uproar

TACTICS ARE EXPOSED

The Premier's Position at the Conference Defined

Hon. Mackenzie King Points Out the Absurdities of Party Criticism—Sir Wilfrid's Reputation as Imperial Statesman Enhanced by His Representation of Dominion.

(Toronto Globe.)

The Hon. W. L. Mackenzie King, minister of labor, in his address at a meeting in Oshawa, dealt at some length with the imperial conference and Sir Wilfrid Laurier's attitude in relation to some of the questions discussed there. In part he said:

Arthur Hawkes, who has addressed this gathering this evening is the secretary of the Canadian National League. From its name one might assume that it might be an organization formed with a view of cooperating with the National party in the province of Quebec in furthering its propaganda, and indeed, if it is to be judged by the utterances of some of those connected with it, it would appear that the assumption was not without foundation. In the last analysis the purpose of the Canadian National League in Ontario and of the National party in Quebec is one and the same—each has in view the discrediting of the policy of Sir Wilfrid Laurier. Their methods are curiously alike in each province, though, oddly enough, in many particulars their pronouncements are the antitheses of each other. The Nationalists of Quebec would have the people of that province believe that Sir Wilfrid is too imperial, that he is sacrificing the interests of Canada to those of the em-

pire. The Canadian National League would have the people of Ontario and other parts of the dominion believe that the premier is not imperial enough, and that as a matter of fact he is prepared to sacrifice the empire in the working out of a "separatist" idea and in the furthering of what they have been pleased to call "continentalism" as contrasted with "imperialism." It is often said that politics are a bag of tricks, and it is true that the people of Canada should understand the nature of this curious partnership, and realize that both the Nationalists and the National League in the province of Ontario are, at the moment, the handmaids of the Conservative party, having in common, whatever their other objects may be, the notion of a sentiment antipathetic to the prime minister in matters which pertain to Canada's position within the Empire.

THE DECLARATION OF LONDON.

One of the first discussions of importance which arose at the conference was that which came up in connection with the present administration in England as a result of the Declaration of London, which, though it had been in existence for some time, had not been given the sanction of the British government. The British government is framing the instructions to be given to the British delegates at future meetings of The Hague Peace Conference. When considering the instructions to be given to the British delegates at future meetings of The Hague Peace Conference, the British government is framing the instructions to be given to the British delegates at future meetings of The Hague Peace Conference.

How wholly erroneous this view is will be apparent from the following resolution which, after the discussion, Premier Fisher asked leave to substitute for the original motion, and which the cable despatches stated was unanimously agreed to. The resolution is as follows:

"That the Dominion should be afforded opportunity for consultation when the British government is framing the instructions to be given to the British delegates at future meetings of The Hague Peace Conference. When considering the instructions to be given to the British delegates at future meetings of The Hague Peace Conference, the British government is framing the instructions to be given to the British delegates at future meetings of The Hague Peace Conference.

REASON FOR THE UPROAR.

It is not suggested by this resolution that any withdrawal from treaty obligations or existing conditions will be made. They may never be found necessary. All that is suggested is that the liberty should be there to withdraw should it appear in the interests of the dominion advisable to exercise it. Why then, this uproar against the Canadian premier? The reason is not far to seek. In the discussion on the reciprocity proposals the Conservative party have tried to make a strong argument out of one part of the empire on that which is the subject of the treaty in respect of the rest of the empire."

MINISTERIAL RESPONSIBILITY.

This doctrine of ministerial responsibility has been the guiding star of the Canadian Premier in all he has assumed at the Colonial Conference. With the clear vision which he has, he has seen from the outset that, once departed from the ship of State, whether of self-governing dominions or of the Empire as a whole, will find him amid rocks and shoals which sooner or later will bring the fabric of destruction. Treaty negotiations affecting the empire are under discussion. How is responsibility to be fixed? The Prime Minister of Canada says, "Let us be guided by the star of Ministerial responsibility. If the treaty is to be one which affects Great Britain alone, as was the case with the Declaration of London when first under consideration, then let the government of the day, which has to do with the negotiating of the arrangement, be granted full power and be saddled with full responsibility. If the arrangement is one which is to affect the Dominion, the Dominion should be afforded an opportunity for consultation, placing in this way upon the government of each of the Dominions the responsibility for the advice given, a responsibility which may lead to the overthrow of a government in the event of its action, when called upon for advice, not being in accord with the popular will. Similarly, responsibility should be placed upon the home government for

ACCEPTING OR REJECTING THE ADVICE OF THE DOMINIONS AS GIVEN, A RESPONSIBILITY WHICH, IF NOT PROPERLY EXERCISED IN THE LIGHT OF IMPERIAL CONSIDERATIONS, MAY LEAD TO THE OVERTHROW OF THE GOVERNMENT OF THE DAY IN THE METROPOLIS. LASTLY, IN COMMERCIAL TREATIES WHICH ARE NECESSARILY THE RESULT OF A POLICY OF A COUNTRY, AND ARE FOR EACH COUNTRY PRIMARILY A MATTER OF DOMESTIC CONCERN, THE GOVERNMENT AFFECTED, AND THAT GOVERNMENT ALONE, SHOULD BE CHARGED WITH THE RESPONSIBILITY OF CARRYING OUT THOSE AGREEMENTS WHICH ARE A NECESSARY SEQUENCE OF ITS FISCAL POLICY, THE RESPONSIBILITY TO BE EXERCISED IN THE LIGHT OF ALL CONSIDERATIONS, BUT NOT HINDERED BY ENCROACHMENTS OF ONE PART OF THE EMPIRE ON THAT WHICH LIES WHOLLY OUT OF ITS JURISDICTION.

"What in precise words was the resolution for which Sir Wilfrid asked consideration, and for the moving of which he has been lately attacked as a separatist? It was as follows:

"That the home government be requested to open negotiations with several foreign governments having treaties which give the Dominion with a view to securing the liberty, which the Dominion may desire, of withdrawing from the treaty without impairing the treaty in respect of the rest of the empire."

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HE WAS SO USED TO PROMISING.

She—You know, George, that during all my girlhood I have never known care.

He (absent-mindedly)—When we are married, darling, you shall never be without it.

WATER STRANGE IDEA.

Figure—I suppose you have something laid up for a rainy day?

Fig—Sure! I've a lot of things ready to soak when it comes.

THE POSSIBILITY IS THERE, THE CONSERVATIVE PARTY IS GIVEN AN EFFECTIVE WEAPON TO USE WHEN PLACING BEFORE THOSE WHO ARE NOT FULLY SPECIFIC JURISDICTIONS HOW MUCH MORE PRIVILEGE WHICH FAVORED-NATION TREATMENT SECURE.

CANADIAN PREMIER'S GOOD SERVICE.

If one thing above another has become apparent in connection with the present conference, it is this: that Sir Wilfrid, in the attitude he has taken, has spoken throughout as a statesman who has had experience in the working out of a federation. We in Canada, familiar with the working of a federal system of government, know that the only way in which it can be carried on successfully is by maintaining intact the principle of ministerial responsibility, making the ministers of the provinces and the dominion alike share the responsibility for matters within their respective jurisdictions. How much more important, then, is it in imperial concerns that what has been said necessary on a small scale should be safeguarded when the interests are enlarged in virtue of one part of the empire on that which lies wholly out of its jurisdiction.

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FREDERICTON CATHEDRAL

FIRE LOSS LIKELY \$100,000

Insurance Only \$55,000—All the Records of the Diocese as Well as the Gold Communion Service and Other Treasures Saved—Belief Expressed That Stone Walls of Structure Are Not Damaged.

Fredericton, N. B., July 4.—The beautiful Anglican cathedral erected and furnished at a cost of nearly \$200,000, was set on fire by lightning last night and badly damaged. The walls are intact, the roof and tower also remain, but the spire was destroyed and fell to the ground with a tremendous crash. The chimes of bells located in the tower were melted by the heat and scraps of the metal have been carried away by relic hunters.

The damage to the building is estimated at from \$75,000 to \$100,000. The immense organ, installed only a few years ago at a cost of \$7,500 was deluged with water, and is a total loss. Also, the gold records of the diocese, the gold communion service, and the cloth of gold used as an altar cover were stored in a vault in the basement and escaped destruction. The small organ in the Sunday school room and a number of hymn books were destroyed and were carried away to a place of safety. The costly and beautiful carpet which covered the floor of the sanctuary was destroyed by water.

The bolt of lightning which caused the fire entered just above the Brunswick street entrance. It ripped plaster from the wall and tore a big hole in the floor and evidently passed down into the basement. The panel paintings on the walls are destroyed and several windows suffered considerable damage. The marble cenotaph of Bishop Medley and the south transept escaped injury. The chimes, weighing 2,800 pounds, were destroyed. Damage will be repaired without delay, and if, after an examination by experts, the walls are pronounced safe, it is likely that repairs will be undertaken.

[At a meeting Tuesday of the insurance men in St. John who are interested in the disaster, it was agreed that C. E. L. Jarvis and Edgar H. Fairweather, should advise the loss on the cathedral. They went to Fredericton last evening. The insurance is as follows:

Norwich Union \$10,000
Liverpool, London & Globe 5,000
Commercial Union 5,000
Guardian 5,000
Union 5,000
Scottish Union & National 5,000
Queen 5,000
Yorkshire 5,000
Sun 5,000
Caledonian 5,000

There is also a policy of \$5,000 payable to the Bishop and Cathedral Chapter, the premium on which has been paid for a number of years by James F. Robertson, of St. John.

ELEGANT NEW PRESS

Two extra floors of the Building, Hazen Avenue, 11th Street, is now being fitted up by the press staff of skilled teachers. No Sum Students can enter at any time. Send for catalogue.

MONCTON GIRL

Toronto T.

Moncton, July 5.—(Special) Miss Elizabeth Grace George Ackman, chief of the department, and Stanley C. the well known commercial chiefton, were in Moncton today, here in some time, the bride's party, L. Batty officiating.

The bride wore a tailor-made, mustard-colored broadcloth chignon over white silk and wore a turban of pink rose and carried a bouquet of lilacs of the valley and mar. The drawing room decorative ceremony was performed, and the happy couple left for St. John and from there and other American cities make their home in Toronto.

One of the largest real estate companies in the province, headed by C. S. G. Anderson purchased from fifty-nine building lots of Moncton's rising sub-

CASTO

For Infants and Children
The Kind You Have Always Bought

Bears the Signature of *Casto*

Gordon Sanction, of the Royal Bank, will fill a Montreal branch during the summer months. Dr. R. T. Morrison will be in charge for the summer branch, until W. B. Coulter, who has been in the Free Press office in Winnipeg and has been taken by J. Vredenburg.

WANTED

WANTED—A second class teacher for school district No. 1, for coming term. Apply, stating testimonials, to N. Watton, secretary, Upper Gagetown.

WANTED—A male teacher

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TEACHER WANTED—On

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AGENTS WANTED

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RELIABLE REPRESENTATIVE

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LOST

LOST—In the bay, three saddle black boy attached. If Wm. Thompson, Chance Hall.

PERFECTED

PERFECTED—In the bay, three saddle black boy attached. If Wm. Thompson, Chance Hall.

Cures You

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