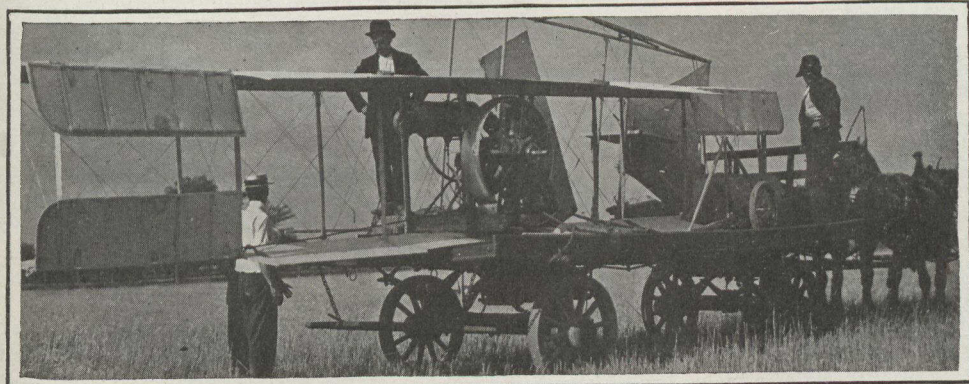


FIVE STAGES OF AN AIRSHIP



Loaded on a waggon and drawn by horses to the place of Aviation.
J. A. McCurdy's biplane on its way from the railroad to the field of flying.



Placed upon the field the tail is adjusted.
McCurdy's machine getting ready for business.

A Canadian Aviator

ON Wednesday of last week, aviators J. A. D. McCurdy, and Charles F. Willard, covered in aeroplanes the fifty odd aerial miles which separate Toronto and Hamilton. Peculiar interest attaches to the feat in that it was the first interurban flight to take place successfully in America, and that a Canadian had a part in it. Leaving Hamilton at 6.13, McCurdy arrived in Toronto thirty-two minutes later. When it is considered that the fastest express train record from Hamilton to Toronto is about 50 minutes, the distance-annihilating speed with which McCurdy travelled may be better appreciated.

Canadians have been following McCurdy ever since he got out of the School of Science, Toronto, and began to build airships along with footballer "Casey" Baldwin, on Dr. Graham Bell's estate at Baddeck, N.S. On Canadian soil McCurdy learned the fundamentals of the flying game. He and Baldwin, with Dr. Bell's assistance, designed and built several machines, "White Wings," "June Bug" and "Silver Dart," in which they had varied adventures. But it was not till within the past year that McCurdy became famous as a flyer. His spectacular ninety mile flight over the ocean from Key West, Florida, to Havana, Cuba, was his first great triumph. It was the longest water flight in aviation history. Last March he followed this up by some expert work at Washington on behalf of the U. S. War Department.

Among the world's leading aviators this young Canadian holds a high place. He has characteristics which differentiate him from certain of his colleagues. For one thing, he is not reckless. Though he is often spectacular, he is no circus performer. His attitude toward the aeroplane is that of the scientist. He wants to demonstrate the utility of the aeroplane—if any. In his experiments, frequently he has carried passengers.

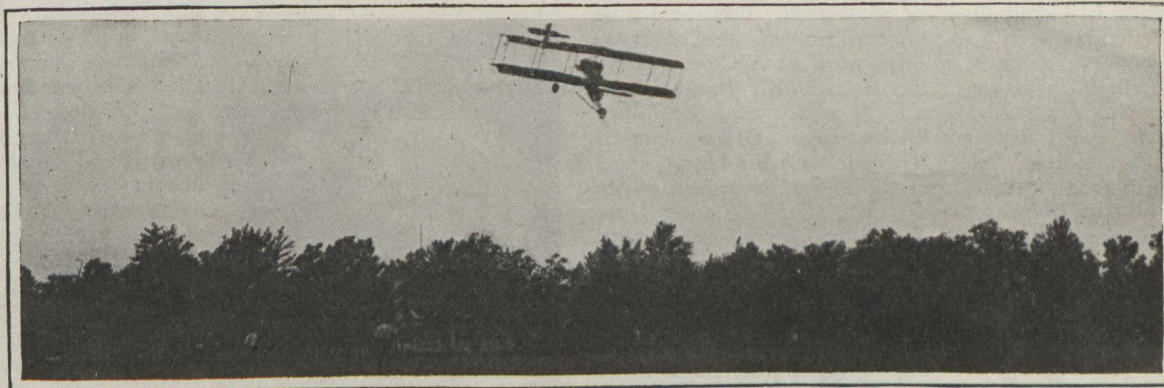
McCurdy is a cool, quiet chap. It's an inspiration to observe the lack of fuss with which he gets his machine going. He climbs the seat, lights his pipe, and like a leisurely rocket leaves the earth below. One hundred yards from the starting point he has been known to make 70 miles an hour. So far he has been remarkably free from accidents. The bad smash, the night after his record flight from Hamilton, when a fall did \$2,000 damage to his machine, is his chief tumble to date.

The College-bred Drama

HARVARD is the first university in America to have a dramatic school, where those ambitious to become playwrights may learn the rudiments of the art. Professor George P. Baker, of the English Department, for some years has encouraged students in the actual writing of plays, as classroom exercise in English. One of his students, Edward Sheldon, has become one of America's foremost playwrights. In 1908, young Sheldon, then twenty-three years of age, and in his final year at Harvard, wrote for Professor Baker, "Salvation Nell," a play dealing with a sociological problem. The success of this play, with Mrs. Fiske in the leading part, is well known. Since then the meteoric triumphs of the young university-trained dramatist exemplified by the records of "The Nigger" and "The Havoc," have created a wide wave of interest in Professor Baker's work at Harvard. No course can create a dramatist, but the university can discover latent dramatic talent and guide it by the shortest route to fullest development.



Steering wheel in hand and feet planted—Ready
J. A. McCurdy just before beginning to ascend at Hamilton, before his flight to Toronto.



Just high enough to get a good perspective of the crowd.
Chas. F. Willard, rival of McCurdy coming leisurely down at the Hamilton meet.



Sometimes the airship comes down with unpremeditated violence.
Trying to dodge a line of motor-cars at Donlands, Toronto, McCurdy's biplane fell and smashed the machinery before it really started to go up.