sport a quarter of a century ago.

Orville Wright, co-inventor with his

"The routes are not paying proposibrother, Wilbur, of the airplane, in an interview with the Associated Press, recalled the vacation pastime which became a science and invoked a vision of its possibilities.

INVENTION PARTLY ACCIDEN-

Naturally conservative and cautious Mr. Wright was reserved in discussing trans-continental air lines. "Of course, I don't know when that time will come Canadian Goldfield if ever, but it does seem likely doesn't?" he mused. "There is no reason
why we shouldn't travel across the
continent by air. Crossing the ocean
the dangers

Canadian Goldneius

HASBROUCK HEIGHTS, N. J.,
Dec. 20—A Fokker cabin monoplane

The inventor revealed that the air- pectors to the scene of the gold rushes plane, like other great inventions, was at least partly accidental.

"Wilbur and I had been reading about gliders, and so one summer, just for sport, we planned to build one," Mr. Wright said. "We used all the data available at that time, but the glider wouldn't glide. All the calculations were wrong. Then we became interested in the scientific side and conducting our own experiments, on which we based new calculations. It was not so much inspiration and genius as understanding of the laws of physics that made these experiments successful.

CONFIDENT IT WOULD FLY

"Another question that bothered us was, Would we be able to fly it after we'd built it? Man had never flown in plane, like other great inventions, was in upper Manitoba, Canada, left Teter-

CONFIDENT IT WOULD FLY we'd built it? Man had never flown in a heavier-than-air machine. In fact, I was, Would we be able to fly it after

cold and stood on the wind-swept slope

tions had fallen in visualizing the future of the airplane.

"We thought that it might make a hundred miles an hour, possibly, and now they're approaching three hundred. We imagined it in use for pleasure and, possibly, for observation purposes in war. The progress has been greater than we ever dreamed."

Today, however, he admitted that the possibilities were virtually unlimited.

"How do you like it, dear?" asked her mother.

"Oh," said Kittie, "I like it pretty well, all but the trimming, the color and the shape."

A YACHT was coming into the harbor and a number of sailors were watching to see what its name was. At last one of them spelled out the name—P-S-Y-C-H-E.

he asked. "Already its speed has been brought up from twenty or thirty miles an hour to nearly three hundred. MEXICO CONSUL IN Airplanes are carrying passengers in comfort and safety. They move man more swiftly than we could hope to by

Issue Judged by American

Standards

NEW YORK, Dec. 20 .- Arturio M.

to limit the further perpetuation of

superstition and ignorance among the Mexican masses. Such conditions do not exist in the United States and

could never exist because in America

there has been tolerance and religious

"If the Roman Catholic clergy in Mexico would confine themselves to

their spiritual duties, then the so-call-

ed religious question-which is not

religious question at all—would have

Accepted by Parliament

BALANCED

been settled long ago."

any other agency. The airplane means transportation—speed and transportation. It can and will be of immense Issue Judged by American enefit in war and commerce. URGES PRIVATE AIR LINES He believes that the air lines should

The believes that the air lines should be operated by private concerns. His program also would provide that state and municipal governments. do their part by establishing and equipping landing fields at much more frequent intervals along the air routes.

"Flying itself is not dangerous," he insisted. "It is the lack of proper that makes flying dangerous when one is forced to land. The emergency fields should be about twenty-five miles apart."

The inventor praised the policy of the Department of Commercial aviation and expressed disapproval of the Post office Department's letting the air mail route contracts to private concerns at the private concerns at the program also would provide that state and municipal governments. do their part by establishing and equipping landing fields at much more frequent intervals along the air routes.

"The Mexican government," Mr. Elias says, "is happy indeed to have this particular issue—the issue of the Catholic church in Mexico versus the one is forced to land. The emergency fields should be about twenty-five miles apart."

The inventor praised the policy of the Department of Commercial aviation and expressed disapproval of the Post office Department's letting the air mail route contracts to private concerns at the present stage.

INVENTION PARTLY ACCIDENmail routes were the most important step yet taken in the development of

Canadian Goldfields

is different, because of the dangers to be used for transportation of pros- French Government's Summary

believe that our biggest thrill came from lying in bed and thinking about flying. We didn't know what might happen."

On the other hand, while the sense On the other hand, while the other hand, whil Gurgling Drum At Pier

On the other hand, while the sense of achievement as the first plane settled to the ground after its initial flight was strong, the thrill that day was rather less than might have been expected.

"We were certain that it would fly," the inventor said. "We'd figured everything out carefully and knew exactly what it ought to do. We built small models and made wird-tunnel tests, just as they do now, and we'd have been unpleasantly surprised if it hadn't flown."

When the two brothers made that first flight in a powered machine only a handful of their friends braved the cold and stood on the wind-swept slope

NEW YORK, Dec. 20—George Keyes, bandsman of the Lamport and Holt liner Vestris, strolled innocently down the ship's gangplank when she arrived. At his side he carried, as inconspicuously as usual, the vehicle of his art—a bass drum. The alert ear of a customs inspector detected a faint sound, as rthough of distant martial music, emanating from the drum. A search disclosed four bottles of liquor. At the Barge Office Keyes was fined \$20, and in default of the cash the drum was held as security. "Well," said Keyes, "I guess I've lost a bass drum."

Mr. Wright apparently was amused to recall how far short their imaginations had fallen in visualizing the future of the airplane

name-P-S-Y-C-H-E. "Who can tell what they can do with the airplane in the next few years? way to spell fish!" "What

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