

WRIGHT MARVELS AT DEVELOPMENT OF AERO SERVICE

Co-inventor of Plane Recalls
Initial Flight at
Carolina

DAYTON, Ohio, Dec. 20.—A vast aerial traffic, carrying thousands of passengers across the continent every twenty-four hours in swift, luxurious planes, may be a commonplace fact within a few years, as a result of two young men's plans for a summer's sport a quarter of a century ago.

INVENTION PARTLY ACCIDENTAL

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 if ever, but it does seem likely does it?" he mused. "There is no reason why we shouldn't travel across the continent by air. Crossing the ocean is different, because of the dangers of landing."

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 a heavier-than-air machine. In fact, I 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 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 wind-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 to witness the take-off.

Mr. Wright apparently was amused to recall how far short their imaginations 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.

"Who can tell what they can do with the airplane in the next few years?"

MEXICO CONSUL IN REPLY TO PASTORAL

Says Government Ready to Have
Issue Judged by American
Standards

URGES PRIVATE AIR LINES

He 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 emergency landing fields close together 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 Commerce in its encouragement 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.

"The routes are not paying propositions now," he said, "and what private operators can afford to stand, the losses? The government should get them on a paying basis before turning them over to private operators."

He declared, however, that the air mail routes were the most important step yet taken in the development of commercial aviation.

Airplane En Route To Canadian Goldfields

HASBROUCK HEIGHTS, N. J., Dec. 20.—A Fokker cabin monoplane to be used for transportation of prospectors to the scene of the gold rushes in upper Manitoba, Canada, left Teterboro Airport for Winnipeg, according to a representative of the Anthony Fokker Airplane Company.

This is one of the longest winter flights ever attempted by a commercial airplane. The plane was due to stop at either Buffalo or Camp Borden, Toronto, on the first leg of the flight.

Captain H. Oke, former member of the Royal Canadian Air Force, is piloting the plane. With him is M. Cheeseman, mechanic. The cabin is heated by the exhaust of the 200-horsepower Wright whirlingwind motor.

After the first stop a pair of its nine feet long are to be attached in place of the wheels used for the take-off here. The ship is consigned to the Western Canada Airline, controlled by J. A. Richardson, a grain man.

Ship Musician Loses Gurgling Drum At Pier

NEW YORK, Dec. 20.—George Keyes, bandman of the Lamport and Holt liner Vestris, straggled 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.

A search disclosed four bottles of liquor, \$20, and in default of the cash the drum was held as security.

"Well," said Keyes, "I guess I've just a bass drum."

ON CHRISTMAS morning Kittle found that Santa had brought her a new hat.

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

"Oh," said Kittle, "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-I-C.

"Gosh!" he exclaimed. "What a way to spell fish!"

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IMPERIAL'S MERRY XMAS SHOW

Send the Children to See the Kiddie Comedy

Holiday Playlet 3.30 and 8.30

Prize Coupons In This Advertisement



Everybody Says It's a Bright Novelty

"THE NIGHT BEFORE CHRISTMAS"

Or Getting the Youngsters Off to Bed

LITTLE PLAY-COMEDY ABOUT CHRISTMAS EVE

Filled With Laughs, Surprises, Music and Dance

FREE! Imperial's Christmas Contest

\$100 WORTH OF PLAYTHINGS

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CUT THIS OUT and DEPOSIT IN LOBBY

16 Children's Prizes—2 Three-Month's Passes for Adults

Pathe News and Scenic Pictures

USUAL PRICES

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FOUR OUTSTANDING ATTRACTIONS

"Fighting Heart" Series; Cheney at The Piano

Phonofilm and "Accidental Husband"

A Thrilling Sea Tale Showing

THE STRANGEST WEDDING ON RECORD

Also Liatt's 2nd Hungarian Rhapsody

By RUSSIAN BALLET DANCERS

HER ACCIDENTAL HUSBAND

SHE MARRIED HIM BECAUSE SHE HATED HIM

MONDAY - PALACE - TUESDAY

NORTH END

Blanche SWEET

Lois WILSON

Ben LYON

"BLUEBEARD'S 7 WIVES"

It's a long, long week for the man who has seven wives.

Because he looked like a Shiek they tried to give him seven wives.

But when a fellow's got one sweetheart, and he loves her, and she loves him, you can't interest him in seventy wives, no matter whose wives they are. . . AND YOU KNOW IT, BROTHER.

Matrimony on a big scale makes for laughs on a big scale.

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