POOR DOCUMENT

THE STAR, ST JOHN N. B. MONDAY, APRIL 19. 1909

AERIAL SUCCESS MENACE

of thirty hours. A fleet of these ships in their present rate of devolopment would experience no difficulty in oper-ating from a base in the German em-

ating from a base in the German empire and in working inconceivable damage within a radius of hundreds of miles. The future of the aeroplane, on the other hand, thinks Dr. Rell, lies in the velocity it is capable of developing. It will probably find its level as a unit in the scouting fleets of the future. The matter of taking issue with the Zepplin has claimed the attention of Dr. Bell for some time. He believes it can only be successfully combated with the solid powers it will be extremely difficult to accomplish its destruction.

"The guns that Germany, Italy and Greece have recently been experimenting with," said Dr. Bell, "will prove powerless to my mind in successfully coping with the aerial navies of the future. Train the gunners to a degree that has never before been matched and what do you find? With the many complex conditions to be taken into account in waging a warfare in the skies.

complex conditions to be taken into account in waging a warfare in the skies with the enormous velocity of the ships and the altitudes they reach at least four out of every five shots will have been misspent. The fifth accomplishes its purpose but what becomes of the other four. They are percipitated to the earth again with an increasing velocity and all the death dealing properties that human agencies can bestow them with. They act as a boomerang in fact upon the very people they are meant to defend. The destruction of the future flying squadrons of Germany or any other nation will not be brought about in the use of aerial guns."

mental association alone has spent upwards of thirty thousand dollars during the past eighteen months.

Dr. Bell proceeds immediately to Washington. He is scheduled to lecture in Philadelphia May 5 before the American Society of Physicists, the oldest scientific society in the United States.

Accompanying Dr. Bell as far as Boston is W. F. Bedouin, superintendent of the Beinn Breagh laboratories.

WESTON AT CHICAGO. lex conditions to be taken into ac

OTSCUSSES EXPERIMENTS.

Turning then to the progress being made in the field of aeronautics by himself and his colaborators, Dr. Bell discussed the recent experiments at Baddeck. "We find," said he, "that we have been making a mistake in not using before this year the frozen surface of a lake for starting our machines into the air. The success which has attended the utilization of this method has prolonged my stay in Nova. Scotta longer than I had anticipated and much longer than I have ever remained before. Previously we have sent the machines up from a scow-contrivence in tow of a tug. The ice method has obviated the many difficulties of this, and besides we have not had to take into account the trees and fences that our experiments if prosecuted on land would entail.

"Our year has been a most successful one. We are, as you know, developing two types of aerodromes but with

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mrites: "I feel it my duty to let you know of the great cure I have obtained by using Doan's Kidney Pills. For six months I could not obtain a good night's rest, had to get up four or five times to rest, and the urine was very thick and

this end Mr. Fadwin is the tour of the Upper Canadian centres.

SATISFACTORY STRIDES.

Asked as to the progress being made in the application of the tetrahedral principle to the construction of airships Dr. Bell stated that while Cygnet 2, the latest ship of the tetrahedral type, and not been in the air as yet he considered the strides being made sotisfactory, "The motor," said he, "that we placed in the Cygnet was three times as heavy as that designed for her. We transferred it in consequence to the Silver Dart. The great advantage of the tetrahedral type of drome is of course its stability. The ship itself is a section of a tetrahedron and is composed of thousands of unit tetrahedrons. The surface exposed to that it would probably be fixed at the stability of the machine correspondingly great."

Discussing the cost of the future commercial aerodrome Dr. Bell stated that it would probably be fixed at the present cost of the automobile. In its experimental stages the machines have of course cost thousands. The experimental association alone has spent upwards of thirty thousand dollars during the past eighteen months.

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Accompanying Dr. Bell as far as Bosling pro-Accompanying Dr. Bell as far as Bosling pro-Accompan

"Our year has been a most successful one. We are, as you know, developing two types of aerodromes but with the dissolution of the Aerial Experimental Association on Marc. 31 last the work of each member will be prosecuted by himself. Mr. Curtiss has returned to Hammondsport, where he will engage in the manufacture of aerial motors. Messrs, Baldwin and McCurdy are to construct aerodromes at Baddeck, while I will centinue my experiment with the tetrahedral type of the construct aerodromes at Baddeck, while I will centinue my experiment with the tetrahedral type of place in athletics.

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rest, had to get up nour of the thick and urinate, and the urine was very thick and urinate, and the urine was very thick and urinate, and the urine was very thick and urinate, and in a very short time I was right and fit again. I am very thankful to have found so speedy a cure."

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