

When Flying is Common, What Right Has the Aviator

(Buffalo Commercial.)

A writer in the Little Rock, Arkansas, Gazette, discusses with considerable interest and genuine knowledge some of the troubles and trials of the earth dweller when flying becomes a common method of locomotion.

For instance, it may be asked, what rights has the owner of a house against a navigator flying over him? Again, if a chauffeur can be arrested and fined for driving his noisy car past your bedroom windows with his muffler open, why should an aviator not be forbidden to fly over your roof with the sleep-waking rattle and bang of his engine running without a muffler? And still again, suppose an aviator "drops a monkey-wrench from five thousand feet in the air and cracks your child's skull—how are you to identify the owner of the plane or prove that the monkey-wrench was dropped by him?" An Inter-Allied Air Commission is working on aviation problems in Paris and will institute a system of marks for aviators, a meteorological service and a system of education in air navigation. People interested in aviation have suggested a number of questions that must be settled by some authority and settled before long. The writer in the Little Rock daily calls attention to several of these interesting new problems:

- 1—How shall we fix the limit to be placed on a landowner's ownership above his land?
- 2—Should not a property-owner have the protection of the law against the noise-annoyance of the air machines?
- 3—How can a man's legal privacy be protected against the prying eyes of the air-machine passengers?
- 4—If the old rule is maintained and individuals and corporations own the air above their property and claim protection against trespass, should they be taxed for the air as they are for the land and how much?
- 5—If several machines are flying at the same time over a man's land and one of them drops a monkey-wrench or other object and injures him or one of his family or his property, how is he going to place the responsibility?
- 6—Can we regulate the use of telescopes and photographic apparatus by aviators flying over private property? The powerful photographic instruments now used by aviators give a clear view of intimate personal affairs that are happening on the earth miles below.
- 7—When a machine is flying high, how is a land owner to determine exactly to a legal definiteness whether or not it is over his property and thus guilty of trespass?
- 8—The state can tax the land and take it for public use under certain conditions from private owners by payments of a reasonable sum. Can the state do the same with the air?
- 9—Assuming that the use of the air by airplanes constitute trespass against owners of property lying beneath, what would prevent unscrupulous capitalists from buying a circle of land about every great city, thus isolating it and preventing air-machines from entering the city at all?
- 10—If a man owns a very narrow strip of land it is not considered trespass if a neighbor jumps over it. How much more trespass is it if a machine flies over a proportionately wide strip?
- 11—If an aviator is flying with the wind, can he claim that he is in the

same air that he was when he started on his trip?

12—It is admitted that railroads operating under franchise from the state endanger the safety of the public. Can not the state give airships a similar right to navigate?

13—Shall hunting and shooting from airplanes of shore-birds and animals that roam the open be forbidden?

14—What provisions against crime can be made in the matter of aerial navigation? In times of industrial or social disturbances, when it is necessary to keep watchful guard over such places as reservoirs, railway bridges, arsenals and the like, could not a member of the trouble-making element drop poison or dynamite from a plane overhead and thus elude the guard?

15—If a man had a grudge against another, what is to prevent him making a night flight and dropping dynamite on his enemy's property, demolishing it and probably killing the occupants?

16—What rules and regulations can be devised to make air traffic safe? What signals will be necessary? If certain air "highways" are not designated and followed, who is to prevent collisions in midair when planes become numerous?

17—What system of examination and licensing of pilots could be rigid enough to prevent danger to person and property due to accidents resulting from over-confidence and carelessness of pilots?

18—What system of aerial policing could be devised for the apprehension of law-breakers in the air? Will aerial traffic stations be installed for the prevention of speeding and joy riding? Would it be possible to contrive some such arrangement as the auto-trap? How can license numbers be shown large enough to be practical?

19—If the air police are inadequate or helpless to apprehend trespassers or marauders, shall landowners be allowed to have the protection of a cannon or machine gun and thus take the law into their own hands, as in the practice on land?

20—If an aviator is flying high and commits a crime, how can we decide what county or state has jurisdiction over him?

21—If a man sees a machine in the air and is certain that it is over his land, how can he have the pilot arrested?

22—Probably property-owners in New York and other large congested cities would not consider themselves trespassed upon by air craft, inasmuch as all that the pilots and passengers could see as the machine passed over the city would not consider themselves trespassers. On the other hand, farmers, mercantile establishments with part of their plant in the open, stock farms and such would consider it trespass. Where is the line to be drawn?

23—A ship in distress at sea can, if necessary discard any or all of its cargo and only fish are affected, but what would become of chimneys, church steeples, if a ship of the air were in similar predicament?

24—If airplanes and dirigibles are to be allowed free and unregulated passage through the air, what is to hinder the owners of apartment blocks and houses near ball grounds, race tracks, etc. from allowing capacious captive balloons to be hitched to their buildings while the occupants watch the sport?

25—What provision can be made for the protection of lumber yards,

munition factories and the like against fire due to neglect or design on the part of air pilots? In taking preventive measures against fire or explosion would it be necessary to place "keep off" signs in clear view of approaching planes?

Philip Gibbs— Man and Writer.

During the war, the name of Philip Gibbs, the war correspondent, became a household word, both here and in America.

The following personal appreciation by Frank Dillot, a fellow journalist, who has known him for seventeen years, and which appeared originally in the New York Times, tells us something of the personality of the man who is claimed to have shown in his writings from the front "the picturesqueness of Stevenson with the human appeal of J. M. Barrie."

I think Philip Gibbs' eyes give the most direct message of his personality. He is fortunate, however, in possessing a voice which gives more than a hint of himself. It is deep and melodious in inflection, which admirably serves his wit and feeling. If he had not these natural gifts, he would be at a loss to reveal himself except by his pen, for he is the most modest and companionable of men, one who never strives to display himself, who would be contemptuous of any histrionic acquirement, and whom it is impossible to conceive as studying to show himself off to the best advantage.

Many-Sided Talent. Philip Gibbs is something more than a newspaper man, although it is through newspapers that latterly his genius has found its wider appeal. He has written many books; one is a history of the French Revolution, another is the story of George Villiers, first Duke of Buckingham. He has some well-known essays in his record. He was part author of a play called "Menders of Nets," which was produced at two theatres in London. He has written several novels, among them "Intellectual Mansions," "The Spirit of Revolt," and another, "The Street of Adventure." The latter particularly appeals to newspaper men, because it reveals the inner side of that active human phase of London life comprised in the words "Fleet Street."

Philip Gibbs smokes a large quantity of cigarettes, is fond of chess as a recreation, and loves country life and children. He talks about men, as well as or even better than he talks about books, which is saying a very great deal.

The Philosopher "No."

Withal he is a philosopher. In the middle of the war, when his reputation was rising to great heights, he was sitting in a billet one day playing a game of chess with a literary man, when the latter received a cable from England from one of the wealthiest publishing corporations in that country asking him to use his influence to secure Gibbs at a princely salary as a correspondent. He handed the cable to Gibbs, who was deep in the game. "What's your answer?" he said. Gibbs read the cable, handed it back, and uttered the one word, "No," and then moved a pawn and bent himself to the game once more.

All those who know Philip Gibbs intimately will agree that this story is typical of the man.—Jack London's Weekly.

Planting Trees With Dynamite.

How the Explosive Should be Used. There has been a good deal of talk of late about the value of explosives as fertiliser. It is quite true that ordinary black powder will make most crops grow, but you can't very well plough dynamite into the ground. Few people, at any rate, would care to risk doing so.

For all that, dynamite and similar explosives are going to be of the greatest possible value to the farmer, and especially to men who till stiff, rocky, or unproductive ground.

There is much land in and around the New Forest which is underlaid by a thin layer of tough clay or rock which holds the rain and prevents it from draining away. Nothing grows well upon land of this kind, because the roots cannot penetrate the layer of "hard pan."

Here is where dynamite comes in. You can either use a number of small charges and break up a large expanse, or—if you are planting trees—you can make each hole separately with explosive.

Trees, especially apple, pear, plum, and cherry, that are planted with dynamite grow nearly twice as fast as trees planted with pick and shovel. The dynamite, exerting its force downwards, opens up deep fissures into which the roots can penetrate.

As for ordinary crops such as wheat, actual experiments show that ground broken up by dynamite will yield 50 per cent. larger crops than ground ploughed in the usual manner.

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COLGATE'S Does ALL a safe Dentifrice Should Do—it cleans the teeth. No dentifrice can take the place of the dentist. Any preparation that seeks to do the dentists' work usually contains strong drugs or harsh grit—harmful to the enamel of the teeth. And think of the effect of such risky chemicals on the tender membranes of your mouth!

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In No Hurry.

Sir Nevil Macready, himself descended from an old and distinguished Highland family, is fond of telling the story of how he once saw and heard a "brither Scot," one Donald MacGregor, arouse wild enthusiasm at an Aberdeen political meeting.

"There was a day," commenced the speaker "on which an ancestor of mine was hanged."

Loud applause (says Sir Nevil) greeted this tragic statement.

Then he went on: "I could have no doubt it was for stealing." Considering the way in which the MacGregors of old got their living, the suggestion was a very probable one. It was received with thunderous cheering.

Then: "But as he was a distinguished chief, he was allowed to select the tree on which he was to be executed; and with great presence of mind, he selected a gooseberry-bush. It was at once objected that it was not big enough. But he said, with dignity, 'Let it grow, I'm in no hurry.'"

Prize Winners.

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- Six \$50.00 Victory Bonds, \$50.00 in Gold.
- One Lady's Gold Watch.
- 12 pairs Men's Long Boots.
- 12 pairs Boys' Long Boots.
- 12 pairs Youth's Long Boots.
- 12 pairs Women's Long Boots.
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- 12 pairs Child's Long Boots.

Every one who purchases the Famous Buddy Boots or Bear Brand Rubber Boots has a chance to win one of these great prizes.

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Market has advanced a good deal lately due to short supplies and heavy demand from Europe, and higher prices are looked for before this season's crop will be ready for shipment. We have a limited quantity of

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- Package Currants—1 lb. each.
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in store and are satisfied to let them go to early purchasers at our usual "live and let live" margin of profit.

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Sod. 11

Fads and Fashions.

Evening gowns have bodices of white lace and skirts of black maline. More elaborate styles of dresses and gayer colors are promised for fall.

Most frocks are without lining, following the graceful lines of the figure.

Some of the smartest frocks have been influenced by the Chinese costume.

Bold striped effects in black and white and gray are seen in suits from Paris.

Dresses of simple dotted cottons are finished with cotton soutache braid.

Long-haired turs, like monkey and gray hare, are preferred for trimming.

Fullness at the hem of the long coat is a feature of the coming autumn fashions.

Spangles, beads, ostrich and fringe are especially favored among trimmings.

Changeable taffeta in bright shades of blue and green makes charming hats.

A charming hat of soft black satin is lined with white and sprinkled with Christmas roses.

Full-length redingotes, double-breasted and fitted, are likely to be here in the autumn.

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Arm Chairs in Wicker, not exactly like this cut. \$13.50.

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Eat an apple before breakfast to stimulate the digestive organs.
Sprinkle clothes with the garden while hanging on the line.