

PARIS IN PERIL OF ANOTHER BIG FLOOD

Incessant Rain Causes River Seine to Overflow Banks in Suburbs, and Precautions Are Rapidly Begun—The People Fear Devastation Like That of Two Years Ago.

Residents and municipal authorities alike are alarmed by the rising of the Seine, due to the continuous heavy rains, says a Paris dispatch. Everybody is dreading that the city will be visited by a flood like that of two winters ago.

Already in several places in the suburbs, the Seine has overflowed its banks. The city government is bending its energies to lighten the river walls so as to keep the waters back. For weeks the rain has been almost incessant. The soil in the water sheds of the streams is saturated to the full, and practically every drop of rain that falls now goes to form or increase the flood. In the past few days the Seine has risen more than a foot.

It is certain to rise higher. The river was already very high, and it is certain that it must go higher even if no more rain falls. At Pont Neuf and other points the water is level with the quays, and some of the river boat service has been abandoned. As yet navigation has not entirely stopped, but the swift current, carrying along the trunks of uprooted trees, makes it hazardous.

All the tributaries of the Seine are in flood. The Marne, its principal tributary, which joins the Seine just outside Paris, and is usually the most serious source of the floods in the city, has already overflowed its banks, and the fields are submerged for miles. Though the Seine is now fifteen feet below the record high-water mark at Pont Royal, set by the flood of two years ago, the municipal authorities realize that the situation is grave. Big gangs of men are strengthening the walls and erecting temporary flood works.

Parisians are looking on at the pre-

cautions with awe, remembering with terror the devastations of that other flood, when the most famous buildings of the city were inundated, and it was feared that even the foundations of Notre Dame might be so weakened as to endanger the grand old cathedral.

Nor is Paris alone in its dread of flood. Serious inundations are threatening all over eastern and central France. The heavy rains following on a mild winter have caused unusual melting of the snows in the mountains. These waters rushing down in torrents have swelled all the tributaries to the principal rivers, such as the Rhone, Oise and Rhine, as well as the Seine, and put all of them in flood.

Fear Increase of Food Prices. One of the worst fears of the poor is that this winter will increase the cost of living, which is already pressing them to the point of uprising and riot.

Paris is so situated that when the River Seine is at such a height as now the city may be at the mercy of the waters in a single day. On the night of Jan. 21, 1910, thousands of Parisians gathered on the bridges and gazed curiously at the raging waters rushing along below. None of the people had the least notion that they were watching the onset of a calamity; they were only amusing themselves at the unusual sight. The next day the homeless, ruined and destitute were making a piteous appeal to the world, 100,000 were out of work, transportation was paralyzed and the city authorities were faced with a double problem of how to feed the people and save Paris from destruction.

The precautions taken by the Government after that flood will be of some service now, but nothing can cope with such a vast bulk of rushing water as now threatens Paris.

Air Line Over the Ocean

Dr. Gans' Plans for a Transatlantic Flight Next March Approved by Weather Sharps.

Many meteorological authorities have expressed confidence in the plans for crossing the Atlantic Ocean in an airship proposed by Dr. Paul F. Gans, of Munich, Germany, who expects to make a transatlantic flight next March in his dirigible balloon, the Suchard.

If the doctor's project succeeds, as he expects, he will make the air voyage in five days. Professor Willis L. Moore, chief of the weather bureau, says that Dr. Gans has avoided the mistake of Wellman, Vaniman and others who projected this overwater trip and who chose impossible routes. He points out that by flying with the trade winds from the northeast from the Canary Islands, Dr. Gans has a chance of reaching the West Indies. Dr. Gans proposes to end the flight at Barbados if necessary, but if possible to continue it to the coast of Florida.

This route was chosen only after an investigation extending through years. He found that at the period of the year he has selected the trade wind is practically undisturbed by adverse currents. The records show that all the hurricanes, numbering 121, between 1880 and 1909, were in the months of June, July, August, September and October. In the opinion of Prof. Moore, all former plans for such undertakings have been foolhardy. He thinks that an aerial navigator who proposed to cross the Atlantic in the middle latitudes should be restrained, just as a person would be restrained if he announced his intention of jumping from the Washington Monument. It is the belief of Prof. Moore that Dr. Gans has selected the only course over which it would be possible to achieve his plans.

The views of Prof. Moore are shared with such authorities as Prof. Koepfen, of the Imperial Naval Observatory in Hamburg; Prof. Julius Hann, of the University of Vienna; Prof. Hergesell, specialist in trade wind explorations; Prof. A. Wegner, of the University of Jena; Dr. Schmauss, director of the Bavarian Meteorological Institute of Munich; Dr. E. Alt, custodian of the same institute; Prof. Lawrence Botch, founder and director of the Blue Hill Observatory, United States of America; and Andrew H. Palmer, research assistant at this observatory.

Dr. Gans figures that the cost of the trip should be made, with the cost of approximately \$125,000. It took \$70,000 to build the Suchard, and the cost of the hydrogen gas for inflating it will add another \$12,000. He has obtained a supply of \$25,000 cubic feet of gas to inflate the 250-foot cigar-shaped envelope, which has a diameter of 50 feet in the centre.

Dr. Gans says the two big problems to overcome will be atmospheric disturbances that might divert the airship from its course, and the ability to remain aloft the necessary length of time. He believes that he has solved both difficulties. The first, he thinks has been solved in the selection of his route. The second he has

dealt with in the equipment of his airship.

He has figured that his airship will lose weight from the instant of its start. This is due to the consumption of food and drink and of oil and fuel. He has plans for meeting this condition. There are two methods by which he expects to accomplish it. First, the airship can add to its weight by taking sea water as ballast. This will be accomplished by the use of fish shaped buckets let down by a steel cable operated by a motor. The water will be stored in a cockpit, and can be let down if it becomes necessary to reduce the weight. Second, the lifting power can be reduced by lowering the temperature of the gas.

Two means will be used to attain this point. One method is to cover the upper surface of the balloon with a thin cloth saturated with a chemical composition that acts as an absorbent for the moisture, and serves to a certain degree to counteract the heating tendencies of the sun's rays. By means of another device the cloth can be sprayed with sea water.

The big gas envelope will be fitted with three air balloons for the purpose of keeping it perfectly distended. As the gas escapes from the balloon air will be pumped into the balloons. The combined capacity of these air bags is 113,854 cubic feet, which, if necessary, can take the place created by the loss of gas.

The boat will be fitted with two motors of 110 horsepower, designed to make a speed of twenty miles in addition to the velocity of the trade wind. They may be used alternately or together. At night the power will be shut off, and the balloon will be allowed to drift with the wind. A small motor will be employed in operating the pump for inflating the balloons, and for working the cable to which the sea water buckets are attached. The cabin of the boat will contain two beds. The reserve provisions, documents and records will be stored in airtight chambers. The Suchard was christened at Kiel, Germany, Feb. 15, 1911, by Princess Henry of Prussia.

Dr. Gans expects to have his airship escorted by both German and American war vessels. He has been promised that if conditions are favorable three U. S. Navy vessels will be designated to act as an escort from Teneriffe on the westward course, and when the airship passes beyond this territory the Suchard will be picked up by the American ships.

As the balloon will travel at a greater speed than the warships, one of the vessels will start twelve hours in advance. Six hours after the second will follow, and the third will start with the Suchard. Dr. Gans also hopes to interest the New York Yacht Club and have it send out its biggest vessel as scouts.

The crew will consist of Dr. Gans, who will be in command; Capt. Willy Joerden, an experienced pilot trained by the Paravel Company; Dr. Alt, of the Bavarian Meteorological Institute, a naval officer, an engineer and Joseph Brucker, father of the idea.

YOUNG SOLDIER MAY BE DESCENDANT OF NAPOLEON

His Portraits Bear Striking Resemblance to the Corsican, and He Has Been Told All His Life That He is a Relative.

Early in November a young man walked into the United States recruiting office in Louisville, Ky., and offered himself for enlistment in the army.

"What is your name?" asked the officer.

"Louis Horstense Denu," came the reply.

The officer remembered that the step-daughter of the great Corsican was Horstense Beauharnais, daughter of the unfortunate Josephine. He asked the young recruit if he was any relation of the late Napoleon I.

"My father says so," replied the lad quietly.

"And your father's name?" asked the officer.

"John Bonaparte Denu."

The young applicant passed a successful physical examination and was accepted as a recruit, being assigned to the coast artillery arm of the service. His resemblance to Napoleon Bonaparte was generally remarked at the Louisville station, and before he was sent away to the Columbus barracks he was photographed in a pose assumed by Napoleon in one of the well-known portraits. In the photograph the resemblance to the Little Corporal was even more striking. The same solid figure, the square face, the dark, inscrutable eyes, the round head of the warrior with his characteristic lock falling upon the forehead—all were there.

A PICTORIAL SERMONETTE

The Poor Country Boy of Today May Be the Powerful Magnate of Tomorrow. So Be Careful Whom You Turn Down.

By John T. McCutcheon.

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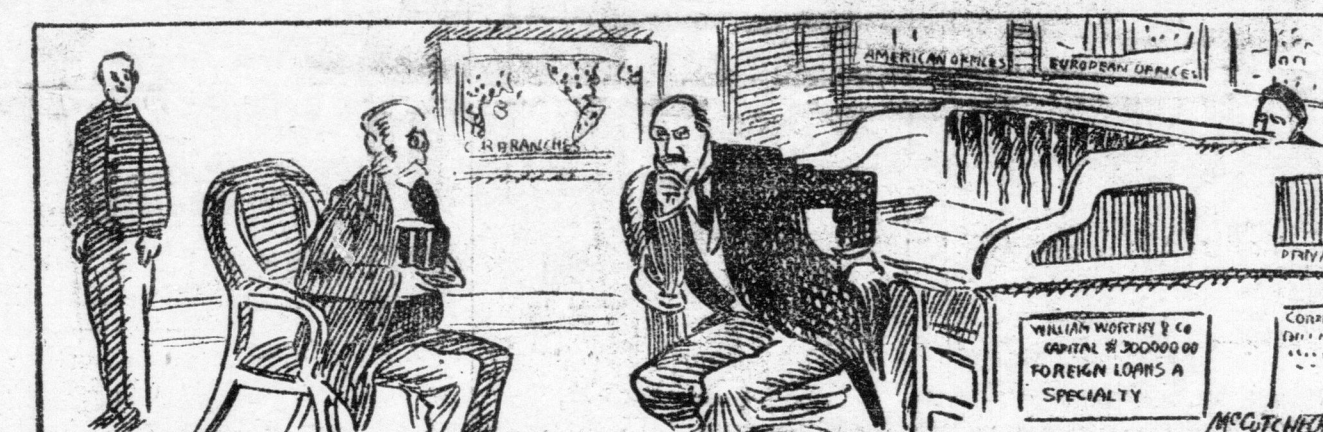
"No, young man, I can't give you a position. You have no experience, and I won't be bothered teaching beginners. Good-day, sir."



Well, the firm is going to put me in charge of their western business next week. That's pretty good for my first five years.



Twenty Years Later—"Hello! I wonder what Hornbeck wants. Perhaps he's returning the call I paid him twenty-five years ago."



Mr. Hornbeck—"Mr. Worthy, I'm in hard straits, and unless you help me I'll have to go to the wall. Just put yourself in my place and you'll realize how much your assistance will be appreciated and how much it will mean to me."

THREE OF THE FAMOUS AIRMEN PREDICT VAST ACHIEVEMENTS FOR AEROPLANE IN THE NEAR FUTURE

Grahame-White, Brookins and Atwood Engage in a Triologue During a Luncheon—Their Confident Prophecies Make the Bold Conceits of Jules Verne Appear Commonplace—"We'll Cross the Atlantic in Fifteen Hours"—No Reason Why an Ocean-Going Airship Couldn't Be Built Today—Keep in Liners' Path and Replenish Fuel En Route—Ultimate Speed of 200 Miles an Hour Predicted—Aeroplanes in Commerce and War.

[New York World.] The future of mankind in the navigation of the skies, the prospect for the early accomplishment of transatlantic flights, the possibility of a speed development in aeroplanes to outstrip in long distances runs the fastest of ocean liners, the obliteration of the peril and tragedies of sailing the air; the era of aeroplanes flocking above us as numerous as automobiles whiz past our feet and with equal if not greater safety to those in the aeroplanes as to those—well, to those in the motor cars, at least.

These are in the main the subjects of a highly interesting discussion, colored with fascinating imagination, imaginative prognostications; as it came from the lips of three of the most famous of sky-men—the Gibson-Britisher, Claude Grahame-White; the slender, big-eyed, boyish Brookins and smiling St. Louis-to-New-York Harry Atwood. The men sat at luncheon in the Hotel Plaza as guests of the World.

It was to the ever wondrous subject of a transatlantic air journey that three daring adventurers of the most modern of sciences first addressed themselves, and the triologue went as follows:

Just a Small Bet.

GRAHAME-WHITE (with an emphatic gesture of a long slender-fingered hand holding a long, slender cigarette)—One thing that the aeroplane has not yet accomplished is a flight across the Atlantic. I venture that right there you have a question which has been in the minds of all thinking men—will the aeroplane ever cross the ocean under its own power?

BROOKINS (with youthful earnestness of enthusiasm)—Why it is possible today (raising and displaying a wide, boyish grin). But God only knows when it will be accomplished.

ATWOOD (running his finger through his close-cropped blonde curly hair and speaking with an absolute use today, with a special weight-

sense of conviction)—As it was possible to fly from St. Louis to New York with the same motor and machine from start to finish, so also the aeroplane is ready today to make a flight across the Atlantic. But there will have to be two pilots aboard—one to operate by day and the other by night.

GRAHAME-WHITE (nodding approvingly)—I would like to make a bet with any one that in twenty years time we will be flying across the Atlantic ocean in fifteen hours.

BROOKINS (doubtfully)—Fifteen hours?

GRAHAME-WHITE (emphatically)—Yes, and by that I mean also that it will be a regular service carrying passengers back and forth between London and New York. It will surely be done long before that time. Unquestionably the flying range for aeroplanes over seas is unlimited, but who would attempt to do it unless properly prepared? We realize that such a trip would have to be made with a minimum number of stops at sea, preferably, of course, without any stops. There is no reason why we can't build a ship today for such a purpose.

A Good Shipping Proposition.

ATWOOD—For the present it would be more a matter of getting across the ocean rather than of making speed in crossing. It is my belief that a craft built along the lines of the machines we use today, with a special weight-

carrying capacity would be the successful type.

However, it must be a hydro-aeroplane facilitating alighting on the surface of the water. The trip must be so carefully planned as to select such a time when many ships will be crossing between America and Europe. It would also be advisable for the aviator every time he sights a ship to alight on the water near it and get a fresh supply of gasoline. Ships at sea can be sighted a long distance off. Sometimes it is possible to see the wake of a ship for many hours after the vessel has passed and this would help an aviator to keep his course. Which brings to mind that all aviators must train themselves to be skillful with the compass.

GRAHAME-WHITE—When I spoke of making great speed I had in mind an observation I made on my last trip from England to this country. We had a fifty-mile wind blowing from the east all the way across. Just imagine, if an aeroplane was flying across the Atlantic, backed the entire distance by a wind as strong as this, it would mean that with a good fast machine one would travel 175 miles or thereabouts an hour.

Another thing, take the frightful fogs we have at times. Why, the Oceanic was held up for eighteen hours tied to her dock at Southampton. This should not happen to an aeroplane. Start off in a fog with a flying machine and climb up a few thousand feet and one will reach clear weather conditions. This is one of the bulky features of the aeroplane, especially at certain seasons around London.

Of course if one wants to be successful in a big undertaking, such as crossing the sea in an aeroplane it is better to figure on the worst side of things and meet with more favorable conditions, rather than take the good side and be disappointed.

Help Development of Aviation.

It was young Brookins who halted the flight in a fancy with observations along strictly practical lines after (Continued on Page Twenty.)

Rev. Mr. Hicks Predicts Severe Winter and Hot Summer for 1912

Rev. Irl R. Hicks, "long-distance" weather prognosticator, ignoring thick goose bones and heavy squirrel pelts as "absurd weather signs," predicts that the winter of 1912 will be a hard one, and that a drought will extend over the southern belt of states next season. "We are in for a mighty hot summer, too, if the weather seer is correct."

The cold weather will begin in January, Dr. Hicks predicts, and will destroy the pleasant winter antipodons which have been fostered by the weather tofore mild months. He sees blizzards, sleet and gales in January, and calls attention to a seismic wave which will pass through the earth within three or four days of Jan. 19. He looks for much snow and rain precipitation through the month.

A heavy storm will begin in the east around March 3, 4, 5 and 6, and will move gradually westward. General electrical disturbances interrupting telegraphic communications, streams of solar magnetism, earth currents, auroral lights and seismic tremors will be experienced in the period of four days about March 11. This will be followed by sleet and snow and probably subsequent cold weather.

Rain, wind and snow, and possibly tornadoes and hurricanes will occur southward about March 19. Fair weather and extreme cold will follow. Another seismic period is predicted between March 15 and 21. Dr. Hicks says the period is very propitious for West Indian cyclonic storms to reach the Gulf coast. He predicts no extreme danger, but declares it won't do any harm to be prepared. Another storm period centres around March 28, moving eastward.

Storm periods cover April 6-11 and 14-15. The latter period may bring severe wind and rain storms and the temperature will be high, it is predicted.

High temperatures and tornado areas in the southern regions are seen around April 21. Snow and sleet squalls are predicted at this time for the northward region, and a marked seismic period for April 17. The stormy period will extend to the end of the month, with a marked increase in severity around 25 and 26, and a possible brief change to colder weather following.

Frost between May 8-11 is not unlikely northward, Dr. Hicks believes. A seismic and volcanic period occurs June 12-18, and the month will be marked with rainstorms and electrical disturbances. General planetary volcanic unrest and seismic disturbances will prevail over the world from the middle to the end of the month. The rains of July will not be of general character. The moisture, it is predicted, will fall far short of the requirements of growing crops. Extreme warmth and electrical storms will mark the month.

A period of cool weather will give relief July 14. Another cool spell will follow July 28. Rainfall will be insufficient and central and western regions will suffer from serious drought.

Extra precautions should be taken by farmers and dealers in perishable commodities against the excessively severe November weather, the forecast declares. Very cold weather, preceded by snow and storms, will occur about Nov. 10. A storm period moving eastward will occur between Nov. 13 and 18.

December will be marked by a season of warm weather during the first two or three days followed by a sudden and severe cold wave, extending to the south and east. Northern and blizzardous conditions will follow up to about the middle of the month. This time will be a period of electric disturbances.

Sun Yat Sen, President of China

The Man Who Plotted for Fifteen Years to Overthrow the Manchou Dynasty, and for Whose Head Rewards Aggregating \$500,000 Were Offered.

Sun Yat Sen, revolutionist in the most conservative land under heaven, fugitive for fifteen years from the keenest and most relentless trailers of men, hidden spirit of strange, secret societies whose ramifications have spread like mole tracks through every land where Chinese are, this man is now president of the republic of China by decree of the provisional military assembly at Nankin.

Out of the underground passages of plot and intrigue the nature of which no Occidental could hope to understand and through which this tiny little man has been wriggling and backtracking for more than a dozen years, a new national figure suddenly jumps to command the attention of the world. During years past the world has occasionally caught glimpses of the round black head and narrow, ascetic features of this Dr. Sun, now in Singapore, now in London, now in San Francisco.

There had been little paragraphs in the world's news about an agitator, a radical, a Chinese Red, who seemed to be tilted with straw at the impregnable citadel of the Manchou clan in Pekin. The revolution began in China, and even then, when the name of Sun Yat Sen was coupled with it people outside of China cracked jokes about a fakir, a charlatan, who was trying to capitalize the upheaval at home to his own benefit.

Then over night things happened in China that moved the world. The world learned at its breakfast table that out of the welter and uproar of revolution in old China a leader had risen to gird an ancient land under new harness of government. And it also became manifest that the revolution, which had started by concerted movements in the heart of China and spread with the rapidity of a powder train and the little man who had been cracked jokes about a fakir, a charlatan, who was trying to capitalize the upheaval at home to his own benefit.

Sun Yat Sen started many revolutions. Each was stronger than the last; each achieved a little more. The first one, striving for and plotted through channels not yet known, had succeeded. Sun Yat Sen is the man of the hour in China.

An odd circumstance that brings an added thrill of romance into the story of his life is that as President of United China he still bears upon his head a price totalling about 700,000 taels, or \$500,000. The rewards for the capture of the revolutionary leader, and the central authorities in Pekin during the last fifteen years have not been recalled, so far as the news from the capital shows, even though payment upon delivery might be doubtful.

Yet the fact that his head was worth hundreds of "shoes" of silver during all the latter years of his activity has been one of the lightest burdens that

Dr. Sun has carried about on his narrow shoulders. He took long chances, apparently he suffered many close calls from death, but he persisted.

There is confusion as to where Dr. Sun was born. Some sources of fragmentary details about his life say that he was born in an English physician in Hong Kong. Thence he went to England and after study in a preparatory school he was graduated from a medical college and returned to China. He practiced the new medicine, against which there was a violent prejudice on the part of the Chinese in Macao, in Canton and Hong Kong.

Wherever his birthplace, it is established that when he was a young man he was studying medicine under the care of an English physician in Hong Kong. Thence he went to England and after study in a preparatory school he was graduated from a medical college and returned to China. He practiced the new medicine, against which there was a violent prejudice on the part of the Chinese in Macao, in Canton and Hong Kong.

Dr. Sun is 43 now; he was scarcely more than 25 when he began to move for the spreading of a revolutionary spirit in the hearts of his countrymen. Just where he began and with what material nobody but the closest of his associates know. It seems that his first idea was for reform through peaceful means, if it were possible for the Chinese people to penetrate the jealous conservatism of the Manchou and the old Chinese. The little doctor began to organize clubs of advanced thinkers among the young Chinese of the south. Under various names, Chinese Reform Association and Young China Association and Kih Ming Tong (Our Life Society) these organizations coalesced and spread slowly through South China, particularly in Kwang Tung and Szechuen Province, where he always leaned the strongest toward rebellion against the Manchou.

It must have become apparent to the young reformer early in the game that the Chinese could do nothing through peaceful means for in 1896 he started his first revolution. It was a pitiful failure, badly planned and badly executed. These are the few facts of the attempt that became known to foreigners.

One morning a native chapel keeper attached to one of the Christian missions in Canton received a note from some Chinese requesting the privilege of storing some cement barrels in the cellar of the chapel. This was just at a time when the feeling of uneasiness was in the air and foreigners had been warned to take ship for Hong Kong to avoid danger of violence should an outbreak occur.

The missionary in charge of the chapel saw the note about the cement barrels, grew suspicious and carried it to the American consul. He in turn became one of the lightest burdens that

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14,500-MILE MESSAGE IN FIVE MINUTES

Reports of Cricket Matches Transmitted to England from Australia in That Time.

From the cricket ground at Sydney a wire is run to the cable office and there joined up with the wire to Brisbane. The telegraph operator who immediately behind the reporter, and even as the end of the game or the score at the close of play is called out to him he begins to transmit it, and before the batsmen have reached the batmen in the field the message is well on its way to England, where there is great interest in the fortunes of the English team now visiting Australia.

From Sydney the message goes under the sea to Fanning Island, a barren island nearly 3,000 miles away in the mid-

dle of the Pacific. The next station is at Vancouver, and the section between Fanning Island and Vancouver, 3,677 miles long, is the longest section of cable in the world. It is run from Vancouver to Montreal, is 3,000 miles. From Montreal the message is sent to Cape Breton Island, 285 miles, and from there to Heart's Content in Newfoundland, 369 miles. Then it travels under the sea again for nearly 2,000 miles to Valencia, in Ireland, and from Valencia it is handed on to London, 600 miles away. The whole journey is over 14,500 miles in length. Experience has shown that it is not desirable to send a message over more than 5,000 miles of cable without a break, and consequently at each of the intermediate stations the message has to be taken off and retransmitted. In spite of this the result of the match at Sydney is known in London less than five minutes after the last ball has been bowled.