

FROM LONDON TO PARIS BY AEROPLANE

"It's a fine morning. I think I'll fly to Paris." So remarked M. Henri Salmét, the French aviator, at Hendon, yesterday, says the London Daily Telegraph of March 8. Casually as the intention was announced, its carrying into effect embodied the accomplishment of a remarkable performance. Not merely was it that the aviator made a non-stop flight from London to Paris—that has been done once before—but he accomplished the journey in the astonishingly quick time of 3 hours 14 minutes. In doing so he established a record, his predecessor and compatriot, M. Pierre Prier, having taken 3 hours 56 minutes, or 42 minutes longer, when he flew from capital to capital on April 12 of last year.

In each case the machine used was of the same type, a Bleriot monoplane, whilst another parallel circumstance is that M. Salmét is the chief pilot of the Bleriot school at Hendon, and that M. Prier was his immediate forerunner in that position, which he resigned about six months ago to join the Bristol company. The latter flew via Dover and Calais, but Salmét traveled by way of Eastbourne, and in so doing made a longer sea-passage than any previous cross-Channel airman. Starting and finishing points were, however, the same—Hendon and Issy-les-Moulineaux, flying grounds on the outskirts of London and Paris respectively.

Although he accomplished such a striking feat, Salmét did not achieve the object with which he set out—to make the return aerial journey in one day. He started from Paris at 2.15 for this purpose, but late last night a message reached us from our Paris correspondent to the effect that the aviator had come down at Berck-sur-Mer, the wind being too strong for him to continue his journey.

Start from Hendon

Yesterday's was Salmét's second attempt at the journey. In his first effort, made some days ago, he got lost in the fog before getting away from London, and finding himself over house-tops, descended in the first open space he found, which proved to be Regent's Park. Although a fresh wind was blowing yesterday the weather was regarded as favorable when Salmét started from the aerodrome at Hendon on his Bleriot monoplane—a machine of the latest type, with a 50 h. p. Gnome engine. Determined to make a non-stop flight if at all possible, he took with him an ample supply of petrol. In addition to the standard tank a supplementary tank was fixed at the rear of the pilot's seat, and together these held seventeen gallons of petrol—sufficient to keep the engine going for at least three hours and a half. As a precaution against the possibility of a fall into the Channel the fabric of the monoplane was waterproofed as far as possible, the wings and other parts being varnished with a special preparation calculated to resist the water so that the machine would keep afloat for a considerable time. In a recent test the machine had rested on the water for four hours without showing any signs of sinking, so that the aviator felt confident of his safety if he should be compelled to descend in the Channel in a fairly smooth sea. Round his waist Salmét wore a unique lifebelt in the shape of an inflated inner-

tube from a wheel of one of the monoplanes in the Bleriot school. A leather cap covering the head and a portion of the face was worn as a protection against the wind and the rush of air created by the flight.

It was half-past seven when the engine was started by the mechanics, and as soon as it was found to be running smoothly the monoplane was released, the exact time being 7.43. It was somewhat slow in rising, this being attributed to the weight of the unusually large quantity of petrol, but after a minute or so a sufficient altitude had been reached to make it safe for the aviator to leave the open stretch of the aerodrome. On the ground level the air was almost motionless, but when the monoplane was about 800 feet up it was seen to rock considerably—an evidence that there was more wind in the upper regions. When he had flown in three wide circles round the aerodrome Salmét had reached a height of something like 1000 feet, and, speeding away at this altitude, he was quickly out of sight.

Arrival in Paris

Paris, Thursday Night.

At three minutes to eleven o'clock this morning a small white Bleriot monoplane landed, after a graceful sweep, on the aviation ground of Issy-les-Moulineaux. Scarcely any attention was paid to the new-comer. It is such a common thing nowadays to see an aeroplane appear from any direction in the sky and land on the field, and dozens of machines come and go on a fine day. This morning, however, the weather conditions were anything but tempting. The wind was still high after the recent cyclone, and the only wonder was that an aviator should have ventured out in the face of a small gale.

But hardly had the aviator stepped on the ground than a report ran like wildfire that he had come from London. The dew of the Channel fogs was still on the wings of his machine, and a crowd at once gathered round him. Everybody became excited. Men ran out of the sheds to see him and to shake hands with him, and before long a motor-car came racing along with M. Bleriot in person. The news was true. The aviator who had thus made the non-stop flight all the way from London to Paris was M. Henri Salmét, the head of the Bleriot aviation schools in England.

Brilliant Performance

The performance deserves to rank as one of the most brilliant in the history of aviation. The temperature was very low, and must have been many degrees below zero at the higher altitudes. M. Salmét still felt numb with the cold when the journalists assembled round him to ask for details. He had left London this morning at 7.45, and alighted on the ground at Issy-les-Moulineaux at one minute to eleven. The distance thus covered in 3 hours 14 minutes is calculated at about 220 miles, and the feat is all the more remarkable, as I have already said, because a strong wind was blowing all the time.

M. Salmét gave an account of this wonderful flight in simple language, as if it were quite an ordinary occurrence. He said:

"The weather was hardly promising, but as pressing business summoned me to Paris to-

day, and as the Channel steamer services are reduced in consequence of the strike, I thought that I should be more certain of keeping my appointment if I flew to Paris on my faithful Bleriot. I left just before eight o'clock, and, favored by a rather keen north wind, I got through the first part of my journey very well. When I had passed by Newhaven, and was over the sea, I had to contend with heavy wind squalls at high altitudes; but everything went on nicely. After Dieppe was reached there was not the slightest hitch, and this is the finest flight that I have ever made."

Aviator's Statement

M. Salmét left his monoplane in the Bleriot shed and drove to Paris in an automobile for luncheon. I asked for some further details of

this wonderful voyage for The Daily Telegraph, and he said:

"What annoyed me most was that shortly after leaving Hendon I had to rise to a great height and had no landmarks to guide me. The Channel was covered by a dense fog, and I think that I flew for the greater part of the time at an elevation of something like 6000 feet. I scarcely saw the earth beneath me until two-thirds of the flight was over. It was only when I had left Dieppe some distance behind me, according to my calculations, that I began to see the earth again, and then I was near Gisors. The wind was very strong, but I was able to complete my journey. It had been my intention for the last month to attempt a flight from London to Paris and re-

turn on the same day. I was on the point of starting several times, but was deterred by the weather. I had to guide myself entirely by the compass almost from the start until I was in sight of Paris."

M. Salmét had given orders to have his aeroplane got ready for the return flight while he was lunching, and a little before two o'clock he drove back to the field at Issy-les-Moulineaux. The machine was ready, and at 2.15 he started off on his return flight to London amid cries of "Bon voyage!" from hundreds of spectators, among whom was M. Bleriot. But the wind had meanwhile changed, and M. Salmét took a more northerly direction. He disappeared over Argenteuil, and his intention was to cross the Channel somewhere near Calais.

I telephoned to the Bleriot works at four o'clock, and they had not yet received any news from him. The inference was that everything was going well, and that he was probably by that time nearing the Channel.

M. Salmét Descends

Paris, Thursday Night (Later).

I have just learnt that M. Salmét landed at five o'clock at Breck-sur-Mer, after nearly three hours of a heroic struggle with the wind. He still had a fair quantity of essence with him, but in view of the fact that the crossing was much wider at that point than he had expected, and also because the wind had increased in violence, he preferred to be on the safe side, and landed. He intends to leave for London tomorrow morning.

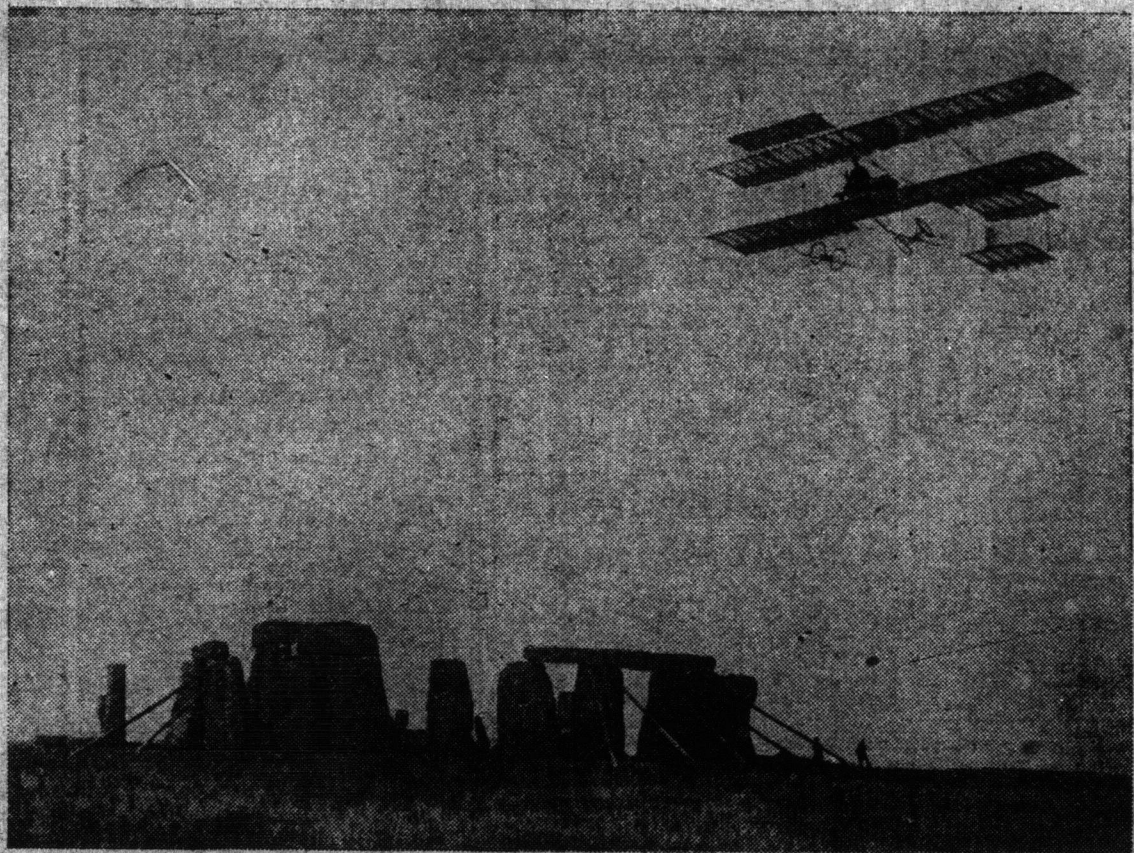
Anxiety at Hendon

At Hendon it was fully expected that Salmét would accomplish the return journey and arrive there in safety soon after six o'clock, the anticipation being based on the facts of the receipt of a telegram intimating that he had left Paris, and of the weather being fine, with very little wind. As it grew dark, however, optimism gave place to anxiety, as there was neither sign nor news of the monoplane.

At seven o'clock petrol flares were lighted in the centre of the aerodrome as a guide to the aviator, but it was felt that even with these aids there was not much prospect of his finding the place, even assuming he had reached the vicinity of London. The anxious vigil of the officials was shared by Madame Salmét, the aviator's wife, who lives at a short distance from the aerodrome.

Salmét's Career

Henri Salmét was a pupil of the Bleriot school at Hendon. Although a very skilful pilot, it was only last June that he took his official aviator's certificate from the Royal Aero Club. For this he qualified at Hendon with a Bleriot on June 27, 1911. He was born in Paris on July 22, 1878, so that he is 33 years of age. Salmét is the holder of the British height record of 8070 feet, which he accomplished on November 28 last year. His speed for yesterday's journey from London to Paris was seventy-two miles an hour. Prier's average was sixty-three miles an hour. The difference is about in keeping with the previous pace shown by the machine, which, as indicated, has been found to be some seven or eight miles an hour faster than that used by Prier.



Aviation on Salisbury Plain—A Biplane Flying Round Stonehenge

Lord Haldane, Minister of War, deals with aviation in the army estimates made public as follows: "Sufficient experience has now been gained in military aviation to warrant advance on less tentative lines, and after careful consideration by the Committee of Imperial Defence it has been decided to establish at once a joint army and navy school of aviation at which officers of both services shall be taught to fly before proceeding to the separate army and navy establishments at which they will be exercised in the more specialized requirements of their respective services. A site for the school has been selected on Salisbury Plain, and the purchase of the necessary land will be completed at the beginning of April. Building to plans which have been already prepared will be pressed forward rapidly, and it is hoped

at a very early date to have accommodation at the school for officers and men, instructors and mechanics, as well as the necessary sheds for aeroplanes and workshops for their repair and adjustment. Provision has also been made on an extended scale for purchase of aeroplanes and other necessary equipment for the school. Officers of both services will be employed on the staff of the school, and its expenses, other than cost of land, will be shared between army and navy votes. The estimates further provide for continuing the experimental and other work of the army aircraft factory, for further buildings required for airships, for an addition of personnel to army establishments for aeroplane work, and for a considerable number of aeroplanes as a first instalment of the equipment of the field army."—The Sphere.

A Scientific Celebration

One of the most important celebrations of the year, especially to scientific men the world over, will be the 250th anniversary of the Royal Society.

There is no higher honor in the world of science than a fellowship in the society.

In keeping with the august character of the society, the celebration will be on the extensive scale.

Invitations will be issued to the principal universities and scientific societies, both at home and abroad, to send delegates for the occasion. King George will entertain his fellow members of the Royal Society, and its native and foreign guests; the Lord Mayor and Corporation of the City of London are to give a banquet in their honor at the Guildhall; while among the features of the celebration will be their welcome by the Universities of Oxford and Cambridge.

The Royal Society was founded in 1645, but it was not until 1662 that it was chartered under its present name by King Charles II.

Sir Robert Moray was elected president after he had brought word from King Charles that he warmly approved of the scheme and was much interested therein. The membership of the society was limited to fifty-five, fellows of the Royal College of Physicians, and the Professors of Mathematics, Physics and of Natural Philosophy of the Universities of Oxford and Cambridge being admissible as associates. The following year King Charles applied for election as an ordinary member, and that seems to have been the origin of the title of the organization as the "Royal Society."

Until the great fire of London, the society continued to hold its meetings in Gresham College. But when, after that conflagration, the premises of the Royal Society in Gresham College were required for the use of the burned-out city authorities, it was invited by Henry Howard, sixth Duke of Norfolk, to establish itself under its roof at Arundel House. At the same time he presented it with the valuable library collected by his grandfather, Thomas, Earl of Arundel, the nucleus being thus formed of the important collection of scientific

works—numbering some hundred thousand volumes—which are today owned by the society.

Newton Was President

One of the most famous members of the society was undoubtedly Sir Isaac Newton, who was elected in 1671, the journal book recording that "the Lord Bishop of Salisbury proposed for candidate Mr. Isaac Newton, professor of mathematics of the University of Cambridge." Exactly thirty years later Newton was chosen president, an office which he held for a quarter of a century—that is to say, until his death in 1727. It was during Sir Isaac's presidency that the members of the society were appointed by the crown to be visitors and directors of the Royal Observatory at Greenwich. In fact, the Royal Observatory at Greenwich remained under the sole charge and direction of the Royal Society until the reign of William IV., who added the president and six of the Fellows of the Royal Astronomical Society to the board of management.

In 1780 the government of the day placed at its disposal a handsome and extensive suite of apartments in Somerset House, where the Royal Academy and the Royal Society of Antiquaries were also quartered. In 1857 the three societies were moved by the government to Burlington House, Piccadilly, where the Royal Society has met ever since, and where, next summer, the chief celebration of its 250th birthday will take place.

The Royal Society has a patron saint in the person of St. Andrew, and invariably holds its annual election of officers on St. Andrew's Day.

In World's Work

These comprise the members of the council, who number twenty-one, and from whom are chosen the president, the treasurer, and the two principal secretaries, and the foreign secretary. The revenues of the society are derived from various endowments, such as the lands in the Chelsea district bestowed by Charles II., from bequests such as that of Sir William McKinnon, and donations such as those, for instance, of Sir Benjamin Thompson; from the annual contributions and composition fees of the Fel-

lows, and from an annual grant by the government. That these funds are administered, not selfishly, but for the public weal, is best shown by the fact that each year the society devotes many hundreds of pounds to the promotion of scientific research, especially in defraying the cost of experimental work by scientists whose lack of means interferes with their useful activities.

The Royal Society has, during the 250 years of its existence, been at all times the principal adviser of the state in all scientific matters; and it still has the custody of the standard copies of the Imperial Standard Yard and Pound; also control of the National Physical Laboratory, an institution established by the government in 1899, on the recommendation of the society. It superintends the work of the Kew Observatory; and it was in response to its initiative that the government inaugurated the Geodetic Survey of 1784; the General Trigonometrical Survey began in 1791; the expeditions of Captain Cook to observe the transit of Venus, and the same commander's circumnavigation of the globe; the various Arctic expeditions under Ross, Parry, Franklin and Nares; the Challenger expedition, the international seismological investigation system, tidal observations, protection of buildings, lightning and tropical diseases, color blindness, with especial regard to railroads and ship signals.

Indeed, there is practically no end to the number of matters about which the government seeks the advice of the society, or concerning which the society of its own initiative makes representations to the state, keeping at the same time in touch with learned society in all parts of the globe.

A Chicago banker was dictating a letter to his stenographer. "Tell Mr. Soandso," he ordered, "that I will meet him in Schenectady." "How do you spell Schenectady?" "S-c, S-c-e-r-e-r." "Tell him I'll meet him in Albany."—Argonaut.

"I told him there were dozens of people right here in town who had never heard of him."

"I guess that took him down a peg or two." "I guess it didn't. He started right out to find them and borrow money."—Houston Post.

Commercialism--Idealism

Professor Peabody addressed the Montreal Canadian Club on "Commercialism and Idealism." In introducing him President Dunstan recounted his many qualifications and merits, concluding:

"Such brethren—but he got no farther, a roar of laughter interrupted the rest of the sentence—"is the reputation of the honored guest we have today." President Falconer, Principal Gandier, Principal Hutton, Archdeacon Cody and Dr. Goggin were among the other guests.

"I will only congratulate your president with the remoteness of his connection with President Dunstan of Harvard," said Prof. Peabody in beginning. President Dunstan had been ejected from his office by the authorities "because he had fallen into the grip of Anti-Paedo-Baptism." (Laughter.)

"While I think you made a mistake about commercial reciprocity, I am glad you do not object to reciprocity of ideas," he remarked to the silent audience. "We are all Americans sharing this vast continent with kinship of traditions and kinship of ideals."

What was the fundamental issue which confronts the two nations? It was the issue, he held, between commercialism and idealism. Most of those before him were probably engaged, either in making money, advising others about making money or spending money. Industrialism was not commercialism. Money making was not a bad thing in itself. But he condemned the spirit which measured all goods and all good things by money values. In commercialism men were possessed by the things they were supposed to own. America was incurably diseased with the spirit of commercialism. It was a distinct malady of our civilization.

Ill fares the land to hastening ills a prey Where wealth accumulates and men decay, he quoted from Goldsmith. "Little nations like Greece and Judea still carried the precious cargoes of the ideals of the world, while Rome Carthage and other mighty traders were, but imperial delinquents."

The spirit of romance, chivalry and mis-

sionary zeal had spread itself over the continent. He instanced Parkman's account of the founding of Montreal, when the question is asked, was it a romance of Christian chivalry or actual history, and the answer is that it was both.

Ruins and titles and picturesqueness and charm were sought by many who drew their incomes from commercialism while they avoided democracy and spent their time imitating Europe. The continent, however, tended to assert the principles of idealism. They had to think broadly. A large environment called for a large kind of men, and no one could do business in the conditions of today who had not the larger vision. Theoria, in the Greek sense, was simply seeing, and the theorist was the man who saw things clearly and saw them whole. Does he had in plenty. What they wanted was seers. The most practical man in commercial affairs today was the visionary.

We need guidance not so much about profit as about right and wrong, about the ideas of mercy, justice and truth. No man hears aright the cry of the working classes who does not hear in it the demand for justice for equity for compassion, for fraternalism, for social and industrial peace.

"I suggest to you that in the last decision regarding reciprocity there may have been the interference of sentiment in the economic question which led to the final refusal," remarked the speaker.

Not a dozen people had a right to an opinion on the question of bi-metalism, but with clever handling the question had been erected into a struggle between capital and labor, and there was no salvation possible for the man who did not accept the dogma of 16 to 1. The moral sentiment of the people required that these political issues should be translated into terms of the latest and innate idealism of the plain people.

"How is your business these days?" "Not as flourishing as it used to be," replied the professor of penmanship.—Pack.