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ILDING

The Handley-Page Attempt.

Machine and Men.

but fifty thousand dollars, it may be petrol into the engines. either incomprehensible to some just why the machines enter the competifrom a successful achievement that the big aircraft construction companles have entered their machines, this will no longer mystify or bewilder. When the cost of the nine hundred rome, the cost of transportation and ssembling of the machine, and the nany other expenses have been paid, will be seen what a flea-bite the

Daily Mail prize of fifty thousand dol-The "Atlantic" weighs sixteen tons. stricts of Canada and the States for

ill for long yet remain in the category of the unknown, our education in ficient, and such questions as, "How e subject up in earnest.

Handley-Page-on-the-Sea, | meaning, literally, passenger convey-Harbor Grace, To-day. auce-is the main body of the machine. A general resume of the facts con- It, like the wings, is comprised of erning the giant Handley-Page aero- wooden frame-work, stretched over plane at Hr. Grace will not be amiss. with canvas, and is constructed with the machine is such a monster that an eye to strength consistent with me may look at it for hours at a time, lightness of weight. The fuselage. and in each successive view the novel- which measures, from the nose to the and interest lessen none and leave tail, just over 60 feet, and 8. ft in depth the beholder in a frame of mind best and 6 in width, is square in shape, getascribed as appalled. For the last ting slightly smaller as the tail is weeks I have been actually on neared. The cockpit, in which the landley-Page-On-The-Sea, the splen- pilot sits, is in the very nose of the add aerodrome, and in all this time the fuselage, with the roof open. Here is impression of the biplane's mon- situated the wheel, by which steering trosity and magnificant proportions climbing and descent are controlled. as not diminished nor lost in point. A thick plate glass shade, similar to t will, perhaps, be unnecessary to that of the automobile, protects the state that a machine, to be a biplane, pilot, to a degree, from the flerce wind must have two planes, or wings, and that is necessarily caused by the great the same way must have three velocity of the machine. The other wings to be a triplane. The mono- pilot, the navigator and the wireless possesses but one wing. New- operator sit in the cabin, immediately thickness. They are placed on very oundland has seen only the biplane, to the rear of the cockpit, and separat- strong axles, and are fitted with the s vet. all aeroplanes and seaplanes ed from it by a canvas door, which latest-used ball bearings. So nicely that have been here having had two prevents the wind from entering. Ex- are they hung, that, after the aeroplane The Handley-Page biplane, named about half way back of the fuselage is the air, the wheels continue to revolve "atlantic." is the biggest biplane in the petrol tank. This tank, which has for some minutes after. ha world, and costs, as she stands, a capacity of two thousand gallons,

ion at all. When it is explained, other, and at right angles to the fuse- canvas and to make it waterproof. This land. The mechanics, under Forehowever, that it is not so much the lage. The rudders, of which there are painting is known as doping. prize as the publicity to be gained four, and the elevators, which lift the

being on either side of the fuselage, the plane be compelled to alight. and running parallel to it. Because In the eventuality of this last event informed as to weather and air conare one hundred and twenty-six feet in sound intensifiers, placed to their ears, Robin Reid went the honor of having the day. Particularly fond of discussmouth piece, hangs down in front, and small boy's eyes gape in wonder and hap, as some people think, but are when one aviator wishes to speak to admiration. A useful little gas-driven favors. While he was an Admiral of another, he holds the other's mouth- pump, arriving from St. John's in time, piece and speaks into it. To answer, was put in action and the bags were in- good improvements and was univerthe other takes his tube and speaks flated in quick time. into it. In this way conversation may comfortably be carried on, despite the machine is so considerable, and the worth, which he delighted to publish

The fuselage — a French word, and the tyres are twelve inches in cue. In addition to the regular R. have been.



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tending from the rear of the cabin to has taken off and is speeding through

They are covered in with canvas, to one hundred thousand dollars. In seventeen hundred of which will be prevent the wind from playing on the riew of the fact that the prize of the utilized on the Trans-Atlantic, is con- spokes and impeding the machine. The London Daily Mail competition, in nected with the four engines, two on canvas used here, as in every other which every machine that has been either side of the fuselage, by pipes. part of the biplane, is painted with here, with the exception of the Small propellers, about ten inches in what is known, in aeronautical par-Americans, has been competing, is length, driven by the wind, pump the lance, as "dope." This, which is white ties that had to be contended with, The fuselage is situated between the stance, is applied like ordinary paint, and was actually better assembled two wings, which run parallel to each and serves to thicken and shrink the than in the machine shops in Eng-

> machine, are situated at the tail of the sets of wireless. One set consists of a Page plant, transmitter and a receiver. There is The engines are situated between the tional work. The spare set is to be used two wings, two, placed end to end, should occasion call, from the water, if

the engines are placed end to end, two the machine's chance is good. Three ditions. Major Taylor knows his together, one radiator serves for two rubber bags, or four if possible, will business. engines, and thus two only are requir- be contained in the fuselage, behind Vice-Admiral (Major General of the ed. The front engines are fitted with the petrel tank. The bags are inflated Royal Air Force) Mark Edward Fredwe an idea of this weight, it two bladed propellers, called tractors. with air, and make the plane very erick Kerr, R.N., C.B., M.V.O., is the The rear engines are each fitted with buoyant. Hydrogen gas, of course, four bladed propellers, called pushers. Would make her even more buoyant, a pilot's certificate. He has had a The propellers, both tractors and but it has the disadvantage of most interesting career as a sailor while wheeled out of their nangars pushers, are of wood, light and very being highly inflammable. Before being soldier, aviator and diplomat. He tough. They revolve with increditable placed in the fuselage, on Saturday, holds honors and degrees from Rustheir shoulders and pushing them speed, and one cannot see them as they were begun to be blown up by sevia, Italy, Greece, Spain, and other they are in motion. With all four cral of the men around, and visitors countries, and wears a long stripe of steam tractor. This tractor, which going, not at full speed, but only and press representatives were there medals. In appearance he is of mesteam tractor. This tractor, which when they tuned, they make such a to help. At first a small hand pump dium height, heavily built, and is pet tanks which were used in the late terrible thundering noise, that one was used, but after a few turns all slightly past middle age. His open var, is very powerful, and many of may shout at the top of one's voice, round had been taken, this method was air life has made an athlete of him. the same type are used in agricultural and one cannot hear the sound of one's found to be too laborious, the days and he possesses a physique and voice. The noise, however, especially of football were recalled to all when stamina that would do credit to men when the machine is in the air and the the old-fashioned way—that of blowing many years younger. He is a brilengines are in full swing, is so great by mouth-was called into use, and all liant conversationalist, being converthat the aviators must be supplied with took their turn at blowing. To Lieut. sant with all the great questions of

A. F. flying suits, also, the aviators Major Brackley, pilot, is a very

very short notice. The food, of which there is a sufto be kept in Thermos flasks.

in her trip across the great waste. Francis, and so on over the Ocean.

an extent that would necessitate this, she will land at Ireland, pick up petrol, and continue to England. it not required, she will make a nonstop flight to England.

The advantage of having four engines will instantly be perceived them break down when in mid-Atlantic, she could continue on on three engines; and were two to develop trouble enough to put them out air voyage. of commission when three parts of and Martinsyde biplanes, whose engines were started by two men at the movie theatres. swinging the propeller, these are got-

the air, carrying her crew of brave curing every phase of the flights. He ing a contemporary's account of the men and attempting to strengthen was as energetic as the proverbial "Atlantic's" first trial flight over St.

the link that joins the Old with the American, and could be seen in the John's, to read that "the rear motors

New World. Sixteen tons-the weight of three hundred men-will thunder through space, and if she does not chieve the great adventure, wisely called, it will be a surprise to vitnessing her being assembled and watching her make her trial flights. Local interest in the Handley-Page machine is aptly described as feverish, and with her departure all Hr. Grace will experience a pang of deep regret, for she has endeared herself to everyone. Hr. Gracians are, without exception, proud and jealous of their reputation, and anything that serves to make the town prominent is treated with exemplary respect. Handley-Page-On-The-Sea is continually crowded with interested people, who are contented to stand around and watch the progress of the machine. On the day of the first trial flight, all Hr. Grace and all Carbonear were present on the aerodrome, and had both these towns been the unfortunate possessers of the burglariously inclined, they would certainly have suffered. As the machine taxied slowly down the field toward the bottom, and turning to face the wind, bottom, and turning to face the wind, bounded forward at full speed and took off after a distance of about eighty vards had been covered, a wild cheer of enthusiasm, mingled with dmiration and awe, broke from every throat, for the rise was certainly an inspiring sight, even for those pre sent who were well used to take-offs

The weather, since the arrival of the machine, in its big cases, big enough to be used as houses, has been perfect, and was voted by the Englishmen as being the best they had man Petch, are experts in their line The machine is equipped with two and the best of the great Handley-

Lieut-Col E W Stedman is engin-There are four engines, all four also a spare set for transmitting and eer in charge of construction, and to hundred h. p. Rolls-Royce, "Eagle 8's." receiving. The third set is for direc- him is largely owed the speed of the

Major G. I. Taylor is the meteorological expert, keeping the aviators

inside the leather helmets that are had the longest wind, for he kept up ing the labor problem, he has avowed worn. A rubber tube, about a yard blowing so long that he half filled a to me his wish that he could possess long, and fitted, at the end, with a whole bag, a feat that would make a a big plant in which he could try-out As the amount of woodwork on the He has written many poems of great four wheels themselves will float a in aid of patriotic funds. Several The "Atlantic" possesses four weight of two tons, and the rubber bags books are also to his credit. In one hast do the wings flap?" are frequent wheels. These, which are rubber tir- will be in position, the machine, should of the latter he successfully dised, and tightly inflated, are placed in she be compelled to alight, will stand proved the old idea of Nelson's Battle a row, being so situated that they sup- a good chance of keeping affoat for a of the Nile, showing that this great none will peer us when we do take port the weight of the engines. Each peiod long enough to enable assis- battle could never have been fought, wheel is fifty-nine inches in diameter tance to arrive in time to effect a res- as it had up to then, been held to

will be equipped with India rubber young man, but has had a distinguishtube belts, which may be inflated at | ed career in flying. He is an expert pilot, and the choice was no mistake The worst that can be said of Major ficiency for twenty-four hours, will Gran, the pilot-navigator, is that he be ordinary sandwiches and coffee, is a tall, broad-shouldered, well-At first, it was agreed upon, the loned and possessing dark eyes that "Atlantic" would fly over St. John's twinkle with good humor when he talks. He has secured a Newfound-This idea has been abandoned, and land pup-dog, of which he cares a lot. she will steer out from Harbor Grace, He is in hopes of taking him across directly across the Bay, past Cape St. the Atlantic in the aeroplane with

him, but is getting seriously alarmed If the fuel supply has diminished to at the speed with which the pup is If, on the other hand, additional fuel to cross the ocean by air. This. coupled with the fact that the Evening Telegram goes with the aerowhen it is known that, should one of foreground, as she deserves to be The Telegram thus secured the honor of being the first newspaper in the world to be read on a trans-Atlantic

the flight had been accomplished, she at Handley-Page-On-The-Sea had a could complete her voyage on the re- good opportunity of seeing how a

Mr. Walter Pritchard, representing ed by one of the mechanics, as an the scene since the arrival of the maa biplane will go hurtling through and he had some hard work in se-

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proportioned man, darkly complex- Decide for yourself,—do you want a cheap imitation which you will need to renew next year, or do you want Genuine Guaranteed Congoleum which costs a little more, looks better and lasts longer.

growing and attaining weight. If the dog does go, it is interesting to note, he will be the first Northern Total

filming the scenes. At one time he two only." When one tries to puzzle had been shut off. As a matter of thrilled the large crowds by having out just how the aviators would get fact, the engines had not been stop his camera taken to the top of a the engines re-started, in the air, ped. towering scaffold, from which he when once they had stopped; one could get a bird's-eye view of the immediate surroundings. Mr. Pritchard, with whom I am in constant, almost, connection, is fond of Hr. Grace, and will leave Newfoundland with real

ten in motion by a small crank, turn- the Gaumont Company, has been on over the wire. Throughout all this

DODDS PILLS

nost out-of-the-way places, busily were stopped, the machine running on could not see just why the engines

every one in extending to Admiral vent hope that the trans-Atlantic flight will be accomplished without mishap, for, during our stay at Handley-Page-On-The-Sea, we were afforded the most courteous of treatment and every facility in keeping the Telegram's readers supplied with the developments of the Handley-Page attempt at the traversing of the unknown and uncharted air.

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