

AVIATION. The Evolution of Aircraft.

ARTICLE II.
(Specially Written for the Telegram.)

The first record of actual flying was contained in Greek Mythology. It is nothing more than myth. The son of a king, attached wings to his body by means of wax and jumped off a cliff. The Greek Archipelago, flying higher and higher until he reached the sun. There, the story goes, the heat of the sun melted the wax by which the wings were attached to his body, and the gallant young hero fell into the sea. When it is known that the higher one goes the hotter it gets, it will be seen what nonsense this was—even supposing, as the first place, that the flying could have been done. The next recognized effort at flying was made in France in the 18th century. The article used was a spherical balloon, with an open mouth. Underneath this was suspended a fire-box. The idea was to have the hot air rise into the open mouth of the balloon, and as this air would be lighter than that outside, it would lift the "airship." Various efforts with this type of "die" were made until the 19th century, when hydrogen gas was used in spherical balloons. At the latter end of the 18th century a Frenchman conceived the idea of flying with a heavier-than-air machine, and offered a prize to anybody who accomplished the flight. The prize was won by a French trickster. He attached a sort of wings to the bicycle, and pedalling along the ground at a great rate, jumped the bicycle several inches in the air. However, this constituted no flight whatever. The wings were mere appendages for any trickster to jump the bicycle like this.

The first real effort at the mastery of the air was made by the Wright brothers of America. These were, since deceased, Orville and Wilbur. They built a glider of the biplane type, which machine was run down a steep hill on rails, in order to gain sufficient momentum for the rise. However, the primitive contrivance did not enable the machine to fly at all. Nothing daunted, the brothers took the flier to the top of a dune, and essayed another effort, being bodily pushed off the edge of a sheer precipice. This time the machine actually glided into the air, and landed safely on the ground below. This was the first recorded effort at true flight which met with any measure of success. The next effort was again on rails, a primitive engine being installed, and a platform and wheels used. Finally success was achieved.

The next nation to take up flying was the French, who evolved a type of monoplane, the Blériot being a representative type. The next notable achievement was the flying of the English Channel by Blériot in a machine of his own design. This was a triumph of his own design. The evolution of this machine had a big effect on flying, and was the first really satisfactory aircraft engine giving a reasonably powerful for its weight. This engine was used almost exclusively until the outbreak of the war. After Blériot came the trick-flying Frenchman, known as the "up-side-down" flier. He was the first man to be recorded as having looped the loop. About this time efforts were made by the London Daily Mail to stimulate even greater interest throughout Great Britain in aircraft. Prizes were offered for a successful flight from London to Manchester, a distance of about 300 miles, the prize being \$50,000. The accomplishment of this flight marked a great step in aviation. The winning of this by Louis Paulhan, in a great clumsy biplane, again brought the French nation into prominence. The next prize offered by the Mail was for the Internal Circuit of Britain. Again a Frenchman stepped in and won the prize of \$25,000, a Lieut. Conneau only just beating the British aviator, Grahame White.

Grahame White was one of the first British aviators to come into real prominence. He built an all-British biplane in which he flew in those races. In both cases he put up what was, in those days, a wonderful show. Another competitor was Colonel Cody, better known as "Buffalo Bill." Colonel Cody was a man of extremely far-seeing nature, and was at this time considered ahead in his ideas of any one else in the world. He would have accomplished many great things, before his unfortunate death, had he been able to get the support of the financiers and engineering builders that he was always soliciting.

His next noteworthy flight was made in the effort to secure the Daily Mail prize of \$25,000 for the Circuit of Britain. This competition was confined to British entrants, and was never won. Harry G. Hawker, (the pilot of the Sopwith machine that is making the attempt to cross the Atlantic within a month) in a Sopwith Seaplane fitted with a Green motor, got as far as Dublin. In landing there he unavoidably damaged his machine, unfortunately losing the prize. He was awarded a consolation prize of \$5,000, however, for his splendid attempt to win the prize and cup. The Green engine used in this machine represented the first serious British effort at aircraft engineering. An engine of this type is even in use to this day, and is still giving every satisfaction.

In passenger-carrying, noteworthy feats were accomplished at Hendon in a Grahame White machine known as the "Hendon Bus" by R. Gates, a well-known Hendon passenger pilot. Exhibitions were given several times weekly, right up to the outbreak of war, at Hendon, where sure and certain progress was made in flying. The first effort at night-flying was made there about 1912. Previous to this, night-flying was considered an utter impossibility, and great credit is due the British pilots who made the first flights into unknown darkness. A model battleship was made on the ground at Hendon, and those pilots demonstrated how they could come up under cover of darkness and bomb a ship. This was the first exhibition open to the public, of the possibility of aircraft as an implement for the dropping of bombs.

During the whole of this time aviation meetings were held in England and Scotland, the notable ones being at Bournemouth, Blackpool, Doncaster, and Lanark in Scotland. These meetings, carried out as they were over the whole of this period, together with the exhibition flights at Hendon, did much to educate the people of Great Britain in the possibility of aviation. The far-seeing paper the London Daily Mail, did everything in its power both by offering prizes and publishing leaders and aviation news to encourage the British Government and the British people to take that interest in aviation which its importance merited.

THE STORY OF GEORGE SINGER.

I. C. MORRIS.
CHAPTER IV.—SINGER'S DELUSIONS.

Men, and women too, are sometimes the victims of circumstances, but this man was the victim of his delusions, and so warped was he by them, that it did not seem possible to ever get him clear of their web. I tried hard to do so, but was not able, for the victim outstripped me every time.

As a basis to his delusions he did not believe in working. He told me that he could earn four pounds a week in London painting birds, and three pounds a week painting flowers. I reasoned with him about it, and said that if he could earn so much money why not go and do it. He stated that he could not do good and work. I said that if he wanted to do good work in that extreme sense, why not go back to London, and earn his four pounds a week, and live on one pound and give the other three pounds to some good cause; or if he preferred painting flowers, why not do so, and earn the three pounds, and live on one pound, and give the other two to some good cause. To this he made one firm and unconditional reply as follows: "Oh, no! I could not serve the Lord and work."

Another time I met him on Water Street, and enquired how he was getting along; and found that he was in the same place, and that although he barely had his dinner he was still firm in his opinions about not working. I thought that I would try a little logic on him and see what effect it would have, and so I spoke to him in the following strain: "You came to this country on board a steamer, and that steamer had a crew. Somebody had to work to build that ship, and the crew had to work to get her out to Newfoundland. If nobody worked how would you have got out here, or how would you have travelled about as you have. Some one has to work to keep things going; and the world could not exist if all men adopted your policy and idled as you do." I thought that I had reasoned a little bit of his delusion out of him for a minute or two at least; but I had not: he was ready for me as soon as he saw I had finished, and in one sentence he left me without a word more to say and without a leg to stand on. He calmly looked into the shop window, and shaking his hands as in horror, said to me, "Oh, yes; that is so; but then you see the Lord fed the Israelites in the wilderness." He had beaten me, and from that day I ceased to reason with him, and gave him up to his delusions.

Another time I asked him if he could not do better by joining some church, and use his talents in co-operation with some proper organization. I saw he was getting down and out very much; and that his case would soon be a desperate one. "The reply which he made to my suggestion was equally emphatic as his others. He raised his stick to his lips and said, 'the established church had crucified his Lord, and therefore he could not join it.' I pushed the question a little, and his further reply was blasphemous; he said that 'he would rather go to hell than join the church.'"

This rapidly covers the evolution of aircraft from its commencement to the outbreak of the war. Since then enormous strides have been made, and in our next article we hope to show the rapidity with which aviation has marched forward from 1914 to the present day.

(Continued on Saturday.)

Honor to Whom Honor is Due.

Editor Evening Telegram.
Dear Sir—Please grant me a little space to give credit to four gentlemen of the Rifle Club who did yeoman service in the training of our Boys to use the rifle. Strange to say, no reference has been made to this matter ere this, but I suppose now that the war is over gratitude to those who helped to win it is a thing of the past.

The gentlemen whom I refer to are Messrs John Dea of Reid's, Mr. Wood of Wood & Kelly, Mr. Slater of Slater's Dry Goods and Mr. Pat. J. O'Reilly, grocer of New Gower St. I know that these patriotic citizens devoted their time and ability unselfishly to the great cause, and night after night they gave their services to the training of the Regiment.

Therefore I feel that in justice to them this little item should appear. It is poor recompense from the public that even the work of these men is not generally known.

Yours etc.
GRATITUDE.
St. John's, Mar. 25, 1919.

Charlotte County, N. B., lost one of its oldest inhabitants when David Rankin, of Ohamcook, passed away at the age of 101 last week. The deceased, who was born near Belfast, Ireland, came to Canada at the age of twelve. He was the father of eleven children, three of whom died before him.

Mihard's Liniment Cures Diphtheria.

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FRESH COD TONGUES.
PICKLED PIGS' TONGUES.
PICKLED OX TONGUES.
TINNED SALMON (Local).
TINNED SALMON (British Columbia).
TINNED SARDINES in Oil.
TINNED SARDINES in Mustard.
WELSH RAREBIT, CREAMED CHICKEN A LA KING.
GRACED SPAGHETTI, APRICOT PULP, ORANGE PULP.
PURE HONEYSREAD, PURE COMB HONEY, EXTRACTED HONEY.
CRYSTALLIZED GINGER, CHERRIES in MARACHINO.
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"OVALTINE," The Great Body Builder.

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The Dexter Weatherproof

— is a dependable weather coat at a moderate price — Supremely serviceable both in and out of town. Smartest for Spring Sunshine — Just the thing for Spring downpours and drizzle — Innocent of Rubber.

DEXTER
WEATHERPROOFS

Smyth's,

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Leading Hatters and Haberdashers.

New Cabbage

Now due : 100 Crates New Cabbage.
Also, Oranges—all counts. Onions, Box Apples, Parsnips, Carrots and Turnips. Prices Right.
Burt & Lawrence, 14 New Gower St.

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We have the extreme good fortune to have back in our employ in our OPTICAL DEPARTMENT,
A RETURNED HERO
who had been with us some years previous to his enlisting. We can therefore
GUARANTEE our CUSTOMERS
BETTER SERVICE THAN EVER.

From now on we will endeavour to maintain a
DAILY SERVICE
We await your broken glasses.

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EYESIGHT SPECIALISTS and OPTICIANS.

LET US FILL YOUR ORDERS FROM FRESH SUPPLIES.

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Family Grocers and
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Rock Chicken.

Cooking Apples.
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California Oranges.
Malaga Grapes.
Grape Fruit.
California Lemons.

Fresh Herring.

American Cabbage.
American Parsnips.
American Carrots.
Local Potatoes.
Silverpeel Onions.

Finnan Haddie.
Fresh Cod.

New Zealand Butter.
Blue Nose Butter.

Les Fruits.

Fresh Supply Received
Natures Greatest
Laxative.

Honey in the Comb.

Remember Our
Phone, 482 and 768

The Hamilton Times says: "The Union Government was only elected for the duration of the war. When the necessary work in connection therewith is completed it should be the duty of Sir Robert Borden to tender his resignation to the people without any effort on the part of the Liberals to force him from office."

Personal Mention.

Mr. Warwick Smith, who has been ill for the past few days, is, we are glad to state, able to get out around again.

Mr. P. J. Clarkin, formerly manager of the Royal Bank of Canada, Trinity is in the city, and registered at the Crosbie.

Misses Diadem and Sophie Joyce of Carboneau, are in the city on a short visit.

Mrs. A. Christina, of Trinity, who is at present in the city, will be leaving for home by Sunday's express.

Mr. Charles Cox of the United Coal Co., leaves within a few days for the old country.

Nurse LaFleur, who has been ill for some time is now very much improved.

Doctor Freebairn who arrived in town to meet his son, Lt. Freebairn left for Ferryland last evening.

What will your subscription be toward the New Residence and College Extension Fund? Look for the report of the Banquet, which opens the Big Campaign to raise the \$150,000 required.—mar20,22,26

Shipping Notes.

The "Thomas W." which put into St. John's recently by reason of having sprung a leak, is now repaired and ready for sea.

The "Edith Parry" is leaving for the fish at James Baird, Ltd.

Queen's Road Congregational Ladies' Aid intend holding a Social in the Lecture Hall of their Church, on Thursday evening April 3. Particulars later.

mar24,31

Overdid It.

Carlton, the well-known conjurer has returned from a long provincial tour with a brand-new topical story. It concerns a man who, like a good many more of us, was greatly troubled in his mind by the present high price of gas.

"One day, however," says Carlton, "he rushed home to his wife in a state of great excitement."

"My dear," he cried, "I've discovered how to reduce our gas bills. The meter is full of little wheels and when you blow down the pipe the wheels go backwards."

"So he blew down the pipe for a couple of hours. At the end of the month the gas man came and read the meter."

"I don't know how it is, sir," he said, "but as near as I can figure it out from this meter, the gas company owes you £7 13s. 8d.""

Colds Cause Headaches and Pains

Feverish Headaches and Body Pains caused from a cold are soon relieved by taking LAXATIVE BROMO QUININE TABLETS. There's only one "Bromo Quinine." E. W. GROVES signature on the box. 30c.

JUST SO.

"Where do Skye-terriers come from?" asked four-year-old Molly.

"Why, everybody knows that," exclaimed five-year-old Bobbie contemptuously. "They come from the sky when it rains cats and dogs."

Spanish Flu

Claims Many Victims in Canada and should be guarded against.

Minard's Liniment

Is a Great Preventative, being one of the oldest remedies used. Minard's Liniment has cured thousands of cases of Grippe, Bronchitis, Sore Throat, Asthma and similar diseases. It is an Enemy to Germs. Thousands of bottles being used every day. For sale by all druggists and general dealers.

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