

TO DASH ACROSS THE ATLANTIC IN NINETEEN HOURS WITHOUT A STOP BRITISH AND AMERICANS TO MAKE DARING TRIP IN A FLYING BOAT

Glenn Curtis and Captain Porte Preparing for Journey That Is Expected to Eclipse All Other Aviation Feats.

[Toronto Star.]
A dash across the ocean at one hundred miles or more an hour in the mid days of late summer or early fall, following possibly in the wake of an eastward bound storm from this side, in a light high-powered flying boat; such in brief is the proposal of Glenn H. Curtis as the solution of the problem of trans-Atlantic flight which Rodman Wanamaker has undertaken to finance.

There will, no doubt, be numerous attempts at the same achievement by aviators on both sides of the Atlantic but none of them will take up the task with the experience and knowledge of water flying that Mr. Curtis has as his equipment. As the father of the marine type of aeroplane he was first in the field; and it is due to his experiments in its practical use on the Pacific coast three years ago last month that the navies of the world have adopted it as an auxiliary.

Mr. Curtis, ambitious of greater achievements, has long contemplated the trans-Atlantic attempt from the constructor's standpoint, and, as he frankly states, only the financial problem involved prevented him from building an aeroplane for the purpose. In the cause of science, Mr. Wan-

maker has supplied the means to surmount the difficulty.

"The crossing of the Atlantic in one flight," says Mr. Wanamaker in explaining his interest "is the my mind as important as was the voyage of Columbus to transportation by water. It will be of far more practical importance than was the successful expedition to the North Pole."

It is a daring and interesting in the program of the noted constructor is the announcement that unlike others he expects the aeroplane he is building to make the crossing in a single non-stop flight—just one big jump, figuratively speaking—from Newfoundland to Ireland.

Admits of No Halt.
There is to be no dropping down to passing steamships to renew the fuel supply, although the terms of the \$50,000 prize offer of Lord Northcliffe of the London Daily Mail, permit such a stop, and the Wanamaker craft incidentally will try for this prize. Enough gasoline for the entire voyage is to be carried in the tanks of the aerial boat. About a ton of it, Mr. Curtis calculates, will be needed for the 1,900 miles, approximately, to be covered on the great circle route from St. John's to the Irish coast.

Steamships in sight along the route will be useful to inspire the aeroplane's two pilots with confidence in the event

of a failure of mechanism in any particular, involving an abandonment of the flight. But such an eventually is to be provided for in other ways, so that the bold aerial seamen will be able to conduct their own relief expedition.

Mr. Curtis has pinned his faith so strongly for his motor and flying equipment, however, that he will admit of no provision for resuming the flight should the machine be compelled to alight on the water. If its pinions fall and it drops to the surface of the Atlantic it must stay there. Mr. Curtis says that the new flyer was not built to arise from the rough water of the Atlantic. This feat would require a much heavier and larger hull, he explained, to overcome the resistance of the waves in the fast run over the surface, which is the preliminary to rising in all existing marine aeroplanes.

"We are building to cross in a single flight," he said, "and we might well put additional weight into it."

Should it come to the worst, however, and the flyer be abandoned in mid-ocean, the two naval officers who are to make the attempt as the pilots of the craft will be able to navigate it on the surface of the sea toward the nearest port or track of steamships. The boat will not, however, be operated by means of its wings and the power of the air from its tractor.

Abie to Discard Wings.
The wings might prove a serious obstacle to navigation in rough weather, consequently it has been arranged that they may be discarded in an emergency if required, and other means of propulsion will be supplied to the craft. Just how the hull shorn of wings

will be driven has not been told by Mr. Curtis. The motive power while in the air is to be supplied through a big tractor screw of the same type as the hull. It is doubtful if this could be operated in the water, but it might easily be unshipped and replaced by a smaller tractor screw designed to cleave the water instead of the air. Tractors have been used on motor boats, although the propeller form is generally preferred.

It is Mr. Wanamaker's intention that one of the pilots shall be British, the other an American, preferably naval officers, typical of the bond of union between the two countries which he hopes the flight will emphasize. Lieutenant John C. Porte, R. N., is the British aviator whose services have been volunteered, providing the necessary permission is granted by the admiralty; while Lieutenant John H. Towers, U. S. N., has expressed willingness to make the attempt for America.

Lieutenant Towers is one of the pioneer naval aviators of the world. With Lieut. T. G. Elyson he made the first of the long flights over the waters of Chesapeake Bay little more than two years ago. On this occasion while they were at a height of nearly a mile for more than an hour flying at a minute pace, Lieutenant Towers, perched on the motor, gripped a leaky joint in the radiator, holding it together to prevent loss of water. They covered 110 miles in this notable flight.

Lieutenant Towers also holds the world's non-stop hydro-aeroplane record of 232 miles over water and of duration in the same flight made in six hours and ten minutes.

British Pilot in Practice.
Lieutenant Porte is one of the most

expert monoplane pilots in England, where he has made many flights in the Deperdussin, the machine in which the world's principal records have been made. Recently he has been reported practicing in a Curtiss flying boat in preparation for the transatlantic attempt.

Lieutenant Porte says he expects it will take him only twenty-four hours to fly across the Atlantic.

As to the exact time of flight much will depend on the advice of the meteorologists of the Governments of Great Britain and the United States which will be sought. More information is needed as to the wind velocities at various levels than is at present possessed. It is contemplated flying at an altitude of ten thousand feet, where the speed of the wind is believed to be four or five times that on the earth's surface. No observations at any height above the ocean, however, have been taken over the proposed route. A strong west wind that will follow the aircraft and accelerate speed above the normal average of sixty miles an hour is what the projectors have in their hopes.

They will not entrust the aviators' safety to such a chance as this, however. There will be sufficient fuel aboard to run the engine thirty-two hours, which at an average speed of sixty miles an hour would span the great deep at the point selected, a stretch of nineteen hundred miles.

Trusts Not in Bulk.
The description and sketches of the craft that he is building for the attempt show that Mr. Curtis does not put his trust in an aerial monster. The craft that he has designed is small compared with the magnitude of the task before it.

Expect To Go at Rate of a Hundred Miles an Hour Starting from Newfoundland and Landing on Irish Coast.

There is at least one larger aeroplane being flown with success in Russia—the Sikorsky biplane—which spreads its wings a hundred feet, as against eighty feet allowed by the Wanamaker flyer. The engine will be of 200 horsepower.

Fifteen gallons of precious gasoline will be consumed each hour of the flight at full speed, so that as the voyage advances the load carried by the engine grows ever lighter. Gasoline weighs about six pounds to the gallon. It will be seen, therefore, that the weight dispersed in gas will be equivalent to ballast of ninety pounds heaved overboard every hour, or to dropping a passenger weighing 135 pounds every ninety minutes on the way across.

It is probable that the boat attachment of the Wanamaker flyer, built for lightness of weight as well as strength and buoyancy, will weigh much less than one ton unloaded. Its total length will be thirty-five feet, and its beam six feet. Like other Curtiss hulls, it will be built up of mahogany strips.

There will be an enclosed cabin to shelter the pilots when not steering. It will be about twelve feet in length, and will be located about midway between bow and stern. Just forward of the cabin, as the designer's sketch shows, are the biplane wings, ten feet

in depth or chord. The upper of the two planes as shown is fixed at a level slightly above the top of the hull. The lower plane, which spreads about twenty-five feet less than the other, springs from the hull at a point close to the water line. Its tips have the support of small floats when the craft rests on the water.

Another feature which has been found to give a certain amount of natural balance to aeroplanes has been adopted in the dihedral angle of the wings, as it is known among constructors. Instead of lying in a nearly horizontal position in the same plane, the wings rise, like those of a soaring bird, to right and left from the centre of the extremities.

There is good reason to believe that the American attempt for the title of the Columbus of the air will not be allowed to proceed uncontested. Several of the most noted aviators in England and France have already announced that it is their intention to link the continents of America and Europe during the present year. The disclosure of Mr. Wanamaker's intentions and the earnest interest that he has given in the rapid advance in the construction of his aircraft in the hands of Mr. Curtis are expected to hasten the arrangements of the European candidates.

SIR HENRY LUCY AND SPURGEON'S ARRIVAL IN LONDON

[From Public Opinion.]
Sir Henry Lucy, telling in the Cornhill the story of his "Sixty Years in the Wilderness," tells how he met Mr. Spurgeon therein.

"It is eighteen years since I made Spurgeon's personal acquaintance. He was at the propitious moment sitting on a fence by the roadside some miles out of London, overlooking the dropping of coppers, shillings, and stray half-sovereigns into a stout box. The collection was made on behalf of the expense of building a new chapel, to which end Spurgeon contributed a stirring sermon, delivered under an historic oak-tree.

"I saw a good deal of him about that time. He was celebrating the twenty-fifth anniversary of his beginning work in London, and talked a great deal of his early experience. He vividly remembered the day of his arrival in London. He told me he never noticed how people were dressed. But he remembered very well how he himself was arrayed when he set out from his quiet home in Waterbeach in reply to an invitation to preach a sermon at New Park Street Chapel, Southwark. Anxious to make good appearance calculated to mitigate against the exceeding juvenility of his aspect, he selected a huge black-satin stock, which he wound round his neck with the happy assurance that it gave him almost a venerable air. Not to overdo it in that direction, he possessed himself of a blue handkerchief with white spots. These, of course, in addition to his ordinary Sunday clothes.

When, first came under the lights of London, a country bumpkin in his 19th year, he made his way to a boarding-house in Queen Square, Bloomsbury. I gathered from his conversation it was a place somewhat resembling Mrs. Todgers, where Mr. Pecksniff and his blooming daughters used to put-up on their visits to London. It was full of boarders on the night of his arrival, and they were all anxious to know what had brought this country lad to London. He felt no hesitation in telling them he was going to preach at the New Park Street Chapel, a prospect which, in the impression of the time, seemed greatly to amuse them. It seemed greatly to tickle them that this country lad with his black-satin stock, and his blue handkerchief with white spots, should be the course of a few hours, appear in a London pulpit and address grown-up men and women, heads of families. Spurgeon went to bed in a cupboard over the front door, and what with the excitement of the journey, and apprehension of what might befall him when he came to face a London congregation, he slept scarcely a wink.

"Years after he wrote some lines about

that memorable night, which animate the scene with the touch of a great master.

A Pitiless Night.
"Pitiless was the grind of the tramp in the street; pitiless the recollections of the young city clerks, whose grim propriety had gazed upon our rusticity with such amusement; pitiless the spare room which scarce afforded space to kneel; pitiless even the gas lamps which seemed to wink at us as they flickered among the December darkness. We had no friend in all that city full of human beings; we felt among strangers and foreigners, hoped to be helped through the scrape into which we had been brought, and to escape safely to the serene abodes of Cambridge and Waterbeach."

"Spurgeon, as it turned out, had come to stay, and rapidly made for himself a name and fame that will endure as long as those of Whitefield or Wesley," adds Sir Henry. "That he was a great preacher all the world knows. Less widely spread is acquaintance with his genius for organization. If he had not been a preacher he might have been a general in command of an army, or a great railway director."

WESTERN MAN LANDS BIG FEDERAL JOB



Henry Clay Hall
HENRY CLAY HALL.

Special Correspondence.
Colorado Springs, March 13. — Henry Clay Hall, of Colorado Springs, has been appointed to fill a vacancy on the Interstate Commerce Commission. He is a native of New York, a graduate of Amherst College, and of Columbia Law School. He assisted Whitehead Reid in framing the extradition treaty between France and the United States.

of Commons, based not upon sure recognition of its representative character and of the people's will, but upon an ill-drawn, half-hearted statute. The Parliament of Pitt and Canning has gone into the limbo of Old Sarum and the rest. The Parliament of Disraeli and Gladstone has followed after. If, then, democracy today means government working directly through public opinion, what will presently happen to the Parliament of Mr. Asquith?

Changes in Political Ideas.
"It is clear to every watcher that the executive and legislative machinery is undergoing profound alteration. But what is not so clear is the change in political ideas and political aspirations.

"Modern democracy, or 'Government working directly through public opinion,' is seeking free methods of expression. Very new is the wine now in the making, and the old double-necked parliamentary bottle is perilously out of date, and dangerously unsuitable.

"Public opinion," easily aroused in a people intelligent, literate, and conscious of power, desires more 'direct' means of expression than representative government affords. The rumblings of popular resentment against 'delegation' are ominously loud, whether among trade unionists who defy their leaders or the great Conservative party in politics that clamors for recurrent appeals to the constituencies.

"The life of Parliament has been shortened by law from seven years to five.

Next To Consumption.

There Are More Deaths From PNEUMONIA Than Any Other Lung Trouble.

Pneumonia is nothing more or less than what used to be called "Inflammation of the Lungs."

Consumption may be contracted from others, but as a rule pneumonia is caused by exposure to cold and wet, and there is only one way to prevent pneumonia, and that is to cure the cold on its first appearance.

Dr. Wood's Norway Pine Syrup will do this for you if you will only take it in time.

Mrs. Wm. M. Steeves, River Glade, N.B., writes:—"Please allow me to express my gratitude for the presence of Dr. Wood's Norway Pine Syrup in the house, for I believe it saved our little boy's life. Three years this fall we were in the lumber woods, and it was very dry, and our little boy got pneumonia, and was very ill. The only relief he could get was to take Dr. Wood's Norway Pine Syrup, and with the combined use of the Syrup, and your British Troop Oil Liniment, he soon got better, and was around in a couple of weeks. It certainly is a great remedy."

Be sure and get "Dr. Wood's" when you ask for it. Manufactured only by The T. Milburn Co., Limited, Toronto.

CAN BRITISH PARLIAMENT CONTINUE? DOES IT EXPRESS PUBLIC OPINION? LORD ESHER'S REMARKABLE QUESTIONS

No one has a more intimate knowledge than Lord Esher of the inside working of the political machines of both parties or a larger knowledge of its secret history, and these facts add piquancy to the startling questions which he puts in the Statesman.

Lord Esher focusses vividly the startling changes which are taking place with regard to representative institutions everywhere, both in Parliament and in trade unions.

He seems to foresee the end of our parliamentary system, because it no longer stands for "representative government," and his article opens up the whole wide problem of how executive authority is to be delegated and the will of the people or public opinion made effective. What gearing will enable public opinion to work the executive machine?

Is Parliament Needed?
"It is to be true that democracy, in the discussion of the day, means government working directly through public opinion, does it necessarily follow that democratic government need work through a Parliament, or, in-

DRUNKENNESS

is a curable disease, which requires treatment. The ORRINE treatment can be used with absolute confidence. It destroys all desire for whiskey, beer, or other intoxicants. Can be given in the home. No sanatorium expense. No loss of time from work. Can be given secretly. After a trial you fail to get any benefit from its use your money will be refunded.

ORRINE is prepared in two forms: No. 1, secret treatment, a powder; ORRINE No. 2, in pill form, for those who desire to take voluntary treatment. Costs only \$1 a box. Come in and talk over the matter with us. Ask for booklet.

W. T. Strong & Co., 184 Dundas Street.

PHYSICIAN TO POPE PIUS X.

Look at Ministerial Bench.

"Look, however, down the Ministerial front bench today, and what could be less like a row of Palmerston's colleagues or the Gladstonian ministers of 1880? Instead of a row of hereditary politicians picked from 'governing families' in huge preponderance, with here and there a shamefaced and uneasy plebeian, we have the colonial secretary sitting alone for the old tradition of a Lord of a Lower House nominally inferior, but proudly cognizant of its real power, we have the vulgar predominance of a boasting House



Dr. Amick, the Pope's physician, who during the illness of the Pontiff never

CHECK CHRONIC RHEUMATISM NOW

RHEUMA Thoroughly Drives out Deep-Seated Uric Acid Poison.

There is only one way to be free from Rheumatism—the accumulated impurities caused by an excess of Uric Acid poison must be expelled from the body. That is what RHEUMA will do and do it thoroughly. If you suffer from any form of Rheumatism—Sciatica, Inflammatory, Arthritis, Muscular, Lumbago, or Gout—get a bottle of RHEUMA from W. T. Strong & Co. for 50 cents—it is guaranteed.

"For years I suffered with Rheumatism in my arms and shoulders. My kidneys and bladder were affected, and I rapidly lost flesh. After five weeks' use of RHEUMA I was a well man."

—William Fry, Fort Erie, Ont.

YALE

Look for the Name Yale on Locks and Hardware

Home means more than four walls and a roof. One thing is the year after year enjoyment of locks and hardware that are beautiful in themselves and appropriate to the style of your house.

Another is the certain privacy you get from providing the greatest security known.

You get both by getting Yale Locks and Hardware. Now made in Canada.

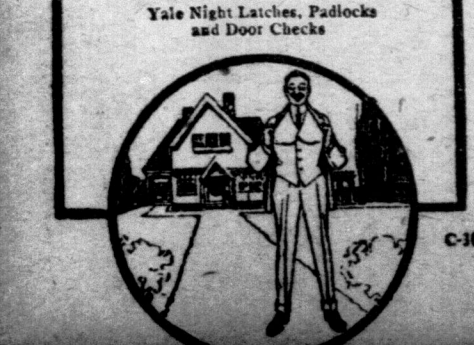
Ask us for our book, "A Word About Yale Locks and Hardware."

Canadian Yale & Towne Ltd.

Makers of YALE Products

General Offices and Works: St. Catharines, Ont.

Yale Locks and Builders' Hardware, Yale Night Latches, Padlocks and Door Checks



Ginger & Vim Follow the use of Abbey's Effervescent Salt

25 and 60c. at all Druggists.

(Take Abbey's VITA Tablets for

Baker's Cocoa
IS PURE AND GOOD

Known the world over as the cocoa of high quality

Its delicious flavor and perfect digestibility make it a food drink of exceptionally great value.

Made in Canada

Booklet of Choice Recipes sent free on request

Walter Baker & Co. Limited
Established 1780
MONTREAL, CANADA DORCHESTER, MASS.

INSIST ON "LION" BRAND

"LION" RED CLOVER "LION" TIMOTHY "LION" ALSIKE CLOVER

By sowing reliable seeds you are insured against inferior crops. Don't take chances with unknown brands.

Our "Lion" Red Clover, "Lion" Timothy and "Ermine" Timothy have been favorites for years, and guarantee you best results. Your local dealer can supply you.

CANADA'S GREATEST SEED HOUSE

STEELE, BRIGGS SEED CO. LIMITED
Hamilton TORONTO Winnipeg

its expression in the press and on the platform, desires still further to shorten the term in practice. The House of Commons is no longer composed of free and independent representatives, elected to redress grievances and to legislate for the people, but of paid delegates. We may still claim for the House of Commons that it virtually selects the Prime Minister of the day and registers his executive decrees. For short and ever-shortening periods. Popular opinion, judging from the

thority is delegated to a chosen statesman not unwillingly for five years. Then, at latest, the people desire a fresh voice in the matter. Presently the term will be still further shortened to four years or three. The rapidly recurring general elections indicate it, and 'democracy' notoriously thrives easily of its leaders—even of Aristocrats.

Wanted, Something More.
"Popular representation—the delegation of legislative power—had for its basis the illiteracy of a people. Now

papers and the capacity of the constituent masses to read them have sapped the foundations of representative government, as it has been understood in England, and 'public opinion' seems about to require more 'direct working' than the parliamentary system has hitherto afforded, or is likely to afford."

Lord Esher will presumably in other articles, make some constructive suggestions.

MINARD'S LINIMENT CURES VINTERP