

AIRSHIPS THAT DID NOT FLY

Record of Dreams That Have Gone Astray a Lengthy One in Aeronautics--The Airship Business a Precarious One.

This airship and flying machine business is a precarious proposition," declared an inventor at the old Morris Park racecourse as he viewed the remains of several wrecked flyers scattered about the lawn where the members of the Aeronautics Society have workshops.

The most discouraging part of it all is that not one of these graveyards specimens has flown. Many a dream has gone astray in their construction, and it has been mostly sacrifice without gain.

Some of the inventors have risked small fortunes on their flying machines, but failure has not brought discouragement. There is hardly a man to be found among them who would not be willing to try it all over again. He is sure it will come out all right the next time. Every Wright or Blériot success acts like a stimulant, and when one of these aerial dreamers hears of the formation of a million dollar corporation, he immediately gets busy with a new scheme.

Out of the thirty or more inventors only one has met with any degree of success. Dr. William Green recently made a few short flights with a biplane. This success is said to have brought him capital and it is understood that he will be at the head of a factory for the production of aeroplanes.

The inventors are as varied in character as in ideas. In the colony of workers are two dentists, Dr. William Greene and Dr. Henry Walden; a lawyer, R. F. Hatcher; an actor, Charles Lawrence; a plumber, Pincus Brauner; an editor, Stanley Y. Beach; a patient medicine man, John A. Riggs; a consulting engineer, Wilbur R. Kimball; an Arkansas farmer, Joel T. Rice; a mechanic and young college graduate, C. J. Hendrickson.

When the workshops opened a year ago Mr. Kimball was the sole inventor on the ground. He had built a helicopter which gave great promise, but never made good. After several attempts to get into the air it went to smash.

Then Mr. Kimball constructed a biplane that eventually met the same fate. He is now engaged on a third machine.

Stanley Y. Beach and Gustav Whitehead built an aeroplane with which they hoped to win the \$500 prize offered by the promoters of the aeronautic exhibition held at Arlington, N. J. It proved a very good aeroplane with the exception that it failed to fly. Thereupon the inventors fell out.

Aeronaut Beach was convinced that the mistake was in making the machine a monoplane. He insisted that there have been a monoplane. Aeronaut Whitehead was satisfied that the whole trouble was that they had not built a triplane.

Aeronaut Beach took matters into his own hands, demobilized the biplane and constructed a monoplane. When he had finished it he looked about for the engine and more trouble started missing. Then more was found that it was the engine.

His partner, disgusted, had seized the engine. The indignant Mr. Beach thereupon started legal proceedings to recover the engine. Mr. Whitehead vowed that he would never give it up until Mr. Beach consented to build a triplane. He kept his vow for a week, but then his resolution broke down. He sent for his former partner and told him that he could have the engine and build a monoplane of any other type he wanted to.

The engine arrived, and Mr. Beach tried out his new scheme, and still his invention showed no birdlike tendency. It is housed at Morris Park, and occasionally its inventor takes it out and runs it around the track on wheels.

Fred Schneider built a big white biplane which in appearance was much like the Wright machine, but in making a trial it was wrecked. The undamaged parts were kept, and the inventor is busy rebuilding it.

Morris Bokon constructed a triplane which never got off the ground but with which he took the \$500 prize at the Arlington aerial carnival for the best constructed aeroplane. Louis Adams, a manufacturer, took a hand at flying machine building. He turned out a contrivance that looked much like a butterfly but it never exhibited flying qualities.

Mr. Hendrickson, the college graduate, tried the bat scheme, but without success. A Mr. Rickman built a helicopter with thirty-two propellers, forming a sunflower shaped parachute. Its skeleton hangs in the loft of the workshop.

Dr. Henry Walden made a double biplane in which he thought he had solved the problem of automatic equilibrium, but before he had demonstrated his theories, a wind storm came along and demolished the machine.

Joel T. Rice and John A. Riggs spent the entire summer months working out the scheme of the largest dirigible ever built in this country. They had hardly inflated the big 105 foot envelope, when a gusty wind blew over the tent and about \$800 worth of gas went to waste. The inventors had planned to reach their Arkansas home by flight in their airship. After they had viewed the wreckage, they decided that flying was a hazardous proposition and that the best way to get home was by rail.

In spite of the wreck heaps on the grounds a new crop of inventors has sprung up and before spring the sheds will be filled with new flying apparatus.

MOROCCAN JEWELS MAY BE REDEEMED

Paris, Dec. 9.—The expected sale of the jewels of the former Sultan of Morocco, Abd-El-Aziz, was prevented yesterday by the intervention of a representative from the present Sultan, demanding delay in order to effect their redemption. He was provided with a check for \$200,000, and alleged that the documentary evidence of ownership or, in common language,

ENGLAND URGED TO BUILD FLEET

Major General Baden Powell Asserts That Aeroplanes Will Displace Navies in Wars of Future

London, Dec. 10.—The assertion that aeroplanes will displace horses in future warfare, and form mounts for dashing squadrons of aerial cavalry, signalled an address by Major Baden Powell before the Royal United Service Institution yesterday afternoon, while Lord Roberts uttered a stirring demand that England wake up and prepare for the utilization of aerial craft and prosecute systematically the development of the airship and aeroplane. A large audience of military and naval men and aeronautical experts signified their enthusiastic assent.

"We have been contented to wait and benefit by the experience of others," said Lord Roberts. "We cannot afford to be behindhand. We must make our machines, have trials and have a staff of men trained and ready to adapt themselves to aerial machines."

"I am anxious that the country wake up to the necessity of doing its utmost to perfect these craft. We still are strangely apathetic. The future dirigible and aeroplanes will be as far ahead of those of to-day as the present locomotive is ahead of the first locomotive built."

Major Baden-Powell said:—"There is no doubt that the machines of to-day, both dirigibles and aeroplanes, are capable of the greatest use in case of war. Let us not forget that they could come without warning from the Continent and wreak great damage. We must make preparations to defend ourselves against such possible aggression."

He especially pointed out that they could be utilized as follows—Reconnaissance, obtaining complete and reliable information of the enemy's position, movements of armaments and numbers; transportation of troops by the employment of thousands of aeroplanes capable of carrying three or four men each; discharge explosives with much damage by hovering over the enemy's country and dropping bombs on powder magazines, stores, depots and railways; raids, by carrying small parties of troops for dashing forays; communications, could carry despatches and communicate with any business place; in savage warfare they would have great moral effect by dropping bombs to spread panic among the ignorant enemy; as a lookout, unsurpassed as a colony of vantage for the commander in chief during an action; advantages of the airship as compared to the marine vessel, greater speed, wider view, ability to rise to a sufficient height to avoid projectiles and to get vertically above an enemy. All evoked tremendous enthusiasm.

Major Baden-Powell has written several articles on aeronautics, including "Ballooning as a Sport." He invented a manlike kite in following years. He refounded the Aeronautic Society and acted as its honorable secretary for some years, after which he was elected president. He joined the Scots Guards in 1882 and has seen much actual service. He served with his regiment and on staff throughout the South African War.

the pawn tickets, had been mislaid and that the tyrant of Fez wanted time to hunt them up.

Resistance to this demand was made by the pawnbrokers, but an adjournment of one month was finally ordered upon a deposition being made of the \$200,000 by the Sultan's agent, to cover any subsequent loss.

Golf the Office Man's Salvation Declares Noted Club Expert



"Golf is the office man's salvation in the way of exercise," says A. Boggs the noted professional.

Being such a good player that he can earn a living teaching the game, Boggs goes farther and says that it's the king of outdoor sports, the cleanest, fairest game in the world.

"The game of golf is within the reach of every man who cares to take advantage of an opportunity for pleasant exercises," says Boggs.

"While the cities are annually spending thousands to cure tuberculosis, why wouldn't it be better to

spend even more to prevent it? Fresh air will keep almost any man well. Golf enables him to get enough of it."

"Any man who will spend from two to four afternoons a week on the links driving the little white ball around and walking on the turf, where walking is beneficial, cannot fail to be helped."

"Every muscle in the body is brought into play on the links. The pictures, posed by Boggs, show the different exercises the golfer takes in making just one stroke."

"First of all a golfer brings his leg, back and shoulder muscles into play, when he steps over to tee up. Then

he puts his forearm, wrist and hand muscles to an extra test when he takes a firm hold of his club preparatory to addressing the ball. His grip is strengthened."

"When ready to address the ball the first thing a golfer needs is a clear eye. He sizes up the distance of his drive, the distance of his feet from the ball, and the length and angle of his stroke. A clear eye is worth a lot to any man. It means a clear brain behind it."

"He starts his stroke, drawing his club back over his shoulder. In doing this he rises on his toes and twists his body sidewise. The leg muscles

are tense. His body muscles are given a good stretching.

"The finish of his stroke puts the reverse on his leg and body muscle movement."

"Every golfer gets a fine exercise after he has played his hole. He must stoop down and reach three or four inches below the ground to lift his ball."

"The really big thing for the golfer is that when he has completed nine or eighteen holes he has walked four or five miles, is tired, hungry, ready for sleep, and finds he has forgotten business cares for two or three hours. His brain is rested."

PROVINCIAL NEWS ITEMS

WATERBOROUGH.

Waterborough, Dec. 8.—On Sunday last Dec. 5th Rev. Mr. Watkins, rector of Minto and Chipman exchanged pulpits with Rev. G. Edger Tobin, of Cambridge and Waterborough. Rev. Mr. Watkins has been on the circuit occasionally for the last two or three years while there was no rector in the mission, and he was greatly beloved by many who knew him. He has announced that he intended leaving his mission and going to work in Chile, South America.

Our roads of late have been in an almost impassable state owing to so much rain, and a little frost. The oldest inhabitant never saw them worse at this season.

Today snow is falling thick, but the ground is not frozen, and mercury at 31 above does not look as if winter was coming yet.

Grand Lake, and tributaries are open with not a sign of ice while usually at this season the small boys had had this an hour's fun upon the ice.

Through all the mud and storm the very obliging carrier, L. D. Ferris gets the mail in on time, should the train not be delayed.

DALHOUSIE, N. B.

Dalhousie, N. B., Dec. 9.—On Saturday evening a bunch of prisoners were sent to the county jail here, and yesterday County Court Judge McLatchey, under the Speedy Trials Act, when one, Kelley was given two years in the penitentiary for theft of money in Campbellton. Emmet Burke was given four months in the county jail for taking four dollars of the stolen money from Kelley. Sheriff Stewart conveyed Kelly to Dorchester this morning and will join Mrs. Stewart at Amherst, where they will visit their son James.

Mrs. Richard Sutton and son, Richard, are visiting Mrs. Sutton's aunt, Mrs. John M. McLeod.

Miss Susie McPherson, of Charlo, Rest, County, a former teacher in the public school, is calling on friends today.

Dalhousie has lost one of its most respected citizens in the decease of Mr. Edward Harquail, whose remains were interred in the Roman Catholic cemetery today. The deceased gentleman has been a resident here during his entire life of seventy-five years. He leaves one son, James Harquail, county clerk, and five daughters, besides numerous friends to mourn their loss.

ALMA.

Alma, N. B., Dec. 7.—Fire broke out in the attic of Leonard Martin's store this evening and a crowd of men soon gathered on the premises as soon as the alarm was sounded. Smoke and flames were seen issuing through the shingle roof, but many willing hands with a bountiful supply of water soon extinguished the blaze. Holes were cut through the roof and shingles ripped off. Fire and water did considerable damage to the shop and goods. The building and stock are partially insured in the Atlantic Mutual.

HAMPTON.

Hampton, N. B., Dec. 8.—Yesterday afternoon Judge McIntyre, judge of probates, attended to the passing of accounts in the matter of the estate of Mrs. Lucy A. Gibbard, late of Hampton, deceased, a citation thereon being then returnable, when administration was sought the heirs and next of kin, asked that the proctors of those interested, namely Messrs. Chipman A. Steeves, of Moncton and J. H. A. L. Fairweather, of Rothesay, should be appointed, and this was done. On the present hearing Mrs. L. A. Curry, K. C., represented Mrs. T. Steeves, of Moncton, a sister of deceased, questioned the administrators on the accounts generally and specially with regard to certain alleged articles of personality not included as part of the estate. Dr. W. B. Caldwell, a brother, was examined but could throw no light on the matter and Mrs. Harriet Warnford, a niece was sent for to clear it up. This she speedily did, showing that the articles referred to had been disposed of by Mrs. Gibbard as gifts to her niece long before her final illness and consequently were not in her possession when she died. The evidence proved convincing both to the judge and Mr. Curry. None of the items of the accounts being challenged, they were passed and a decree so ordering was issued. The balance between receipts and payments in the hands of the administrators is \$327.

A Mystery to be Solved.

Sir Ernest admits that the mystery of the Great Ice Barrier has not been solved, but thinks another expedition would be able to trace the line of the mountains found its southerly edge. However, a certain amount of light is thrown on the puzzle by the discovery through observations and measurements made by the Shackleton party, which indicate that it is composed chiefly of snow. The discovery of 45 miles of new coast line, extending first in a southwesterly and then in a westerly direction, was another important piece of geographical work. General Sir Ernest's opinion of the character was secured by the non-existence of Emerald Island, Nimrod Island and the Dougherty Island, but though the explorers believe these started islands to be mere fragments of the imagination, he does not recommend that they be struck off the map until a special examination has been made. The evidence does not exist where the topographers have located them is beyond dispute.

A Fine Piece of Work.

But the real attraction of "The Heart of the Antarctic" lies not in its record of scientific facts established, but of heroic human endeavor, the adventure, the hardship and the mystery of that wonderful trip farthest south. Sir Ernest Shackleton writes of these things as a gallant Englishman should write, with modesty. It is between the lines that the real story of the lines, that one sees the picture of this desperate little company of men waging their battle with the primal ice and winds. But he has, at the same time, the eye of the artist, and the soul of the poet. His mind is as susceptible of impressions as a boy's, and the vivid picture leaps to meet the eye on every page. One brief quotation is all that space will permit.

Shackleton's Diary.
"A cold wind, with a temperature of 14 below zero, goes right through us now, as we are weakening from want of food, and the high altitude makes every movement an effort, especially if we stumble on the march. My head is giving me trouble all the time.

God knows we are doing all we can but the outlook is serious as this surface continues and the plateau gets higher, for we are not traveling fast enough to make our food spin out, and get back to our depot in time. I cannot think of failure yet. I must look at the matter sensibly and consider the lives of those who are with me. I feel if we get too far it will be impossible to get back over the surface, and then all the results will be lost to the world. Man can only do his best, and we have arrayed against us the strongest forces of nature.

MOUNTAINDALE.

Mountaindale, Dec. 8.—The weather has been mild and damp for some time and the roads are very muddy as the result.

Mr. I. H. Gregg, who spent a few days with relatives in St. John, returned home on Monday.

Mr. Stirling Ganong spent the weekend in Belleisle and vicinity.

Thomas Donbwright, Sussex, was here on business yesterday.

Mr. W. S. Long bought two valuable cows from David Folkins, Centreville on Monday last.

Mr. Ray Gregg made a flying visit to Cole's Island Monday.

Mr. Hayes, Head of Millstream, made a business trip to this place Tuesday.

Mr. D. Mahoney is quite ill at present.

SUITS WHEN OTHERS DISAPPOINT

"White House" is the "light-of-day" coffee. Handled in a modern factory equipped with every device and accommodation for producing Pure, Sanitary, Straight Coffee without any secret treatment or chemical manipulation.

"White House" is a coffee whose intrinsic value gives to its purchasers the fullest kind of an equivalent for its cost—Thirty-five Cents per FULL Pound—and the charm of whose deliciousness inspires a friendship that grows stronger with continued acquaintance.

"White House" COFFEE IS HONEST COFFEE—ABLE TO STAND ON ITS OWN MERITS AND STRONG IN THE APPROVAL OF ITS THOUSANDS OF FRIENDS.

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As "White House" Coffee is a Boston product and very easily obtainable by any grocer, we feel assured that your dealer will be very glad to comply with your request for it. He most certainly knows its superb quality, and should be willing to oblige you. **BE SURE AND ASK FOR IT BY NAME**

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"WITH A FLAVOR ALL ITS OWN"

THE HEART OF THE ANTARCTIC

Sir Ernest Shackleton's Account of His Great Adventure in Quest of the South Pole

No explorer of modern times has given us a more satisfying record of his travels and adventures than has E. H. Shackleton (now Sir Ernest) in "The Heart of the Antarctic." Two large volumes excellently bound, containing in all about 800 pages and profusely illustrated by drawings and photographs, form the record of the most brilliant Antarctic exploration of our day. In respect of illustrations, indeed, Sir Ernest's book is one of the best that ever came into the reviewer's hands. The paper is of fine quality, the letterpress excellent, and on the whole, Wm. Heinemann, the publisher, must be said to have risen to the situation, for he has given the book of the year an outward form that is worthy of the occasion which inspired it.

The scientific results of the expedition cannot, of course, be stated in detail, in the book, the expert members in each branch having contributed summaries to the appendices of what has been done in the domains of geology, biology, magnetism, meteorology, physics, etc. The geographical work, however, is that which makes the strongest appeal to readers. The members of the expedition passed the winter of 1908 in McMurdo Sound, 20 miles north of the Discovery winter quarters, and thence in the spring set out three sledge parties. One proceeded due south, and attained the most southerly latitude ever reached by man; another reached the south magnetic pole for the first time and the third surveyed the mountain range west of McMurdo Sound.

Farthest South.

The "Farthest South" party planted the Union Jack within 100 miles of the South Pole. It also ascertained that a great chain of mountains extends from the 2nd parallel south of the McMurdo Sound to the 86th parallel, trending in a south-easterly direction; that other great mountain ranges continue to the south and south-west and that between the 2nd and 86th parallels the largest glaciers in the world, leading to an inland plateau, the height of which at altitude 88 degrees south is over 11,000 feet above sea level. That is to say, the plateau is as high as the average Rocky Mountain peak. It continues beyond the geographical South Pole, and extends from Cape Adare to the Pole.

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