

EUROPE to AMERICA by AEROPLANE in 30 HOURS



CLAUDE GRAHAME-WHITE

"I'll cross the Atlantic in thirty hours," said Claude Grahame-White, the aviator, and named next summer as the time when he would make good his promise.

He might have said: "I will tempt all the terrors of the unknown. I will accomplish what has never been tried. I will risk my skill against the elements and win. I will take to myself the swiftness of the meteor and the sureness of the seagull. I will defy time, the wind, the weather, the trackless wastes of the sky and the ocean. I will make real the dream of the dreamer."

But Grahame-White is a true Briton and as such has a hearty dislike for the grandiloquent. He is quite content with: "I'll cross the Atlantic in thirty hours"—as if the feat were the most matter-of-fact performance in the world—and the chances are that he regards it a good deal in that light.

At first hearing, it sounds like an idle boast, but those who have followed the career of this eminently shrewd, clear-headed and capable aviator know that he is neither a booster nor a visionary. He says he will do a thing if he is certain that he believes firmly that he can—and believes it because he has studied his facts and tested his theories.

It is but a short look back to the beginnings of the aeroplane and in the brief time that that wonderful machine has been in the hands of men it has performed the very things that skeptics have declared impossible. It seems almost certain that at a time not remote someone will make the perilous trip overseas. And why not Grahame-White?

To the average earth-man who is satisfied never to rise above the top stories of an office building the attempt, even under the best of conditions, appears reckless to the point of foolhardiness. Not so to the aviator. "Give me the kind of a machine I'm thinking of," he remarks, "and the transatlantic trip would be just so much duration flying—plain sailing."

Just where lies the nub of the question of air navigation from Europe to America—in the machines. They must first of all have speed, great speed; they must have a lifting capacity enough to carry the required amount of fuel, they must have motors capable of standing the strain of terrific and stupendous distance, they must have instruments that will locate the course with accuracy.

All these elements must have been considered long and carefully by Grahame-White before he made his recent announcement. He must be satisfied that he has an aeroplane that fulfills all the conditions. So far, little detail has leaked out as to the manner of equipment he will use. It is known only that he is building a machine which will carry four engines, arranged in independent pairs and each rated at 250 horsepower. He has said that he is convinced that he can show enough lifting capacity to carry the required fuel and enough speed to rush him to these shores in thirty hours.

That may seem simple to the unthinking, but consider. Roughly speaking, it is 3,000 miles from coast to coast and at Grahame-White's reckoning of thirty hours that means that he has a machine which he trusts for at least one hundred miles an hour, minute after minute without interruption.

What course he will choose has not yet developed. He has the whole great ocean to choose from. It has been hinted that the steampship lanes are the natural path for the adventurer to give some measure of protection in case of accidents. If he chooses that from Queenstown to Sandy Hook, lightship he must traverse 2,800 miles; if from Plymouth to Sandy Hook, 2,962 miles; if from Southampton to Sandy Hook, 3,100; if from Havre to Sandy Hook, 3,170 miles; and if from Cherbourg, 3,244. The Mauretania has made the passage in four days ten hours and forty-one minutes. The aviator proposes to clip at one swoop 6,341 minutes from that record.

To be sure there are other roads which are said to be safer. There is that which leads from the Azores to the Bermudas, one that allows for two relatively short hops and a long one from mainland to mainland. Then there is that other one favored by those who have planned out the course not for an aeroplane but for a power dirigible.

This second course is practically the same over which Columbus was watted across by the kindly trade winds centuries ago. From a meteorological standpoint it is said to be the best. It lies from Cadiz to Tenerife, a distance of 807 miles; from Tenerife to Porto Rico, a distance of 3,215 miles; from Porto Rico to Havana, distance of 1,124 miles; and thence to the mainland. The course lies in a zone varying little from twenty degrees north latitude and in the winter and spring offers fair weather and a wind with a velocity of fourteen to sixteen miles an hour.

The matter of wind, however, seems to have troubled Grahame-White little. It is probable that he will select one of the northerly courses and it is probable that he may fly even as far north as Labrador. By choosing that as a point of landing and Iceland as point of starting, he might reduce his distance by hundreds of miles. Whatever his course, however, he must have speed. Even at his own estimate of thirty hours, the nervous strain of guiding an aeroplane for that length of time without sleep would be terrific and would increase immensely with every added hour.

Grahame-White has always been a believer in the speed possibilities of his air crafts. Some time ago he held that 100 miles an hour was not

any such radiation as we meet with over land on a hot day. I should say that his difficulty would not lie primarily with atmospheric conditions, provided he had reasonably settled weather, but rather with the possible unreliability of his aeroplane, possible trouble with his motor and the intricacies of navigation."

Given fair weather and a machine which will make the speed he hopes, the actual physical demand upon Grahame-White would not be a severe one. The control of a machine running in steady currents would not be a trying one. Plain flying even at a great speed does not call for any very large amount of exertion.

On the other hand the nervous strain would be tremendous. It is hard to imagine the state of mind of a man hurried into the unknown with only a slender fabric of metal, wood and cloth between him and death. It is equally difficult to conceive of what thirty hours or more of catapulting across mile after mile of ocean at 100 miles an hour would mean. At the least it would necessitate a tension the like of which few men have ever experienced.

PENALTIES FOR TOMMY ATKINS.

How British Soldier is Punished for Offenses in Time of War.

When a soldier proceeds on active service he has to mind his "p's" and "q's," for offenses which in peace time would be lightly punished may in the field render him liable to death, says London Tit-Bits. In time of peace, if Tommy Atkins, being on sentry go, sleeps or is drunk on his post or quits it without being properly relieved, he will probably get off with a short dose of imprisonment or perhaps of "detention" only. On active service the penalty for these offenses is death.

It would not usually be enforced nowadays, except for a repeated offense or where, owing to the prevalence of misbehavior among sentries, it is necessary to "make an example," but still the liability to death is there.

In peace the maximum penalty for desertion is two years' imprisonment, with or without hard labor, but in practice a first offense will get a short term of imprisonment. On active service the deserter takes the risk of death if recaptured and if the offense is committed actually in face of the enemy he will probably be shot.

Similarly, acts of insubordination which in the ordinary way would be comparatively venial offenses become punishable by death on active service. In passing it may be mentioned that even in peace an insubordinate soldier may be sentenced to death if convicted by a general court-martial on one or another of the following charges: Striking or using or offering any violence to his superior officer, being in the execution of his office; or disobeying, in such manner as to show a willful defiance of authority, any lawful command given personally by his superior officer in the execution of his office, whether the same is given orally or in writing or by signal or otherwise.

In peace, however, the maximum penalty has not been inflicted for these offenses for many years. Active service brings into being offenses which practically do not exist in peace. One of the most serious of crimes peculiar to active service is "forcing a safeguard." The commander of an invading army will often detach parties of his own men to protect the persons and property of civilian inhabitants from violence by his own side. To force such a safeguard almost invariably means death.

Breaking into a house or any other place in search of plunder may also mean death, even when there is no safeguard; but as a rule a lesser penalty would be inflicted. It depends a good deal on the commander. Some generals wink at looting; others—Lord Roberts, for one—are very severe on them.

During the Boer war more than one of our men was executed for the sake of a Boer fowl or bottle of "square-face." On one occasion only the readiness of an Irish "Tommy" saved him from the firing party or the gallows. He was caught with a couple of fowls under his coat and by no less a personage than "Bobs" himself, out riding with his staff.

Asked for an explanation, he instantly replied that he had caught the fowls running loose on the veldt and that, hearing the commander in chief was on short rations, he was on his way to ask his lordship to accept them as a present. The fowls and the explanation were accepted.

It is possible for a soldier to show cowardice in time of peace. In such a case he would probably be charged with an act of conduct "to the prejudice of good order and military discipline," sentenced to a stiff dose of imprisonment and to be "discharged with ignominy."

On active service any act of cowardice is punishable by death, while a soldier who, "in action or previously to going into action, uses words calculated to create unnecessary alarm or despondency," is liable to penal servitude.

Who carries out a sentence of death on active service? This is the duty of the provost-marshal, who, with a large force, is an officer of fairly high rank. He is responsible for making all arrangements for the execution and, if necessary, he must himself act as executioner. In the Boer war one provost-marshal was Major (now Colonel) R. M. Moore, the famous Hampshire cricketer.

A Natural Mistake.

"What do you suppose the financial editor has done?"

"What?"

"He has put the article called Stock Phrases under the head of Market Quotations."



"Will you take my card to your sister and tell her I would like to speak to her on a very important matter?"

"You'll probably have to take it up with her secretary."

RASH ALMOST COVERED FACE

Warrenville, O.—"I have felt the effects of blood poisoning for eighteen years. I was never without some eruptions on my body. The terrible itching caused me much suffering and discomfort, while the rubbing and scratching made it worse. Last spring I had a terrible breaking out of bilious sores on my arms and limbs. My face and arms were almost covered with rash. I could not sleep and lost nineteen pounds in five weeks. My face was terribly red and sore, and felt as if my skin was on fire. At last I tried a sample of Cuticura Soap and Cuticura Ointment and I found them so cool, soothing and healing, that I got some Cuticura Soap, Cuticura Ointment, and Resolvent. I bathed with hot water and Cuticura Soap, every night for two months, and I am cured of all skin eruptions." (Signed) Mrs. Kathryn Kraft, Nov. 28, 1911. Cuticura Soap and Ointment sold throughout the world. Sample of each free, with 32-p. Skin Book. Address post-card "Cuticura, Dept. L, Boston." Adv.

Wanted to Compromise.

Mr. Levi is a kind-hearted, conscientious man, an example of what Materlinck calls "our anxious morality." But he is also German, and spends the pennies hard. He has a hired man who says, "Mr. Levi is queer; he wants me to work all the time he has me hired for." Mr. Levi also has a young horse that balks. "If you would just let me take a whip to him once!" the hired man expostulated, exasperated and yet dominated by the other's point of view. Mr. Levi looked at him uneasily, stood first on one foot, and then on the other. "Ain't there nothin' else you could be doin'?" he asked, "till he gets ready to start?"

Important to Mothers

Examine carefully every bottle of CASTORIA, a safe and sure remedy for infants and children, and see that it bears the Signature of *Dr. J. C. Fletcher* in Use For Over 30 Years. Children Cry for Fletcher's Castoria

The Infant Terrifier.

"Mr. Lillemor, is it true that you ain't got sense enough to come in out of the rain?"

"Yes, Miss Kitty; you must always believe what papa tells you."

ASK FOR ALLEN'S FOOT-PAINE.

The Antiseptic powder to shoe into your shoes. Relieves Corns, Bunions, Ingrowing Nails, Swollen and Sweating Feet, Blisters and Callous spots. Sold everywhere. Beware! Accept any substitute. Sample FREE. Address Allen S. Oimsted, LeRoy, N.Y. Adv.

Question.

"Now a big Chicago firm complains that its girls will not stay single."

"Well, what they stay married?"

ALFALFA FEED, 26 Timothy and Clover mixed. 25¢ per 50 lbs. net. Farm for sale. Rent on crop payments. A. Mulhail, Sioux City, Iowa. Adv.

When your hair starts going it doesn't say, "Au revoir." It says "good-bye."

Invalid Men and Women

I will give you FREE a sample of Dr. Pierce's Pleasant Pellets that have brought health and happiness to thousands—also a book on any chronic disease requested.

During many years of practice I have used numerous combinations of curative medicines for liver ills. I have kept a record of the result in case after case, so that my staff of physicians and surgeons, at the Invalids' Hotel, Buffalo, N. Y., are able to diagnose and treat cases at a distance with uniform good results.

But for the permanent relief of blood disorders and impurities, I can recommend my "Golden Medical Discovery" a blood medicine without alcohol or other injurious ingredients.

R. V. PIERCE, M.D., Buffalo, N. Y.

Nature's Way Is The Best

Buried deep in our American forest we find bloodroot, queen's root, mandrake and stone root, golden seal, Oregon grape root and cherry bark. Of these Dr. R. V. Pierce made a pure glyceric extract which he has been favorably known for over forty years. He called it "GOLDEN MEDICAL DISCOVERY." This "Discovery" purifies the blood and tones up the stomach and the entire system in Nature's own way. It's just the tissue builder and tonic you require.

Dr. Pierce's Golden Medical Discovery

has the endorsement of many thousands that it has cured them of indigestion, dyspepsia and weak stomach, attended by sour risings, heartburn, foul breath, coated tongue, poor appetite, gnawing feeling in stomach, biliousness and kindred derangements of the stomach, liver and bowels.

"In coughs and hoarseness caused by bronchial, throat and lung affections, except consumption, the 'Golden Medical Discovery' is a most efficient remedy, especially in those obstinate, hang-on-coughs caused by irritation and congestion of the bronchial mucous membranes. The 'Discovery' is not so good for acute coughs arising from sudden colds, nor must it be

expected to cure consumption in its advanced stages—no medicine will do that—but for all the obstinate, chronic coughs, which, if neglected, or badly treated, lead up to consumption, it is the best medicine that can be taken."

Sold in tablet or liquid form by all principal dealers in medicines, or send fifty one-cent stamps for trial package of tablets.

To find out more about the above mentioned diseases and all about the body in health and disease, get the Common Sense Medical Adviser—the People's Schoolmaster in Medicine—revised and up-to-date book of 1,000 pages, as best favorable terms paid on receipt of 31 cents in one-cent stamps to pay cost of wrapping and mailing only. Address: Dr. Pierce's Invalids' Hotel, Buffalo, N. Y.

PUTNAM FADELESS DYES

Color more goods brighter and faster colors than any other dye. One lb. package colors all fibers. They dye in cold water better than any other dye. You get dye by argument without ripping apart. Write for free booklet—How to Dye, Bleach and Mix Colors. MONROE SEARS COMPANY, Chicago, Ill.

PREPARING FOR THE WORK OF 1913

CITY BUILDING, RAILWAY BUILDING AND FARM OPERATIONS IN WESTERN CANADA, BIGGEST EVER.

The machinery, the money and the men for carrying on the big works in Western Canada in 1913 are already provided for. The splendid harvest which was successfully marketed, and by this time mostly marketed, responded to the big hopes that were had for it early in the season, and inspired capitalists and railroads to further investment and building. From lake ports to mountain base there will be carried on the biggest operations in city building and railway construction that has ever taken place in that country. The Canadian Pacific railway has everything in waiting to continue their great work of double tracking the system and by the time the Panama Canal is open to traffic there will be a double line of steel from Lake Superior to the Pacific coast. The cost will exceed thirty million dollars. The Grand Trunk Pacific plan of building a first-class trunk line and then feeders at various points will be carried forward with all the force that great company can put into the work. The Canadian Northern is prepared to put into motion all the energy that young giant of finance and railroad building can put into various enterprises of providing and creating transportation facilities.

Building operations in the several cities, that have already marked themselves a place in the list of successful and growing cities, will be carried on more largely than ever. Schools, public buildings, parliament buildings, colleges, business blocks, apartments, private residences, banks, streets and other municipal improvements have their appropriation ready, and the record of 1913 will be something wonderful. Other places which are towns today will make the rapid strides that are expected and will become cities. There will be other Edmonton, Calgary, Regina, and Saskatchewan, other places that may in their activity help to convince the outer world of the solidity and permanency of the Canadian West. The country is large and wide and broad and the ends of its great width and length are but the limits of its agricultural area. Its people are progressive, they are strong, there is no enervation there. The country teams with this life, this ambition, this fondness to create and to use the forces that await the settler. If they come from the South, and hundreds of thousands of them have, they are now the dominant men of the North, and they have imbibed of the spirit of the North. Therefore it is fair to say that no portion of the continent will show such wonderful results as Western Canada, and the year 1913 will be but the beginning of a wonderful and great future. And in this future the 200,000 Americans who made it their home, and those who preceded them, will be a considerable portion of the machinery that will be used in bringing about the results predicted.

The development of 1913 will not be confined to the prairie provinces. Railway building and city building in British Columbia will be supplemented by the farm, the ranch and the orchard building of that province. Vancouver will make great strides in building, and Victoria, the staid old lady of so many years, has already shown signs of modern ways, and if the progress made in 1912 may be accepted as anything like what it will be in 1913, there will be wonderful developments there. During last year the permits went over the ten million dollar mark and much more is promised for the year now entered upon.—Advertisement.

In Style.

"I want a light lunch."

"How would some electric currents do?"

A HIDDEN DANGER

It is a duty of the kidneys to rid the blood of uric acid, an irritating poison that is constantly forming inside. When the kidneys fail, uric acid causes rheumatic attacks, headaches, dizziness, gravel, urinary troubles, weak eyes, droopy or heart disease.

Doan's Pills help the kidneys fight off uric acid—bringing new strength to weak kidneys and relief from backache and urinary ills.

A Montana Case

Mrs. B. S. Andrews, 1011 Eighth Avenue, Great Falls, Mont., says: "My limbs ached and feet became stiff. I could not stand. I was in agony with the pain. I was so reduced in weight by my ailments that I could not get up in bed. Doan's Kidney Pills cured me completely, and I have been enjoying the slightest return of the trouble."

Get Doan's at Any Store, 50c a Box
DOAN'S KIDNEY PILLS
FOSTER-MILBURN CO., Buffalo, New York

Cough, Cold Sore Throat

Sloan's Liniment gives quick relief for cough, cold, hoarseness, sore throat, croup, asthma, hay fever and bronchitis.

HERE'S PROOF.
Mr. ALBERT W. PRICE, of Fredonia, Kan., writes: "We use Sloan's Liniment in the family and find it an excellent relief for colds and hay fever attacks. It stops coughing and sneezing almost instantly."

SLOAN'S LINIMENT

RELIEVED SORE THROAT.
Mrs. J. BROWER, of Modelo, Fla., writes: "I bought one bottle of your Liniment and it did me all the good in the world. My throat was very sore, and it cured me of my trouble."

GOOD FOR COLD AND COUGHS.
Mr. W. H. STANLEY, 3721 Elmwood Avenue, Chicago, Ill., writes: "A little of the boy's just did me good. I gave the mother Sloan's Liniment to try. She gave him three drops on a sugar before going to bed, and he got up without the cough in the morning."
Price, 25c., 50c., \$1.00



Constipation Vanishes Forever

Prompt Relief—Permanent Cure

CARTER'S LITTLE LIVER PILLS

LIVER PILLS never fail. Purely vegetable—act surely but gently on the liver. Stop after dinner distress—cure indigestion—improve the complexion, brighten the eyes.

SMALL PILL, SMALL DOSE, SMALL PRICE.

Genuine must bear Signature

Warranted

1366 Acres for sale. Steam plow preparation. New 2000 ft. line of 1 1/2" pipe. On tract containing 137. 50 ac. near of Calgary. 1 mi. to station. Write full particulars. Owner, Box 437, Calgary, Alta.

Music Rolls FREE for names of Player Owners. Lower cost. Roll built and iron over. Orphanus Music Roll Co., 607 Vine, Cincinnati, Ohio

WANT FULL HOURS OF SLEEP

Monkeys in Captivity Distinctly Obje to Being Disturbed Too Early in the Morning.

An orang-outang named Jacob got out of his cage in the London Zoo a few days ago by prying off a rod somewhere in the roof of it. Then he escaped to a tall linden tree in the park and built himself a platform high up in the tree and resided there all night. The keepers only succeeded

in getting him back into captivity by squirting water at him with fire extinguishers.

Orang-outangs are always trying to get out of their cages, and are very ingenious about it. If one is awakened in the morning before a certain hour he is disturbed and upset all the rest of the day.

That may point to the theory of Mrs. Tingley and the Theosophists of

her sect, that anthropoid apes are degenerate human beings. Other apes, Mrs. Tingley tells us, are on the upgrade of evolution, but the anthropoids have been humans once and are on the way down. The disturbance of the orang-outang's nervous arrangements through being aroused before the regular getting up time would be explained if the ape's ancestors had been lazy men.

Nicholas was committed from Jeffersonville, N. Y., several weeks ago. His fingers dropped dead while sitting beside him on a sofa and this emboldened his mind.

Put His Neck on Rail.

Clarkson Nicholas, thirty-two years

old, a patient at the Middletown, N. Y., State hospital, committed suicide in an extraordinary manner in the grounds of the institution. A locomotive was backing down a car and Nicholas ran to the track and lying down, placed his neck on the rail in front of the car. One wheel passed over him, killing him instantly.

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