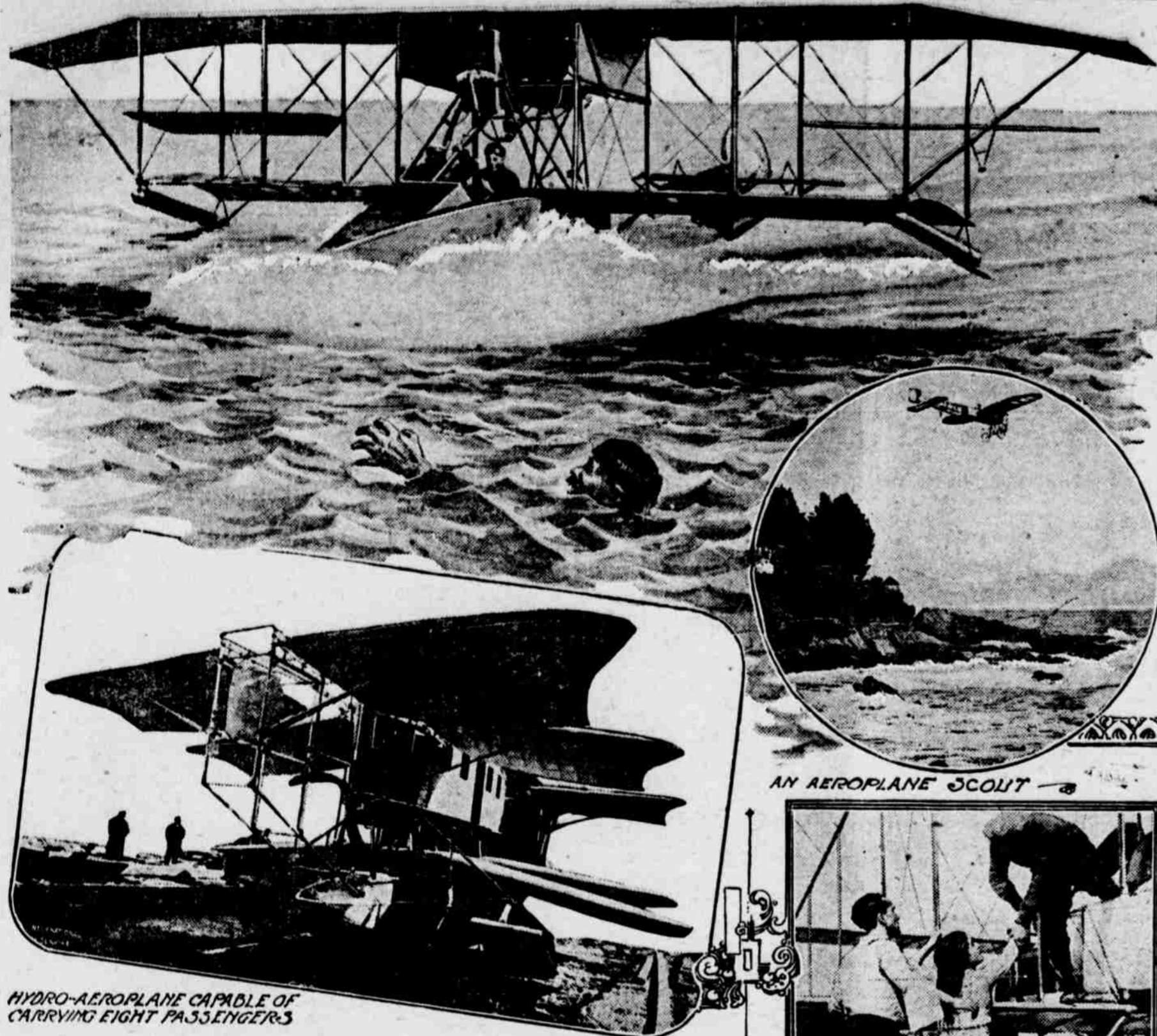
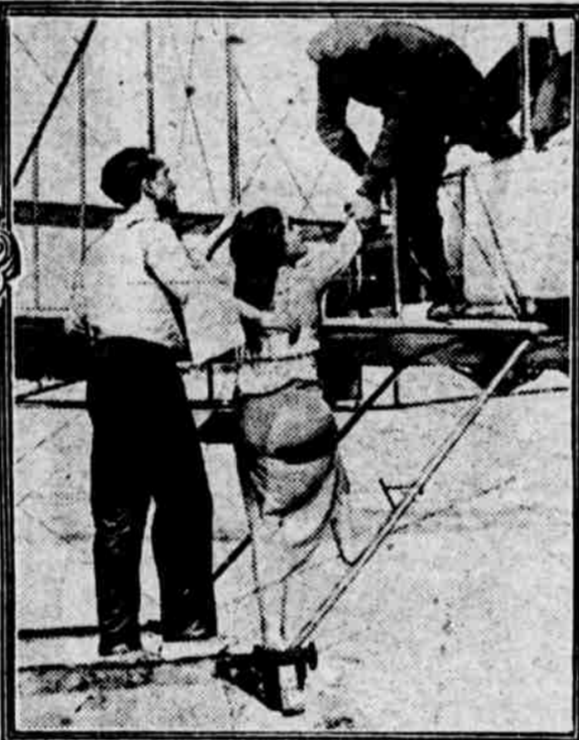


SAVING LIFE *by* AEROPLANE



HYDRO-AEROPLANE CAPABLE OF CARRYING EIGHT PASSENGERS

AN AEROPLANE SCOUT



SAVED FROM DROWNING BY A HYDRO-AEROPLANE

THE aeroplane's career as a savior of lives in large number began as early as 1911, in the very war in which it first demonstrated its potentiality as an instrument of war, and the result shows that its potentiality was greater as an instrument of peace—a life saver.

Those who followed the development of the Italian-Turkish war will remember how at the very start of the campaign, before the first engagement took place, the newly landed Italians were saved from an unpleasant surprise by the aerial scouts, who observed three advancing columns of Turks and Arabs of about 6,000 men. The Italians, after receiving this information, could successfully calculate distances and arrange for their defense.

On the following day, October 24, the battle of Sciarra-Sciat took place, resulting in the loss to the Turkish army of 3,000 men. During the battle two aeroplanes were circling the air. The flights took place above the line of fire, so as to be able to direct the firing of the big guns from the battleship Carlo Alberto and also of the mountain artillery. The aeroplanes were often shot at by the guns of the enemy, but with no results. The finding of the enemy was an influential event. The situation at the time was such that without that discovery the Italians would have met with a defeat which might have affected the whole campaign. Thus two men and two old, half worn aeroplanes saved a defeat which might have involved the loss of thousands of lives—as was the case in the Eritrean campaign—at a cost of possibly only a few dollars, the price of gasoline and oil.

Later in the campaign the aeroplane became a veritable advance agent of peace, being used by the Italian officers to drop manifestoes over the encampment telling the natives of the Italians' intentions. This is a very important matter, because, as shown by France's long campaign in Algeria and Morocco, most of the trouble in colonies is due to the natives misunderstanding the purposes of the invaders, who never have a chance to explain their intentions.

Again in the Balkan war the aeroplane was a messenger of peace.

Perhaps the greatest surprise of the Balkan war was that Adrianople, the Gibraltar of the Balkans, which the Turks were supposed to defend to the last breath of life, was captured with little loss of life by a comparatively small force. The aeroplane—even the old type clumsy machines, manned by untrained pilots, used by the Bulgarians—deserves the greatest credit for the saving of life and money.

The Bulgarian air scouts, though untrained in military matters and poorly equipped mechanically, went out over the besieged city and brought to their commanders information which enabled them to attack the weakest spots. Then others—messengers of peace, whom humanity should recognize now that they have saved thousands of lives in both the Tripolitanian and Balkan wars—soared over the city and dropped messages to the besieged, which if not of peace, made for peace.

An admirable feat in saving the lives of 500 French soldiers is credited to a single aeroplane of the French Morocco squadron. In December, 1912, a column of 500 French troops had been surrounded by rebels to the south of Mogador and for five days some anxiety was felt for their safety. Then Lieutenant De-Hu, in his Bleriot monoplane, was able to convey information to the commander that reinforcements were close at hand, and, encouraged, they renewed their defence, while the rebels, seeing ominous signs in the arrival of the aeroplane, retreated.

Life saving in time of peace, while it has not attained more than a fraction of the number of lives saved in war, is, perhaps, more interesting to most people than the latter, being closer to daily needs and experiences of the general public.

It is, therefore, gratifying to find that the water aeroplane, the hydro-aeroplane and the flying boat seem destined to save life.

The hydro-aeroplane began its career as a life-saver in 1911, while still in the experimental period. It was during the famous Chicago meet an aviator lost control while flying over Lake Michigan and fell into the water. Three-quarters of a mile away there was a hydro-aeroplane, the early Curtis model—the prototype of the flying boat—circling around and occasionally settling on the surface of the water like a big seagull. The pilot of this craft, seeing the aviator's fall, went to the rescue. Flying at a mile a minute speed, he reached the spot, landed on the water by the submerged aeroplane and offered to take the aviator to land—all in less than one minute!

Some months later, on March 6, 1912, two aviators fell in San Diego bay while flying and their machine capsize. An aviator on the shore saw the accident, jumped on his hydro with his mechanic and flew to the rescue, landing a minute later by the "shipwrecked" two.

The first demonstration of actually rescuing a person not connected with aviation was given on October 10, 1912, by Charles Wald, instructor in the Wright school of water flying, at the Glenwood Country club. A man named Walter Strohbach fell into the harbor from a rowboat in which he was seeking diversion with a friend. The rowboat was half a mile off the shore at Sea Cliff and fully a mile from the Glenwood Country club, when, miscalculating his position, Mr. Strohbach attempted to sit further on the stern of the boat, with the result that he fell overboard. Although his friend tried to reach his companion, a strong current carried them apart. Shouts along the shore told of the plight of the young man, who was exhausted in the chilly water. Mr. Charles Wald, learning of the occurrence while at the hangar preparing to make a flight, jumped into his machine and flew to the man in the water, who could be seen from the club station.

Alighting in the hydro-aeroplane on the water near Strohbach, the aviator first threw a life preserver to the young man, who was scarcely able to keep afloat, then, bringing the machine alongside, managed to get him aboard one of the floats of the biplane and brought him safely to the Wright station.

Boats leaving the shore did not reach the scene of the accident until the hydro-aeroplane was well on its way to shore with the rescued.

Mr. Glenn H. Curtiss, the dean of water flyers and creator of both the hydro-aeroplane and flying boat, was the hero of a life-saving act last June, rescuing two occupants of a broken down motor boat with the big four-passenger flying boat of Mr. Harold F. McCormick. Mr. Curtiss and Mr. C. C. Witmer were flying over Lake Kenka in the boat to test it and were running for home ahead of a coming thunder shower when, a mile from shore, they noticed a motor boat in which two men were waving wildly.

Curtiss brought the flying boat to the water and stopped near the motor boat. The men said their motor was broken and they wanted some one sent out to row them ashore. Mr. Witmer crawled out on the tail of the flying boat and took a rope from the motor boat, which he held while Curtiss drove the flying boat a mile to the shore.

The motor boat was left there and, taking the men aboard, Mr. Curtiss flew back to Hammondsport.

The airboat and hydro-aeroplane may be said to be the logical adjunct of life-saving stations and, therefore, absolutely necessary. As an essential purpose of a life-saving station is to relieve wrecks and save people from drowning, speed in doing it is the essence of efficiency. The aeroplane—the water kind—is revolutionary in this respect. It can fly to the spot where relief is needed at the rate of a mile a minute, and the aviator who sees every detail of what goes on below can either land by the object or rescue or just

drop life belts, ropes, food, medicine or stimulants—according to the urgency of the needs.

With all the navies working to develop means for launching aeroplanes from battleships and receiving them back, it is safe to say that the problems connected therewith will be solved very soon. Then liners will carry aeroplanes to use for carrying dispatches and for general pilot duties.

Just as the water aeroplane is a wonderful auxiliary of the navy, it is a wonderful auxiliary for ocean liners, promising to afford to passenger-carrying ships services of the highest kind.

The water aeroplane is wonderfully adapted for preventing disasters of the kind which overcame the steamship Titanic, and, in case such disasters take place, minimize the loss of life. A flying boat on a steamer can rise to investigate unseen dangers ahead. It can do so at night as well as by using the ship's searchlights as the aeroplane's searchlights. In case of the vessel becoming disabled the aeroplane can fly to notify other vessels, utilizing the wireless apparatus, with which every flying boat is being equipped in the foreign navies, to notify the other steamships of the need or of its approach.

The most appalling thing in the Titanic disaster was that there were a number of steamships within call distance—some not as much as 40 miles away—which the wireless telegraph did not reach in some cases because it became disabled as the ship sank. A flying boat could have covered the 40 miles in less than an hour, while its wireless plant would have notified the other vessels as it proceeded onward.

A flying boat on the vessels that came to the rescue after the Titanic had sunk could have searched the surface of the sea for survivors, its altitude giving it a range of vision of miles, and could have found the survivors where the vessels did not see them. It would thus practically have superintended the work of life saving.

Each year there is a long list of people who are drowned from falling overboard from large vessels and who cannot be rescued in time to save their lives. The boat sent to save them reaching them too late to be of avail. A flying boat can be launched and can search for the person that has fallen overboard and can drop a safety belt or land by and pick him up much faster than the fastest life saving boat.

The sea is an unknown quantity in many respects, and the biggest of steamships is very much at its mercy, and assistance of the kind which the flying boat affords is a necessity. A vessel at sea often meets signs of wrecks or it is signalled by craft in distress. At the present time there is no way to investigate such things without involving a great delay or putting the craft itself in danger through taking it out of its marked route, which is the safety zone. A flying boat can do all these things for the vessel. It can be launched with two men, one of whom searches the surface of the sea with powerful glasses. The vessel can proceed on its course; the flying boat will overtake it after having discharged its mission.

As even a special machine and the equipment cannot cost more than \$10,000, it is evident that it is an absurdly cheap factor of efficiency which every craft can afford and should have.

INTERNATIONAL SUNDAY SCHOOL LESSON

(By E. O. BELLERS, Director of Evening Department, The Moody Bible Institute, Chicago.)

LESSON FOR MARCH 1

TRUSTING IN RICHES AND TRUSTING IN GOD.

LESSON TEXT—Luke 12:13-21.
GOLDEN TEXT—"Where your treasure is, there will be your heart also."—Luke 12:34.

The section before us has a very logical progression from the introductory request to the words of Jesus which constitute the golden text. Jesus is still in the midst of his Perea ministry. This lesson occurred but a few months before the crucifixion.

I. The lesson vv. 13-15. "One out of the multitude" desired to bolster his claim to a portion of an inheritance. He was sure that his brother needed admonition from Jesus, the result of which would accrue to his advantage. Jesus made a sharp, quick reply. He had been teaching about the sin of covetousness, but by his answer he intimates that his mission was not to judge men of that or any other sin. His work as a judge was to come later, John 5:19-32. There are thousands who for the prospect of personal gain would strictly enforce the ethical principles of the gospel though at the same time they are not willing themselves to abide thereunder. Covetousness is a desire to secure more and it is not confined to the rich nor to the poor. Therefore Jesus sounds a warning, "take heed" (v. 15) e. g., beware. This itching is so gradual and often begins with a desire to possess things that are good of themselves and frequently good for him that has possession. But as it creeps in we find it becoming a great sin. A desire to build up a church, or even to compass the salvation of a loved one, may be animated by a selfish, covetous motive, see 1 Cor. 5:10, 11; 6:10, and Eph. 5:3, 5. A man's life consists not of the things possessed and the desire to get should be lost in the desire to be for the glory of God.

Lighten Other's Burdens.

II. The illustration, vv. 16-21. This warning of Jesus against wrong sense valuations and his suggestion as to the true source of life, are emphasized by his illustration from life. All material values come from the earth. Mine, forest and field are the sources of all wealth. But in this illustration the ground yielded "plentifully." He took great counsel with himself. In these three verses are twelve personal pronouns. Prosperity is heaped upon prosperity, yet his enterprises were lawful and legitimate for there is no suggestion of wrong methods. The trouble was that in his self-centered pride he saw only the gratification of his material appetites. Any human activity, even the highest, may become grossly self-centered. His plans of enlargement were wise in the sight of men, but he left God out of his calculations, and this is the common mistake worldly men are making, Jas. 4:13-15. His anxiety, a characteristic of those who trust in riches, was uncalled for, and the folly of that course was revealed in a flash when he was called into the presence of God: "The things which thou hast prepared, whose shall they be?" Jesus reveals the worthlessness of such motives, the uselessness of such anxiety, and its unworthiness in view of what God is in himself, vv. 20, 21. He who can array the lily and clothe the grass of the field. The place to lay up goods is not in barns, Mark 10:21; the right way to be merry is to lighten the burden of another, and the way to satisfy the soul is not to pamper the body. Read John 4:13, 14; John 7:37-39; 1 Tim. 5:6; Jas. 5:5; Rev. 18:7.

True Way of Life.

III. The application, vv. 22-34. Jesus then proceeds to set before his disciples the true way of life from the positive side, just as in the illustration he had set before them the negative side. Those who are living in right relationships with God are not to seek satisfaction in the things of time and sense, those things of which their father knows they have need, and which he will supply, Phil. 4:19. They are, however, to seek his kingdom and to rest in confidence in the knowledge that it is his pleasure to give to them that kingdom (v. 32). The way to get is to give, Prov. 11:24, 25. This is laying up treasure in heaven. Every man is the judge of his own acts. If they be according to divine standards, his decision is wise, if not, the Bible characterizes that man as a fool. It is our sense of values which determines our wisdom.

IV. The teaching. Jesus does not begin in his dealings with the subjects of his kingdom by making compulsory division of their possessions. In this lesson we can see the false and the true method by which to establish right social conditions. This man's idea was to "divide"; Christ's idea is expressed in the words, "sell and give alms." The passion of this man was to possess, the passion of Christ was to give, Matt. 20:28. In the mind of Christ, life does not consist of the things possessed, John 6:27. Things have a value only as life is strong.



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