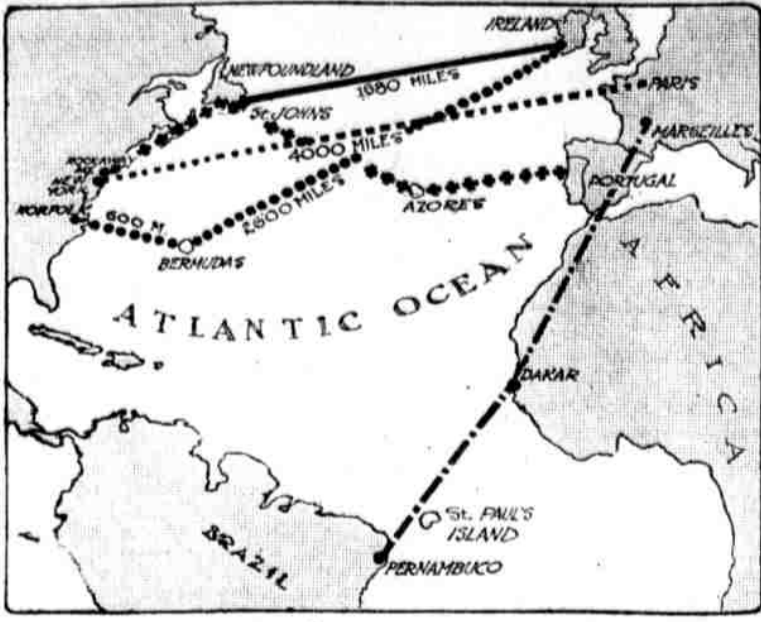


HUMANITY WAITS TRIUMPH OF WAR-TESTED WINGS

Dauntless Wit of Mankind, Victorious in Battle Flying, Eager for Peaceful Conquest of Air Lanes Bridging Kindred Lands

The attempt to cross the Atlantic by seaplane is the most difficult and hazardous enterprise in the spectacular history of flying. If it succeeds, it will be an achievement comparable to the discovery of the North Pole. Major Wood, a British flier, the first actually to start the transatlantic flight, met disaster yesterday when his plane tumbled into the Irish sea. He had "hopped off" from East Church, England. But he will try again, and there are other airmen on both sides of the Atlantic waiting at this very moment for an auspicious time to start. Explorers strove for a hundred years to master the icy waters that lie between civilization and the top of the world. It was only in 1914 that a transatlantic air voyage began to be discussed seriously. Virtually it was only after the signing of the armistice that the flying experts of the Allied governments made definite preparations for a flight from shore to shore of the Atlantic. War Mother of New Daring It was the war that made the undertaking a possible success. Instead of a probable failure, war needs brought marvelous advances in airplane and seaplane construction. No aircraft development in the earlier days of experimental flying had either the carrying power or the capacity of sustained flight necessary for an undertaking of this magnitude. Super-planes of the type entered in the ocean race were first made late in the war for bombing purposes. The Italians astonished the world with the carrying power of the earliest Caproni planes. Russia likewise developed a gigantic biplane. Britain and America turned their attention to huge seaplanes, used to hunt German submarines and kill them with TNT depth bombs. Some of the best of these were manufactured at the Philadelphia Navy Yard, in the great aircraft factory there, and it was rumored recently that one of the giant American planes, greater than all its prototypes, which would be used in an American attempt to conquer the Atlantic, was being built at League Island. All Nations Want to Try England, France and the United States announced their entrance into the race for air supremacy that was to be decided by the first plane to cross the Atlantic Ocean. Individuals as well as governments went into the contest with enthusiasm. Some of the world's best aviators announced that they would try to fly across the sea. The prize to be gained by the successful competitor is huge, in both money and fame. The man first to chart an air track through the skies over the Atlantic will fly straight into the pages of history. He will come "sky-hooting" into a fortune too, for the cash prizes offered for the first non-stop flight across the Atlantic reach the alluring total of something like \$110,000, including the \$50,000 prize put up by the London Daily Mail. Choice of Routes Problem Various air routes have been suggested. The one most favored by experts was the New Foundland to Ireland track. The chances for crossing were considered better from the Newfoundland side, because of the prevailing winds. Weather conditions at St. Johns held up the aviators waiting there for a chance to make the attempt. The distance over the Newfoundland-Ireland route is estimated at 1650 nautical miles. It is considered the shortest, safest and most practical. Startling French Scheme The French talked recently of competing in the transatlantic race over the most difficult route of all those suggested, from Paris straight to New York. This would mean a journey of 4000 miles, and if it is made in the near future will be a more notable trip in point of danger and difficulty than the Ireland-New Foundland attempt. Several weeks ago a French army officer, Lieutenant Fontan, set off on what was to have been the first leg of a flight to America. He chose a route radically different from any proposed by the other contestants. He proposed to fly from France to Dakar, in Senegambia, where there is a French air station, and from Dakar to launch out on a transoceanic flight with Pernambuco, Brazil, as his immediate objective. From Senegambia to Brazil is about the same distance as from Newfoundland to Ireland. Unluckily, he cracked an engine cylinder during the first stage of his flight and had to abandon the attempt for the present. Bermuda Stopover Once Favored The American fliers at first proposed to go from Norfolk to Bermuda, 900 miles, and from Bermuda to Ireland, 2000 miles more. Another suggestion

FAVORED OCEAN FLIGHT ROUTES



Curtiss flying boats. They will not be entered for the prize money, but will make an independent attempt to cross from Newfoundland later. During the weeks of preparation, the headquarters for these big N. C. boats—the letters mean Navy-Curtiss—has been at Rockaway Beach, N. Y. The fourth of the boats is not expected to be ready in time for early competition, but the other three have been well tuned and thoroughly tested in practice flights. Especially the first of the big boats has become a familiar sight about New York. The enormous weight lifting capacity of these machines was developed during tests at Rockaway. One of them lifted a gross load of 28,000 pounds. The crew of each of these boats is announced will consist of five men on the overseas flight. Although the intensely eager preparation for the transatlantic flight goes

back only a comparatively short time, American naval aviators have been discussing it quietly for a year. A naval officer made a report on the subject to Secretary Daniels in October, 1918. February 6 of this year Commander Towers, of the United States navy, was detailed to take charge of what was to be known as the "transatlantic section" of the navy. He created a personnel of experts, and investigations of ocean flight conditions were made, which led to the selection of Newfoundland as the most advantageous point for a start. Besides the projected attempts to cross the ocean in a heavier-than-air machine, there has been much talk of a crossing by dirigible. The British now possess the greatest lighter-than-air craft in existence, and it has been rumored from time to time that this or a smaller but almost equally capacious airship would attempt the voyage. There have been rumors also of an attempt by an American aircraft of the same type. Experts believe the Americans stand a better chance of making the crossing in a lighter-than-air machine than the British, at least for the present. This is because there are no dirigible hangars here of sufficiently great size to house the mammoth British air cruiser. There are several dirigible sheds in England and Ireland that could receive any dirigible we might have to send. Optimistic British flying men attached to the dirigible service but that they may start off some fine day with their big cigar-shaped gas bag, when the weather conditions are entirely favorable, and make the run across without letting any one know they are coming.

UNIVERSITY TRUSTEE ATTACKS HIS CRITICS

John C. Bell Says Harrison Should Not Have Made Demoralizing Statement

WOULD GIVE BACK MONEY

Former Attorney General John C. Bell, a trustee of the University of Pennsylvania, today declared the allegations of mismanagement of affairs of the Wharton School to be "exceedingly ill-advised and demoralizing to the school." The charges were made by Mr. and Mrs. Harrison S. Morris, Mrs. Morris is a daughter of Joseph Wharton, founder of the school. They alleged in a statement yesterday that Dean William McClellan, of the Wharton School, was appointed contrary to the deed of trust, that he "sat on the lid" to keep down researches of professors against corporations in which the trustees were interested, and that the University was operated like a trust-company, controlled railroad and they predicted disintegration of the school. "Starvation wages" and the recent resignation of Prof. J. Russell Smith were also mentioned in the indictment by the Morrises.

Provost Edgar F. Smith, of the University, who is credited by Mr. and Mrs. Morris with being responsible for the appointment of Dean McClellan, returned to the city today. He was asked to comment on the Morris statement. He smiled: "I really can't, you know," he said. Mr. Bell declared he was perfectly willing to vote to turn the Wharton School endowment back to the heirs of the donor. "Speaking for myself," said he, "I should be entirely willing to vote for the return of the endowment to the heirs. Of all the departments of the University the Wharton School is the only one which has been subject to persistent criticisms by these. "There is much I could say in the matter, but it would be manifestly improper for me to speak for trustees other than myself. It is to be regretted, however, that Mr. and Mrs. Morris did not bring the matter to the attention of the University instead of making a public statement. The criticism of the dean was founded on misunderstanding and misinterpretation of later deeds of gift, which do not require the dean to perform the services mentioned in the criticisms. No dean ever has. "As to the matter of salaries, I do not know how those at the University compare with those of other places. But I know that our endowment is exceedingly small in comparison, for example, with Yale, Harvard or Columbia. I believe in high salaries for our teachers, and we are trying for the best of means with which to insure them. Incidentally, I may mention that the trustees do their work gladly and gratuitously."

DISEASES TREBLE IN 1918. 49,496 Influenza Cases Boost Communicable Total to 93,943. According to the annual report of Dr. A. A. Cairns, chief medical inspector of the Bureau of Health, there were, last year, 93,943 cases of communicable diseases reported in the city, as compared with 30,851 in the previous year. This increase is due largely to the influenza epidemic, in which 49,496 cases were reported. The other principal cases of last year, as compared with 1917, were: Tuberculosis 6,917 (vs 6,555); Typhoid fever 6,829 (vs 5,148); Scarlet fever 2,455 (vs 1,284); Pneumonia 4,345 (vs 3,861); Measles 2,922 (vs 17,758); Mumps 1,623 (vs 2,582); Diphtheria 463 (vs 818); Chickenpox 2,097 (vs 2,417); Erysipelas 814 (vs 1,179); Smallpox 16 (vs 35); Infantile paralysis 19 (vs 11); Anthrax 10 (vs 14); German measles 527 (vs 2,521). The report says the influx of war workers was in some measure responsible for the increase. Food Ships From Here to Swiss To relieve food shortage in Switzerland, the steamships Sarcoise and Schenectady, of 7500 tons each, will load here April 25 and then proceed to Genoa. This announcement was made yesterday by the Shipping Board. A third vessel, also assigned to Swiss relief, is the Wabash, 6775 tons, which will load April 21 at Baltimore for Genoa.

Bake More Save More

More and more, thoughtful women are decreasing the cost of living by increasing the variety of their home baking. They have learned to bake the Royal way with fewer eggs. They have found that more baked foods mean less meat. They have further discovered that their baking keeps fresh longer when made with

ROYAL Baking Powder Absolutely Pure

In many recipes, only half as many eggs are required, in some none at all, if an additional quantity of Royal Baking Powder is used, about a teaspoonful in place of each egg omitted.

Try it with your favorite recipes

Royal Contains No Alum— Leaves No Bitter Taste

The 1919 way to heat water is with a

NOVELTY TANK HEATER

A TUBFUL of clean hot water in the bath room right away when you want it!

Plenty of clear steaming water in the kitchen any time, winter or summer!

So much hot water in those stationary wash tubs that the laundress smiles all day long!

Sounds like a millennium to the average housewife, but easily realized with a NOVELTY Tank Heater.

The cheapest and most remarkable water heating apparatus in the world—tiny in appearance, but a giant in work.

Burns but a few shovelful of pea coal a day—a slow fire day and night, keeps water constantly hot and plenty of it.

Built of our heavy FLEX-O-TUF iron, lasts practically forever. Special non-rust section keeps water always clear. Needs but little attention. Costs but a quarter as much as gas.

Quickly installed by any Novelty dealer.

We make all types of Heating and Cooking apparatus, so can give you unprejudiced advice as to which method is best for your particular home or building. Consult your dealer or phone or write us or come to our attractive factory show room.

ABRAM COX STOVE COMPANY American and Dauphin Streets, Philadelphia Manufacturers of Boilers, Pipeless Heaters, Furnaces and Ranges in Philadelphia for 73 years.

Visit our booths, Easter Week, April 21 to 26, at the "Own Your Own Home" Exhibit, First Regiment Armory, Broad and Callowhill Streets, Philadelphia, and Victory Carnival, Third Regiment Armory, Camden, N. J., and see the interesting NOVELTY displays.

"How glad I am that I agreed with John when he proposed that



we 'Own our Home!'

"I CAN look back and laugh now at the worries and discomforts that were always with us when we rented our house. With troublesome rent payments, the constant need for repairs that our landlord seldom made, the uncertainty of living in some one else's house, moving from place to place—I sometimes wonder how we stood it as long as we did.

"We wouldn't have remained renters for a minute if we had known then how easy it is to own a home. For four years we paid rent—a total loss.

"One day, this was eleven years ago—John said, 'No more renting for us—We'll own our home!'

"We found that we needed but four hundred dollars in cash to take immediate possession of the very house that we had always wanted. We also found that we could very easily borrow the rest of the money and pay it back in monthly installments.

"Eleven years later we're still here. Eleven happy years, too. It was just as easy as paying rent to pay off our loans—easier, in fact, because every time we paid rent, we realized that our money would never come back to us. Paying for our home, on the other hand, was merely taking money out of one pocket and putting it in the other.

"When repairing or decorating is needed, we have it done. Our home is always in order and much pleasanter and more livable than any rented house could be. Our lawn is well kept, our garden is blooming—in short, we live in a real home atmosphere."

A case of this sort is a common occurrence nowadays. City residents, particularly Philadelphians, are coming to realize that it is just as easy and much more advantageous to own than to rent.

You, yourself—if you can afford to rent—you can afford to own. And it is inevitable that soon you, too, will tire of rent troubles and rent wastefulness and the uncertainty of living in some one's else house. You will decide to own your home.

Attend the "Own Your Home" Exposition, First Regiment Armory, Broad and Callowhill Streets, April 21 to 26, and get a free chance on the bungalow to be given away. Exposition open from noon until 11 P. M. daily. Tickets free by writing or calling at

Own Your Home Committee 1126 Walnut Street



A Helpful Book SENT FREE

To you or any one else who is interested. Write for "Own Your Home—Why?" It will give you all the necessary data and serve as a handy reference book. Write for it today—Own Your Home Committee, 1126 Walnut street.

We have no list of properties for sale. This campaign is purely educational—to teach the advantages of home ownership.

Clarke's West 44th St.

New York City Highly Important Forthcoming Sale! By Order of H. Koopman & Son 16 East 46th Street

This old-established firm, desiring to reduce their immense and valuable collection (prior to Mr. J. Koopman's return to Paris), has decided to sell by auction, without restriction.

A Very Fine Selection From Their Valuable and Extensive Stock

Illustrated Catalogue sent on receipt of 10c. On exhibition from April 21 to 26, 1919. Sale days, April 23, 24, 25 and 26, each day 11 to 4 P. M. The Sale Will Be Conducted by MR. AUGUSTUS W. CLARKE