NUMEROUS FLYING MACHINES SOON

In Ten Years From Now These Machines to be as Thick as Automobiles.

As a matter of horse sense and hard facts it is a great deal easier at the present moment to believe that motor driven airships and flying machines will be flitting about over New York City ten years from to-day than it was to believe ten years ago that horseless vehicles would clutter the streets in the summer of 1909.

It is just a question of looking the situation boldly and honestly in the face, asking one's self what has been accomplished to date, then making reasonable allowance for what human ingenuity and enterprise will have accomplished by the summer of 1919. That is the only rational way of getting a correct focus on the future of this business of human flight.

The period of wild speculation and lurid dreaming has passed. We are dealing with flying as a fact now, not as a fancy, and the only question is:—Who shall fly, where shall we fly and what will it cost?

Probably for the next ten years there will also be the question of when shall we fly, but those persons who have been fortunate enough to see the Wright brothers and Count Zeppelin in full mastery of their aerial craft have little doubt that the air vehicle of the future will just as surely and easily defy all normal winds and storms as the ships now defy the gales of the sea. We may safely leave that part of the problem to human desire and necessity, helped out by human invention.

It is not quite ten years ago—November, 1899, to be exact—that the Automobile Club of America gave its first public parade. The club had just been organized at the time and had just settled the question of what name should be given to the ridiculous contrivances that wabbled through the streets and frightened self-respecting horses. Even at that time the common rabble had not learned to pronounce the word automobile and still said "horseless carriage" or "devil wagon." But the automobile club had to do something to check rampant ridicule, so it organized the big parade. It was to start from the Waldorf-Astoria and go to the Claremont, at 125th street. There were to be luncheon and speeches and a big crowd and all those things that usually go with a great innovation which a few enthusiasts regard as a big thing and everybody else measures as a big joke.

There were seventy-six vehicles entered for the parade, about fifty started, thirty odd reached 125th street and a scant dozen got back to the Waldorf-Astoria in time for dinner.

And what a parade it was! Such puffings and wheezings and sputterings and zigzags. Engines broke down, wheels buckled, steering gears failed to steer. Somebody ran into somebody and then somebody else ran into somebody else, and so it went all the way up Fifth avenue, while the crowd along the curb and in the windows whooped and guffawed and said meaner things about automobiles than they are saying now.

Then they were sarcastic because the buzz wagons were so stupidly slow. It was perfectly funny. Now they are sarcastic because they are so fiendishly fast. It's perfectly outrageous.

And that wasn't ten years ago. Nine men out of ten that day were saying:—"Oh yes, these fool things are all right for rich folks to fuss with, but they'll never be of any practical use—never in the world. They're too expensive, too unreliable, and more than all that, the whole thing is absurd. Horses were made to haul men just as much as men were made to harness horses, so what's the use?"

But there was use. Man had managed to get along with the horse for some thirty or forty centuries because he had to, not because he wanted to. Every blessed minute of that time ambitious man wanted the automobile, but he hadn't learned how to build it. He wanted to go plunging through the city streets, killing people and paying fines; he always felt that keen yearning to go kicking up the dust and scaring hens and horses on country roads, and the only reason he didn't do it was because no dreaming crank had come along to build a buzz wagon.

Man's ambition to fly is tenfold stronger than man's ambition to motor. It always has been. You can't find a boy who hasn't flapped his arms and tried it, and you can't find a man or woman who hasn't wished for it and dreamed of it, and they had been that way always.

But until recently flying was regarded as one of the things forbidden to mortals; hence mortals wanted it, and that is why inventors have faced ridicule and the insane asylum all these years, and that is why they are now going to go on improving flying machines and fighting over patents until finally they'll get them down where you can run into a department store and pick a flyabout off the bargain counter.

That sounds like woman's talk, but it isn't. Just remember that automobile parade ten years ago.

But let me see just where we stand in this much discussed question of aerial locomotion. It is very easy for such artists as the New York Herald employs to make a picture of flying machines and airships soaring over New York city.

The Herald's artists can make that picture so true to life that you would look at it and take your oath that Wilbur Wright and Count Zeppelin were about to settle down They have made such a picture, on the Metropolitan Life tower, and that picture was in the Herald several weeks ago. But the question is, man to man, could Mr. Wright and the Count do these things?

Yes, absolutely yes, and that's what makes the picture such a remarkable one. They could do it because they have done things tenfold more difficult. To find out about Count Zeppelin it will be necessary to look in the Herald of June 1. It tells of his flight of 850 miles in thirty-seven hours. During the greater part of that flight the airship moved at an altitude of one mile.

Every bit as good a showing has been made with the aeroplane. On December 31st last Wilbur Wright, in France, won the Michelin prize of $4,000 by flying 124 kilometres 700 metres, approximately 100 miles. In this flight he was in the air two hours twenty-three minutes and twenty seconds, and during this remarkable feat the mercury stood several degrees below the freezing point.

Mr. Wright came down simply because his hands became so numb that he could no longer handle the levers. He could have flown twice as long, he could quadruple that record to-day, without doubt, but so long as it is a world record what is the use of burning gasolene?

Only a few days prior to this achievement Mr. Wright won another prize in France by sending his aeroplane to an altitude of about six hundred feet, where he circled about for half an hour and then came down to the point of starting.

If the Wrights were so disposed they could start their aeroplane over on Long Island and fly about over New York's skyscrapers just as easily as they made similar flights in France and Italy. They were recently offered a fabulous sum to perform that feat, but declined it.

There are scores, probably hundreds, of heavier than air machines now completed in this country, but few of them have ever been off the ground. There are many reasons why these fledglings have not yet flown, and it is too long and too technical a story to tell here.

However, it is common sense to assume that what the Wrights have done others can do and will do. What Count Lambert Tissandier and other pupils of the Wrights are now doing in Europe proves that. When it comes to the practical commercial side of the aeroplane as a vehicle of traffic, that is another matter. The future must take care of all that.

The chances are that if you or I or the average everyday mortal could do these things we would go right out and do them and keep flying around until the photographers had all had a short and the morning newspapers had blocked out seven column blackface headlines. Then we would come down and be received at the Waldorf or the Astor and smile modestly and say we were so glad to do something that pleased good old New York.

Count Zeppelin and the Wrights are not built that way. If they were they never would have beaten the world in this game of human flight. The Wright brothers have gone about the thing precisely as if they expected when they died to have this inscription placed on their monuments:

"Here lie Wilbur and Orville Wright. God made them to fly. They couldn't help it.'

They studied five years before they attempted to build a flying machine. Then they worked for fifteen years as few men have ever worked at any job. They were determined to do what man had never before accomplished and they succeeded. Nature seemed to have given them every equipment for the task. Now they are looking for contracts with governments and care very little for cheers from old Broadway.

SOME NEWS SHOULD BE TABOOED.

When the noochee-coochee dance was all the rage; when cheap street shows were giving out their ballyhoo music from the outside and the slender serpentine ladies were doing the sinuous stunt on the inside of the tent, publicity made it possible for all the "fast" young girls in many towns to inquire what about hoochee-coochee. And now in New York they are arresting many people because of the Salome Dance—a similar proposition and of course it will follow that innocent girls will make inquiry. Why not keep such indecent things out of the public prints? Why fill the columns of a newspaper with stuff that should be kept under lock and key? Why bar papers from printing obscene language and let those circulate that suggest obscenity so strongely that it cannot be misunderstood?

We are no prude or no purist, but it strikes us that the newspapers are to blame for much sorrow in the world. Why should an imbecile like Harry Thaw have had national notoriety? Why not try a case like that in chambers; keep the press and its buzzards out of reach. If guilty of murder hang him; if crazy lock him up; if innocent release him—but not fill columns of newspapers with the drivel and indecency of the thing.

That is what we are shouting about; that is what we are here for. When the world learns that Youth should not be made to ask irrevelant questions; when it learns that weeds grow ranker than flowers; when finally people get onto the fact that a newspaper should be so that it can be read aloud and what it contains discussed freely and fully in any circle, then the world will grow better more rapidly.

Of course The Citizen is not a world builder or a world reformer. We suspect that we have both beams and motes in our own eyes; we feel quite certain that weeds and trash are in our front yard; we know we are far from perfect, and yet we feel that we could do some good business for the country if we had the power to censor, in a small degree, some of the newspapers in this country which persist in using their columns for sewers.

And yet, there is no use to kick. The newspaper man says he serves what the people want. We do not believe it. We believe the people do not know what they want and the newspaper can set the pace. We are all too much like sheep anyway. We follow the bell sheep. If the demi-monde of Paris make a high heel shoe the style for their dens the women of America want to follow suit. If some crazy fool does a stunt and it seems odd there is a crowd to adopt the idea and then because Swelldom or some other self-organized crowd of idiocy does something all women must rush in. Take the hats, for instance, worn this season. Would any sane man say the women wanted such hats? No. But because some one set the style the style must be followed. A newspaper cannot justify itself by saying it panders to indecency because people like it. The people take what they get, and great newspapers should educate; should set a pace on a high plane and then people will be better. Because some hungry wretch reaches for a scandal and devours it with keen interest is no reason why a pure minded child should be placed on the wrong track.

HOW BINDER IS PUT ON ROAD.

Broken Stone Soaked With Binder Stuff and Screenings Added.

(Dedicated to the notice of the Honesdale Committee on Streets.)

DeGraff & Hogeboom, the contractors for building the first section of the Port Jervis-Sullivan County line highway, have begun the preliminary work and are putting in the concrete culverts. As the road is to be surfaced by the new binder preparation adopted by the State Highway Commission, it will be of interest to learn how this company are top-dressing with this material the Highland Mills-Monroe road that is nearing completion as this is the first time the binder has been given a trial in this State.

The binder is prepared by the Standard Oil Co., according to specifications furnished by the State Highway Commission. Within the past few days 260 barrels, or four car loads of the binder were received at Highland Mills, and Messrs. Degraff & Hogeboom, the contractors, began to lay it on Monday of last week.

The binder is not unlike melted tar or pitch. It is jet black and said to be made from bituminous coal. The shipping point was the Standard Oil works in Bayonne, N. J. While the consignment was being transferred from the cars to the vacant lot rear of the station, two of the casks broke, the contents spilling all over the road and giving the vicinity of the depot a free sample of the effects produced.

The casks containing the binder are old, and not very well hooped. It appears that casks once used with the stuff cannot be used a second time. They will be broken up to feed the furnace needed to keep the binder at a temperature of 220 degrees when it is being applied.

The method is to soak the seven-inch layer of broken stone with the binder and then spread over it a three-inch layer of screenings. Then a heavy roller is passed over the space so treated. The work is done a square yard at a time and appears to be quite thorough.

The supply of binder on hand is sufficient to cover a mile of the road, which is four miles in length, extending from Damoreaux's crossing at Highland Mills to Monroe. The experiment is to cost $4,000 above the regular contract price.

To Keep Flowers Fresh.

The popular person whose admiring relatives and friends shower upon her large and small tokens of their regard in the form of flowers may profit by a few suggestions as to how to treat them so they will last.

With the proper sort of care they could be kept alive for three or four days and in some cases a week. First, put the flowers in paper boxes in the evening, wrapped in oil paper. They must be sprinkled well, being careful not to wet the petals, as delicate roses and sweet peas become spotted brown when wet. If the stems are wet thoroughly, then the flowers wrapped and put in a box, and kept in a good place, they will be fresh in the morning. Before placing them in the vases, cut off about a quarter of an inch of the stem where it has become hardened, and wash thoroughly with warm water in order to remove all traces of slime or scum.

FACTS IN FEW LINES

Turkish women now have a clubhouse at Constantinople.

The vineyards of Algeria produce the greatest yield to the acre.

About a thousand people are employed by the Russian government on aeronautical work.

Within the last thirteen years every Japanese city of importance has established an electric railway line.

Fifty years ago Brazil did not contain more than 13,000,000 inhabitants. Today there are nearly 25,000,000.

A cable line is to be laid between New York and Newfoundland and will there connect with a cable to Europe.

The annual emigration from Europe amounts to 900,000. A small percentage of these persons return after a few years.

Last year the monthly average number of prisoners in custody in Scotland was 2,762, the highest for fifty-five years.

There is a project to set aside a part of the Kongo land for a national park, in which native animals will have a place of refuge.

Canada's first plant for the manufacture of creosote is to be established at Weedon, Que., by a company employing capital from the United States.

Of the seven Sicilian cables broken by the last earthquake six have been repaired. The other was too deeply buried in the sand to be raised.

A gooseberry bush, a currant bush and an elderberry bush are growing high up on a willow tree near Surrey, England. How they came to be grafted to the willow tree no one knows. All are flourishing.

J. P. Cobb of Burlington, Vt., while digging in his yard turned up a cannon ball which he thinks is a relic of the war of 1812. The ball weighs six pounds and is much rusted. It was found more than three feet below the surface.

The Canadian minister of the interior has submitted figures showing that there are still available for homesteads in the province of Manitoba 17,825,000 acres, in Saskatchewan 104,878,000 acres and in Alberta 117,369,000 acres.

More than 56,000,000 gallons of creosote and nearly 19,000,000 pounds of zinc chloride were used in preserving timber in the United States last year. Small quantities of crude oil, corrosive sublimate and other chemicals were also used.

No island in the West Indies has soil better adapted to the cultivation of tropical fruits than Haiti; but, while other islands are shipping millions of dollars' worth of fruit to foreign countries, this island produces barely enough for its own use.

To encourage French writers of fiction and stimulate their best endeavors a literary periodical of Paris has founded a prize of 3,000 francs to be awarded annually to the young author who shall have produced the best novel in the preceding two years, the verdict to be rendered by a jury of academicians.

Turpentine in India is derived from the chir, or long leaf pine, which very much resembles the American long leaf pine, from which the main supply of turpentine of the world is derived and which is rapidly disappearing. This tree occurs in different parts of the Himalayas at elevations of from 3,500 to 7,000 feet.

Seattle set a good example in its planning of the Alaska-Yukon-Pacific exposition. Instead of tearing down the buildings after the big show is over and undoing the costly topographical work $600,000 worth of the buildings will be turned over to the University of Washington, together with the water, lighting and sewerage systems.

Lord Escher has been giving some interesting particulars of Queen Victoria's journals. There are said to be over 100 volumes of them, all written closely in a small running hand. The last entry is dictated and was added just ten days before the queen died. The journals, it is said, will never be seen hereafter in their complete form.

Rabbits are not indigenous to Australia, but were first introduced fifty or sixty years ago, when two or three pairs were shipped into Victoria from England to be bred for hunting purposes and multiplied so rapidly that as far back as 1880 steps had to be taken by the governments of some of the states in order to keep them within control.

The tower building, the first steel skeleton frame office building built in this country, is to be torn down. The site it occupies, together with the premises, 44 to 48 Broadway and 43 to 47 New street, New York city, will be improved with a thirty-eight story office building, to be erected by the Broadway and New Street Realty company, at a cost of $3,475,000.

John Verrian, driver with engine company No. 58 of the New York city fire department, was shaving himself when the alarm gong sounded. With the open razor clutched in his hand and his face covered with lather, he drove his three horses at full speed up Eighth avenue, and not till he had reached the scene of the fire did he realize that he was clasping the open razor.

Glain, a suburb of Liege, France, is said to be sinking bodily into the earth. Coal was discovered in the neighborhood twenty years ago, and, the workings being comparatively near the surface, whole streets have become undermined. Many buildings have sunk for several feet, so that there are instances of steps leading down to front doors which once had to be ascended.