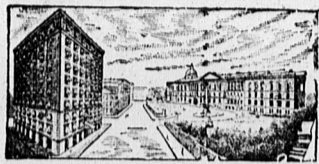




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WHAT IT COSTS FOR FLYING.

The New Sport is Expensive as Yet.

With the demonstration of the fact that the art of flying can be acquired by an individual of average capacity, there will naturally be a great deal of speculation as to the cost of owning and learning to fly an aeroplane, says the Boston Transcript. It is much harder to obtain figures in America than abroad, owing to the fact that the aviators have been at it over there for a considerably longer period than they have here. Furthermore, for the same reason, repairs are harder to make, and consequently more costly in America. At present there are not three makes in America regularly manufactured. These are the Wright, Curtiss and the Burgess types. The catalog price of the former is \$6,500 and of the last two \$5,000 each, when equipped with an ordinary 25-30 horse power Curtiss motor. So few have so far acquired the art of flight, however, that it is impossible to do more than estimate the cost of learning. In the first place, a first class mechanic is almost a necessity, at a wage of \$25 or more a week.

Then there is the cost of breakage during the time when the learner is beginning to try his wings. This, of course, varies greatly, according to the inborn aptitude of the novice. Such a one as Hamilton, for instance met with hardly a single accident of note, or one that caused him much expense, and many aviators abroad have been equally fortunate, such as Paulhan in France and Rolls in England. On the other hand, Bleriot, in teaching himself, met with wreck after wreck and demolished craft after craft. It is said that he spent in his experiments a sum approximating \$500,000. He now has it all back again, however, and is selling machines at a great rate. But Bleriot's case is hardly to the point, as he began his work with the aeroplane before public flights had been made, and was developing a distinct type of his own. At the present time one desiring to become an aviator without purchasing a machine can receive his instruction at a cost of \$1,000 in France.

This nation, as yet, is the only one where aeroplane schools of any size are open to the general public. A similar institution is, however, about to be inaugurated in England by Graham White, the unsuccessful competitor of Paulhan in the London to Manchester race. In America the Wright brothers instructed a number of employees at Montgomery, Ala., and their success was attested by the record-breaking flights of Walter Brookings at Indianapolis.

As far as the cost of travelling by the air route goes, outside of accidents, we are able to make a much closer estimate. Graham White, for instance, figures his expenses, with a 50-horsepower engine, as a fraction more than six cents a mile. This is based on an hour's journey covering forty-five miles, during which he uses four gallons of petrol at twenty-seven cents a gallon, and a gallon of lubricating oil at a total cost of \$1.85. Hamilton's flight from New York to Philadelphia was somewhat less expensive. He used in travelling 175 miles twenty gallons of gasoline and ten gallons of lubricating oil. At \$3 for the former and \$5 for the latter, his expenses per mile would figure out at four and a half cents. He, like Graham White, used a 50-horsepower motor. The ordinary motor, however, used in the Curtiss machine is 25-horsepower, which can be run much more cheaply, four gallons of gasoline and less than a gallon of oil being sufficient for an hour's flight, in which forty miles could be covered.

A JAPANESE TRIBUTE.

A remarkable tribute was paid to the Christian religion by a non-Christian Japanese at a dinner tendered the Japanese commercial commissioners a few months ago by the Christian business men of New York City. The principal response on behalf of the guests was made by the chairman of the commission, Baron Shibusawa, who speaks no English, and therefore required the services of an interpreter. Whether by intent or misunderstanding, the interpreter failed to transfer to the Americans present the sense of what was probably the baron's most significant and emphatic utterance. But a missionary at the table caught the sentence, took it down, translated it and verified his translation by submitting same to a member of the Japanese party familiar with English. The baron's declaration, as thus rendered and verified, was as follows: "Japan in the future must base her morality on religion. It must be a religion that does not rest on an empty or superstitious faith like that of some of the Buddhist sects in our land, but must be like one that prevails in your own country, which manifests its power over men by filling them with good works." As an expression of Japan's most eminent business leader, who is himself not a Christian, this tribute should be sounded throughout our entire land.—The Christian Observer.

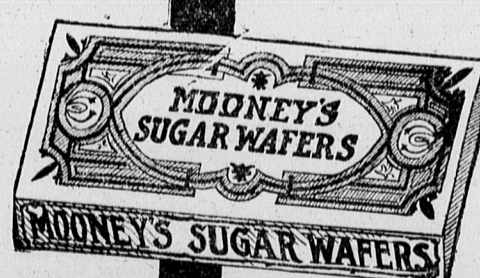
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