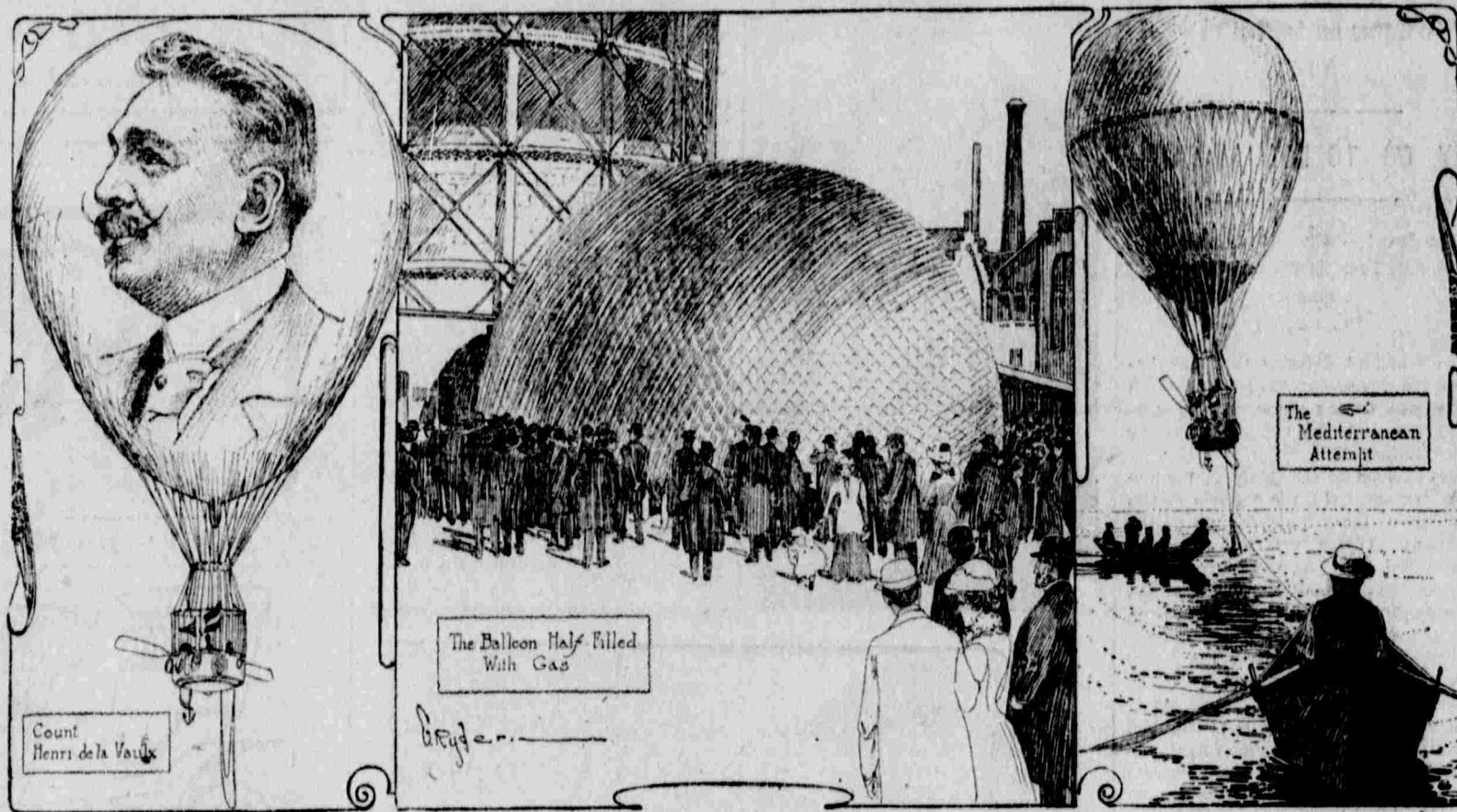


The Navigation of the Air as a Fashionable Craze; New Speed Diversion That May Become Popular

In recent years the American public has been interested in the navigation of the air only on account of its possibilities. Its promise of more or less certain development into something useful has been exceedingly attractive, and the experiments of those who have devoted their energies to the solution of the problem have had wide exploitation in the press and have been followed eagerly by readers of all classes. For several years a speedy revelation of the secret has seemed imminent, and each succeeding experimenter has been accorded a respectful hearing.

Of quite another character have been the aerial explorations of Count Henri de la Vaulx, who for years has been a missionary of aerostatics to French society and has made frequent visits to America with the same benevolent intent. The count has never posed as a utilitarian. He has always avowed with charming frankness that he has no taste for the career of an original experimenter; that he is quite content to avail himself of the inventions of others, adapting them to his own purposes and modifying them according to his own needs. The various types of flying machines with their propellers, wings and tetrahedral kites do not attract him. The only type of aerial ship that appeals to him is the good old fashioned gas inflated spheroid balloon with a comfortable car attachment, and he wants it to be made of good quality of silk and just as perfect and staunch as may be. Such a vehicle he is prepared to recommend at all times and in all places as the very apotheosis of refined sport, quite overshadowing so tame a speed makeshift as the automobile.

The most interesting feature of the business is that, in spite of his protestations, the count has made a very



serious scientific impression. In the guise of a mere aerial amateur, a society man who elects to take his keenest pleasure in the open air, and very high in the upper atmosphere of the flotilla of the air. Scientific societies and individual observers have become greatly interested in what they persist in calling his "work." The count declines laughingly to accept their estimate of his services to science and invariably substitutes "pleasure" for their "work."

But the Count Henri de la Vaulx has "done things." He has not only captured the record for making the loftiest ascent ever accomplished without supernatural aid, but he has remained longer in the upper atmosphere than any other man outside of sacred history. He has studied the Alps while suspended comfortably over their summits, has looked down on the Russian steppes from an elevation of four miles and has seen the Pyrenees from a vantage point never attained by any other man. He has also remembered, he nearly

crossed the Mediterranean in a balloon. Although he began his cloudland career in the interest of sport, the count soon made himself a serious proposition. Astronomers went aloft with him to become better acquainted with the planets. Meteorologists begged the privilege of ascending with him in order to become intimate with the air currents. Finally the French government placed cruisers at his disposal as convoys in his attempts to cross the Mediterranean. Perhaps his most thrilling achievement was his aerial

journey from Vincennes, France, to Kiev, Russia, a distance of 1,250 miles, in thirty-six hours. His passage over Germany was hailed as a triumph by the French military authorities, and it aroused the enthusiasm of the French nation to the highest pitch. Scientists who have examined the count's papers prepared for the French Geographical society and experts who have admired the accuracy of his mathematical tables may have an idea that he wears spectacles and goes about with all the traditional gravity

of the scholar. Those who have enjoyed his books of adventure may picture him as a sunbrowned veteran of the outdoor life. The young women who have shed tears over one of his romances may find it difficult to think of him other than as very young and poetical. In point of fact, he is wholly different from any of these conceptions. Ethereal as is his vocation, his physique does not suggest it.

Count de la Vaulx, now in his thirty-seventh year, is almost a giant in stature and has the appearance of a very natty athletic athlete. There is no affectation of carelessness in his dress. If his reputation as an aeronaut did not overshadow all lesser distinctions he might still derive considerable publicity from his sartorial successes. He is devoted to good clothes and declares that he should feel miserable even in the clouds if he were not well dressed. This seems to be practically inexplicable in a man who has spent two years among Patagonian savages and has penetrated most of the out of the way regions of the globe.

When he began to advocate ballooning as a sport his friends of the Parisian beau monde regarded the young nobleman as a freak and found no end of amusement in his enthusiasm. It was not long, however, before his earnestness and eloquence prevailed and dukes, duchesses, savants and literary men became his ardent disciples. The cult expanded to such proportions that the famous Aerial club was founded, and it was not long until Parisian society was committed to the new distraction. Aerostatic contests, luncheons in midair and balloon meetings became recognized as fashionable amusements. The count constructed several balloons and gave regular instruction in sailing them. The craze spread to other countries and in the course of time the Aero club was formed in New York city. De la Vaulx has made several visits to this country and has always met with an enthusiastic reception from the members of this organization. He has made numerous ascensions here and has made ballooning quite popular among the fashionable set of Newport

and New York. To the count there are no unrealized ideals so far as aerial navigation is concerned as a sport. Aerostatics, of which he is the acknowledged leader, makes it possible nowadays for the man of means to possess a balloon capable of conveying its owner from New York to Boston, Washington or even Chicago. Where the distances are comparatively short, the count has demonstrated perfectly, the journeys may be made in almost absolute safety. He has made upward of 150 ascensions, in which he has traveled more than halfway around the globe and has never had an accident.

The count is convinced that ballooning as a sport has a great future in America. He declares that it is far less dangerous than driving an automobile and greatly to be preferred. Concerning its commercial use, he is rather skeptical. He believes that the time is very far distant when the flying machine as designed by the late Professor Langley and his followers can be made practical. He has little faith in a flier that is so much heavier than the air. He avows his belief in the superiority of the spheroidal balloon, although he is inclined to look upon some of the motors recently devised as worthy of trial. He has brought to America various plans and models of his own contrivance, one of which illustrates his idea of a propeller.

The first balloon ascension under the auspices of the Aero Club of America, which was made recently and was a notable success, has given the sport a tremendous impetus in certain fashionable quarters. At the invitation of the count, Dr. Julian P. Thomas, a member of the Aero club, took a delightful aerial sail from a notable New York city to the country residence of a friend in Queens county on Long Island, where they dined, afterward returning to the city by automobile. Since that day there has been such activity among those who have embraced the cult that the business of balloon making promises to become one of the leading sporting industries of the country. WILLIS OSBORNE.

LEADERS AMONG THOSE WHO CONTROL AMERICA'S COAL SUPPLY



GEORGE F. BAER has been and still remains the prime mover in all action proceeding from the operators' side of the coal mining controversy. President of the Philadelphia and Reading, he is the accredited spokesman of the five anthracite roads which control that branch of the fuel industry. Nothing important is undertaken until Mr. Baer has been consulted. On account of his hostility toward organized labor and his firm belief in property rights he has received the nickname of "Divine Right Baer." At Reading, where he lives, he is known as a deeply religious man, a liberal giver to charities and a promoter of local improvement. He has been the architect of his fortune.



FREDERICK D. UNDERWOOD, president of the Erie, one of the five great anthracite roads, is a typical railroad man. He began as a brakeman in 1868 and has risen progressively to his present position. Mr. Underwood is a native of Wisconsin, born at Wauwatosa in 1852. He has long had the reputation of being the best transportation man in the country. Personally he is very popular, especially among the employees of his system. Although he represents interests which are antagonistic to organized labor, the miners do not regard him as a personal enemy. Mr. Underwood has frequently dissented from the radical views of his colleagues and is opposed to extreme measures.



EBBEN B. THOMAS, chairman of the board of directors of the Erie system since 1901, is a veteran railroad man. He is connected intimately with a score of transportation and coal mining enterprises and has been active in the great industrial feud. Mr. Thomas is a native of Cleveland, O., and when he was a boy of fifteen he was in the employ of the American Telegraph company. He came to New York city in 1888 to take charge of the Erie lines and in 1894 he was made president of the Lehigh Valley road. He is reputed to be several times a millionaire. Mr. Thomas is a firm believer in the theories propounded by George F. Baer and is an advocate of strenuous measures to control strikes.



WILLIAM H. TRUESDALE, the Lackawanna's president, is another Ohio man, born at Youngstown, Dec. 1, 1851. He has been in the railroad business since 1869 and has held many responsible positions, notably on western roads. Mr. Truesdale has been at the head of the Lackawanna since 1899, coming to that road from the Rock Island. Like President Underwood, he is not an extremist, but is in favor of temporizing in every possible way. During the strike of 1902 he exerted himself early and late to expedite the work of the commission and was always ready to counsel moderation. Mr. Truesdale resides at Greenwich, Conn., but appears every weekday morning in New York.



THOMAS P. FOWLER, president of the New York, Ontario and Western since 1886, is a graduate of Columbia Law school and a practitioner of many years' standing. He first became interested in the railroad business as receiver for several small lines and displayed so much ability that he was retained by a committee of foreign stockholders of the Ontario and Western to look after their interests in this country. Mr. Fowler had the sagacity to extend the road into the Pennsylvania anthracite region, and the project proved so successful that he was put at the head of the system. He is outspoken in his criticism of the methods employed by the labor leaders.



JOHAN Y. WINDER is another coal man who has come into recent prominence. He is the president of the Ohio Coal Operators' association and has headquarters at Columbus. When the operators most concerned in the mining of bituminous coal revolted from the leadership of Francis L. Robbins, who had been the spokesman of that branch of the business for some time, Mr. Winder succeeded to the position. His first act was to write to President Roosevelt suggesting executive interference. Mr. Robbins is an advocate of pacific measures and has advised compliance with certain demands made by the miners. His liberal views were distasteful to many of the more radically inclined operators.



DAVID WILLCOX, president of the Delaware and Hudson company, one of the coal carrying roads most interested in the settlement of the differences between the operators and the miners, has been very prominent in coal matters for several years. He represented his road before the coal strike commission in 1902 and made a masterly statement of the operators' contention. He is equally active in the present struggle and is regarded by the miners as one of their ablest opponents. Mr. Willcox is a native of Long Island, a graduate of Yale and of the Columbia Law school and has been eminent in his profession for many years. The late Ex-Secretary of the Treasury Brewster was his law partner until he died.

How the Canadians Are Developing Their Great Northwest; The Biggest Irrigation Scheme on the Continent

THE middle aged American citizen who "took" his geography when it was considered sufficient to denominate all of the territory in the great Canadian northwest "British Possessions" and let it go at that has perhaps heard very little of Alberta. The average public school boy and girl of the present day are probably not quite so uninformed as to the existence of the territory, but it is not likely that they are greatly interested in it. Yet it is a fact that this frontier section of the Dominion is now attracting much attention and that it has a future of very well defined magnitude.

This is due to the fact that the possibilities of the district have been made apparent. It has been shown that under proper treatment and intelligent adaptation of means to ends this great stretch of prairie country, until recently classed as a northern continuation of "the great American desert," can be made to blossom as the rose.

It is a great enterprise, the biggest irrigation scheme now under way on the American continent. From careful government surveys it has been found that there are no less than 70,000,000 acres in this comparatively undeveloped region which may be made habitable and productive by a system of irrigation. These same competent sports have decided that water easily obtained from the Saskatchewan alone would be sufficient to redeem over 9,000,000 acres.

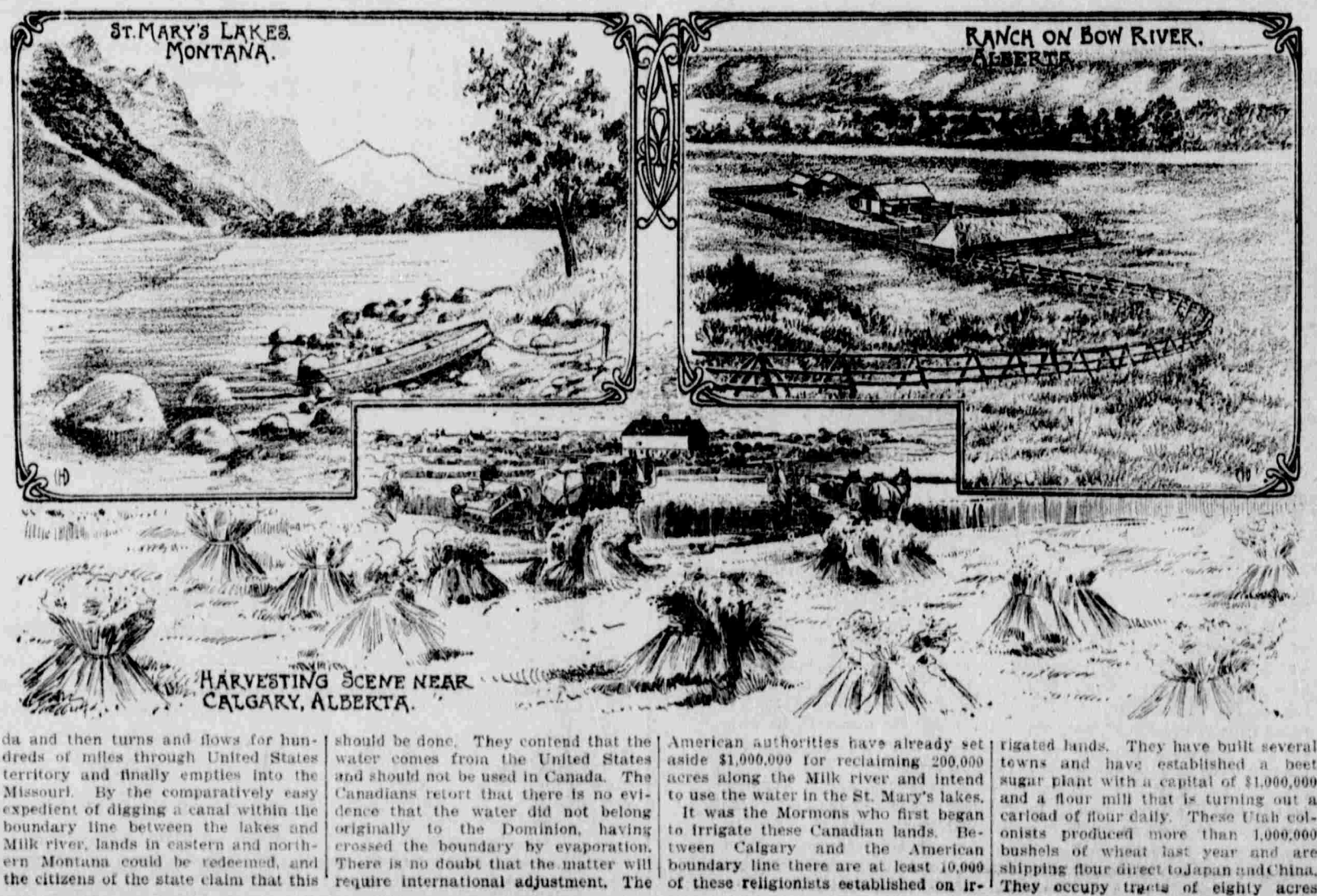
The work is already well under way. The Canadian Pacific has obtained possession of 3,000,000 acres in a solid block lying on either side of its line and has proceeded to put half of it under water and will sell the other half to actual settlers. This tract of irrigated land is almost as large as all the

territory treated similarly in California or Colorado and more than twice that of Utah, Idaho or Wyoming. One hundred and ten thousand acres are now ready for use, and double that area will be open for occupancy before the close of the present season. This means an addition to the Dominion's population of at least 200,000 persons when the irrigated tracts shall have been disposed of.

It looks now as though this new country were to derive its population almost entirely from the United States. An American syndicate has acquired the first 110,000 acres ready for settlement and has already done a thriving business in selling tracts of spring wheat lands to emigrants from the States. These enterprising real estate operators have established colonization offices at Calgary, and they are preparing to canvass the irrigated districts in the States with the purpose of inducing residents in those localities to go northward.

These railroad lands are irrigated by water obtained from Bow river, a beautiful mountain stream fed by numerous other small rivers which flow north from the United States and on into the Saskatchewan and Hudson bay. In connection with these irrigated lands of Alberta a rather serious question has arisen. The St. Mary's river, which supplies water for some of the irrigation now done in certain parts of the territory, has its source in St. Mary's lakes, which are situated in northwestern Montana about twelve miles from the boundary line. These picturesque bodies of water are high up in the Rocky mountains and are fed by heavy snowfalls and glaciers. They afford an abundance of water for the Saskatchewan and Hudson bay. The Canadians have built.

A short distance from St. Mary's lakes is the north fork of the Milk river, which runs northward into Canada



each, and on such farms they raise twice as much wheat as can be produced on nonirrigated lands.

These Canadian Mormons, it seems, are not polygamists. Some of them had plural wives in Utah, but they entered Canada as monogamists. After they had become established, application was made to the Canadian authorities for permission to bring in the plural wives of those who had left them behind. The petition was denied and there has been no further effort to revive the matter. The settlers are law abiding and thrifty, and the Canadian government has a good opinion of them.

Western Alberta is exceedingly picturesque. The long stretch of undiverted prairie rises into gradually ascending foothills and at last ends in lofty mountain peaks. This foothill country contains the largest coalfields in the northwest. The product is of a superior quality, and the supply is practically inexhaustible. The western branches obtain their coal from this region, and there is a large and growing trade with the great Montana reduction works.

ELMER O. HOWARD.

ALWAYS RAINING.

There is a group of islands to the south of New Zealand called the Sisters, or Seven Sisters, which are reputed to be subjected to a practically constant rainfall. The same may be said of the islands and mainland of Tierra del Fuego, saving for the difference that the rain often takes the form of sleet and snow. On a line running round the world from 1 to 8 or 9 degrees there are patches over which rain seldom ceases to fall. This is called the "zone of constant precipitation," but at the same time there are several localities along it where there is very little rainfall.