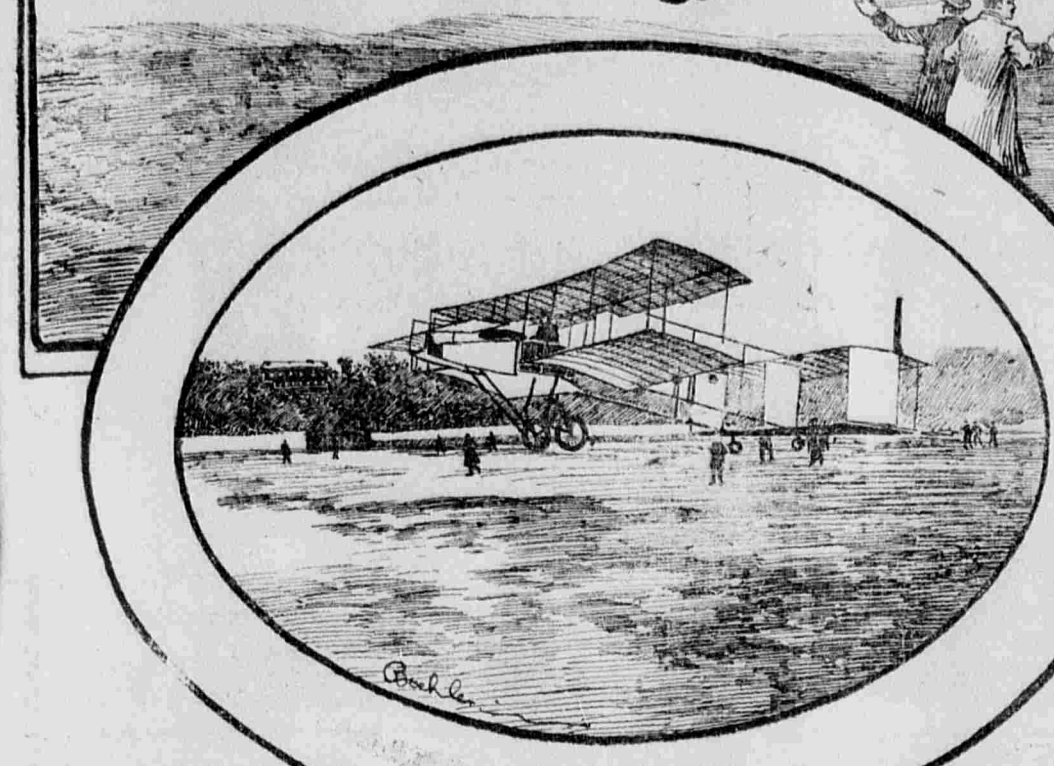
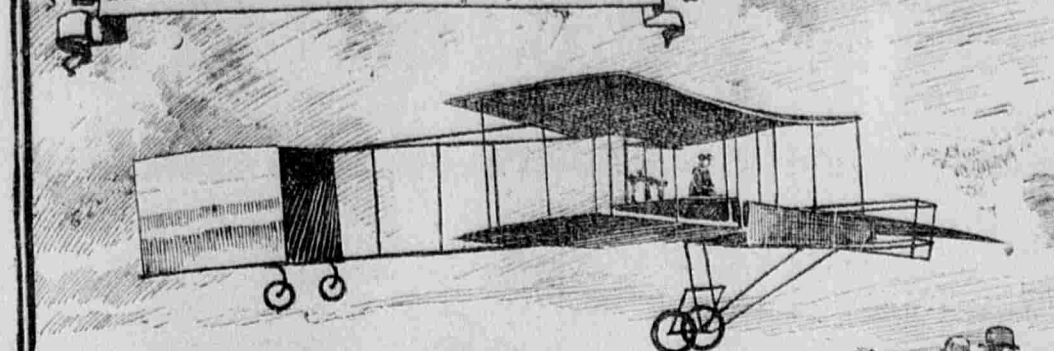


Henry Farman, the Man Who Flies

FARMAN'S RECORD
FLIGHT FOR PRIZE OF \$10,000

BREAKING



FARMAN'S FIRST
AEROPLANE FLIGHT,
OCT. 26, 1907

On Jan. 13 of the present year—there was no adverse fortune in the popular thirteen for him—Henry Farman, a Parisian of English parentage, performed a feat which will ever be memorable in the annals of aviation. For the first time in the history of the race a man rose from the earth in a machine heavier than air and after accomplishing a flight of nearly a mile returned to his starting point. Farman was that man, and he won a prize of \$10,000 by doing it, besides a fame that is unprecedented in aeronautics.

How to make the heavier than air flying machine fly is an aeronautical problem that has engaged the effort of navigators both ancient and modern. No one of them has ever been able to rid himself of the consciousness that in the lighter than air balloon he was dealing with a mere plaything, that the gas bag offered no real solution and that it would never bring about the era of air locomotion. From the earliest ages man has been trying to penetrate the secret which at present is known in its entirety only to the creatures to which it was confided as their birthright, but without the power to impart it to others.

Henry Farman has been one of those who have been trying long and laboriously to wrest this hidden knowledge from an apparently unwilling nature. In November, 1906, he saw Santos-Dumont fly over 200 yards at Bagatelle. He was so impressed by that exhibition, crude as it was, that he resolved then and there to devote himself and all his energies to the development of the scheme. He made up his mind that an aeroplane built on scientific lines and having a

motor of not less than fifty horsepower and weighing not more than 500 pounds could be made to fly. He decided to have such a machine built, and he gave the order at once.

Farman doesn't claim that his plan for an aerial flier was at all original. What he did was to combine many of the leading features of previous devices that had shown promise, using the design of Professor Octave Chanute of Chicago as a base on which to build. Without attempt at minuteness of detail, the apparatus which Farman had constructed for him by a firm of Paris builders consists of an oblong skeleton built up of ash, having a length of 32.8 feet and 6.5 feet square. From the fore part of this oblong extend lateral planes covered by a varnished textile, and the back of the skeleton is boxed in by similar material for a length of 10.6 feet.

The operator sits in front, where he has command of a forty horsepower eight cylinder engine actuating a two blade propeller behind, the planes having a diameter of 6.8 feet. The steering apparatus is in a box at the rear. The machine is mounted on pivoted wheels to allow it to get sufficient speed on the ground to rise in the air.

After several months of experiment and modification the aeroplane was delivered to Farman, and he went to work at once to see what he could do with it. For several weeks it seemed as if he could do absolutely nothing. It did not show any inclination to ascend even when encouraged in every possible way by its anxious owner.

One day, however, it began to develop symptoms of buoyancy, and finally it actually rose from the surface of the earth and hung suspended a few inches without visible means of support. Mr. Farman was greatly encouraged and fixed a date for a public flight.

Right here it is proper to call attention to the fact that this air navigator has never had any secrets from the public. Unlike the famous Wright brothers, the clever Americans who have been astonishing Paris with their reputed aerial achievements, Farman has been out in the open from the very beginning.

On Oct. 1 of last year he made his first public flight. It could hardly be called an ascension, but the machine rose to a height of eighteen inches from the ground and moved forward a few yards. It was enough to inspire hope, and Farman kept on making daily ascensions until the middle of the month, gradually becoming more and more proficient in navigating the ship. On the 15th he flew 250 meters, but as none of the commissioners was present the flight was not recorded as official. He kept right at it, making several flights a day and made such progress that he notified the commission of the Aero club that he would try to get the Archdeacon cup—then held by Santos-Dumont—on Oct. 26.

He was successful. His machine flew 770 meters, the longest flight made up to that time. He might have retired on his laurels and waited for the other experimenters to catch up, but Farman is not that sort of scientist. He had become well enough acquainted with the possibilities of his device to want him to attempt even greater exploits, and he did not hesitate.

Thus far his flights had been only in a straight line. Now he set to work to learn how to turn his ship in the air and began making circles. From the first he was very successful with these experiments. The machine responded faithfully to the rudder which he had devised, and it was not long before he felt that he was in a fit condition to enter the lists as a competitor for the prize offered by Messrs. Deutsch and Archdeacon, the sum of \$10,000 cash.

The conditions for this prize were that the competitor, starting from a given point, should fly 500 meters, turn round and come back to the starting point without having touched the ground. For the purpose of the trials two flags were planted at a distance of fifty meters from each other. From the center of the line between these two flags another was fixed at right angles at a distance of 500 meters. The condition was that the competitor had to cross the line at the start and finish between the two flags.

As soon as these arrangements were made Farman started his engine and the machine traveled along the ground for about fifty meters, rising in the air about 100 meters behind the line. It soared gracefully in a diagonal direction across the line at a height of about twelve feet and made a slight curve toward the outer post, gradually rising until near this post, when the ship rose to a height of thirty feet, so as to be able to make the turn without touching the ground. The aeroplane soared aloft beautifully, with only a slight inclination, at a much sharper angle than would have been thought possible, and after curving slightly behind the post for about fifty yards it made another sharp turn home. Farman steered his machine in a starting direction and crossed the line very near the point from which he started. The ship sank to the ground gracefully without the slightest shock. The time taken to cover the course was a minute and twenty-eight seconds, but of course the distance actually covered was much greater than was required. It was necessary to cover only 1,000 yards, and Farman had exceeded that distance by at least one-quarter.

Thus with the winning of this prize Farman has gained the coveted distinction of being first to make a successful flight in a heavier than air machine. It may also be said of this performance that it marks the most important step ever taken in actual aerial navigation. At least it begins to look as if great and almost unexpected developments in this least understood species of locomotion were coming.

The Wrights have been abroad much of the time for the past two years, and they have been supposed to be negotiating with European governments for the sale of their aerial invention, whatever it may be. On their last visit to America, however, they admitted that as yet nothing had been done in that direction. In both France and Germany the military authorities are deeply interested in the development of heavier than air craft because it is admitted everywhere that when perfected such a machine will be of far greater service to the army and navy than the dirigible balloon.

Although England is claiming Farman as its own—he is really a subject of King Edward—he is a product of Paris as a man and as one who has flown through the air. His parents are Scotch, and the family has lived in Paris since 1867, when the father took a position in the Paris office of the London Standard. His three boys have been brought up in France, and all of them speak English with a decided Gallic accent. They went in for bicycle racing in their day and afterward became experts in driving the motor car. Henry was not even a balloonist when he adopted the aeroplane fad.

EDGAR E. WEBB.

HENRY FARMAN, WINNER OF THE DEUTSCH ARCHDEACON PRIZE

A Brilliant and Popular Young Filipino Statesman; The Clever Speaker of the Assembly a Great Favorite

THE Filipinos have a new leader, Senor Sergio Osmena. For the first time since the archipelago became a matter of concern to the people of the United States a Filipino who is not antagonistic to the American protectorate in the islands has obtained the confidence of his countrymen and has been selected to represent their interests.

That this estimate of Senor Osmena is well founded may be substantiated by his own words recently spoken: "There never has been a time when the understanding between the Filipinos and the Americans was as complete as it is now. The members of the assembly reflect this sentiment. The prophets of evil have, I think, been confounded by the conservatism shown by the chosen representatives of the people. I can say honestly that I am not surprised at this conservatism. I find the hearts of my people."

When the Philippine assembly was formed it was regarded as a joke by almost everybody, including the Filipinos themselves. Foreign governments, which seem to be almost as deeply interested in the American administration of the affairs of the archipelago as is the American public itself, looked on the concession as a mere placebo, a something to distract the attention of the Filipinos from mischievous activity. "While they are playing at governing themselves," wrote the agent of a European government to his home office, "they will not be so inclined toward plotting for the overthrow of their American rulers."

The assembly has shown itself to be something entirely different. It was soon apparent that the assembly had both a rudder and a pilot. More than that, it was made plain that its crew was amenable to discipline. As the session progressed the speaker, Senor Osmena, demonstrated unusual ability, coupled with remarkable tact, and these qualities soon gave him as much control over the members as Uncle Joe Cannon exercises over the representative body at Washington.

Better Than Expected.

"This was a surprise even to the Americans residing in the archipelago. The campaign—the first thing of the kind ever known in the Philippines—had been a hot and heavy affair, bloodless, but oratorical in the extreme. Five so-called parties secured representation in the assembly. These

were the Nacionalista, with thirty-two seats; the Independencia, with twenty seats; the Progresista, with sixteen seats; the Inmediatista, with seven seats, and the clerical faction, with a few seats.

But the session was not very old before it was clearly to be seen that party lines were resting very lightly on the shoulders of the delegates. In

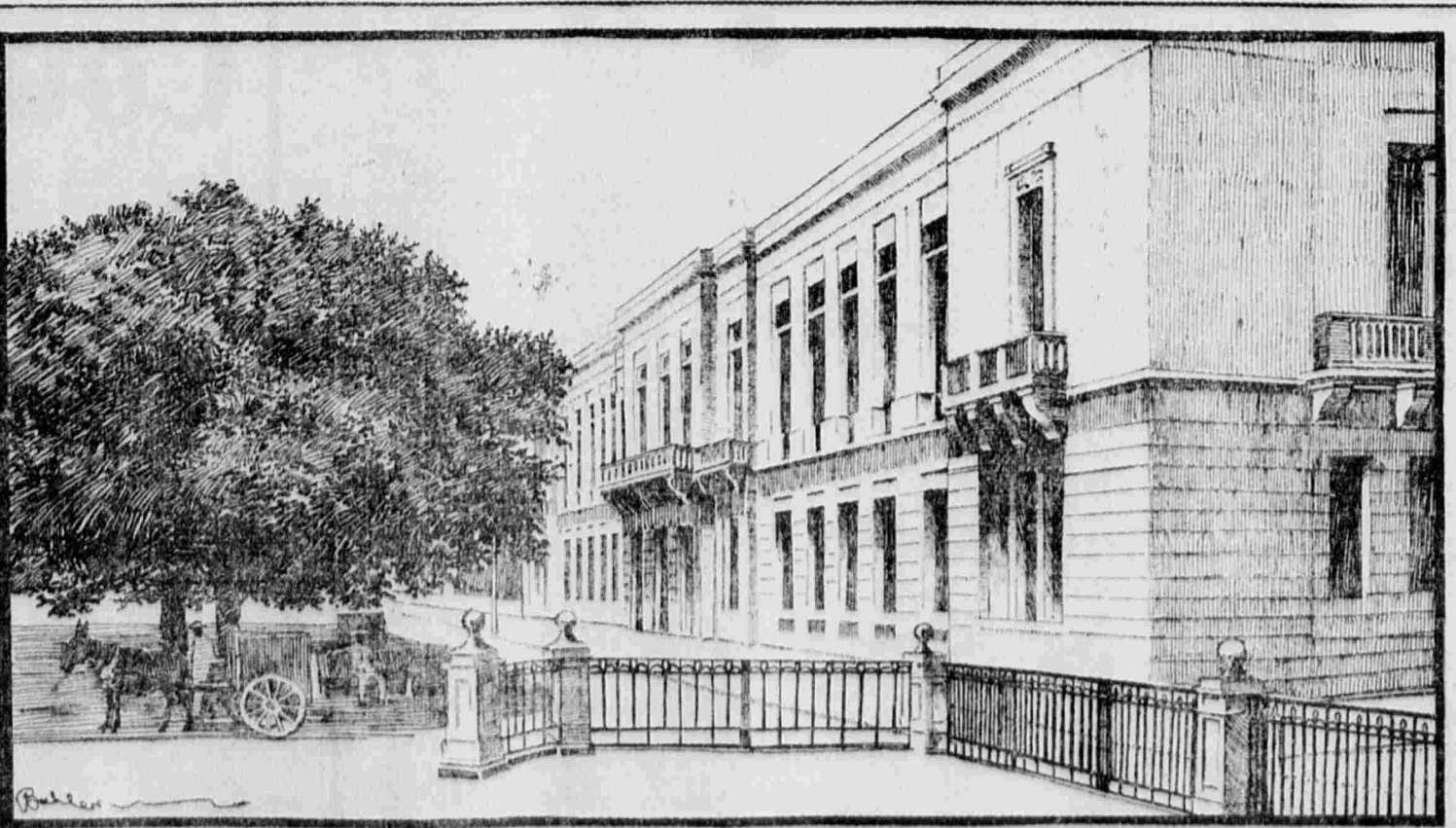
not ignored. The assembly resolved itself into one of the most dignified bodies of the day.

The Real Authority.

Of course the American commission is the real power behind the nominal legislative body. The commissioners exercise executive functions apart from their legislative duties. As a



SPEAKER SERGIO OSMENA.



GOVERNMENT BUILDING AT MANILA.

dependence had been an excellent party slogan, but the sense of responsibility soon brought the new statesmen face to face with practical matters that required prudence and moderation. The whole body realized also that it was on trial and that it must stand the test of criticism. It did not forget that any excess would react on it promptly. Mr. Taft's warning was

matter of fact, the commission embraces all the executive authority of the insular government, which is now concentrated in the hands of the five American members. As long as the assembly goes right—that is, does not interest itself in any measure which is contrary to the policy of the existing government—the commission will not interfere. Should the assembly be-

come aggressive or too original in its notions of lawmaking the commission could at any time administer the government of the islands without the cooperation of the legislative body. This means, of course, that the commission can get along without the assembly, but the latter cannot accomplish anything without the assent of the former. The assembly can pass bills, as many

consideration of the legislative body in an American commonwealth. The first bill passed by the assembly was to appropriate 1,000,000 pesos for the building of schools. The second was to increase the salary of the speaker. Only one actually absurd measure was proposed—a bill providing the members of the assembly with official badges to be worn in public. It is

happily necessary to say that this effort to make itself resplendent did not meet the approval of the commission. When the Philippine assembly chose as its presiding officer the able young representative from Cebu, Senor Osmena, it acted with admirably good judgment. It certainly had the effect of advancing the Filipino cause in the eyes of those Americans who are most

thirty, he was a markedly successful prosecuting officer in Cebu and afterward an excellent governor. He is not a professional politician, but he is with reluctance that he could be persuaded to become a candidate for the assembly. It may be said of him also that he was in no sense a candidate for the speakership. He is a patriot of the most intense type, and that endears him to his people. He is, above all, a thoroughly practical man, and that makes him acceptable to the Americans.

It was a great relief to everybody when such a man was put at the head of the assembly. It was felt that there would be no freak legislation as long as Senor Osmena was in control. Before his selection it was well understood both by the native and American elements that the choice of a speaker would indicate what might be expected of the assembly. While the hand of the commission was not openly visible in the election of Osmena, no one doubts that it contributed its influence to the result.

TOLD IN BRIEF.

Among flowers the chrysanthemum is said to live the longest after being cut.

The nourishment in three baked bananas weighing one pound is equal to that of twenty-six pounds of bread.

The film of a soap bubble is so thin that 50,000,000 of them would be required to make one inch.

By the bank charter act, 1844, the

Bank of England is permitted to issue notes to the amount of \$10,000,000. The net annual benefit to the state in France from the sale of tobacco is now \$90,000,000. In 1811 it was \$2,800,000.

Spain is to spend \$40,000,000 on the improvement of her naval dockyards and the construction of three new battleships of 15,000 tons each.

The reason cats dislike water is be-

cause there is nothing oily about their fur. Consequently it is easily wetted and does not dry quickly.

Below 1,000 fathoms there is a uniform temperature in the ocean depths—always a few degrees above freezing point, never more, never less.

Eels have invaded the water mains supplying the east side of New York to such an extent that in several places the pipes have become choked.

Telephones from the pulpit to the

pew have been placed in an English church for the benefit of members of the congregation whose hearing is defective.

Mr. John Elshaw, who died at the age of 101 at Atlantic City, N. J., leaves ninety-four descendants. His father died at the age of 106, his grandfather at 142, and his grandmother at 162.

The largest gull toothpick factory in the world is near Paris, where there is an annual product of 22,000,000 quills.

The factory was started to make quill pens, but when these went out of general use it was converted into a toothpick mill.

The rapid growth of the nail is an indication of health.

The skeleton of an average whale weighs about twenty-five tons.

A speed of thirty-four and a half knots, equal to forty miles per hour was attained recently on her official steam trials by the torpedo destroyer

Mohawk, built by Messrs. J. Samuel White & Co. The vessel is fitted with steam turbines and is the fastest war vessel in the world.

Postoffices were first established in 1444.

London policemen are complaining of a new disease, which they declare is caused by the fumes of motor automobiles. The men who suffer most are those engaged in directing traffic at such centers as the Bank, Ludgate cir-

cus and Holborn clove. The symptoms, they declare, are headache and sore throat.

With its microscopic brain the ant has not the power of reason, said Henry Hall at the London institute recently. Experiments have proved that. But it is exceedingly initiative, has marvelous power of adaptation and so adapts to all its remarkable work through the medium of "plastic instinct."

Taxes are lowest in China.