

1910

July - December

1910

July 1

Cambridge, Mass. to Shelburne, N. H.
- visit to the McMillans -

Morning cloudy & sunny, afternoon sunny - Day hot.

Mr. & I left the house at 8 AM. and went to the North Station, via Porter's. As I had been unable to secure parlor seats, we took the common car to Portland. The rush was fierce. The 9 AM. train was in two sections, one with seven parlor cars, the other with common cars. Our train started first and we secured, by being on hand, a good seat, and reached Portland comfortably about 20 min. late. The scene there was a remarkable one, late trains coming in, trunks piled everywhere in myriads and people anxiously waiting and wondering. We got away from Portland at about 2.15 instead of 1.16, but we had got parlor seats from Portland and found Laura, James Jimin, & Charles Greenough in the car. We had a terribly hot ride to Gorham reaching there at 6.05 instead of 5.20.

The country about Salem was yellow with *Senecio tinctoria*, hills & dry pastures were one solid *Senecio tinctoria* mass of color. Beyond Portland the wet meadows and ditches were filled with *Senecio Robbinsii*, with a background of *Chrysanthemum leucanthemum* and *Ranunculus acris* and also *Rubus angustifolia*. I saw one patch and one only between Portland & Gorham of *Hieracium aurantiacum*. At Gorham we met Mr. & Mrs. McMillan & Andrew and we had a lovely auto ride home. A refreshing tea and a pleasant evening devoted to conversation finished the day. We retired early. Miss Harriet N. Parker, cousin of Mrs. Sheffield is here teaching Ellen & Andrew. *Rudbeckia hirta* & *fruticosa*; *Euphorbia Cyparissias* from my table were in a vase

Shelburne, N.H.

1910
July 2

Bright sunny day with a little cloud -

It has been a very pleasant, restful day - After breakfast we sat round, writing and talking - Later Mr. McMillan & I rode by auto to Gorham where I did some errands and called on Mr. Steacy. We got back to dinner. This morning I walked down to the spot where I first found the fruit of *Euphorbia Cyparissias* L. on July 1 last. I gathered a good bunch of plants in fruit and shall merely collect the ripe fruit from them, for Mrs. McMillan has already sent me and the Gray Herbarium fruiting plants to press. It is too ripe now to retain the fruit. I collect the plants of last season on July 1 & 2 and they could have been taken to advantage a little earlier. I shall examine the condition of the species in the place to-morrow, I hope. The specimens I collected today by the road on the bank near the entrance to the place to the west were heavily fruited - I saw many plants where the fruit had entirely dropped off. The upper bracts are quite red and lateral branches are growing out -

The afternoon was spent in tennis on the new court east of the barn, a ride round by Shelburne Bridge, and later a ride to Gorham for the mail. Evening on the piazza talking -
Euphorbia Cyparissias L. Overripe fr^{ts} plants by road, on 7/4/10.
Potentilla canadensis L. var. *simplex* (Michx.) T. & G. roadside by east entrance.
Antennaria canadensis Greene. past fruiting, growing with the above.

Shelburne, N. H.

1910

July 3

(1)

Cloudy with some sun, cool, a smart shower
in the P.M.

This morning Mrs. McMillan, Miss Parker, Mr.
& I walked over to the pasture opposite the
Rix house. In the pasture in dry ground is
a patch of Rosa gallica L. that has been Rosa gallica
there for years untouched. It covers an area
about thirty feet across and a few rods
away we found traces of an old cellar, in-
dicating that once a very small house was
there. The plants were from six inches to
a foot in height as a rule, but I found
one a foot and a half high. The flowers
were very abundant, large, double and deep
red. I took a few specimens -

We walked into the woods across the road Fragaria
past the pond. In a damp, shady spot there
was a good deal Fragaria virginiana Duchesne
with very thin leaves. I took specimens -

We returned home and I put the plants
in press and wrote some letters -

Mrs. Charles Rantoul & Endicott drove up about
one o'clock and went on to Mrs. Rantoul's
land beyond the picnic. Mrs. McMillan, Miss
Parker, Ellen & Endicott followed in the
auto. Mr. McMillan, Mr. & I dined here.

After the smart shower in the after-
noon, we, Mr. & Mrs. McMillan & Miss Parker
& I took a ride in the auto to the
Glen. It was very lovely in the Pinkham
Notch. Peabody River was running

Shelburne, N.H.

1910

July 3
(2)

merrily and in one place a man was stepping
from stone to stone casting for trout.
Fields were yellow with Senecio Robbinsii
and we constantly saw patches of Hieracium curvicaucum which I stated
in my journal notes for July 6, 1909, is
very abundant throughout the White Mountains.
The big mountains were grand, but Wash-
ington was covered with clouds down to
Howells Peak. It was quite cold and
windy and it felt like a fall day. We
returned to Forham quickly, sliding down
the 8 miles easily in 25 minutes. We
reached home after a ride one hour & twenty-
five minutes.

Roots like the lvs.

Shady woods on Mt. Evans -

Antennaria canadensis Greene

Antennaria elliptica Nutt.

Shady woods on Mt. Evans -

Before tea I walked down into the field Euphorbia
to examine the Euphorbia. It has fruit like Cypripedium
well, but is nearly by. There is a large patch
between the two pieces of woods northwest of the
house, and there is the line of it, farther down
in the field where I collected it on July 2, 1909.

The floral leaves are getting quite red and the plants
are throwing out side shoots. The fruit is fast going.
I found one large patch of sterile stems about a foot high.
The had a pleasant evening, with music, talking, & singing.

Rosa palmea L.

Open, dry pasture on Mr. McWilliam's place, long established.

Fragaria virginiana DeCesare.

Shady, damp wood opp. the house. Leaves thin.

Euphorbia Cypripedium L.

Specimens from the field below the house - See above.

The plants were quite hidden in a crop of fine tall grass.

Fourth of July!! Shelburne, N.H.
A quiet day.

1910
July 4

Heavy storm of thunder, lightning & rain at about 5 A.M. Light rain at intervals with heavy wind during the morning - Afternoon quiet and sunny and clear with fleecy clouds. Morning cool, afternoon mild and pleasantly warm.

We staid in and near the house this morning. I visited the barn and found there were two pairs of Barn Swallows with two nests filled with young. I have seen but four Barn Swallows about here - I also strolled down the road a bit and collected a few plants.

This afternoon I watched a little tennis and later we had an afternoon tea. A team from Philbrook's brought Mrs. C. Sudcott, Mrs. Charles Rantoul, and the Misses Davenport. We had a pleasant time in conversation. I had plowed Mr. Philbrook this morning and he sent by the team the big press and accompaniments from the house. I shall use it here.

After tea I transferred the plants to the weed press and I shall dry the few I take, quickly.

This morning I put at each plate a patriotic card for the glorious fourth of July. At dinner the dessert was strawberry shortcake with fluff & a figure of Washington painted by Ellen - America by the Victorias.

Trifolium aprarium L. Flower - Roadside near entrance.
Antennaria canadensis Greene. Part fruit. " " "

Pentstemon laevis Ait. Flower. Coll. by Mrs. C. Sudcott today from the old station in the interval off the house at Philbrook's. She said there were only 4 or 5 plants -

Shelburne, N.H.

1910
July 5

Clear, mild, good breeze, glorious -
This morning I took a number of pictures.
I used up ^{part of} a roll of 12 small 2 1/2 x 4 1/4
on John & Ellen and the automobile. I took
some 4 x 5 of the house and automobile and
Chester Reabody on the mowing machine -

Geo Philbrook called about 10.30 and
drove me to Gorham - We had a very nice
time indeed. I left a roll of films at
Flora's. We got back here by dinner
time.

This afternoon there was tennis - After
writing several letters I went over to
the Court and took some small pictures
of Mrs. McWilliam & Miss Parker at tennis.
I also took the old automobile with
Ellen & Cecelia.

Then came an auto ride, Mrs. Mc-
William, Miss Parker, Mrs. McWilliam & I
drove to Gilead on the South side and
over the Suspension Bridge and back
on the north side. I waved to
Prof. & Mrs. Penhallow on the Philbrook
piazza - I also saw Arthur Allen
sitting on the piazza at the Evans
house -

Reading the papers and talking on the
piazza took up the rest of the P.M.

Red Rand sends me good letters.
He is hard at work always -

I changed dresses this evening - -

Shelburne, N.H.

1910
July 7
(1)

Clear warm, good breeze, 86°. clouding in P.M.,
rain ^{in evening}.
It has been a warm day, but we have
kept quite comfortable. Much of this morning
was spent in taking photographs, of Miss
Parker & the children, and with my portrait
lens, pictures of Ellen, Mrs. McKillan, M. and,
of myself, Mrs. Mch. pressing the bulb - I also
took some roots of Cuscuta -

I took a spin at noon with Mrs. McKillan
as far as Colton's to test his car. Afterwards
I met Gus & Prof. Penhallow off. The bus
returning from Enham, as I was collecting
some Cuscutarias.

This P.M. Mr. Mch. drove Mrs. Mch. to Hubbard Hill, where
Mrs. Mch. walked to the Sewing Circle at Mrs. Peabody's
the bridge being down. Then Mrs. Mch. drove M.
& me to Philbrook's, where we had a very pleasant
call. Prof. Penhallow & I walked into the intervals
to see the Pentstemon. There were four plants. I took one
We saw Mrs. Miss Fanny, Mary, Lawrence,
Mr. Lane, Mrs. Lane, Kate & sister, Prof. & Mrs.
Penhallow, Miss Bowman, Mrs. C. W. Townsend,
Mrs. Eudicott, Laura, Jane & Charles Greenough.
All were very cordial. Miss Smith is quite
unwell but Mrs. Townsend said she was a
bit better.

I caught a small green snake by the Green
house and showed it to people. Snake
I heard a House Wren singing, heard
directly over my head back of the Bumpalord House Wrens
and a few minutes after I heard what

Shelburne, N.H.

1910

July 7 I thought was a different Wren singing on
(2) the east side of the Jordan Cottage. It may
have been the same as - Gus told me
that Mrs. Taylor who occupies the Bangalod
said that the young Wrens left the fork
basket yesterday morning. He does not
know of more than one pair nesting this
season -

The Shaw's chickens have done well
and are all growing fast -

At last we returned, Mr. Meehan having previously
got Mr. Meehan and then we drove to Embury.
I called at Shorey's and got my 4x5's
a good set of 10. All are good -

Busy this evening with press and notes -

Antennaria canadensis Greene. } roadside, barren ground
" residua Greene. } opp. the house. Past fruit.
" canadensis Greene. } ^{2 in. m. 3. 0. 14/116} on boulder back of the
Bangalod, same clump as on May 25 last.
" petaloidea Fernald } ^{2 in. m. 3. 0. 14/116} roadside by Scudder
Cottage, same spot as on May 27 last
" residua Greene. } barren soil near house Cottage

Woodсия ilicifolia (L.) R. Br. on boulder back of
Bangalod, a clump some 12 ^{in.} across.

Pectispermum laevigatum Nutt. Intercala aff. house P. scipitella Nutt.
on Philbrick Farm. Prof. Peckham & I walked Flora
down there. There had been recently, he said, at F. W. Pennell
least 12 good flowering plants over about an acre. Nov. 1923
All but 4 had been picked or transplanted. I took one.

Brassica campestris L.

last field just north of Shelburne Station.

Boston Herald
DR. W. J. ROLFE
DIES IN TISBURY

July 8 - Fridays 1910
World-Famous Shakespearean
Scholar and Editor Overcome
by Infirmities of Old Age at
His Son's Home.

HARVARD AND AMHERST
ACCORDED HIM HONORS

Prolific Contributor to Leading
Literary and Educational
Magazines; Edited Poems of
Tennyson and Browning.

VINEYARD HAVEN, July 7—Dr.
William J. Rolfe of Cambridge,
Shakespearean scholar, author and
editor, died today at the home in Tis-
bury of his son, Charles J. Rolfe.
Death was due to old age.

William James Rolfe was born in
Newburyport, Dec. 10, 1827, the son of
John and Lydia Davis (Moulton)
Rolfe. His boyhood was mainly
passed in Lowell, where he was fitted
for college at the high school. He en-
tered Amherst College in 1845 and was
the classmate of President Seelye, un-
til recently the head of Smith College.

After his graduation in 1849 he
taught school in Kirkwood Academy,
Maryland, resigning after two months
to become principal of Day's Acade-
my in Wrentham, where he remained
until December, 1852, when he accept-
ed the mastership of the Dorchester
high school. In 1857 he became prin-
cipal of the Lawrence high school,
where he remained for four years,
going from there to Salem, but the
next year he was offered the master-
ship of the Cambridge high school
and made his residence in that city
since that time, although he resigned
his position in the school in 1863 and
devoted himself to editorial and liter-
ary work. Prof. Rolfe married Miss
Elliza J. Carew, one of his pupils at
the Dorchester high school.

Prominent as Editor.

From 1869 to 1903 he was one of the
editors of the Popular Science News,
and for over 20 years had charge of
the department of "Shakespeariana"
in the Literary World and The Critic,
being one of the staff contributors of
the latter. He also wrote many arti-
cles for the North American Review,
Arena, Harper's and other literary,
scientific and educational journals.

In 1865 he published a "Handbook
of Latin Poetry" in conjunction with
J. H. Hanson, A. M., of Waterville,
Me. Between 1867 and 1869, in con-
nection with J. A. Gillet, he brought
out the "Cambridge Course in
Physics," in six volumes.

He was the author of an "Eng-
lish History for Schools," "The Elementary
Study of English," a "Life of Shake-
speare" and "Shakespeare, the Boy."
His first Shakespearian work was the
bringing out of the edition of "Craik's
English of Shakespeare," in 1867.
Since then he may be said to have
"given his days and nights to Wil-
iam Shakespeare."

In 1870 he made a school edition of
"The Merchant of Venice," which was
followed by editions of "The Tem-
pest," "Julius Caesar" and "Henry
VIII." An insistent call for more came
from every quarter, and the edition
was finally completed in 40 volumes.
No other American edition has ever
met with such sales—more than half
a million volumes finding ready mar-
ket. It pleased Mary Cowden Clarke,
an English Shakespearian, to call this
the "Friendly Edition."

Edited Leading Poets.

He edited volumes of Milton, Gray,
Wordsworth, Goldsmith, Browning,
Scott's complete works, offered both
a Cambridge and an edition de luxe
of Tennyson, and supervised the pub-
lication of the "New Century edition
de luxe" of Shakespeare.

After many years of pleasant cor-
respondence with the poet Tennyson
and his son, he was a guest of both
at different times, one memorable
visit occurring only six weeks pre-
vious to the poet laureate's death.

With his son, John C. Rolfe, Ph. D.,
professor of Latin in the University
of Pennsylvania, he edited Macau-
lay's "Lays of Ancient Rome." He
published a series of elementary Eng-
lish classics in six volumes, and also
supervised the publication of the
"New Century" edition de luxe of
Shakespeare in 24 volumes, besides
writing for it a "Life of Shakespeare",
which fills a volume of 550 pages.

He received the honorary degree of
A. M. at Harvard in 1859, and the
same degree in 1865 at Amherst, where
in 1837 he received the further honor
of doctor of letters. From 1882 to
1888 he was president of the Martha's
Vineyard Summer Institute. He was
also an instructor in the summer ses-
sion of the State University of Illinois
and several other summer schools,
and in 1904 was elected president of
the Emerson College of Oratory, suc-
ceeding Dr. Charles Wesley Emerson.

Boston Transcript

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FRIDAY, JULY 8, 1910

DR. WILLIAM JAMES ROLFE

Distinguished Shakspearian Scholar, Author and Editor Succumbs to Infirmities of Age

Dr. William J. Rolfe of Cambridge, Shakspearian scholar and author, died on Thursday at the home of his son, Charles J. Rolfe, in Tisbury. Death was due to the infirmities incident to age.

Dr. Rolfe was a man to whom many hundreds of pupils gave credit for their appreciation of the English classics and in whom Shakspearian students the country over recognized a master. Few men, if any, did more to popularize standard English literature in America than Dr. Rolfe, and the popularity of Shakspeare as a classic in the schools of America was due in great measure to him. He was the editor of many editions of the dramatist's works. He also edited editions of most of the great English authors from Milton to Tennyson—editions that were regarded as peculiarly fitted for school purposes. He was a prolific writer on literary topics for the magazines and literary journals all his life.

William James Rolfe was born in Newburyport, Dec. 10, 1827, the son of John and Lydia Davis (Moulton) Rolfe. His boyhood was mainly passed in Lowell, where at the high school he was fitted for college. He entered Amherst College in 1845 and was the classmate of President Seelye, until recently the head of Smith College. After his graduation in 1849 he taught school in Kirkwood Academy, Maryland, resigning after two months to become principal of Day's Academy in Wrentham, where he remained until December, 1852, when he accepted the mastership of the Dorchester High School. In 1857 he became principal of the Lawrence High School, where he remained for four years, going from there to Salem, but the next year he was offered the mastership of the Cambridge High School and he had made his residence in that city since that time, although he resigned his position in the school in 1868 and devoted himself to editorial and literary work.

Dr. Rolfe received the honorary degree of A. M. at Harvard in 1859, and the same degree in 1865 at Amherst, where in 1887 he received the further honor of doctor of letters. From 1882 to 1888 he was president of the Martha's Vineyard Summer Institute. He was also an instructor in the summer session of the State University of Illinois and several other summer schools, and in 1904 was elected president of the Emerson College of Oratory, succeeding Dr. Charles Wesley Emerson.

Dr. Rolfe edited volumes of Milton, Gray, Wordsworth, Goldsmith, Browning, Scott's complete works, also a Cambridge and an edition de luxe of Tennyson, and supervised the publication of the "New Century edition de luxe" of Shakspeare. With his son, John C. Rolfe, Ph. D., professor of Latin in the University of Pennsylvania, he edited Macaulay's "Lays of Ancient Rome." He published a series of elementary English classics in six volumes.

From 1850 to 1903 Dr. Rolfe was one of the editors of the Popular Science News, and for more than twenty years had charge of the department of "Shakspeariana" in the Literary World and the Critic as one of the staff contributors of the latter. He also wrote many articles for the North American Review, Arena, Harper's and other literary, scientific and educational journals. In 1865 he published a "Handbook of Latin Poetry" in conjunction with J. H. Hanson, A. M., of Waterville, Me. Between 1867 and 1899, in connection with J. A. Gillet, he brought out the "Cambridge Course in Physics," in six volumes.

Dr. Rolfe was the author of an "English History for Schools," "The Elementary Study of English," a "Life of Shakspeare" and "Shakspeare, the Boy." His first Shakspearian work was the bringing out of the edition of "Craik's English of Shakspeare," in 1867. Since then he may be said to have "given his days and nights to William Shakspeare."

In 1870 Dr. Rolfe made a school edition of "The Merchant of Venice," which was followed by editions of "The Tempest," "Julius Caesar" and "Henry VIII." An insistent call for more came from every quarter, and the edition was finally completed in forty volumes. No other American edition has ever met with such sales—more than half a million volumes finding ready market. It pleased Mary Cowden Clarke, an English Shakspearian, to call this the "Friendly Edition."

Dr. Rolfe married one of the graduates of the Dorchester High School, Miss Eliza J. Carew, who died some years ago. Their three sons are all graduates of Harvard. The eldest is John C. Rolfe, Ph. D., professor of Latin in the University of Pennsylvania. The second son, George William, is an instructor in the Massachusetts Institute of Technology, while the third son, Charles Joseph Rolfe, is a lawyer practising in Boston.

Boston Transcript, July 8, 1910, Friday -

DR. ROLFE'S UNIQUE SCHOLARSHIP

Exact scholarship is the last peg in the schoolroom on which the average pupil cares to hang his hat, and a scholar who can make it one of the first must have had gifts beyond the ordinary. The audience of the late Professor William J. Rolfe was enormous; but more significant than numbers was the service he did for students almost without their knowledge. He was an editor more concerned with making his comments vital and true than with the parade of his erudition. The youngster in the high school made the discovery, to his intense surprise, that the "notes" he was expected to study with the text of a Shakspearean play were interesting for their own sake. So far from finding them irksome, he would rather read them than not. This scholarship—he did not then know it by that name—pleased him in the high schools; in undergraduate days he learned from it that to be thorough and solid was not necessarily to be dull; and it pleased him again as often as he returned in later years to the convenient little brown volumes with the familiar "Edited by W. J. Rolfe" in gilt lettering on the cover.

Professor Rolfe popularized learning in unlikely quarters, but still more he humanized scholarship. Shakspeare was to him more than an intellectual exercise. This scholar, oddly among his brethren, bore constantly in mind that the raw material of his craft was, more than any other raw material in literature, the passions and wills of human beings, and that those who were to profit by his craft were chiefly of an age when nothing so appealed and interested as living men and women. If anyone doubts that the teaching of youth is a fine art, or that it is unworthy of his best effort, let him take up a volume of Rolfe's Shakspeare. In his critical notes he used a style of concise writing and an attitude of appreciation which earns the title of artistry in scholarship, for he has written one-line and two-line comments on certain passages in "King Lear" and "Macbeth" that break over scene and situation as sudden shafts of sunlight spring a whole countryside into feature and color. This is the work of a literary artist quite as much as that of a scholar.

His free omissions from the texts of the plays have been held to lessen the value of his work. It is equally true that for the purposes of his editions certain excisions were highly commendable, and that in his choice of passages to be expurgated he was, like all expurgators, inconsistent. It is much easier, none the less, to find an unexpurgated text, than another commentator as pithy, pointed, illuminating and exact. Professor Rolfe has contributed to the education of thousands to whom he is not even a name. He has added to the pleasure and profit of thousands more to whom his name was the first introduction to a delight in our greatest dramatic poet.

Cambridge Tribune, July 9, 1910
Saturday

DR. W. J. ROLFE DEAD

Famous Shakespearean Scholar
Passes Away at His Son's Summer Home—Sketch of His Life.

Much genuine regret is felt in Cambridge at the death, on Thursday, of William J. Rolfe, Litt.D., which occurred at the home of his son, Charles J. Rolfe, at Tisbury, on Martha's Vineyard. Death was due to old age.

Few men, if any, did more to popularize standard English literature in America than William J. Rolfe, and the popularity of Shakespeare as a classic in the schools of America was due in great measure to Dr. Rolfe.



WILLIAM J. ROLFE, Litt.D.
Who Passed Away on Thursday.

For nearly 50 years he had been regarded as one of the world's greatest Shakespearean scholars and he was the editor of any number of special editions of the great dramatist's works. He also edited special editions of most of the great English authors from Milton to Tennyson—editions that were regarded as peculiarly fitted for school purposes. He was a public writer on literary topics for the magazines and literary journals all his life.

William James Rolfe was born in Newburyport, December 10, 1827. His boyhood was passed mainly in Lowell, where he fitted for college. While in the high school he read proof on the Lowell Courier and did his first writing for the press on that paper. Later he was a clerk in a counting room in Lowell, but kept up his studies, and in 1845 entered Amherst College, where he remained three years.

After serving for a year as assistant teacher in Kirkwood Academy, Maryland, he became principal of Day's Academy at Wrentham, Mass., where he remained from April, 1859, to December, 1862, when he became headmaster of the Dorchester High School, and later of high schools at Lawrence, Salem and Cambridge. In the

latter city he was principal from 1862 to 1868, when his literary work demanded the whole of his time. But he continued to live in Cambridge the rest of his life.

When he began teaching, the study of English literature and supplementary reading had not been introduced in the schools. He was one of the very first to see the necessity of such a course and he introduced it in his schools, so that those who received their education under Mr. Rolfe had a distinct advantage and got an unusual impetus toward good reading. One of his pupils in the Dorchester High School was the late Henry Austin Clapp, the well known theatrical critic and lecturer.

When at Wrentham he had to teach all the grammar and high school branches, including the fitting of boys for college, and his pupils ranged from 10 years old to those two three years older than himself. He was the only teacher and heard from 15 to 20 classes a city, which included classes in Latin, French, Greek and German. He had pupils out of school in Spanish and Italian; adding to all this the systematic teaching of English with the study of English writers.

With J. A. Gillet he prepared the "Cambridge Course in Physics" in 10 volumes. With J. H. Hanson he published in 1865 a "Handbook of Latin Poetry." He was the author of an "English History for Schools," "The Elementary Study of English," a "Life of Shakespeare" and "Shakespeare the Boy." His first Shakespearean work was the bringing out of the edition of "Craik's English of Shakespeare," in 1867. Since then he may be said to have "given" his days and nights to William Shakespeare.

In 1870 he made a school edition of "The Merchant of Venice," which was followed by editions of "The Tempest," "Julius Caesar" and "Henry VIII." An insistent call for more came from every quarter and the edition was finally completed in 40 volumes. No other American edition has ever met with such sales—more than half a million volumes finding ready market. It pleased Mary Cowden Clarke, an English Shakespearean, to call this the "Friendly edition."

For nearly 20 years he had charge of "Shakesperians" in the Critic (now Putnam's Monthly), the Literary World, and recently had been performing the same duty for "Poet Lore." He had edited volumes of Milton, Gray, Wordsworth, Goldsmith, Browning, Scott's complete works, offered both at Cambridge and an edition de luxe of Tennyson, and supervised the publication of the "New Century edition de luxe" of Shakespeare.

After many years of pleasant correspondence with the poet Tennyson and his son, he was a guest of both at different times, one memorable visit occurring only six weeks previous to the poet laureate's death. Dr. Rolfe's pursuits led to correspondence with many celebrities of the century, but, always retiring, he avoided rather than sought personal interviews with such. He had been an editor of the Popular Science News, and frequently contributed to the Arena and North American Review. He was the author of the "Satchel Guide to Europe," which was published anonymously for 28 years.

In dealing with the minor poets Dr. Rolfe proved a most accurate editor and compiler, discovering and correcting strange perversions of the original with microscopic nicety.

Harvard bestowed the honorary degree of A.M. upon Mr. Rolfe in 1859, as did Amherst a little later. In 1837 Amherst further honored him with the degree of doctor of letters.

Dr. Rolfe married one of the graduates of the Dorchester High School, Miss Eliza J. Carew, who died some years ago. Their three sons are all graduates of Harvard, and the eldest, John C. Rolfe, Ph.D., professor of Latin in the University of Pennsylvania, is coeditor, with his father, of Macaulay's "Lays of Ancient Rome." The second son, George William, is an instructor in the Institute of Technology, while the third son, Charles Joseph, is a lawyer, practicing in Boston.

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SATURDAY, JULY 9, 1910.

W. J. ROLFE. LITT. D.

Few men in Cambridge, or anywhere else, could have been taken who would have left a wider gap in the literary world than is caused by the demise of W. J. Rolfe, Litt.D. It is doubtful whether a literary writer could touch a subject in literature that would appeal to a larger or more varied constituency than the works of Shakespeare. To unlock the treasures encompassed by the mind of Shakespeare is to appeal not alone to the scholar, the student or the actor, not alone to him to whom the play with its changing lights and shadows of human life appeals, but to the quiet reader in remote hamlets, the lover of action, of movement and of fire and to the recluse who lives over again in Shakespeare's fascinating pages the thoughts and scenes which have been such a treasure in his meditations.

It is to touch the gamut of human feeling in many keys and to respond in strains of musical feeling if not of tuneful melody. Any man might well envy the success that has attended Dr. Rolfe in the interpretation of Shakespeare's mind and intent. Had Dr. Rolfe stopped with his Shakespearean studies, there would remain an altogether sufficient monument to his memory. But he has been equally critical, affluent and profitable in his editorship of the leading English poets and writers. Add to these his preparation of the "Satchel Guide to Europe," which had become a classic in its own

peculiar line, and his numerous contributions to the leading periodicals where he was always a welcome writer, his voluminous life of Shakespeare, his authorship of various text-books in science and the classics, with occasional excursions into the field of literature on divers subjects, and it will not be necessary to point out that he was one of the most industrious of men.

A man who could be welcomed by the poet Tennyson as a compeer in the field of literature will need no eulogy at the hands of ordinary individuals. Cambridge has always counted Dr. Rolfe as one of her foremost citizens, from a literary point of view, and has welcomed him to the companionship of those who have themselves made the name of Cambridge to ring and to glisten throughout the land—even throughout the world. Dr. Rolfe's career as an educator is entitled to large recognition by itself. Few men have led the youth of our land more successfully along the dizzy heights of learning. To superadd a critical and diverse scholarship such as Dr. Rolfe showed is reserved for few.

Cambridge ought to recognize in her public library the transcendent work he has done for Cambridge—a work, let us add, altogether too little appreciated.

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SATURDAY, AUGUST 6, 1910.

AN ACTIVE LIFE.

Sketch of Dr. W. J. Rolfe Printed in a New York Publication.

Below will be found so much of an article entitled "Furnivall and Rolfe," by Ernest Hunter Wright in the New York Times Saturday Review, as relates to Dr. Rolfe. The whole article is intensely interesting.

Sketch of Dr. Rolfe.

Born in Newburyport, December 10, 1827, William James Rolfe spent most of his boyhood at Lowell, where he prepared for college. Having entered Amherst at the age of 17, he was already showing the talent for languages which distinguished him through life, when lack of means compelled him to cut short his college course and look for work.

An institution known as Day's Academy, at Wrentham, had gone bankrupt; and Rolfe was offered the use of the premises rent free if he could resuscitate it. As the only master he was forced to hold some 16 classes daily, and to teach pupils of all ages between ten and 25 in subjects ranging from elementary grammar to the college entrance requirements in Greek and Latin; and at the end of a day of this he would teach Spanish and Italian to private pupils.

One may marvel that a pedagogue so situated should have been inspired to introduce another subject, unrequited and hitherto untried, into his overloaded curriculum. But Rolfe found time to do so, and in the act he unwittingly laid the foundation for the work in which he spent most of the remaining 60 years of his life. The subject was the systematic study of the English language and literature through direct contact with English classics; and this enterprise attained such importance in the schools throughout the country that its originator was called on to devote himself exclusively to the preparation of texts to facilitate it.

Today, when such instruction is admittedly essential in any good school curriculum, one is likely to be surprised at finding that it was an innovation as late as 1850. When he went to Dorchester to take charge of the Public High School, there was even some opposition to his new-fangled scheme. Harvard gave no entrance examination in the mother tongue, and some of the school-boys, though acknowledging that they preferred the reading of "The Lady of the Lake" to study of the aorist, were still afraid that the time spent on their own language would impair their chance of showing a familiarity with that of Xenophon. So Rolfe wrote to Professor Felton, of Harvard, asking whether some knowledge of English might not redeem the possibly resultant deficiencies in Greek. The answer illustrates a movement in American education which, for good or bad, has not yet spent itself: "Go ahead with the English and let the Greek take care of itself."

One of these Dorchester students was the late Henry Austin Clapp, afterward noted as a lecturer and Shakespearean scholar. Another, Eliza J. Carew, was married to the master in 1856. In the years following Rolfe served as principal in the high schools at Lawrence, Salem and Cambridge, until, in 1868, his editorial work began to demand so much effort that he definitely gave up the ferule for the pen. Cambridge was his home for the remainder of his life, and, though he left it as many as 18 times for trips to Europe, he was almost ceaselessly at work on the editions of classics which his innovation had made necessary.

The demand that followed his edition of "The Merchant of Venice" in 1870 amply justified the complete Shakespeare, which he edited, in 40 volumes before 1885 and thoroughly revised 20 years later. His edition of Craik's "English of Shakespeare" had preceded this; his "Shakespeare the Boy" and his compendious "Life of William Shakespeare" followed it.

It may be doubted whether any school edition of Shakespeare has surpassed that of Rolfe in usefulness, and it is fairly certain that any that may ever do so will owe much of its success, directly or indirectly, to his example. If his work is not so original as that of Furnivall, neither is it so erratic. If it is frankly compilation in the main, it is among the sanest compilations. And if as compilation it is again overshadowed by the work of Dr. Furness, it is easily defended by its purpose; it is a work for students, not for advanced scholars. Its especial purpose it probably serves as well as any edition of Shakespeare has ever served a particular aim.

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SATURDAY, AUGUST 6,

HIS LAST WORK

Dr. W. J. Rolfe's Contribution to the Youth's Companion Appeared Shortly Before His Death.

Dr. William J. Rolfe was always interesting when writing on Shakespeare, but added interest is given to an article which appeared in the Youth's Companion of June 23, only two weeks before his death, as it is probably his last public writing.

Shakespeare as a Family Man.

We have very little positive information concerning Shakespeare's personal history before he became a "family man."

Between his birth in 1564 and his marriage in 1582 the only recorded facts discovered are those of his baptism on April 26, 1564, and of the bond authorizing his marriage to Anne Hathaway, bearing the date of November 23, 1582, the former still extant in the parish register at Stratford-on-Avon, and the latter in the Episcopal records at Worcester, the diocese to which Stratford belonged. The earliest mention of Anne Hathaway that has been discovered occurs in this bond, which authorizes her marriage with "William Shakespeare," with "once asking of the bannes of matrimony."

The bondsmen for the sum of forty pounds are Fulk Sandells and John Richardson, inhabitants of the little hamlet of Shrottery, which was included in the parish of Stratford. The bond was given to "defend and save harmless the right reverend Father in God, Lord John Bishop, of Worcester" in case any impediment to the lawfulness of the marriage should afterward appear.

It is possible, as some believe, that William and Anne had already been married some months earlier under the illegal forms of the Catholic Church, and that her relatives were anxious for the marriage to be acknowledged.

It is far more probable, however, that William and Anne had been formally betrothed or "contracted" some months before the legal marriage licensed by the bond of November 23, 1582. This ancient betrothal was generally a solemn ceremony performed before a priest or in the presence of witnesses, with the interchanging of rings and kisses, and the immediate concurrence of all the parents; but, as Halliwell-Phillips proves, "it was at times informally conducted separately by the betrothing parties, evidence of the fact conveyed by them to independent persons having been held, at least in Warwickshire, to confer a sufficient legal validity on the transaction.

Aside from other reasons for their desire to be married with once ask-

ing the bans, there was one not mentioned by the biographers and critics, and so far as I am aware not noticed by any writer until very recently; namely, that one of the periods in the year during which the publication of bans and marriage in church were prohibited by ecclesiastical law was about to begin—that is, "from Advent to the Octave of the Epiphany, or January 12, exclusive."

In 1582 Advent Sunday fell on December 1, so there was only just time to get the bans called on St. Andrew's Day, the last day of November (bans could then be called on holidays) and even then the wedding in church could not take place until January 13. With the regular thrice calling of the bans, it would have been two weeks later.

It has been generally assumed that Anne was about twenty-six years old when married to William, who was then between eighteen and nineteen; but there is no record of her birth or baptism, and no evidence whatever as to her age except the inscription on her tombstone, stating that she died "the 6th day of August, 1623, being of the age of 67 years." But all the Shakespeare tombstones were in a dilapidated condition more than a century ago, and were replaced by new slabs then or afterward. Portions of some of the inscriptions were entirely obliterated in 1790, and others had "nearly perished" in 1824.

THE DIM INSCRIPTIONS.

The verses on the stone of Mrs. Hall (Susanna Shakespeare) had been removed to make room for record of the death of one Richard Watts, which was erased in 1544, and the verses restored, having been preserved in Dugdale's "Warwickshire," 1656. But Dugdale was not infallible, for the inscription as he gives it states that Susanna "deceased the 2 day of July, anno 1649," the "2" being obviously an error, for her burial, according to the parish register, occurred July 16." The "67" on Anne's stone may have been an error (for 41?) in copying the indistinct figures.

It is curious, at any rate, if she was almost eight years older than her husband, that the fact should not be mentioned in any of the early traditions. All that is said about her in Rowe's "Life of Shakespeare," 1709 (the earliest worthy of the name), is that "in order to settle in the world, he (William) thought fit to marry while he was yet very young," and that "his wife was the daughter of one Hathaway, said to have been a substantial yeoman in the neighborhood of Stratford."

Malone, in its more elaborate "Life," says, "Anne Hathaway, whom our poet married in June or July, 1582, was then but her twenty-sixth year, that is seven and one-half years older than her husband." The date of the marriage is wrong, and her age—the earliest reference to it, however—was apparently reckoned from the figures on her tombstone.

The "Anne Hathaway Cottage"—really a substantial farmhouse of the Elizabethan period, divided in the eighteenth century into two tenements, and

later into three—was purchased in 1892 as a national memorial by the trustees of the birthplace for about five times its market value; but all that is known of its history is of comparatively modern date.

Of the history of William and his wife after the marriage we know but little. Their first child, Susanna, was baptized on Sunday, May 26, 1583 (O. S.), and two children, Hamnet and Judith, February 2, 1585, about three months before their father was twenty-one.

GETTING A LIVING.

How he managed to support his family we have no means of knowing. There are traditions that he taught school for a time, and that he was clerk in an attorney's office. The clerkship has been supposed to be confirmed by the familiarity with legal technicalities shown in his works; and several books have been written to prove that he must have studied law somewhat thoroughly; but this theory has been completely refuted by Judge Charles Allen of the Massachusetts Supreme Court in his "Notes on the Shakespeare Bacon Controversy," where he proves that contemporary dramatists show equal knowledge of law, while Shakespeare makes many mistakes of which a lawyer or law student could not be guilty.

William could not have made his home with his father, who was in financial difficulties, and whose family had been increased by four more children, born in 1566, 1569, 1574 and 1583. A daughter born in 1571 had died in 1578.

It is extremely probable that William and his family resided with Anne's mother in the large farmhouse at Shrottery. At the death of her husband in 1581, she had been left with a considerable estate, and her married daughter, with her young children, would doubtless have been an added comfort, rather than a burden to her widowhood; and with her they very likely remained when William went to seek his fortune in London in 1585 to 1588. According to the tradition of his poaching in Sir Thomas Lucy's grounds, and his prosecution by the knight for the offense—sufficiently confirmed by the obvious allusions to Lucy as Master Shallow in the "Merry Wives" and other circumstantial evidence—his departure for the metropolis may have been hastened by that experience. Poaching was then regarded, except by the victims of it, as a venial offense.

Of the first six or seven years of his life in London we have no definite information. The tradition that he first found employment as a holding horse at the door of the theatre is not improbable; but he soon got inside the theatre,—in a menial capacity as "prompter's attendant," tradition says,—and later became an actor and began his literary career by revising old plays for a new lease of life on the stage. The earliest mention of him in London (1592) is a satirical one in a pamphlet by a disappointed and dying playwright, Robert Greene.

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Early in the very next year (1593) Shakespeare's "Venus and Adonis" appeared, and in 1594 his "Lucrece," both of which were extremely popular, rapidly passing through many editions. His earliest original plays—as distinguished from mere revisions—also began to appear, and he became famous as dramatist no less than poet. Honors came to him from men of rank—the Earl of Southampton, to whom his two poems had been dedicated—and from Elizabeth, before whom he acted at court in December, 1594, and often afterward.

Fortune accompanied fame, and he soon became a rich man. In the spring of 1597 he made his first investment in real estate by the purchase of New Place, the best mansion in Stratford, with nearly an acre of land in the center of the town. Sir Hugh Clopton, for whom it was built, referred to it as his "great house," a title by which it was popularly known for more than two centuries. Shakespeare improved it, and it was doubtless occupied by his family before he returned to share it with them—probably as early as 1611.

Previous to that time, according to tradition, he visited Stratford every year. He must have been there at the death of his son Hamnet in August, 1596, and probably when his father died in September, 1601, and his mother in 1608; also at the marriage of his daughter, Susanna, to Dr. John Hall in June, 1607, and on sundry occasions when his personal presence was necessary in connection with legal and other business transactions. The journey from London to Stratford, now made in between two and three hours, then required ordinarily as many days.

Whether or not Shakespeare was happy in his domestic relations has been the subject of much discussion. There is no positive evidence whatever on the negative side, and no circumstantial evidence—whether based on the disparity in age, the history of the marriage, the relations with the "dark lady" of the "Sonnets" (if those perplexing poems are assumed to be partially or wholly autobiographical) or on any grounds drawn from facts, traditions, or conjectures—which justifies the theory that the married life of William and Anne was not on the whole a happy one.

Transient alienation, as in many of the happiest unions, there may have been, although we have no proof of it. Admitting that such there was, the main question, to my thinking, is absolutely settled by indisputable facts to which I have already referred—particularly the fact that Shakespeare, notwithstanding all the attractions of the metropolis, began, as soon as his success brought him wealth to invest it in making a home for his family and himself in the little provincial town of his birth.

This was no transient whim or fancy, but the aim that he kept steadily in view from the time he bought New Place in 1597—and doubtless much earlier, while he was earning and saving money for that investment—to the time that he sold it, and buying the tithes of Stratford and neighboring parishes, and otherwise identifying himself with local interests, he finally settled there for the remainder of his life.

Can we imagine that he looked forward to sharing that home with a wife whom he did not love? His father and mother and his only son were dead, his elder daughter was married and settled in a home of her own. His wife and his daughter Judith—then twenty-six years old and able to marry—soon were to be his only companions in New Place. He was only forty-seven, apparently in good health, and likely to live at least as long as his wife did—which, as we have seen, was until 1623.

As it was, they were permitted to spend but five years together, but I believe they were years of unalloyed domestic happiness. Mrs. Shakespeare was a Puritan, as her daughter Susanna and Doctor Hall also were; but there is no reason to suppose that the fact seriously troubled Shakespeare.

IN SHAKESPEARE'S WILL

After the death of her husband in 1616, his widow undoubtedly continued to make her home at New Place with the Halls, who are referred to in town records as living there in 1617. The house had been devised by will to Susanna, and the household furniture, etc., to her and her husband. After the death of Doctor Hall in 1635, his widow remained there till her own death in 1649. The estate continued in the family until the death of the poet's last descendant, Lady Barnard, in 1679. The only reference that Shakespeare made in his will to his wife is the interlined bequest of his "second-best bed with the furniture" thereof; and this has been repeatedly and strenuously dwelt upon by those who believe that they were unhappy in their conjugal relations as indisputable proof of that theory. Indeed, it is the single fact in their family history which at first sight seems to support that mistaken contention; but in view of other well-established facts, it furnishes decisive evidence to the contrary.

In the first place, Mistress Shakespeare was amply provided for by her rights of dower in the estate, to which, as proved by an examination of hundreds of wills of that time, no reference is made in many such documents. On the other hand, bequest of beds and personal articles of less value—tithes, chairs, gowns, hats, pewter cups, and the like are often made as marks of affection. One John Shakespeare, of Budforth, near Warwick, leaves his father-in-law his "best boots" as a sufficient token of his respect. The younger Sir Thomas Lucy, in 1600, gives his son Richard his "second best horse and furniture." Bartholomew Hathway, brother, in 1621 gives his son Thomas his "second brass pot." John Gresham, a notary of Lincoln, while leaving his wife a freehold estate, specifies, in addition, "the standing bedstead in the little chamber, with the second best feather bed with a whole furniture thereto belonging." The first-best bed was the one reserved for visitors, and was often regarded as a family heirloom.

Shakespeare's "second-best bed" was doubtless the one in their own chamber, and the gift of it was a token of tender affection, instead of the gross insult that these blind critics have taken it to be; an insult which we cannot imagine William Shakespeare having inflicted on the wife of his youth—and that, too, upon his death bed,

when this interlineation was added to his will.

He had apparently been in failing health in January, 1616, and the rough draft of the will is dated January 25th of that year, but two months later, when he was attacked by the fever that carried him off, the "January" was crossed out and "March" substituted. The "25th" was left—perhaps through carelessness, although it may have happened to be the right date. Late he grew worse and his lawyer, Francis Collins, was hastily summoned from Warwick.

A HASTY TESTAMENT.

It was not thought advisable to wait for a regular transcript of the original draft and the three sheets of ordinary paper, after a few alterations hurriedly made, were separately signed. The unusual number of five witnesses was called in to secure the validity of the informally prepared document. Some awkward repetitions and other inaccuracies had been crossed out, one small bequest had been transferred to another person, while several for other friends had been interlined, together with the one to his wife.

One alteration strikingly illustrates the haste and carelessness in writing the will. The paragraph concerning his daughter Judith—who married on February 10th, after the draft was begun in January—began thus: "Item, I give and bequeath unto my sonne in L"; but "sonne in L" was crossed out, and "daughter Judith" substituted; and "in discharge of her marriage portion" was interlined further on. So far as I am aware, this has never been noted in any former comments on the will.

In spite of its informalities and defects, including the absence of the testator's seal, the word "sea" being crossed out, and "hand" interlined in the closing sentence, "I have hereunto put my hand," etc.—the will was duly probated, and is still preserved in the registry in London.

Such is briefly the history of the very last writing to which the dramatist affixed his signature with the trembling hand of a dying man; and the very last edition made to it—a few lines before the end—has been interpreted liberally and anxiously, and an attempt to disgrace the mother of his children!

Of Anne Shakespeare we know nothing except the bare facts of her marriage and her death. Tradition says that she earnestly desired to be buried in the same grave with her husband, and her tombstone is beside his. The Latin epitaph, evidently placed by her elder daughter upon it and probably written by Doctor Hall, describes her as a gentle, pious, and affectionate mother.

Of her daughter, Susanna Hall, we know nothing more than has already been mentioned, and the recorded facts concerning her sister Judith are likewise few and slight. She was married, February 10, 1616, to Thomas Quiney, she being thirty-one years old, while he was only twenty-seven. The wedding appears to have been based on account of Shakespeare's falling health, as it took place without a licence, for which irregularity the couple a few weeks later were fined and threatened with excommunication by the ecclesiastical court at Worcester.

There is no reason to suspect any opposition to the match on the part

(3)

of the Quiney family, and the draft of Shakespeare's will made about a fortnight before the marriage proves that he then regarded young Quiney as a prospective son-in-law. The pair had three children: Shakespeare, baptized November 23, 1564, who died early in the following May; Richard, baptized February 8, 1518, who died in February, 1539; Thomas, baptized January 23, 1520, who died in January, 1539. Neither Richard nor Thomas was married. Thomas Quiney was well educated, being acquainted with French, and evidently proud of his skill in penmanship. He spelled his name in every possible form with a Q,—from Quiny to Quyneys,—and once as "Conoy," with elaborate flourishes. He was a vintner, patronized by the corporation and the leading townsmen. He was elected a Burgess in 1517, and acted as chamberlain from 1521 to 1523.

HIS WIFE AND CHILDREN

About 1552 he removed to London, where he is supposed to have died a few years later. His wife survived until 1562, having attained the ripe age of seventy-seven.

William Black in his novel, "Judith Shakespeare," a noteworthy study of the life of the period, assumes that the lady could not write, and she made her mark in signing two documents in 1511; but autographs of her sister, Mrs. Hall, are extant. John Shakespeare was an expert accountant, but whether he could write is a disputed question. Like his wife and many of his fellow officers in the town, he usually made his mark but Sidney Lee, in his "Life of Shakespeare," asserts (without citing it) that there is good evidence in the records of his ability to write.

That few women in common life learned to write is certain. There were no free schools for girls, and writing was not generally taught in the grammar schools. Ink, parchment, and the thick paper sometimes used instead were too costly for ordinary use. Postal facilities were in their infancy and very expensive. The greater part of legal and official writing was done by professional scribes.

Doctor John Hall, who has been treated very slightly, if not slightly, by the biographers, was one of the most eminent physicians of his day.

He was a master of arts, had travelled on the Continent and had become proficient in the French language. After his death his medical case-book, written in Latin, was translated and published in London (1657), and reprinted in 1670 and 1683.

Elizabeth, the only child of the Halls, baptized on February 21, 1508, was married in 1526 to Thomas Nash, a well-to-do resident of Stratford. He died in 1547, and two years later she married Sir John Barnard, of Abington Manor, near Northampton. She had no children by either husband, and was therefore the last lineal descendant of the poet. She died and was buried at Abington, in February, 1570; but no monument was erected to her memory until 1902, when a tablet was placed in Abington Church by Mr. Stanley Cooper, of Oxford.

It is absolutely certain that William Shakespeare's own family line thus came to an end in the third generation; and none of his brothers or sisters are

known to have had any children, with the single exception of Joan (baptized April 15, 1569), who married William Hart and survived her famous brother thirty years, dying in 1646. She had three sons, who lived to be remembered in the poet's will and a daughter who died in 1607, when four years old. Descendants of Joan's sons have been traced by careful genealogists down to the present time, but none of them has been a person of any special note. The birthplace remained in the possession of the Hart family until 1806; and in 1848 it was purchased under a public trust, as a national memorial of the poet.

Shelburne, N.H.

1910
July 8

Cloudy in Am., clearing, bright & sunny P.M.

Air comfortable -

This morning Mr. McMillan & I rode to Gorham. I called at Storeys and ordered more prints. I have given the family 35 prints of my first ~~two~~ films (12 Kodaks) ~~plus~~ - I have ordered 4 more of the Kodaks and 43 of my roll of 10 4x5. 22 of these are as post cards -

This afternoon I walked to Seed Mine Brook. Mr. McMillan picked me up and we went to Philbrook's taking John & Cyres - Mr. McMillan took some of the boys back to bathe in the pond and I staid behind some two hours, seeing my friends - I had a pleasant talk with Smo and with Mr. Hove -

I visited my Buttonbush. It is in fine and Buttonbush thrifty condition, and is densely covered with leaves, flourishing. On the branches I counted roughly 150 growing heads, that will flower later. There are doubtless many more than that -

I visited the chickens which are in fine condition, scarcely we having been lost since the beginning. In May the number was 328.

Mr. McMillan appeared about 5 P.M., and we returned home. After dinner in honor of Mrs. McMillan's birthday which is tomorrow a box of dishes for the Victrola was opened and also a 5-lb box of candy - I brought home from Gorham a dish of Uncle Josh in an automobile. It is extremely funny -
Letters from W.W. Bailey, Churchill, etc.

Shelburne, N.H.

1910
July 9
(2)

Mrs. G. N. McMillan's birthday -

Poem for the occasion by Miss Haida N. Parker

Down all the wooded mountain
The thrushes are singing together,
Through meadows, by river and roadside,
Sing birds of every feather;
(including the Junco)

Till we say, "Is the spring returning,
Or is this midsummer madness?"
For never sure did this old world hear
Such melody and such gladness.

Now listen, I'll tell you the secret
Of all this joyful singing;
A birthday greeting to one they love
The little birds are bringing.

Wishes for long, long years
Filled with joy to the brim
And with sweetness of the flowers
That grow in their own woods dim.

Now could a pianola
To my throat be attached,
I'd sing you a song as merry
As ever a bird that was hatched.

Shelburne, Vt.

1910

July 9

(3)

But now my song without words
must be without music too,
And the birds alone must sing you
The song I would sing to you.

Shelburne, N.H.

1910
July 9
(1)

Clear and hot, a 90 day. Calm -
It has been a hot day, but we had no reason to complain, for the comfortable piazza with conversation and books and views is a perpetual delight.

This morning I wandered down to the patch of woods northwest of the house and lay under a large Red Maple. Mrs. McMillan joined me and we wandered over the adjoining pasture where I collect a few plants. We were glad to get out of the heat and retire to the piazza.

Mrs. McMillan's birthday occurred today. We gave her a bar pin, of blue enamel, Miss Parker wrote a very pretty poem which I have copied. Ellen made some drawings. Miss Endicott sent her a worked handkerchief and a check. We had a very jolly time at breakfast.

This afternoon I read on the piazza the Great Lakes by James O. Curwood. Later we rode to Sorham. I got more photos at Shoreys. The post-card of the house is very good. I had 25 of them. The portraits of Mrs. M. & Ellen are very good.

The evening was spent on photos etc. On the 7th and tonight Miss Parker, Ellen & Andrew spent in the camp.

- Botrychium ramosum (Roth) Aschers. 5 plants } open pasture
- Pteris aquilina L. } west of the house.
- Antennaria canadensis Greene }

I have given the family of my 2^d (4 x 2 1/2), 31 prints. & 4 more of the 2 1/2 x 4 1/4, making 74 prints in all.

Shelburne, N.H.

1910
July 10

A clear morning, cloudy later, thunder storms in P.M. and evening - HOT - 89°.

At home all day till 5:15 P.M. It was too hot to exert myself and I spent much of the morning writing, to Mrs. Cloon who wants to publish my leaflets in the local Nantucket paper, besides extra copies for friends, to A.C. Beut who wants 150 copies for his society. It is very gratifying to hear pleasant words. Mrs. John C. Chamber wants to know about mounting her plants. I wrote W.W. Bailey & the Road. I have also read some in 'The Great Lakes' which is a most interesting book. Mr. McMillan knows so much about the subject that he tells us a good deal.

This afternoon we drove to Urbana. As we passed the Madison House on a N.H. Madison side street, I saw the two bears & phantom bear to'd last May, in a wire enclosure - the colored feller was feeding them - We got the mail and returned home.

This evening we sat for some time on the piazza watching the approaching storm coming over the western mountains - The lightning was very vivid and the peals of thunder very impressive. The rain was quite heavy.

We have a good deal of music on Pianola & Victrola.

Got letter from Helen to-day -

Shelburne, N.H.

1910
July 11

Clear, very windy, warm and cool both.
We have been quiet to-day, reading on the piazza, writing, etc.

This morning Mr. & Mrs. Charles Rantoul & Endicott drove up from Philbrook's and we had a very pleasant call. Mr. Rantoul gave us an account of his trip to Costa-costa which is owned by Menier the French chocolate mfgs. who turns out 250 tons of chocolate per day. The timber on the island has never been cut and no fire has ever swept over the island which is as large as Massachusetts west to the Conn. River.

After dinner there was tennis and later a team drove up with Prof. Mrs. & Dr. Pease Remballard, and Mr. & Mrs. Kane. We had a very pleasant call indeed. Prof. Remballard is not to attempt any work certainly till a year from September. He keeps improving.

Later we drove to Gorham for mail, etc. I stopped at Shorey's with films.

I wrote several letters to-day, one to Chas. J. & Mrs. Rolfe on the death of Dr. Rolfe who died.

It is a great loss to me. I first knew him in 1862 when I entered the Cambridge High School. I shall miss him very, very much.

This evening Mrs. Rantoul, Endicott, Mrs. Sweetcott with Miss Mrs. & Miss Sewall called, after driving Chas. Rantoul to Gorham.

Shelburne, N.H.

1910

July 12

Clear, very little wind, warm but comfortable in the shade -

Terrible heat is reported from Boston. Webber gives me accounts of it and there must be much suffering -

This morning Mrs. McKellan & I went up into the woods on Mt. Evans. An Olive-bird was very nervous in one spot and we listened for a good while to an Olive-backed Thrush who was singing beautifully on the slopes. We brought back a few mushrooms and a beautiful Corallorhiza maculata Raf. for Mrs. McKellan.

I took some portrait pictures this morn. but unfortunately neglected to put the Portrait attachment - Result!

This afternoon we went down into the field behind the house to see a Woodchuck that John Rix's son was keeping from his hole - The fellow wouldn't run, but faced him, occasionally trying a rush.

Finally he was shot -

I finished reading to-day 'The Great Lakes' by J. O. Curwood. G. P. Putnam's Sons. 1909. It is a very instructive and interesting -

This P.M. later we drove to Enham. I called at Shorey's and got some films.

This evening I labelled and distributed 30 prints which with the 74 prints previously given, makes 103, besides the prints I have for myself -

The moon is very beautiful -

Shelburne, N.H.

1910
July 13

A soaking rain for part of the morning. Afternoon clear and windy. Cool -

I took my plants all out of press this morning and did them up ready to pack. Later Ellen drove me over the meadow in an open buggy which she is learning to drive. We saw a big Woodchuck in the field that scampered away -

This afternoon we drove down to Philbrook Farm, taking a big press and my blotters and box that Gus left here for me when I first came up here. I saw a few of the people, including Miss Fannie Mayorie, Mrs. Rantoul etc. We stopped at the station a while. I examined the Euphorbia by the track - It is all hirsuta. I have not found maculata up here.

On our return Mr. McMillan skillfully avoided an accident with a big auto that was swinging swiftly round a curve waded on our side near Astor's, by turning sharply into the road and as quickly back again as we whizzed by.

A little later after lunch, we drove to Soham where I saw about twelve seats for Friday, and visited Shorey's for prints.

We sat on the piazza this evening. The air was very cool and the mountains were bathed in the nearly half moon. It was a glorious sight to remember -

Shelburne, N.H.

1910
July 14

Clear as crystal, warm in the sun

It has been an absolutely perfect day, the air wonderfully clear. We sat long on the piazza this morning gazing at the mountains and with our binoculars following the three trains that climbed to the summit of Mt. Washington. They first appear on the ridge of the Great Gulf and they stop at the big water tank of the Gulf. They were very clearly visible, an engine puffing smoke and a single car in front. The last train had a platform car behind the engine. From the water tank to the summit took ten minutes.

This afternoon the ladies had a sewing club on the piazza and so Mr. McMillan & I took a ride in the auto to West Bethel, starting up, on the way a Cottontail that ran ahead of us a little way. At West Bethel we took a road south towards Patten's hills for 4 miles till it got too sandy. Bean's farm is very large with extensive hay fields and barn houses. We started up an enormous woodchuck nearly. The entire ride of 30 miles was a delight, the air so fresh and the views so clear —

On our return the sewing club was on the piazza I talked with Mrs. Peabody ^{from} across the river. She will get me prints of some Shelburne photos. I find that "The Bog" has taken us to it in Fryeburg Academy Ground. Mr. Goodenough who was here & who lived near Patten's hills told us of the cemetery and also of the Mark. We rode later to Gorham. Saw Mrs. Shorey last evening here.

Shelburne, N.H. to Cambridge, Mass.

1910
July 15

Clear rather warm -

At 8 o'clock this morning Mr. & Mrs. McMillan, Mr. & Mrs. took the automobile and wheeled to Shelburne station. The rest of the family all bade us a hearty goodbye. We took the 8.20 train, got good seats in the parlor and came right through very comfortably to Boston. A copious lunch was given us at the house and it was fortunate, as there was nothing to eat on the train. At Rochester Junction

Melilotus alba Desr. was in profusion, in Melilotus full flower, and fully 4 feet high - alba
The waste ground just east of Lynn was full of Melilotus officinalis (L.) Lam. in Melilotus full flower with a little M. alba with M. officinalis
The hills and plain about Salem were bright yellow with Genista tinctoria L. At Genista was in full flower when we passed through tinctoria on July 1.

We reached Boston at 3.15 (due 3.05) and were home by 4.15 P.M. Dr. & Mrs.

Coolidge were all ready to welcome us. The doctor is perfectly well - Mrs. Coolidge is well & bright, but frail - Her birthday comes to-morrow when she will be 88 years. We took tea with them this evening.

Miss Lucy A. Palmer has sent me from Paris a fine collection of Paris cards, mostly bridges. My collection grows -

53 Paris cards.

Shelburne, N.H.

1910
July 1-15
(1)

List of Birds, all of Shelburne unless
otherwise noted. ♀ = female.

- 1 Black Duck 14⁽²⁾ over the Androscoquin River
- 2 Great Blue Heron 2^c 3^c 11^c collected by the river.
- 3 Sharp-shinned Hawk 12^{1st}
- 4 Broad-winged Hawk 2^c
- 5 Black-billed Cuckoo 2^{1*} 4^{2*} 9^{1*} 11^{1*} 12^{1*}
- 6 Downy Woodpecker 2¹
- 7 Flicker 12¹ 14¹
- 8 Kingbird 1² 2¹ 5¹ 6¹ 13¹
- 9 Phoebe 2^{1*} 3^{1*} 4^{1*} 8² 9^{1*} 10^{1*} +1
- 10 Cheree 2^{1*} 9^{1*}
- 11 Blue Jay 14^c
- 12 Crow 2¹⁰ 3^{2+3²}
- 13 Purple Finch 2^{3*} 3^{1*} 4^{3*} 5⁵ calling 7² 8¹ 9^{1*} 10^{1*} 11^{1*}
- 14 House Sparrow 2^{6³} 13¹² Shelburne Station
- 15 Gold Finch 4² 6¹ 7¹⁰ Phillips Farm 8^{1*} 10^{1*} 11^{1*} 13^{1*} 14^{1*}
- 16 Vesper Sparrow 2^{2*} 3^{1*} 4^{2*} 5^{2*} 6^{1*} 7^{2*} 8^{1*} 9^{1*} 10^{1*} 11^{2*} 12^{1*} 13^{1*}
- 17 Savanna " 2^{2*} 3^{1*} 4^{1*} 5^{1*} 6^{1*} 7^{1*} 8^{1*} 9^{1*} 10^{1*} 11^{1*} 12^{1*} 13^{1*}
- 18 White-throat 4^{1*}
- 19 Chipping Sparrow 3^{1*} 4^{1*} 5^{1*} 6^{1*} 7⁶ 8⁶ 9⁴ 10⁶ 12^{1*} 13^{1*}
- 20 Field Sparrow 3^{1*} 6^{1*} 7^{1*} 9^{2*} 10^{1*} 14^{1*}
- 21 Junco 2^{2*} 3¹ 10¹ 12¹
- 22 Song Sparrow 2^{1*} 3^{1*} 4^{1*} 9^{2*} 11^{2*} 12^{1*}
- 23 Cave Swallow 14⁽²⁾ on telegraph wire, west of Station
- 24 Barn " 2^c 3^c 3^c 4^c 5^c 6^c 7^c 8^c 9^c 10^c 11^c 12^c 13^c There were two pairs breeding in the stone barn. They brought out their young
- 25 Tree Swallow 14²⁰ on telegraph wire, west of Station
- 26 Bantam " 13¹²⁴ Shelburne Bridge and 74th Phillips Farm
- 27 Cedar Bird 6^c 9^{1*} 10¹ 12¹

Sturburne, N.H.

1910
July 1-15
(2)

- 28 Red-eyed Vireo 2^{2*} 3^{3*} 4^{4*} 5^{5*} 6^{6*} 8^{8*} 9^{9*} 10^{10*} 11^{11*} 12^{12*} 3^{3*}
- 29 Nashville Warbler 7^{7*}
- 30 Black-throated Blue Warbler 12^{12*}
- 31 Myrtle Warbler 8^{8*}
- 32 Magnolia " 12^{12*}
- 33 Black-throated Green Warbler 12^{12*}
- 34 Ovenbird 3^{3*} 12^{12*}
- 35 Maryland Yellowthroat 4^{4*}
- 36 Redstart 2^{2*} 3^{3*}
- 37 Catbird 5^{5*} 9^{9*}
- 38 House Wren 7^{7*} ^{Phillbrook Farm} 8^{8*}
- 39 White-breasted Nuthatch 7^{7*}
- 40 Chickadee 6^{6*} 7^{7*} 9^{9*} 12^{12*}
- 41 Wilson's Thrush 2^{2*} ^{collie, +*} 3^{3*} 6^{6*} 7^{7*} 8^{8*} 9^{9*} 10^{10*} 11^{11*} 12^{12*}
- 42 Swainson's " 12^{12*}
- 43 Hermit " 6^{6*} 12^{12*}
- 44 Robin 2² 3³ 4⁴ 5⁵ 7⁷ 8⁸ 9⁹ 10¹⁰ 11¹¹ 13¹³
- 45 Bluebird ~~2 3 4 5 7 8 9~~ 2^{2*} 6^{6*} 7^{7*} 8^{8*} 10^{10*} 11^{11*} 12^{12*} 13^{13*}

Cambridge, Mass.

1910
July 22

Lines written and sent to Mr. G. W. McMillan
on his birthday. July 25, 1910.

186 — July 25 — 1910.

Toot the horn and blow the bugle,
Make a gay and merry noise -
Birthdays come but once a year,
And then, you know, we all are boys.

We're ever young and full of frolic,
The two-year old and sixty-two,
And all between are bright and golly
That honor fair should fall on you.

Let Woodchucks leave their holes and dance,
And eat the crops and leave their fur.
Let Sharp-shinned Hawks hold sway on Evans,
To-day they have no fear of gun.

For peace does reign throughout the world,
To honor Shelburne's greatest man.
He's kind of heart and firm of hand;
When others yield, he says, "I can".

All nature smiles on you to-day,
The birds will sing their brightest, too,
Although their songs are fading fast,
They'll make an extra trace of you.

Cambridge, Mass.

1980
July 22
(2)

Now pardon, pray, this crude attempt,
To one among you I must yield.
She leads the children, writes the verse,
She has their love, she has the field.

At least, my cordial greeting take,
I wish you joy with all my heart.
May blessings always fall on you,
May pleasure ever be your part.

And may our friendship stronger grow
With every new, advancing year.
The joy that makes our life worth while
Is in our friends, both true and dear.

" "

A trip to Salem, N. Y.

1910
July 23

Clear, growing hazy, rather warm, but pleasant.

Our 3^d visit to our friends, the Auder-
lous began to-day. The other visits were
July 7-9, 1901 & September 15-22, 1906.

We took the 11.39 Am. at Porters station
(11.30 fr. Boston) and had a pleasant run to
Eagle Bridge reaching there about on time
(5.44 P.M. regular time). We changed cars at Hoo-
sick Junction. The run down the valley of
the Miller River, across the Connecticut River
and up the Deerfield River was most in-
teresting. The trip through the tunnel took
just eight (8) minutes, and the mercury
remained steadily at 86° Fahr., reaching
that point before we entered the tunnel,
owing to the closing of windows and lighting of
lamps. A delay at Eagle Bridge was owing
to the blowing up of a bridge by strikers
a day or two ago.

From Eagle Bridge to Salem takes 40 minutes.
We followed the Batten Kill for a good distance
crossing it now and then. In this valley there
is a great deal of rye, oats and corn.
Immense fields, some of them running far
up on the hill slopes are bright yellow
with ripe oats uncut, while many fields
showed where the oats had been cut and
removed. Large areas are covered with
stacks of yellow rye, but the corn is
still young and green.

I saw my first Echium vulgare at

Trip to Salem, N.Y.

1910

July 23

(2)

Montague in the sand. Saponaria officinalis is exceedingly abundant near the track in western part and all the way to Salem. In a near Salem we passed a large field of flowering Buckwheat. Between Cambridge and Salem I saw a good many Crows flying in small numbers or singly over the adjoining river as we passed, and I also noted a number of Robins, a Flicker a Bluebird, and in Salem flying over a small pond a Spotted Sandpiper.

Claytonia americana was very abundant at Montague and west.

We left Sage Bridge at 6.25 P.M. (regular time 6.55) and reached Salem at 7.05. Miss Florence was waiting for us and we walked to the house, having a warm welcome from Miss Maria and Miss Harriet. The latter a half sister. Miss Florence told us that Miss Maria was not very well and had to be very careful and to give up many things, her flowers, long walks, getting one tired and so like.

We have the same room as before and we were soon seated round the dining room table, talking over old times and learning all the news. We set in the library after supper talking and by 9 o'clock M. & I were quite ready to retire. I shall have a good deal to record later.

- Sunday - Salem, N.Y.

1910

July 24

(1)

Clear warm mercury rose to 90°. Clouds in P.M. with a drop of rain - clearing in evening - 84° at 9.15 P.M. - has been very warm to-day, and we have staid quietly in the house, going to the little church closely in the morning. As we returned from service Miss Howard called us into the library ^{Minister's} ~~room~~ ^{in the library} where a dainty Black and White Warbler was flitting about the room, keeping always up towards the ceiling, alighting now on the top of one picture, now on the top of another, occasionally scraping his little bill on the edge of a frame. It was a very pretty sight to see him perched over the painting of Audubon over the fireplace, or on the painting of Scott, or of the Black Red. After a while he flitted low enough to escape through one of the windows. The bird was a female or immature.

This afternoon Mr. Thomas Powell Fowler of New York, a very intimate friend of the Audubons, with his three sons, Drummig, Procell & Rudlaw, called from Saratoga in an automobile.

The boys are all at St. Mark's School and I enjoyed talking with them. We walked down to the creek which is being fortified by a cement wall owing to the destruction wrought by the freshets last spring. The water is low now -

This evening Miss Maria & I sat under the maples behind the house and the others joined us after the short service. I saw the large Evening Primrose open. We had delightful talk.

Salem, N.Y.

1910
July 24
(2)

Two of the large maples between the house and street are gone - One was so old and un-mapped safe and was taken down by a forester from Albany in 1907. It was measured and the height was 110 ft. while the girth 2 ft up was 13 feet - An adjoining maple was broken by a storm in year 1908 and was taken down the same year.

Dr. James H. Maguire contracted bad habits and Dr. Maguire was sent finally to an asylum, the State insane asylum at Poughkeepsie, N.Y. He was there for two years and died June 28, 1910. He took some kind of drug. This is very sad.

Mr. Samuel Borden Smith who came here as clergyman in 1902, and whom I met in 1906, staid till the spring of 1910. He is now is Mr. John Saml Holak of Green Island, N.Y. clergyman. He is very eccentric in manner, reads so rapidly that it is hard to follow, raises and lowers his voice in a singular degree, and emphasizes little words like 'and', 'as' and 'in'. The effect of this is to belittle the more important words.

The organ in the little Episcopal Church Organ has 2 bank of Reys, some 28 stops and foot pedals. It is blown by hand - The crab-apple in the garden produced last year fourteen bushels of apples -

Salem, N.Y

1910
July 24
(3)

In our room are two new pictures of great interest. One is an oil painting of Miss Harriet Audubon's mother, painted shortly after her marriage by John W. Audubon. The other is an oil painting also by John W. Audubon of Miss Audubon's grandmother Hall. They are both very beautiful pictures.

There is also a small water color of the Savanna Sparrow by J. J. Audubon and given by him to Miss Kate Bachman, aunt of Miss Harriet. On the picture is written "Savanna Finch, The Savanna Sparrow. *Tringilla Savanna*. J. J. Audubon to Miss Bachman, Nov. 1831".

Salem, N. Y.

1910

July 25

Miss Florence has given me a list of the vegetables and table plants that she has in the garden. The cress is now gone and the favor has been gathered:

- | | |
|---------------------|----------------------|
| 1 Asparagus | 15 Parsley |
| 2 Beans, Lima | 16 Parsnips |
| 3 " String | 17 Peas |
| 4 Beets | 18 Potatoes |
| 5 Brussel sprouts | 19 Radish |
| 6 Cauliflower | 20 Rhubarb |
| 7 Carrots | 21 Salsify |
| 8 Corn | 22 Spinach |
| 9 Corn Salad | 23 Squash |
| 10 Cress | 24 Summer Savory |
| 11 Cucumbers | 25 ¹ ymel |
| 12 Lettuce | 26 Tomatoes |
| 13 Mint (Spearmint) | |
| 14 Onions | |

Okra was started but the frost killed it.
Peppers can be bought more cheaply than raising.
These two were grown in 1906.
Corn Salad was not raised in 1906.

Salem, NY

1910
July 25
(1)

Rather warm most of the day - Thunder storm in early afternoon. Rest of day clear & beautiful
This morning I walked over the garden and later strolled down to the creek with Miss Florence to see how the work on the wall progressed. The wall is to be 100 feet long and is being made of concrete - I saw Shipley this morning for a little while. He looks much as when I saw him in 1906. We sat on the veranda, as it was quite warm and threatened rain.

Miss Maria's garden has many plants:
Holly hock, Phlox, Monarda, Lysichiton calceolifolia
Deer, Tiger Lily, Funkia, Rockrose, Primula.
Clematis, Honey-suckle, Harebell, Achillea
alba, Balsam, etc., etc.

Miss Maria's
garden

This afternoon I walked again to the creek and then I had a long talk. He was obliged to give up raising Ginseng as the blight that troubled the plant in 1906 ruined the industry in this whole section of the country. He has a good many bees and chickens. I shall call on him very soon.

Guiseung.

Miss Florence and I walked down to the post office and then to Mr. Robert Currier's bank, the photographer where I bought a number of post cards.

We sat on the piazza this evening looking at pictures and talking. I walked round the rectory. Suaeda asper (L.) Hill.

Used by the rectory -
Masticaria succroloens (Pursh) Buchanan. By rectory. abundant weed in Salem.

Salem, N.Y.

1910
July 26
(1)

Clear and cloudy A.M. with a very little rain. The P.M. mostly cloudy, but with bright sunshine at times.

It has been a cool, glorious day - This morning we had a beautiful drive. Mr. Potter who drove in in 1901 & 1906 took Miss Maria Miss Florence & me in a light covered carry-all, north past Scott Pond into Hebron along Black Creek and back over the hills by a road east of the one we went out on. The country is very rolling and the views are very fine. We could see the Green Mts. in Vermont and also far west. The grass is mostly cut and put into the barns, though here and there we saw some standing grass and some cut or being raked. The rye which is one of the large industries is all cut, and almost all harvested, but we saw one field full of stacked rye, much in the *rye stacked* fashion of stacked corn. Large areas are devoted to corn which is, of course, still young. We saw many acres in 1906 in September of stacked corn - Acres used *oats* acres on hill slope and valley are now waving with the ripened oats. It was a very beautiful sight to see these large, clearly defined areas of golden color in every direction. In many places the fields were cleared, and once far up on a steep slope a man was cradling his oats with the old fashioned finger & tye

Salem, N.Y.

1910
July 26
(2)

In a field we saw the oats being reaped
 cut by a large reaper drawn by two
 horses and guided by a man seated in
 front. The broad arms were swinging
 in regular rotation. In one place I
 went down into the field to see the
 modes operated from near at hand.
 They were very kind to me and showed
 me the operation after I had watched
 the machine at work. Just back of
 the cutters and not many inches above
 the ground is a broad flat metal
 surface with a raised edge running
 round the outside. The arms, six
 I think in number, revolve regularly
 as the machine advances. One arm
 with its finger-like projections sweeps
 down and presses the standing oats
 against the cutters or knives, which
 cut the oats which in like turn are
 swept by the arm on to the surface
 behind. If the oats are growing very
 thickly this same arm sweeps the oats
 over the surface and off on to the ground
 behind in a neat pile with the heads
 all in one direction ready for threshing.
 If the oats are thinner, the second third or any
 other arm pushes off the oats, allowing a suffi-
 cient bundle to accumulate. These ma-
 chines are very efficient. They allow of
 great adaptation in their parts -

Salem, N.Y.

1910
July 26
(3)

Turkeys

In one field we saw a flock of turkeys, an unusual sight here. There were four old birds 2 males and 2 females and about 50 young birds over different sizes, all busily engaged in feeding. It was a picturesque sight.

Birds were quite numerous and I noted 15 species, recorded later. Phoebe's were here and there. Goldfinches were chasing each other by the roads. We saw several Kingbirds along the way, and in an open field close by the road one Kingbird hovered in one spot but a few inches above the ground for nearly half a minute. Chippies, Barn and Tree swallows, Song Sparrows & vesper Sparrows were seen here and there.

In regard to the oats Mr. Potter with whom I had a very nice talk told me that all the oats raised in this region didn't supply the local demand. He bought all his oats for his horses from a distance.

oat supply

We passed Scott Pond in the extreme northern part of Salem. It is a beautiful sheet of water, nestling among the hills, oak and grass fields and woods lining the shore. It empties into Black Creek.

Scott Pond

We reached home at 12.30, after a 3 hour drive.

The afternoon was quietly spent in the house resting, writing etc. I arranged with Shipley to see him tomorrow at his house.

This evening was spent as usual in the library, conversing, writing, etc.
Salix peruviana L. Lawn behind the house.

Salem, N.Y.

1910
July 26
(4)

Deep rose pink.

- Begonia -

Audubon garden, Salem, N.Y.
July 26.
1910

An exact tracing -

Salem, N.Y.

1910
July 26
(5)

Another object of interest on our drive this ~~evening~~ ^{morning} was large fields of beans. The common White Bean, that grows about a foot high. Mr. Potter said he had never seen such large areas devoted to this bean about here before. The plants were in flower.

Fields of
White Bean

We saw but a single field of Buckwheat wheat. The plants were small but yet in flower.

Buckwheat

There were many large fields of Potatoes. On one farm we saw a single row of Scarlet Beans.

Potatoes
Scarlet Beans

This afternoon we all walked down to the creek, and I took ^{several} Kodaks of the larvae etc. This morning I took a few traps in the garden. I took 8 snails in all.

Kodaks

In the lower end of the garden are four stately White Pines, remaining from seven sent to him by Maria by Will Brewster April, 1902.* One died and two were incurably burned by boys who set fire to the grass. The surviving trees are from 10 to 12 feet high. They are growing within a few rods of each other, in a square. They were set out April 17, 1902. The pines came from Concord, Mass.

Concord
White Pines

Salem, N. Y.

1910

July 27

Glorious, rather warm, clear day -
Heavy rain before light this am. Thunderstorm this evening.
This morning I walked over to Ship-
ley's and made him a call. He has
gone rather extensively into raising
hens and is handicapped by his son's
giving up helping him, and working in
the Creamery. He has Brahms, White
Leghorns, Wyandottes, English Red-caps,
and Plymouth Rocks and Rhode Island Reds.
He showed me some chickens that a
cross between White Leghorn ♀ and Red cap ♂.
Shipley has 7 roosters, about 90 hens and
200 chickens. He has bought seven
acres of land across the railroad track,
Part of this is planted with Potatoes,
corn and oats - the rest is devoted to
to hens. There are several small blogs
for the various purposes, of shelling corn,
keeping corn, setting hens, etc., etc.
Shipley needs all the corn & oats he raises.

I got home about 12 M.

I spent the P.M. about the base, going
over the rectory, writing etc.

This morning I took some snuff at Shipley's
and after dinner I took snuff of the ladies
by the weeping hemlock.

Grindelia squarrosa (Pursh) Donal.

Single plant, about 12 in. high, in full flower, in the
dry hen field, ground trodden hard about, sunny,
Rays pistillate, disk fl. perfect, pappus of bristles, no chaff - Rays bright
& yellow. Plant very sticky all over.

Salem, N.Y.

1910

July 28

(1)

Clear, sunny light clouds, air fresh and invigorating, an ideal perfect day.

This morning I wrote to Dr. & Mrs. Coolidge and to Dr. Robinson in reply to two postals received from him from Rafusa, in Dalmatia, and Cetinja, in Montenegro. I had a nice letter from R. T. Jackson. He says: "I am very glad it [Leaflets 19 & 20] is creating so much interest. You see you did do a very good thing in preparing it, and I feel it was a good thing for the cause as well as a very kind and helpful thing for you to do." I walked to the village did some errands and visited the Public Library. I also read some in 'Dalmatia' by Maude M. Holbach, London, John Lane The Bodley Head & New York; John Lane Company 2^d Ed., MCMVIII. It covers the territory travelled over by Dr. & Mrs. B. L. Robinson & party, and is extremely interesting.

Letter from
R. T. Jackson

Dalmatia
M. M. Holbach

This afternoon Miss Maria, Miss Florence & I drive to had a long drive with Mr. Potter. The air was East Salem clear with fleecy clouds and the country at its best. We went south, past Shushban to East Salem or Eagleville, over the Battenkill into Jackson, recrossed again and followed the valley of West Camden Creek, then west over Perry Hill, joining our former road just beyond and returned over the same road - the drive was 3 hours long.

The views, as on the 26th, were superb.

Salem, N.Y.

1910
July 28
(2)

We had the same rolling country, only it was more so. We climbed two high hills and in every direction were fields of ripened oats. In one place an area, at least half a mile long, was continuous with oat fields. The rounded hills with golden oats covering them, against a serene blue sky, made a glorious sight. The hills seem to be drumlins, such as we have so abundant at home.

East Salem or Saylerville is a small East Salem place on the banks of the Battenkill. The main industry is in a blanket mill. We saw the colored blankets hanging on lines in the sun. We crossed the Battenkill through a covered bridge into Jackson and followed the river for some two miles, crossing it again into Salem. The houses all along the way are very neat with well-kept lawns, even if the houses are very humble.

We saw in one field a large Woodchuck ^{Woodchucks} and in another three more all rather near each other. Though not very far from the road, two seemed oblivious to our presence, while one, a very large fellow, sat on his hind legs and looked. But he was close to his hole.

We saw some fine Elms, isolated specimens standing alone in some field with wide spreading branches. Butternuts,

Salem, N. Y.

1910
July 28
(3)

Hickories, I could not see what species, White Pines, White Ash, Black Cherries, lined the way. I saw one very large Buttonwood.

Harebells (Campanula rotundifolia) in flower lined the roadside in one place and Schizanthus vulgaris covered large areas of sterile land in places, while Saponaria officinalis is extremely abundant almost everywhere, lining the roadside. Elecampane

Elecampane
vulgaris

was very frequently seen, while on our drive on the 2nd it was excessively abundant. In fact I never in all my life together, as much Elecampane as I saw on that drive.

Elecampane

We saw one large field on a hill slope covered with stacked rye. I saw many fields of rye on our visit July 2-9, 1901.

Rye

We passed immense fields of corn, and one large field of Buckwheat in flower.

Buckwheat

I heard a Cowbird in one field and saw another later on - A Field Sparrow sang once or twice, and a Meadowlark flew by us and alighted in the field near Shushan.

Once I saw two men in an oat field near the road cutting oats with a cradle. It was interesting to see the method of cutting and throwing the oats aside. Wagon were being loaded with hay & oats.

This evening I walked with Miss Florence to the P.O. Station I went there again. We read and talked till 10 o'clock.

Salem, N.Y.

1910
July 29
(1)

Clear, light breeze, glorious day -
 We were very sorry to learn from Miss Florence this morning that Miss Maria had had one of her attacks at 3.30 this morning. Contraction of the arteries brings on great pain and this is the trouble. The doctor was summoned quickly and various medicines administered before the pain subsided when Miss Maria went to sleep. These attacks are to be looked for and Miss Maria has to be very quiet in every way now -

This morning I wrote some letters, took a couple of Rodaks in the garden, one of the Corn Salad, and one of the four pines sent by Will Brewster. Miss Florence, Mr. & I walked to the village and I got a few more just now. Miss Florence went home and Mr. & I walked up Main St., down the street by the Shirt Factory, through Archibald to W. Broadway and back to the Post Office for the mail. I was struck by the thrifty character of the houses, all very simple & some extremely so, but all about the places was as neat as could be with attractive flowers. We sat on the veranda at home before dinner and Miss Maria came down. She is bright and finds it hard to keep quiet, but she shows that she had had suffering -

Salem, N.Y.

1910

July 29

(2)

This afternoon Shipley brought over from his place the plant that I was so interested in [*Grindelia squarrosa* (Pursh) Donal] on the 27th and we set it out in the garden. I shall find its name at home as I put bits into the baby press. The plant is so very sticky that I have to peel the paper off of it in the press.

I took a Kodak of the variegated *Aegopodium* by the Bulthead near the veranda this afternoon. This plant has been of great service here in shady places about the house where nothing else would grow. It forms a dense cover, and when it begins to die, Shipley cuts it down with a scythe and fresh growth comes up.

Aegopodium

The *Fraginella* is fast shedding its seeds and I watched the process. There is an inner lining to the pod, a stiff membrane that becomes separated from the exterior as the pod ripens. This interior membrane splits at the top, and the two sections have a very strong elastic tendency to twist, the strain, from the end of the pod being from within out. This gradually forces the pod open and when the inner valves are sufficiently open, they suddenly twist and split apart a way so. This is exactly the motion to eject the hard black seeds. Shipley & I experimented

Fraginella
ejecting
seeds.

Salem, N.Y.

1910
July 29
(3)

and we measured the distance of fifteen feet that a seed was thrown. When the pod was nearly ready to throw the seeds, a slight movement with the point of a knife enabled me to see just how the final action took place. I carefully took out the inner section, holding it tightly together and could readily feel the outward pressure that was exerted as each section tried to coil.

On the 27th Shipley showed me a photograph of a huge Pickerel that was caught at Lake Cossayuna. It weighed twenty (20) lbs. The lake is famous for pickerel - One has been caught weighing (24) twenty-four pounds.

Cossayuna
pickerel

While the elms in the village are badly ravaged by the Elm leaf Beetle, the trees in the country are almost entirely free. If the beetle, get a firm hold here they will eventually spread of spread. But little, if anything, is being done in the town. They have no spraying apparatus. The big elms on the place here are old and they are certainly on the decline any way.

We spent the evening in our usual very pleasant way sitting together, talking and reading. We leave for home tomorrow and we have a lovely visit to remember.

Salem, N.Y., to Cambridge, Mass

1910
July 30
(1)

Saturday -

Cloudy, cool.

~ An eventful day ~

This morning we were up at half past five and breakfasted at quarter of seven. Miss Maria and Miss Florence were down and we had a bright time, and by 7.15 we bade Miss Maria a hearty good-bye and, with Miss Florence, we walked to the station. The 7.34 train was on good time and soon we were waving our last good-bye and were off for Eagle Bridge. It was a pleasant run past fields of ripened oats, stacked rye, and growing corn. The weather was cloudy. The Battenkill looked very beautiful as we skinned along beside it, crossing it at intervals. Before leaving the township of Salem, I saw a Bittern, *Bittern* started by the train, fly slowly over the water on the edge of the Battenkill. We reached Eagle Bridge on the regular time 8.10 and waited there till 10.39 for our eastbound train, No 12, where I had already engaged parlor seats. The time passed rapidly. I weighed myself on the standard scales and registered 170 lbs., 170 lbs. an extreme weight for me. I wandered down the railway cutting on the west and gathered

Linum usitatissimum L.

Vicia sativa L.

Pastinaca sativa L.

} Used by the R.R. track.

Salem, N.Y., to Cambridge, Mass.

1910
July 30
(2)

I had only my baby press, but I made small specimens and took fruit as a record -

Our train came along on time and we were soon moving east, following the valley of the Hoosick River. *Pastinaca sativa*, *Sapmania officinalis* and *Melilotus alba* are very abundant by the railroad in the western part of Massachusetts and in the parts of Vermont & New York that we traversed. A few miles east of Eagle Bridge I saw on a bank near the track a good deal of the large leaves of Collatfoot (*Jussileps Farfara* L.). We passed through Parnal, Vt., Williams-town and reached North Adams about on time. There a dining car was put on and we started east, approaching the high, steep walls of Hoosac Mt. through which runs Hoosac Tunnel with its double tracks for $4\frac{3}{4}$ miles. The bore is just large enough for the trains, is damp and dripping, has no lights, and is ventilated by a few shafts that carry the smoke upward. The regular engines carry the trains through and they fill the tunnel with smoke, while the Parkers is absolutely profound outside of the car. As we drew near the tunnel the porter closed all the windows and ventilators and lighted the lamp over head.

Salem, N.Y. to Cambridge, Mass.

1910
July 30
(3)

In regard to the events that followed I kept the various times by my watch and notebook, having set my watch by railroad time at Eaglebridge, a short while before. At 11.37 A.M. we entered the tunnel and moved on rather slower than usual, as the result showed, though I do not know why. The air grew thicker, as always happens, but the temperature was not very high and we were reasonably comfortable. Suddenly at 11.44 just seven minutes after entering the tunnel, the most terrific jolting showed us that we had left the tracks, and were bounding over the ties. We all seized hold of our chairs looked earnestly at each other, but not a sound was uttered. It flashed through my mind that we had no embankment to go over and must stop soon. We were going about 25 or 30 miles an hour. We were a short distance beyond the central shaft and so were in the very heart of the mountain. I should say that we were about a half a minute running over the ties, and at last the train stopped. We breathed free. Our lights were still lit, but outside all was as black as pitch. Soon the conductor appeared and told us that there was nothing to fear. No car had tipped over

Entered the tunnel.

Left the tracks

Train stopped

36

Salem, N. Y., to Cambridge, Mass.

1910
July 30
(4)

and there was no fire, relief would soon come. In the smoky blackness outside, we laid through the windows, in Cipe's opinion, about - they were torches borne as if by mountain gnomes hurrying to and fro inspecting the train. Everything except the engine was off the track. One of the forward cars ran off towards the left and blocked the westbound track. Our car ran off toward the right and stopped very close to, but not touching the rocky wall. The dining car, which was two cars behind ours, rubbed into the wall, smashing its front and breaking glass generally, but nobody was hurt, beyond a good shaking up. Indeed that was the condition throughout and it was a great mercy. Nobody on the train was injured, no car tipped over, nothing was set fire.

All cars,
but engine,
off the track

All this caused a reaction among the passengers and from everybody was eagerly inquiring about the cause and all conjectured each other on the escape. The atmosphere was pretty thick in our car and everything was kept tight, for there was much smoke and fat outside. Gradually it cleared a little and one door was opened, the other was sprung and couldn't be opened. I went out on to the platform several times and once I stepped off in the black darkness to look

97

Salem, N.Y., to Cambridge, Mass.

1910

July 30 (5) under an car, as some men were passing with
trucks, to see how far the car was off the
track. It seemed about a foot off. We
were constantly reassured and told that
help was coming, but it was very slow.
We were told later by the conductor
that, not very long after the accident,
an engine came in from North Adams
on our track to pull out the rear car
if they were on the track, and that, as
the engine approached our rear car,
it left the rails as our cars did. This
would seem to show that the trouble
was in the track and that the same
defect derailed our cars and this engine.
We heard no more on this subject.

At one time an engine came from
North Adams on the westbound track and
emitted so much smoke that, from one
end of our car, I could not see the
passengers in the other end. Nobody
apparently gave way to the smoke,
although it was extremely disagreeable.
One lady, with a small infant in arms,
after the baby became sick from the smoke,
wrapped its head in a wet towel as
a filter. The baby, when I saw it, was
asleep and looked like a rag doll.

Car very
smoky

Accidents of this kind draw people
nearer together. A young girl who
sat opposite us and who was alone,

Salem, N.Y. to Cambridge, Mass

1910
July 30
(6)

M. spoke to and, through the rest of our trip, till we reached Cambridge, we kept together. Her name was Myrtle A. Ferguson and she lived in Adams, next to North Adams. She was twenty years of age I should say and was very bright and chatty. She showed us pictures of her younger sister and gave us a picture of herself on a postcard. A Miss Welsh from Troy, N.Y., I think, and Miss Spurgeon from Cambridge, Mass, near City Hall we saw a good deal of.

At last an engine with two coaches came in on the westbound tracks and stopped alongside of our train, and we were all, some 150 to 200 in number, transferred changed to and packed into the cars. We left on another train wrecked car at 1.32 P.M., having been in it, since the accident, 1 hr. and 48 min. or nearly two hours. At 1.48 P.M. we started back and at 2.06 we left the tunnel, left the and amid cheers emerged into the open tunnel air. We had been in the tunnel just two hours and twenty nine minutes 2 hrs., 29 min. (2 hrs., 29 min.). We reached North Adams in the tunnel at 2.13 P.M., the engine pushing the two cars ahead. We were all sent to The Richmond to have our dinner, Miss Ferguson, M. & I keeping together. On the way I sent a telegram to Miss Audubon and one to Dr. Coolidge.

Salem, N.Y., to Cambridge, Mass.

1910
July 30
(7)

Later this Ferguson met her father at the station, he having come up from Adams, on hearing of the trouble. A train was made up at the station and we started east again at 5.21 P.M. After various delays and waiting for westbound trains, we entered the tunnel on the west bound tracks at 6.07. At 6.17 we passed the wreck, but could barely see anything in the darkness. The wreckers had packed the car from ^{the} westbound track. We left the tunnel at 6.23, having taken 16 minutes in passing. The average time is from 8 to 10 minutes. On Sept. 22, 1906 we passed west through the tunnel in 9 min. and on Sept. 29, 1906, we passed east in 8 min., just half the time we took to-day.

Through the
tunnel a
second time

We then sped east, making a few rather long stops. We enjoyed a very good supper in the dining car, and we had a very interesting talk with our train and our parlor car conductor. Miss Welsh who was bound for Salem, Mass., and Miss Ferguson who was going to Everett, Mass. agreed to go together to Parker's, if Miss Ferguson's cousin was not at the North Station to meet her. If he was there Miss Welsh would go alone to Parker's in a cab, by applying to Armstrong Co. So when we reached Cambridge Station

Salem, N.Y., to Cambridge, Mass.

1910
July 30
(8)

At 11.20 P.M. we bade them good bye, with assurances that they would let us know how they fared and with Miss Sprague we left the train. I immediately telephoned to 31 Brewster St., we were quick connections on the cars, leaving Miss Sprague at Harvard Square, as she lived close to the cars on Inman St. and at 11.45 P.M., a dirty, tired couple, we reached home. Dr. Coolidge and Miss Brown were up to greet us and our maid were waiting for us in our house. It was 12.50 A.M. before we finally got to bed, grateful that we had escaped so easily from what might have been a fearful disaster. Had the car caught fire, I do not dare to think of the probable result.

Hoose Tunnel was opened for traffic in 1875, having been some twenty years in construction. It cost \$14,000,000. and nearly 200 lives in the building. In its present condition it is a very serious menace and it should receive immediate attention. Electric engines should draw the cars through and the tunnel should be lighted by electricity.

200 PASSENGERS HELD IN TUNNEL TWO HOURS

Heavy Train Going West at 11.25 Was De- railed in Big Bore, But No One Was Injured.

Taken Out By Special Engine and Cars and Brought Back To City Where Dinners Were Furnished By Railroad. Train Was Running About 30 Miles an Hour

Passenger train No. 12 supposed to leave this city at 11.25 entered the Hoosac tunnel this morning at 11.39 and when 300 feet east of the central shaft the entire train of engine and six cars left the track. There were 200 passengers on the train but it neither pitched nor swayed and no one was injured. The tracks are blocked but will be clear at 3.30 if nothing unforeseen happens. All of the passengers were taken out on two passenger cars which were sent from this city shortly after the derailment occurred. They had dinner at the Richmond hotel at the expense of the Boston & Maine railroad and will be sent east on train No. 4 which will leave here at 4.02.

The cause of the derailment is as yet unknown but is supposed to have been due to a loose rail or bad joint between two rails.

Engineer E. B. Parmenter and Conductor A. H. Brown were in charge of the train.

The 200 passengers on the train were supposed to remain in the tunnel about two hours on account of the necessarily

slow progress made in the transfer of passengers and baggage to the relief train. There were a number of women and children on the train and they were handled very carefully by the trainmen.

There was intense excitement on the train for a few minutes after it left the rails, several women fainting, but when it was understood that the danger was over and no one had been injured the passengers took the experience very calmly and by the time they disembarked at the depot not a few jokes were cracked at the expense of the company which had to provide the passengers with their dinners.

The train was not telescoped in any sense but the cars were tipped at a considerable angle nearly touching the wall of the tunnel.

Chief Train Dispatcher J. D. Bourne took charge of affairs and soon had a wreck train on its way from Deerfield and Machinerville. He hoped to have the west bound track clear by 3.30 and the east bound clear at 8 o'clock.

The train is understood to have been running about 30 miles an hour when it was derailed.

*S. Boston Sunday Herald.
July 31, 1910*

TRAIN DERAILED IN HOOSAC TUNNEL

Six Coaches Carrying 200 Pas- sengers Wrecked Near the Central Shaft.

TRAFFIC STALLED 3 HOURS

Cars Remain Upright and No Personal Injuries Result from the Shake-up.

NORTH ADAMS, July 30.—Boston & Maine passenger train No. 12, Troy, N. Y., for Boston, left the rails in Hoosac tunnel today. None of the passengers was injured, but both the east and west bound trains were held up several hours until the wreckage was cleaned away.

The train, which was on the Fitchburg division of the Boston & Maine, left North Adams at 11.25 on its way to Boston. It was made up of six passenger coaches and a locomotive, and carried about 200 passengers.

When about 300 feet east of the central shaft in the tunnel, from some cause, which the officials of the company here, cannot account for, the locomotive and all six cars left the rails, completely tying up trains bound east and west. All of the cars remained in an upright position, and none of the passengers were injured by the derailment.

Word was sent to this city, and a wrecking crew and a special passenger train left here for the scene of the wreck. All of the passengers of the derailed train were brought back on the special to this city, where they waited until the tracks were cleared.

Three hours of hard work on the part of the wrecking crew was necessary before the west-bound track was cleared and the first delayed train passed over that track at 3.30 this afternoon. It was 8 o'clock and after before the east track was cleared for traffic.

PASSENGERS IN TUNNEL WRECK

Kept in Intense Heat, Smoke
And Gas 2 1-4 Hours.

Fear of Collision in Hoosac Bore
Adds to the Panic.

NORTH ADAMS, July 30—Suffering from intense heat, with breathing made difficult by smoke and gas, 200 passengers were confined in Hoosac tunnel for two and a quarter hours today after the eastbound train due to pass through this city at 11:27 a. m. over the Fitchburg division of the B & M, left the rails about 300 feet east of the central shaft of the tunnel, blocking both tracks.

Women and children were thrown into a panic and all the passengers received a severe jolting when the accident occurred. The train was running nearly 30 miles an hour when the accident occurred, but not a person was hurt. To add to the confusion was the fear that another train, due from the opposite direction, should crash into the cars, which leaned toward the westbound track.

It was after 5 p. m. before the westbound track was cleared, and it was 106 p. m. when the express for Boston due to leave here at 2:57 entered the big bore with its own passengers and those of the wrecked train, using the westbound track after three passenger trains which had been waiting at the east end of the tunnel had passed through.

The 11:27 train for Boston, made up of an express car, baggage car, two pullmans, a smoker and coach, was about 10 minutes late, and entered the tunnel at 11:39. It had passed the big ventilating shaft midway of the tunnel, and was beginning to gather speed down the incline, when the tender of the locomotive left the rails, followed by all the cars, the locomotive alone

remaining in its place. The train ran several car lengths over the ties before it came to a halt, and only the hardness of the roadbed, which kept the car wheels from plowing into it very deeply, prevented a much worse accident.

The cars tilted over to the left toward the westbound track, throwing passengers toward the side of the car, and the wheels striking the ties gave those on board the train a severe jolting.

There was a chorus of screams, two or three women fainted and others became hysterical.

Some of the trainmen ran to a neighbor by telephone to notify the world of the accident. The telephone system, however, had been crippled by a thunder storm during the morning, and the trainmen could not make themselves understood.

Meantime other trainmen had been going through the cars to see if anyone was injured and reassure the passengers. They attempted to persuade them to remain in the cars and keep win-

dows and doors closed to exclude the smoke.

Word spread, however, that another train which generally meets the eastbound in the tunnel was due, and there was a rush to the doors by passengers who feared that the other train would come tearing through the darkness and crash into the cars tilted toward the westbound track. The trainmen were forced to give way.

The west-bound train, however, was late and, although the officials at North Adams were unable to distinguish much of what the trainmen at the telephones were saying, they knew that there had been an accident in the tunnel and the other train was caught and held at the eastern portal.

The passengers who left the wrecked train quickly found conditions worse outside the cars than inside. Attempting to grope their way through the intense blackness in the damp holes and stumbling over rails and against the sides of the tunnel, they only realized the more their helplessness, buried in the heart of the mountain. Assured by the trainmen that precaution had been taken to make further accident impossible, they were glad to return to the cars.

After the excitement subsided the long wait for rescue began. It was hot-stifling hot. The rain of the morning had made ventilation better, but the smoke and coal gas made breathing difficult. Women and children lay across seats almost helpless, while men perspired and fumed.

When it was learned that there had been an accident in the tunnel the officials outside sent a locomotive and crew in slowly to investigate. The wreck was found and it was discovered that one car had leaned so far over the westbound track as to make it impossible for a locomotive to pass.

When the conditions were reported outside a locomotive and two cars were sent in from North Adams and the passengers were brought out. Although crowded in the relief train they were a happy lot when brought to the outer air and light.

Those on the wrecked train were given dinner at the hotel Richmond by the B & M.

Wrecking trains were sent into the tunnel, and the crews working under distressing conditions made the westbound track passable and then began work upon the other.

When everything was ready for the haul, a huge oil burning locomotive was sent into the tunnel late this evening to pull the derailed cars back on the track and out.

The oil burner itself left the rails under its heavy load and at 10 o'clock a wrecking gang called from Mechanicsville, N. Y., entered the tunnel to dig out the oil burner.

There is little chance of traffic being restored tonight.

BOSTON HERALD

SATURDAY, AUGUST 13, 1910.

HOOSAC WRECK A MYSTERY.

Nothing Found to Account for Derailment in Tunnel.

No decision was reached yesterday at a conference between Railroad Commissioner Bishop and General Manager Barr of the Boston & Maine to ascertain the cause of the Hoosac tunnel wreck on July 30.

Investigations have failed to reveal the cause of the derailment of the train. The rails were found intact after the accident; there was no broken wheel on the tender, and the cause of the accident is as much of a mystery today as it was at the time it occurred.

An authority on railroading in the commonwealth said yesterday that no practical means for ventilating the tunnel perfectly had been devised, and as for lighting it, the smoke which settled in the tube was so dense that instead of electric lights there might just as well be so many white beans hung up. The authorities regard electrification in the tunnel as more dangerous than steam.

BOSTON HERALD

FRIDAY, AUGUST 19, 1910.

AN OLD-FASHIONED TUNNEL.

The train accident which kept a couple hundred passengers bewildered and helpless and stifling for several hours within the murky, unventilated blackness of Hoosac Tunnel gives point to the travelling public's demand for a lighting system and some adequate supply of fresh air within its Stygian interior. The chances of serious accident are constant. And in such case passengers would be in great danger of asphyxiation by the gases and smoke, or from fire. Hoosac Tunnel, though begun in 1850, is still one of the longest in the world. The central airshaft is inadequate and the handicaps to a wrecking crew are great. It could quickly be turned into a chamber of horrors. The railroad management should make improvements as are supplied elsewhere as a matter of course.

Trip to Malden, Mass.

1910
Aug. 3

This afternoon I took the electric to Malden, corner Pleasant St. & Highland Ave. and met F. S. Collins who wanted to show me a strange Thistle. We walked a short distance to the spot. The location is in the very northwest corner of Malden near the Middlesex Falls, in an open field in rather barren soil. There was a clump of these plants covering an area about six feet across, and ranging 4 to 5 feet in height. I measured a plant 5 feet high. I took two specimens, one $4\frac{1}{2}$ ft. by measurement, by the roots. The plants are very coarse as compared with *Cirsium arvense* and the roots are ^{apparently} strong tap roots with no stolons.

About 150 feet from this locality in even more barren soil we found another Thistle which may be the same species. I took the entire plant. Branches coming up from the top of the root just below the ground do not seem to be stolons.

The characters of these 3 plants are all well shown in the specimens which are in press.

1910
Aug. 13

Trip to Prospect Hill,
Waltham, Mass

Clear, warm -

This morning I took a trip in the electric to Waltham, with Harry A. Purdie and Arthur George. We walked up some way in the Prospect Hill Park to see the *Desmodium*s which Purdie was enthusiastic over last evening. The plants grew either in the sun or in light shade and were very profuse covering large areas on the sunny slopes and on the level. *D. rotundifolium* grew here and there in dense patches close on the ground some four or five feet across. The plants were in flower. *D. canescens* was the most interesting on account of its rarity in this section. I saw several clumps of it one at least ten feet across. The plants are coarse and stout and are in young fruit, with a few stray flowers. It is very striking and leafy. *D. dillenii* is very abundant and is in flower. *D. paniculatum* grows in large continuous areas and made a fine display with its glossy foliage and brilliant flowers. *D. rigidum* I think we found. There is a clump of what seems to be it just outside the stone porch at the main entrance. I shall find out later. It is just going out of flower. *D. marilandicum* is very abundant and is nearly all in flower. We did not see other species that were doubtless there -

We spent some time walking about and enjoying the view from the open

Trip to Deepwell Hill, Waltham, Mass.

1910

Aug. 13

(2)

rocky ledge about half way up the hill.
I collected a few plants. We returned by
electric and got back to lunch.

I collected the following:

Asclepias syriaca L. Boos smooth!

Fruiting plant on steep slope in Park.

Desmodium rotundifolium (Michx.) DC.

caucense (L.) DC.

A single rooting plant in ^{flowers} young fruit.
Whole plant in press in sections. Park ^{sunny ground.}

" Dillenii Darl.

A single specimen in the Park, in shade.

" paniculatum (L.) DC.

A rooting specimen in the Park, in shade.

The root stock connected two clusters of
stems. ~~It~~ It broke in the middle.

I have both parts.

" rigidum (Ell.) DC.

Dry sunny roadside just outside the
stone porch at the Park entrance.

" marilandicum (L.) DC.

Single specimen in Park, steep slope.

Antennaria plantaginifolia (L.) Richards.

Roadside, Park, late basal leaves.

Eupatorium sessilifolium L.

Sunny, open slope, Park, Abundant.

Solidago rugosa Mill.

Shady spot, Park.

- Edward L. Rand's birthday -
August 22, 1910

1910
Aug 7-22
(1)

I began sending Rand picture cards with verses ~~that~~ I wrote on them on August 7 and I kept it up till the 22^d. Rand was all this time at Seal Harbor, Me. The following are the verses with a statement of the picture where necessary.

August 7 - 15 days off.

I cannot rhyme,
But wish thee well.

May every day
Thy blessings tell.

August 8 - 14 days off.

Picture of a Lion.

As Lion, I,

The king of beasts,
For all the quads
Approach the feast.

August 9 - 13 days off.

When the great day comes,
Visit your favorite haunt,
Look well about and I am sure
You'll find some new choice plant.

1910

Aug. 7-22
(2)

August 10 ~ 12 days off.

Picture of fox.

To celebrate thy natal day
A Yucca new will start
And flower right by the Seaside Inn.
The Island Fox will back!

August 11 ~ 11 days off -

Time flies,
Be smart,
Play well
Thy part.

"I thank the goodness and the grace
which on thy "birth" have smiled."
Jane Taylor.

August 12. 10 days off.

Picture of an eagle. Rand had written me that
I was infringing on his patent in writing
these cards.

The patent's yours,
You're right, of course.
You'll pardon me
And use no force

Your Island birds
Will scream and sing,
And all the welkin
Will will ring -

1910

Aug. 7-22
(3)

For birthdays come
But once a year
And should be hailed
With many a cheer.

August 13 - 9 days off -
Pray tell your friends
The day draws near.
You'll never sleep
That night, I fear.

August 14. 8 days off.
Picture of a bear.
The Island bear is waiting,
He cannot bear to wait,
He must forbear to greet you
And bear his message straight.
(of congratulations to E. L. R.)

August 15. 7 days off.
My feelings are too great for words,
I just must stop, and say no more.
I wish you joy with all my heart,
And blessings great in boundless store.

August 16. 6 days off.
Picture of a beaver.
The beaver once did dwell and thrive
Not far from your Island home.
He comes from far to greet you now,
I hope he'd many miles to roam.

1910
Aug. 7-22
(4)

He'll build you a boat,
He just knows how,
For a reception room
Six days from now.

August 17. 5 days off.
Picture of a leopard.

Even foreign lands contribute,
The leopard smiles on thee;
For thee he'll never change his spots,
He loves you, as do we.

August 18. 4 days off.
4 leaved clover.

I put on an extra leaflet for you,
And greet you with cordial embraces
All plants of the mountain, the wood and
The shore,
Bow down to worship your grace.

August 19. 3 days off.
Picture of an Owl

They say I'm wise,
But no. Hoo! Hoo!
We cannot be
As wise as you!

But then I'm wise
In this, at least.
I'll be on hand
To taste the feast.

1910

Aug. 7-22 August 20. 2 days off-

(5) Boy poling a boat.

As you pole your boat
In the bays of your beautiful isle,
A friend is thinking of you
As you glide along the while.

He's thinking that Monday next
Your birthday feast will be.
May the day be clear and bright,
And from care may you be free!

August 21. 1 day off-

Picture of a little maid.

This little maid announces
The day is very near.
She greets you with a beauty kiss
And says you are a dear.

August 22. The day on

Picture of a little boy singing.

Hurrah! The day is here!
I sing a welcome song,
And flowers I bring to thee
To cheer the merry throng;

I also sent to reach him on August 22,
besides the above two cards (Aug. 21 being Sunday),
a birthday card on which I wrote Ever young,
enclosed in W. F. Gairing's The Teaching Botanist
2^d ed., 1910, and a letter

1910
 Aug. 21
 (1)

Milton, Mass.
 - Sunday - Clear, warm -

To-day is the anniversary of my Sunday trip last August 22. Sunday to Milton, to spend the day with Mr. Stephen T. Barber and his Alice & Margaretson. I repeated the visit to-day and had, as before, a most delightful time. I went by electric via Mattapan and got there by about 11.30. Mr. Barber met me and after a little while at the house, he & I took a stroll into the Reservation and visited some beautiful spots. One he called the Cathedral, a rocky eminence shaded by trees. On our return we met Miss Margaretson under the trees by the house. She was not feeling quite up to the mark. We had a very pleasant talk and I presented her with a copy of Gray's Manual, 7th ed. 1908, with which she was very much pleased.

After dinner we three took a stroll over a field across Randolph Ave. and into a very attractive piece of woods that bordered the Reservation which makes a corner at this point. On the rocky ledges near by were large quantities of Polypodium vulgare and a good deal of Aspidium marginale. There was some enormous specimens of Erechtites hieracifolia. There were specimens several inches taller than my head. I was shown a large clump of Marchantia polymorpha, some 15 inches across. I found two patches of the basal leaves of Antennaria.

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They were growing a few feet apart on the rather barren soil on the rocks in the trees. I think they are C. plantaginifolia and C. fallax - I took some of them. We walked about and sat down and with the manual analyzed the Erechtetes, that Miss Mayerson might see how to use the key. We strolled over into the Reservation and home that way.

I wanted to measure the height of the Uva ursina in Miss Vose's hen-yard and we stopped there. We were astonished to learn that Miss Vose, by a slip and a strain has broken her knee-cap in two. This is a serious hard-hip at best. It will be long before she is out certainly. Mr. Tucker & I went into the hen-yard and measured the height of one plant of Uva that was 176 inches. It is 14 feet and 8 inches. The plants, as a rule, ranged from nearly that height to some feet less. They vary also in size of stem one being 1 1/4 in. in diameter, 5 in. up. The foreman said that the seeds came up in the spring very slowly and remained small plants for some time, but, just as soon as the warm weather came on, they started up with surprising rapidity, growing from 4 to 5 in. daily. The hens picked at the small seedlings and where there were only a few destroyed them, but where the seedlings

Uva ursina-
folia 176 in.
in height.

Rapid growth
Uva can

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were numerous enough were left to form the dense growth that now covers so much of the ground.

Miss Bose has now about 200 hens and 1000 chickens, and a large number of pigeons. She sends to the Milton market from 15 to 30 squabs a week.

Mr. Teacher & I then walked up to Mr. Max-Mr. Marshall's shall's dairy farm close by and walked over dairy farm. I met Mr. Marshall and had a very interesting talk with him. He is an Englishman of refinement and travel, but works hard all the time on the farm. He is introducing a sterilizer and the cows will be milked by electricity, the milk going immediately from the milking to the sterilizer. He does not think there is need of going any farther.

We picked a few late ripe strawberries and saw many blossoms on the vines. Ripe strawberries

After supper we walked out on the road under the trees and listened to the Katybirds that were very noisy. They are abundant in that immediate locality.

I bade good bye to my good friends at last and got a car about 8 P.M., reaching home by 9.30. I hung on, on the running board to Mattapan, and stood on the back platform from Mattapan to the Dudley St. transfer. The crowd was out - Mr. Child at his professor's request some 3000 on Blue Hill.

Autumnaria

In dry rocky woods, Milton, off Randolph Ave., near Reed St. and near the corner of the Reservation, but not in it.

Cambridge, Mass. to Peterborough, N.H.

1910
Aug. 26

Cloudy with thunder storm in A.M. Muggy & hot.
Decided chance in P.M. to cloudy with sun and cold.

This morning we completed our arrangements and then after lunch drove to Porter's Station, thence to Boston, N. Station where we took the 2.45 P.M. train for Peterboro. arriving there after a pleasant ride at 5.45 P.M. We drove up to the house meeting Charlie & Mrs. Batchelder there. We are to stay with them about a week. They were very cordial and Mrs. Batchelder soon showed us our room on the second floor at the head of the stairs, facing south.

Francis is still in bed on his back, but is bright. Follen is here, a boy of 5 feet and, and very active, taking care of the horse etc., Lawrence has been very sick for some weeks with aciton poisoning, but he is now improving, Philip is away at a camp.

Charlie & I went out to the garden before dinner where we examined some Lyell's there are lots of interesting plants in the garden that I must examine.

After dinner we sat in the parlor around a bright log fire and had a long talk over the many events occurring since last we met. We heard the interesting story of the Peterborough Peasant which was a very large and skillfully got up affair.

I said by the evening paper that had heard inheritance law, I hope a good deal from his Uncle Judge Katheroff who has just died.

1910
Aug. 27
(1)

Clear, very cool in Am. & P.M., warm in sun at noon. Mercury 31° Fahr. last night. The frost killed some plants.

This morning Charlie & I took a walk over the hill east of the house and made a circuit through the woods collecting a few plants such as Brassica crevensis, Ligustrum altissimum, Lechea intermedia, Cyperus filiculmis. We saw a Sharp-shinned Hawk scaling over an open piece of land into some woods.

After we returned to the house, Charlie took me to a flower box by the parlor window outside, where he said that for a few days he had always found perched on the edge a Hyla versicolor. Sure enough there he was and I was quite excited, for I had never seen one before. I took him in my hand round to the south piazza where Francis was lying in the hammock. The Hyla felt very slimy and he cling by his long toes furnished with suckers. We put him on a chair and I watched him a long time. He remained perfectly motionless except for his breathing. His color was that of gray lichens. At times he would take a jump. Once he jumped 25 inches, from the chair to the upright round of another chair sticking there by his suckers. His length as he sat down was 2 3/8 in., width 1 1/2 in. and height at the middle of the back, 3/4 in.

Hyla
versicolor

- (2) He made 134 respirations a minute. He counted by the movements in the throat. The sketch below is drawn from a rough sketch I made of him measuring his length carefully.



In his natural sitting posture his front as well as hind feet were drawn under him and invisible. We finally put him on the stem of a Virginia Creeper, that was twining around the large Elm by the piazza, some three feet from the ground. He simulated the cold of the lichen-covered bark of the tree wonderfully. He was ^{near} in the same spot at 7.45 ^{P.M. some} but at 8.30 he was gone. _{1/2 hr. lower}

This afternoon Mrs. Balthasar, Charlie & I drove in a carriage with a driver and two horses to Dublin on the West Peterborough road. It was a very attractive drive rising 700 feet. We went to the Club House by the lake where people gathered

(3)

every Saturday to hear a talk on some subject by some person of note. About 75 ladies and gentlemen were gathered together and we heard a very readable discourse by a Mr. Emery, who is at the head of the Tariff Commission in Washington on Pragmatism. It was very interesting. After the talk I met and talked with Mr. Muirhead, Mr. Kidner, Prof. A. B. Hart, & Mr. Dompelli. I also saw Mary Allen. We drove home the same way except that we took the straight road to Peterborough. We hoped to see Pres. Taft pass in his automobile, but he had gone already to Mr. McCreagh's where he visits. We did not see anything but a big car carrying special detectives that passed us rapidly. We reached by about 7 o'clock and found A. B. Bent here by last train to spend Sunday.

After tea Charlie Bent & I went out to the work shop and put the morning's plants into the press. Bent was interested in the process. Later in the parlor, we were glad to sit around a big open fire of gray birch logs. The evening was so cold. Bent gave us most interesting accounts of his experiences with Flying Squirrels. He has captured three large numbers at home.

Peterborough, N.H.

1910
Aug. 28
(1)

Clear and cloudy, last night cold, to-day mild.

This morning Charlie, Bent, Foster & I worked over the northeastern part of the estate, visiting a rocky wood where is a Porcupine den among the logs. We saw droppings and gnawed quills, but Charlie has never a Porcupine on the place.

We saw on the branch of a small Beech *Aphidius*? a large number of small insects that must be some kind of *Cephalopoda*. The branch was white. I examined them with my glass. The little fellow had six legs and two antennae and was whitish in color, something like that of a sand flea on the beach. The tail was prolonged for at least half the length of the body and was a dark brown, and on the end was a tuft of white wool as big as whole creature or more so. Through the tuft and extending beyond it was one or two white threads. The insect curled his tail up straight and, as it moved along, it kept flourishing the white banner over its back, by the backward and forward movement of the tail. It was a most singular sight to see these minute sand white bodies in such a dense number on the branch.

Returning from our walk we went over to the boat house, a bath house, starting an immature Night Heron. Bent & Foster went in bathing, and soon Charlie & I walked home.

Peterborough, N.H.

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(2)

After dinner five of us, Charlie & Mrs. B. Best, Foster & I drove in a three-seater wagon with Best, as yesterday, to Noone's and Drury and then south into Sharan and east across the center of the Township, then north along slope of the Temple Hills, past the Day place and Cunningham Pond and home. We saw in Sharan the land that Charlie has bought in various places, rather as a speculation, thinking that the pine will grow and that sites may be taken for building. The good timber has been cut, but there is a good deal of white pine very young.

It seemed very natural to see the Day place and the Pond again. We staid there with the Brewsters from . We saw a Broad-winged Hawk and a night Hawk. The latter is the first I have seen this season.

We collected a few plants to-day, Galium triflorum in the woods this morning, and this afternoon on our drive. Lycopodium complanatum by the road in Sharan. Scutellaria leucocoma ditto, and by an old abandoned bank in Sharan owned by Charlie. Sisymbrium altissimum and Polygonum. We were gone three hours.

This evening there was reading aloud by the open fire.

Peterborough, N.H.

1910
Aug. 29

Cloudy and sunny, mild and comfortable - very cool last night.

Ben^t left this morning a little before eight o'clock. We enjoyed his visit very much. Charlie & I spent this morning in the botanical shop. We put all yesterday's plants into press and I went over a lot of his earlier collecting naming them. We put some *Aceris orygoidea* from Wallace Brook close by into press, and I was surprised at the speed with which the leaves inrolled. We got them up, then I washed the roots quickly and found the leaves quite involutely rolled. I don't remember this in my previous collecting -

This afternoon I spent a good deal of time again in the shop, naming plants again. We found growing by the Boulder *Muhlenbergia foliosa*, as I make it. It is a difficult species to determine.

Miss Rendall of Garden St., Cambridge, is staying at Robt Morris's house. She lunched here and after ward played tennis with Mrs. Batchelder.

This evening we spent quietly and very pleasantly in the parlor where an open brick fire was burning. Francis is very patient, lying in bed or in the hammock on the porch all day. He is wheeled from one spot to the other. They think he is improving.

Peterborough, N.H.

1910
Aug 30

Clear cool, warm in the sun -

I have had a botanical day - This morning Charlie & I spent first in the workshop, putting some plants from the place in the press. Later I shall list the plants collected here that I put into my herbarium. About 11 o'clock Foster drove us two to the entrance to the public dump and we had an interesting time about there, collecting some roadside & bog plants. Cuculla Gronovii, Dulichium, Cephalanthus, etc. etc. We filled the big botany box solid. Then we walked home through the woods and past the ice house and pond, quite ready for dinner.

The whole afternoon we spent in the workshop over the plants of the morning and those in press already. In the evening we worked again till 9 o'clock, getting some Lycium with pink flowers that had just come out. We have put into press to-day 103 sheets that I guess is record work for me -

103 sheets
put into
press to-day

Miss Isabel Noble came this evening from Greenfield for a short visit and this evening Miss Knight & her sister-in-law, Mrs. Knight called. They live next to Beal's House. I saw them between 9 & 10 P.M.

Mrs. Batchelder has asked to stay another day longer so we don't go home till Friday, September 2 -

Peterborough, N.H.

1910
Aug. 31

Cloudy with bursts of sunshine, and in the afternoon a few drops of rain - very cool.

I spent almost all the morning analyzing a pile of plants, collected before I came here. I worked in the sitting room as we were drying the fire wood in the workshop to dry plants.

This morning two young men came from the Ark in Yaffoy to play tennis and Miss Dorothy Kendall from Rob Morison's house and another Miss Kendall spending the summer here came and the four played a good deal. All staid to lunch.

This afternoon we worked in the book shop and collected some plants near by, common things. The plants collected on August 29, two days ago, including a *Polygonum* we have changed the oven of once, to-day, and they need no more changing, but are put away. It is establishing the speed with which plants are dried. The heat is kept on almost all the time.

Rob & Mrs. Morison called this afternoon in their automobile and we had a very pleasant talk.

Charlie & I worked some in the workshop this evening and later I joined the ladies and we had a pleasant talk.

Mrs. Tucker has written me that my visit did some much good, but later a business visit upset her and she was very sick indeed, but better again.

Peterborough, N.H.

1910
Sept. 1

Damp, misty and rainy day with intervals of let-up, but always cloudy - Mild.

This morning Foster called me in a great hurry from the breakfast table to barn to see a black rat. It was behind the feed chest and in spite of our efforts it got away, but darting out and across the barn floor where we saw it dive through a hole out of sight -

Black Rat

Charlie & I botanized on Fort Hill by the barn getting a few plants, Digitalis, Silene, etc. etc. I shall read what I keep later. We also worked some in the workshops.

Mary Winton called about noon and invited us to a French reading at her house to-morrow on Sebasticler. Mr. will not go, but I shall probably go with the Batchelders.

This afternoon I studied some plants read some and used some - Charlie skinned a Silver-haired Bat that was taken yesterday and kept alive - I saw the little fellow alive. Silver-haired Bat.

We spent the evening, talking and reading - Francis keeps up wonderful spirits though he is in bed most of the time. He must be much stronger. Lawrence has been pretty sick, but he is getting much better. Foster is active all the time about one thing or another.

Deterborough, N.H. to Cambridge, Mass.

1910
Sept. 2

Clear and quite cool, a brilliant day -

This has been our last day here.

In the morning Mrs. Batchelors, Miss Noble, Charlie & I drove up to Mary Morison's where a dozen people assembled to hear a reading in French of 'Chateletree' by a very accomplished French lady which pronunciation is considered peculiarly exquisite. It was a most interesting entertainment. I met Mr. George E. Lewis, class of 1860, Harvard, and had an interesting talk with him. He is from Chicago and knows Charlie & Ruthven.

After dinner we bade good bye to the good people and at 2.15 P.M. drove to the station, where we took the 2.40 train to Minchendon, where after a delay of 1/2 hour we made the connections and got out at Cambridge Station, reaching home at 6 P.M.

Dr. & Mrs. Coolidge were all ready to welcome us and we took tea with them.

I find on my table a copy of 'The Melvin Memorial' which Mr. James C. Melvin, at Will Brewster's request, sent me. It is a memorial to his three brothers who all died in the war of 1861-1865. It is a beautiful book. I have written Mr. Melvin.

Trip to the Aero Meet, Atlantic, Mass.

1910
Sept. 7
(1)

Clear, wind in the am. ran to 6 miles an hour moderately warm, with fleecy clouds -

George and I have been to the great exhibition of flying at Atlantic, Mass. given under the auspices of the Harvard Aeronautical Society. The immense level area of marsh on the coast makes an ideal spot and we made the trip there amid the throngs of people quite easily, by train from the South Station to Atlantic and electric from there to within a few minutes walk of the field. The got excellent seats in the grand stand directly in front of the starting point.

It is a marvellous sight and words utterly fail to express my sensations when the first machine, a biplane, with whose construction I am pretty familiar, started off, gliding for a short distance gracefully along the ground on its bicycle wheels, and then at a gentle angle rose from the ground to an elevation of perhaps 150 feet and then began to circle the $1\frac{1}{4}$ mile course. We saw contests of various sorts, for duration or endurance, for altitude, for slow flight, accuracy etc. Graham-White's trip to Boston Sept was most dramatic. He started in his little Blériot monoplane, and amid the whirring & buzzing of the propellers, and the cheers of the crowd

Trip to the Aero Meet, Atlantic, Mass

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(2)

he sailed 3 times from the starting point round the course and then at a good altitude headed for the light. He looked like an immense soaring eagle, and as he receded in the distance it was hard to imagine that he & the machine was not a bird, silently gliding along without dependence upon an engine and a propellor. Then White's and Johnstone's trials for altitude were most picturesque and the two machines, a Bleriot monoplane and a Curtiss biplane, soared spirally upward to a great height just as the red sun was setting. As they grew smaller and smaller I couldn't believe it all as possible.

During the afternoon the various machines as they received the sunlight, or passed in front of a dark, silver-coped cloud, with Sun behind it made beautiful pictures. Once as we were sitting in shade from a passing cloud, the sun shone full on a Curtiss biplane that was circling the course and the aluminum parts of which the machine seems to be largely made, gleamed like burnished silver.

We returned in the regular way getting home by 9 P.M. We supped at the South Station. We were in the field from 2 to 6.15 P.M.

I shall insert the Herald's account of the day, which is well written -

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Trip to Harvard Cross Meet Atlantic Mass.

THE BOSTON HERALD, THURSDAY, SEPTEMBER 8, 1910.

Pp. 3-7-

ONE CENT.

WHITE FLIES TWICE TO LIGHT

Makes 33-Mile Trip for the
\$10,000 Prize in 47m. 50s;
at Times up 1500 Feet.

HIGH ALTITUDES REACHED

English Aviator and Brookins
Circle Course at Dusk, Half
Mile or More in Air.

BROOKINS DOES SLOW FEAT

Goes Lap at 22.23 Miles an
Hour; Big Crowd on Field
and at Hull Sees Flying.

Claude Grahame-White, the English aviator, added yesterday to the achievements which have made him the leading figure in the Harvard-Boston aviation meet by making the first circuit of the course to Boston Light in the \$10,000 contest. With favorable conditions, he made the 33 miles at an average speed of 41.04 miles an hour.

More than at any time since the meet began Saturday, the American aviators were in evidence yesterday, and it was evident from their increasing activity, as the contests progressed, that they would not allow the Englishman, without determined opposition, to maintain first place in the majority of the events.

The work of the Wright aviators, Brookins and Johnstone, was notable for a year approach to a world's record by Brookins, and a spectacular exhibition of cork flying by the other. Brookins was credited with a speed of 22.23 miles an hour on the slowest of his three laps, a world's record in this event was established at the meeting at Lanark, Scotland, in August, by Dickson, with a

speed of 22.23 miles an hour. While Brookins, on his first attempt over the course, very nearly broke the record in this event, it must be taken into consideration that he increased the distance covered by swinging wide on the turns.

Closely rivalling the Boston Light contest in interest, the speed contest by Brookins and the aerial feats of Johnstone were the altitude flights of the two Wright aviators and that by White immediately after his trip over the harbor. In the rays of the setting sun, the spectators witnessed, just before the meet closed for the day, the silver-colored Wright machine, driven by Brookins, circling above the field at the same time that the dainty Bleriot, driven by the Englishman, was also winging upward in grateful spirals.

A flight was attempted by Cromwell Dixon, the young aeronaut from Columbus, O., in his dirigible, just before darkness fell. His start was delayed until it was too late to try his prospective trip to the Common, and his ascension was brought to a conclusion after he had been in the air only a few minutes.

It was the first clear day of the meet and the sky and its breeze is toward the northwest through most of the day were in relieving contrast to the thick fog and dead airs that had marred the contests previously. Although the wind which ranged from 15 miles early in the afternoon to about eight in the afternoon, a factor against which the aviators were to contend, the day was an ideal one for the spectators. They filled the stands as they had not been filled since the meet opened. It was estimated that over 20,000 were present. Their enthusiasm was unlimited, and the reception which they gave Brookins and Johnstone was only less than that accorded White after his cross-water flight.

During the afternoon many notables were present, among them Baron Rosen, the Russian ambassador, and his daughter; Commander D. S. Vassiliev, Russian naval attaché at Washington; Gen. Nelson A. Miles and President Lowell of Harvard. There were also present a number of army and navy officers who are here for the purpose of studying the aeroplane as the latest engine of war.

Willard Best at Accuracy.

White went out first for accuracy in alighting, the record for which is held by Charles Foster Willard, who has alighted within a 20-foot square. In this contest White was handicapped by having to pass above the stands in order to alight in the teeth of the wind, and gave up the attempt after a few unsuccessful landings. His best distance was 152 feet, 6 inches, from the centre of the 20-foot circle marked out on the field.

The first appearance of a Wright machine, soon after White had announced his intention of starting for the Light, was very nearly marked by an accident. Johnstone, in the new flier, left the space in front of the hangars and attempted to duplicate White's way of automobiling along the ground to the starting point. He miscalculated the distance, however, and when he shut off his power the machine was at a traveling over the ground with a velocity that he did not intend to exceed. He was so far beyond the limits of the field that there are no brakes on the Wright machines and Johnstone had no lift of the wind behind him. It occurred as if he would dash through the fence. When the new machine made its first appearance at Asbury Park recently, it was wrecked in just that way.

At the last moment, however, he alighted forward in his seat and stopped the machine by dragging both

g in the air, and in the glow of his progress was marked by the light of his exhaust against the clouds in the east.

At first time the Englishman was below the Wright machine as they came on below, though it was now distinguish them, and the man on different levels. After White swung farther I made his last attempt to clear about a mile south of Brookins now was over the field, and each had considerable efforts about a quarter of started the descent first, and the out of the grey clouds beyond stand in a straight glide in front of the committee as darkness fell. He had 6 minutes and 49.5 seconds, was only a short space before it poked as if had been the He was in the air 28 minutes

White's name-White Methodical.

nd methodical was Grahame-

ore he started on his trip to Nothing was left to chance ung man who has come to be as a dare-devil by spectators. e sees a tall young fellow in kers, with frying-pan cap ho, to all appearances has the world to better him, and

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info to Harv. Aero. Dept., Cambridge, Mass.

who would rather fly than plod about the earth.

But Grahame-White came to Boston to win laurels, and he proposed to leave nothing to chance. Thrice during the afternoon he requested that records of wind velocity and atmospheric conditions be procured for him. That was after he had decided to make the supreme effort.

Blue Hill, Boston and Hull contributed the information he sought. The breeze was about eight miles an hour when the first request was made, and there were indications that it would die to a zephyr. Mr. White was anxious to know the velocity at an altitude of 600 feet, and that was estimated by the experts. Possibility of fog blotting out the lighthouse was not overlooked. Accordingly, Capt. Sparrow of the Point Allerton life-saving station was called on the telephone and asked as to observation.

"Eight or ten miles for the observation and no fog in sight," was the reply.

Point Allerton is directly across the channel from Boston light, and the station is nestled against the beach within plain view of the beacon.

When Grahame-White received the weather reports, he bit his nails and turned to Sydney McDonald, his claimant reported to be the aviator's backer. They conversed a few moments and, moving away from the committee's office, White said he would wait a little. The wind gradually died and black clouds out of the west pressed in. A rift let out a flood of sunlight, while the Briton and his friend stood aloof from officials and others. The aviator glanced quickly at sky and sea, then spoke hurriedly to Mr. McDonald. The aviator requested another report on wind and atmospheric conditions. Telephones jangled, and the aviator leaning against the door casing of the building, lighted a cigarette and puffed it back to the cork mouthpiece.

"About six miles an hour and clear," reported Mr. Gilden, who had personally procured the information.

"Crowds Cheers When He's Ready."

"I'll fly for the light at once, making the trip in the Bierlot," was the aviator's announcement, which was megaphoned to the grandstand. Cheers rent the air, hats were tossed and parasols were brandished by the spectators. Grahame-White swung on his heel and ordered one of his mechanics to fetch his overalls. "It may be cold up there before I get back," he commented.

Again the telephones were busy. Everybody along the course who could be reached in that way was notified that the great race against time was about to become a reality after three days of waiting for suitable conditions.

The Bierlot monoplane, which the Frenchman of that name has made famous, was ready just inside the course, with a dozen mechanics engaged in grooming the motor and putting final adjustment on wires, planes and controls. Like a big insect it stood there awaiting its master. Grahame-White slipped into the brown overalls, which he strapped about his waist. A helmet-shaped cap was pulled over his head and bit down under the chin. Protectors were fixed in front of his ears to prevent injury from the rush of wind. No goggles were worn and no precaution taken in the way of life preservers.

Grahame-White mounted the seat, behind the motor and its two-bladed propeller. Nothing of him could be seen save his shoulders and head. At a signal the mechanics gripped the frame of the monoplane and braced themselves firmly. One walked up to the propeller and gave its blades a quick circular motion. Instantly the motor took the spark, began its volleys, and the machine was ready to take air.

Up went the aviator's hand as a signal to the mechanics to make ready to release the craft. With heels dug deep into the soft earth, ears flying

away in the swirling hurricane generated by the propeller as it rotated more than 1000 times a minute, clothing flapping, eyes and faces sooty with petrol and castor oil smoke, the mechanics fought with the monoplane and were like infants in restraining the demon of steel, cloth and wood.

Off with Rear of Craft and Throna.

Down went Grahame-White's hand, and at this signal to let go the mechanics dropped to the ground as if shot. Away sped the wonderful craft over prostrate bodies amid rattle of exhaust and thunderous applause. Within 100 feet of the start it was in the air, soaring toward Squantum like a great insect, the machine climbed through air rose over the hill, and within two minutes was lost to view of those who had witnessed the getaway. It seemed as if hardly three minutes had elapsed when word came from Boston light that the aviator had reached the goal, turned it and started on the homeward journey. The crowd rose and watched the sky over Squantum for the reappearance of the monoplane and its intrepid master.

Presently it came into view, a blot on the sky, and before one could realize its speed the monoplane was overhead, circling the field at an altitude of more than 1000 feet, and was away on the second round. The whirr of the motor, seemingly the drone of some huge mosquito, was audible long after the machine had faded against the clouds. Everybody rose and watched.

Again Boston light sent word that Grahame-White had turned the homeward bound. In a few minutes the monoplane was shooting toward the finish against a background of clouds lowering over Squantum's tree tops.

The whirr of the motor grew louder, and the craft, growing and assuming definite form, took a wide detour over the marshes, then swooped down to the centre of the field and bounded across the broad white finish line. Cheering, waving flags, streamers, hats and parasols, the grand stands paid tribute to the daring Englishman, and automobile horns and whistles tooted and shrilled.

Baron Rosen's Congratulations.

The strict new field rules prevented a general rush that would have overwhelmed the aviator, but the large detail of police had a hard struggle to keep back the small army of photographers and newspaper and magazine correspondents. Finally one photographer and one reporter from each paper represented at the meet were permitted to push to the centre of the field and greet the aviator.

Chairman Gilden of the contest committee was the first to reach him. Throwing his arms about the neck of the tall Englishman, he hugged him and heartily congratulated him.

Then as White, clad in his dingy brown suit and still wearing his Mephistopheles-like helmet, turned to face the crowd, Baron Rosen, the Russian ambassador pressed forward and clasped his hand. With the ambassador was his daughter, the Baroness Rosen. Catching sight of her, White snatched off his head-piece and turned smilingly to receive her praises.

His face was white, and drawn, and bore a look of great strain. But the aviator laughingly dismissed fatigue. Baron Rosen seized him by the arm and waved back the correspondents in order to give the photographers a chance for a snapshot, while the baroness nimbly skipped out of range of the cameras. After the pictures had been snapped, White walked slowly across the field toward the grand stand, responding in brief, courteous sentences to the rapid-fire of inquiries from every side.

White Describes Experience.

"It was not a remarkable flight, by any means," he said. "It did not pres-

1 rep to Harv. Aero Meet, Atlantic, Mass.

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sent any such difficulties as I have encountered in other flights heretofore in other places. The return trip was the most difficult part of the journey. The sun was shining directly into my eyes and almost blinded me. It made it impossible for me to see the aviation field until I was almost over it. Then, too, the wind swept me far off the course, resulting in a loss of time beating back.

"Another difficulty was in picking out the lighthouse. I was up about 300 feet, and the lighthouse is a very tiny affair when seen from that altitude. It looked like a little white point sticking up from the water, and I could scarcely see it. I am slightly tired, but there really was no unusual feature to the trip.

Sydney McDonald rushed up as the group neared the judges' headquarters. "You were carried very wide, old man," he said as he clasped the aviator's hand.

"I know it," said White. "The wind kept sweeping me to the westward. I went down in almost a straight line on the first trip, and the light is such a tiny little place that I went out too much toward the bay. I could not hear the slightest sound from the crowds." He said White when asked if he had heard the din of cheers and automobile horns as he passed over the field. "The noise of the motor drowns all other noises. As I turned my back to the sun for the outward flights, I could, of course, see the waving of hands and caps.

"In proof of his statement that he was not fatigued, White at once prepared for his altitude flight, and before the crowd had settled from its excitement over the harbor trip, he was again in the air circling to a dizzy height.

Throngs on Hull Shores. Probably the most comprehensive view-point from which Grahame-White's flights was seen was Telegraph Hill, near Point Allerton. The several hundred spectators gathered there were able to see the monoplane almost as soon as it rose over the aviation field and nearly until it descended there after its second trip from the light.

The men and women on the hill and at other advantageous points along the Hull shore fairly danced in excitement as they realized it was really a man flying toward them. They shouted greetings to the daring Briton; they applauded and then they were strangely still as they listened to the soft purring of the weird looking craft that sailed so far above them.

In the harbor steam craft joined in the demonstration. A coastwise steamer gave a triple blast and a siren blared. Steamboats stopped as if in bewilderment, and yachts that apparently had gathered to see the coming of the birdman attempted to follow a course that correspond with the aerial pathway.

Two torpedo boats, ordered to stand ready to help the aviator if he should fall into the water, trailed along as nearly as possible under the monoplane, and a score or more launches ran this way and that. Fishermen returning from nearby grounds gaze awe-struck. Many of the spectators had brought field or opera glasses with them. The soldiers at Fort Revere hurriedly set up a small field telescope, through which civilians were invited to look, even before the men themselves.

Spectators began to gather on Telegraph Hill and on the Fort Revere reservation as early as 2 o'clock. All eyes were turned in the direction of the aviation field, and entertainment was found in making out the floating black specks just above the skyline that were correctly assumed to be machines flying over Saunatum.

Capt. Sparrow of the Point Allerton life saving station had been told by telephone that Grahame-White would attempt the flight. At 4 o'clock the captain called Surfman Louis Cole and

James H. Murphy and told them to get the station's power boat ready for a quick getaway. The captain and the surfmen entered the boat and lay off the light, ready to render assistance.

Speck Grows Larger.

Soon after 4:30 the watchers on the hill became aware that one of the sailing specks over the distant aviation field was growing larger to their vision. "He's coming! He's coming!" was the cry, and cottages in the vicinity poured forth their occupants. The surrounding fields seemed alive with men, women and children running to secure a good viewpoint.

Larger and larger grew the oncoming flyer. Sea gulls in the field of vision no longer deceived the watchers. It was the flying machine, surely.

On came the object, taking shape as it approached. The planes looked like immovable wings, and the swiftly revolving propeller made only a blur in front of the machine. The figure of the aviator was hardly distinguishable.

On his first trip to the light the aviator kept over the water as he approached more than he did on his second lap. He approached the white shaft soon almost directly over the Hotel Pemberton.

As the monoplane rounded the lighthouse it did not cant in the slightest degree, so far as the spectators could perceive. It seemed also to maintain the same altitude, except when it dipped just the slightest as it started back to the field. All the way back the spectators watched, fascinated, as the machine grew smaller and smaller, until it was at last reduced to the merest speck against the sky, finally disappearing.

Second Trip Seen Better.

In a very short time the speck reappeared, growing larger and larger, and the waiting crowd was treated to a repetition of the first thrilling exhibition. The second lap was even more attractive than the first, for the changing light had thrown up white clouds, against which the monoplane was silhouetted with great clearness. The second trip was made over a course that lay more to the eastward, and the machine passed directly over Fort Revere.

The aviator rounded the light the second time at 5:05:50 P. M. He swung more to the westward on his return to the field, passing over Fort Standish, Fort Warren and Gallipoli's Island, with more cooling of whistles.

After the monoplane had faded from view the crowd lingered, hoping for more flying. Some stayed until darkness.

No Taxi Rates for White.

Grahame-White takes exceptions to the published statement that he charges \$500 for an interview. He declared yesterday he had never charged a penny for an interview. As to the report that he charged \$500 to carry a passenger, he said he was not doing business at taxi-cab rates. Sydney McDonald said that in England Grahame-White on one or two occasions had received more than \$500 for making a flight with a passenger.

Officer Nelson of the Quincy force saw a man snatch a handbag from a woman in the grand stand yesterday and gave chase. The thief fled across the marshes until he came to a ditch so wide that he could not cross. He surrendered, giving his name as Carl W. Sreden, 125 Sterling street, Boston.

Burgess Biplane Appears.

Shortly before 1 o'clock the first stir occurred on the field when the Hubbard monoplane and a Burgess biplane were rolled on the course. Following them came a model C Burgess airplane. A few minutes later Roe, the English aviator, came out in the sad-

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die of his triplane, which was broken on Monday. The triplane has been repaired and is in perfect condition. Roe expects to fly in it today for the first time in this country.

Graham-White, in his first attempt in the accuracy contest, was thrown off his course by trying to avoid an automobile crossing the field. This caused him to fall in his attempt.

He protested to the contest committee, who will make an attempt to keep the field clear hereafter.

The contest committee, after a conference with the engineer corps, decided yesterday to lay a canvas on the ground to represent the deck of a battleship. This white sheet surface will form a target for the aviators with their plaster of paris bombs.

When a bomb hits this imitation deck, the spot will be marked by a piece of black cloth. The battleship target will be a safe distance from the grandstand in the centre of the field and the missiles used will be non-injurious.

W. Starling Burgess, the yacht designer and airplane builder of Marshfield, made his first attempt at flight yesterday in the amateur class with his new biplane, Flying Fish. In the first attempt he ran along the ground without leaving the surface, but handled his engine without any trouble. Among the small gallery of spectators on the field at the time was Mrs. Burgess, who had field glasses strapped over her shoulder.

In the second attempt Burgess left the ground for a few feet at a time, showing improvement over his first start. On the third attempt he went into the air for a few seconds. After the three attempts the machine was run close to the judges' stand, where the mechanics tightened certain parts, while the early aviators gathered as close to the screened enclosure as possible to view the machine. Mr. Burgess was the only amateur to take advantage of the morning practice hours.

The Atlantic mosquito, which, during the wet, humid weather, was much in evidence and which was made the butt of much jesting, became more conspicuous yesterday, when it was reported officially by the contest committee that one of Graham-White's mechanics, Reginald Carr, was bitten by a mosquito so severely that his left eye was closed, incapacitating him from his work and requiring the services of a doctor.

White Sells Bleriot to Harmon.

There was great surprise yesterday when it was learned that Graham-White had sold his Bleriot monoplane to Clifford B. Harmon, the New York millionaire aviator. Whether the Bleriot will pass into the hands of the American before the meet ends was a matter of speculation yesterday among the crowd. No information regarding the terms of the purchase was given out, but it is understood that Harmon paid \$30,000.

The change in passes and badges by the committee yesterday, because of the overwinding of the crowd on the field Monday, resulted in much confusion at the gates. President Lowell of Harvard, an honorary member of the Harvard Aeronautical Society and one of the leading figures in the preliminary planning for the meet, was held up at the outer gates by the police and a ticket-taker and his right of entrance disputed until Chairman Glidden could be sent for. President Lowell drove up to the gates in an automobile, with a party. His badge was of the type which became canceled with the issuing of a new style yesterday.

The gatekeeper refused to let the automobile by. A telephone message from the gatehouse to the field brought Chairman Glidden hurrying to the rescue. He quickly straightened matters out, and President Lowell's party was admitted and shown to a special parking space.

WRIGHT SUMS UP AIRSHIP FUTURE

Sees no Definite Commercial Field in Which Machines May Enter.

FOR SPORT AND WAR ONLY

Describes Attack on Warships; Believes Biplane Is Most Satisfactory Type.

The aeroplane is without a definite commercial future, and its use will be limited to sport and warfare, according to no less authority than Wilbur Wright. This dean of American aeronautics, after a return, uncommunicative, the despair of all interviewers, yesterday gave The Herald the first extended comment on the future of aviation that he has made since he became internationally famous in connection with the science of air navigation.

After posing for a Herald photographer, he stood chatting with Horbert C. Sadler, professor of naval architecture in the University of Michigan, holding a watch to time the long duration flight of Ralph Johnstone in the Wright biplane far overhead, and consented to talk concerning the wonderful art of which he has shown himself such a master.

His self-repression still showed in a smiling, silent negative whenever the questions related to the relative qualifications of the different aviators, but he showed no hesitation in reaffirming his belief that the aircraft of the future will be of the biplane rather than of the monoplane type.

Graham-White, in the beetle-like Bleriot monoplane, had just disappeared in the clouds off to seaward on his first trip to Boston light, when Mr. Wright was asked about the possibility of this simple type of machine displacing the two-planned airship. "The machine of the future," he said firmly, "will be the biplane. Of that there can be no doubt. The single planned machine does not possess the firmness, the stability, necessary for the various conditions of wind and atmosphere and the innumerable stresses and strains incidental to aviation. It is essentially a racing machine, built for speed.

"The biplane, on the contrary, is of a practical, durable construction in which stability is not sacrificed for speed. I have never given any serious thought to speed in the development of

aeroplanes. It is not an essential to have great speed. The average flying speed of birds is not more than 35 to 40 miles an hour, and if God had intended those natural aviators to fly faster he would have equipped them to do so. Yet men have developed aeroplanes that have averaged 45 miles an hour on their own power and that have attained a velocity of as much as 75 or 80 miles an hour in dipping or coasting."

Mr. Wright was told of the comments of Gen. Nelson A. Miles (retired) on the possibilities of destructive work by aeroplanes in warfare. He shook his head in smiling negativeness when told that the general had said that one of these machines costing a few thousand dollars could sink a battleship costing millions of dollars. "Not one aeroplane," he said.

"Let me illustrate my conception of the part of the airship in future wars. Its place will be like that of the torpedo boat. One of those torpedo boats attacking a battleship alone would be ridden with shot and sunk before it could inflict damage. But a fleet of say 20 torpedo boats attacking a battleship at once from every direction could sink it speedily with the loss of possibly one or two of the attacking craft. The result achieved in sinking a battleship would be the same as justifying the loss of several of the smaller craft with their crews.

"On the same theory, a fleet of say 20 aeroplanes could swarm above a battleship and demolish it if they rushed like meteors from every direction and at various altitudes. One or two of the attackers might, probably, would be destroyed, but with their relatively insignificant cost, their repair and replacement would be eminently justifiable. One aeroplane alone would receive the concentrated fire of the ship's guns, rushing from every point would make defence on the part of the big ship impossible. The aeroplane, therefore, will be required to keep about 50 feet above or below their neighbors to avoid the back draft of air from the propellers."

Commercial Future.

"What is the commercial future of the airship?" he was asked.

"The only commercial use, if it can be called such, to which I have known an airship to be put," he answered with his grim, tight-lipped smile, "was when an aviator responded to a court summons by flying to the court house. So far as I can see at this time, there is no definite commercial field for air craft. Their future use will be solely in the fields of warfare and sport."

As Graham-White came hurtling back over the field on the return from the first lap of his trip around the lighthouse, the terrific crackling explosions of his motor suggested the question, "Can the exhausts be muffled so as to make airships as noiseless as modern high powered automobiles would be if it were necessary in warfare?" That would be a very simple proposition if it could be proved that the idea could be advanced for adopting the idea," he replied.

When asked of the liability of the modern airship motor, he said: "My motors are perfectly reliable in the air, and start up without any trouble. Should the engine stop in mid-air, it is possible for the driver to start it up again, without any serious trouble, no parts are broken or damaged."

Mr. Wright expressed the opinion that the wind had done up a very serious error of judgment in not taking advantage of the comparatively low altitude and starting position of the Wright when he had completed his speed flights above the course.

"The wind had done up in velocity after Curtiss had completed his speed laps and the possibility of a speedy return from the fight against the wind was out of the question."

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OFFICIAL RECORD AT AVIATION MEET

	Speed.	Dur.	Dist.	Get.	Slow.	Acc.	Alt.	Globe.
White.....	6m. 15 3-5s.	47m. 50s.	33 miles	182ft. 10in.	0	0	0	40m. 1 3-5s.
White.....	0	16m. 49 1-5s.	5 miles 1320ft.	0	0	0	0	0
Johnstone.....	0	10m. 37 2-3s.	31 miles 230ft.	0	0	0	0	0
Brookins.....	0	26m. 19 1-5s.	0	0	0	0	0	0
Curtiss.....	6m. 29 3-5s.	6m. 29 3-5s.	5 miles 1320ft.	0	0	63ft. 10in.	0	0

*Includes Globe course duration time.

The duration of Grahame-White's 13m. 49 1-5s. was time consumed in altitude event.

Summary of Points for the Day.

	Speed.	Dur.	Dist.	Get.	Slow.	Acc.	Alt.	Globe.
White.....	3	1	2	182ft. 6in.	0	0	0	0
Johnstone.....	0	2	1	0	0	0	0	0
Willard.....	0	0	0	0	0	0	0	0
Curtiss.....	2	0	0	0	0	0	0	0
Brookins.....	0	0	0	0	13m. 48s.	0	63ft. 10in.	0

Summary of Points Four Days to Date.

	Speed.	Duration.	Distance.	Bomb trials.	Score.
White.....	9	5	4	20	58
Curtiss.....	4	0	0	17	25
Willard.....	3	0	0	10	10
Brookins.....	0	1	1	0	0
Johnstone.....	0	0	4	0	0

Relative Standing of the Aviators.

	Speed	Duration.	Distance.	Bomb ave.	Total.
White.....	9	5	4	2.9	*23.9
Johnstone.....	0	2	4	0	11
Curtiss.....	4	0	0	1 8-17	7 8-17
Willard.....	3	0	0	1	4
Brookins.....	0	1	1	—	*3

Best Records on Harvard Aviation Field to Date.

*Including altitude points.

Speed (3 laps of the course)—Grahame-White, 6m. 15.

Distance—Grahame-White, 45 miles 617 feet.

Getaway—Grahame-White, 66 feet 10 inches.

Bomb-dropping—Grahame-White (20 trials), score 58.

Globe Prize Course—Grahame-White, 40m. 1 3-5s.

Duration—Johnstone, 107m. 24 2-5s.

Accuracy—Glenn Curtiss, 63 feet 10 inches.

Three slow laps continuous, 13m. 48s. (Brookins).

Time Detail on the Globe Course.

	h. m. s.	Time consumed.
Start.....	4 35 15 3-5	m. s.
Boston Light, eastward-bound, first time.....	4 45 29	10 10 2-5
Boston Light, westward-bound, first time.....	4 46 56	1 30
Starting line, second time.....	4 53	8 4
Boston Light, eastward-bound, second time.....	5 03 25	8 25
Boston Light, westward-bound, second time.....	5 05 50	2 25
Finish.....	5 16 17 1-5	9 27 1-5
Total.....		40 1 3-5

Altitude Time.

Johnstone, 33m. 29 2-5s.

Brookins, 26m. 19 1-5s.

Grahame-White, 16m. 49 1-5s.

Curtiss.

Speed, 6m. 28 3-5s.

Duration, 6m. 29 3-5s.

Distance, 5 miles, 1320 feet.

White.

Accuracy (failed to land within 100-foot diameter circle).

Accuracy (second attempt), 182ft. 6 in.

Brookins.

3 slow laps. (Inside the pylons), 13m. 48s.

Johnstone.

Altitude (to be computed later and sent out by Associated Press about 11 o'clock tonight).

Distance, 31 miles, 2640 feet. (18 laps).

Duration, 107m. 24 2-5s.

(Time occupied in ascending and de-

scending before starting on distance, 33m. 29 2-5s.).

Roos.

Duration (void)

White.

Speed, 6m. 15 3-5s.

Duration, 47m. 50s.

Distance, 5 miles, 1320 feet.

Globe course distance 33 miles; included in duration is the 40m. 1 3-5s. occupied on Globe course.

Globe Contest.

Globe course, independent of speed event 33 miles air-line, subject to confirmation, is covered in 40m. 1 3-5s.

Curtiss.

Accuracy, 63ft. 10in.

Willard.

Speed (void) on account of not completing the course.

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BLAZES COURSE TO LIGHT

Grahame-White, the English Aviator,
Opens the Contest for the \$10,000 Prize
with a Magnificent Flight

Visions of a future when the paths of the air shall be as free to human beings as are those of the earth arose before many a one who witnessed the remarkable flight of Claude Grahame-White, the English aviator, when late yesterday afternoon he rode in his Blériot monoplane over land and sea, twice making the round trip between the aviation field at Squantum and Boston Light, and setting a mark of 40m 13-58 in the first attempt to win the \$10,000 prize offered by the Boston Globe. With such nonchalance and absence of theatricality did the British expert accomplish his task, so perfectly did his plane perform and so completely was it under his control that to those who watched it seemed that the conquest of the air, in ancient times attributed only to divinity, and in modern the aim for which men of all civilized nations have been striving, seemed completed.

Grahame-White had informed the committee that, with the wind at ten miles an hour or less, he would attempt to win the grand prize of the meet in his monoplane. The wind was gradually dropping and when, a little after four o'clock, it was in the neighborhood of seven or eight miles an hour, the conditions seemed excellent. Mr. Grahame-White was satisfied and it was announced that he would first make a speed test of three laps around the pylons on the field, and then would set off for Boston Light. With no fuss whatever, the monoplane was wheeled onto the field, in perfect trim, the aviator garbed in a dark-brown suit mounted to his seat above the planes, like a race horse driver climbing into his sulky. There were no false starts and jockeying, however, for once the motor was started, the plane rose from the ground as easily and smoothly as a gull rising from the water.

Before the great crowd realized that the supreme test of the aviation meeting was being started, Grahame-White was in the air. He crossed the starting line at 4:23 o'clock on the speed test, rounded the pylons, one after another, banking and skimming gracefully, and all the time developing high speed. Three times he went around the field, in the speed test, then at 4:35 he circled it a fourth time. As he came down over the heads of the spectators they gave him a cheer, and an instant later he was off to the eastward, well up in the air and heading away over the higher ridge of Squantum. It might have been some giant dragonfly humming its way over the marsh, for the operator could not be seen from the ground, being hidden by the wings and body of his plane.

Swiftly the plane became only a speck in the distance, well up in the sky. While he was still in sight from the aviation field, came a message over the wire from Hull, "The Light sees him," and a minute or two later he was reported there. It seemed incredible that he could have made the trip so quickly, for it was less than eight minutes after he started that he passed the first turning point at the Light. He had had a little difficulty in locating the Light and had gone somewhat out of his course, but when he had fixed its position he swung wide, describing on the sky a great circle that brought him back to the

northerly side of the Light, which he passed on the return trip a minute and a half after his arrival.

Familiar now with the topography of the harbor and at a high altitude that gave him a broad view, Grahame-White straightened away for the return trip and took a bee line for aviation field. His motor was going perfectly and, although he had the sun in his eyes, he did not close the throttle a jot. The crowd had not time to settle itself in its places after the excitement attending the news of Grahame-White's arrival at the Light before somebody gazing with strong glasses down across Squantum shouted, "There he comes," and as the news spread eyes were strained into the distance. Many looked close to the ground and it was some seconds before most of the people saw the faint speck up against a lead-colored cloud. He was coming fast, having attained a speed as great as seventy miles an hour, and just a trifle under eight minutes after he left the Light he was rounding the pylon on the field with the first leg, and had the race finished. Hats were waved and cheers broke out spontaneously as the flying machine floated around the pylon, making a turn with a wide radius, and set off again to what yachtsmen would term the outer mark. But such a difference in yachting the wind governs the craft; in flying, the aviator cut straight across the wind with no perceptible effect, and without beat or luff or tack set straight for his destination. On his second trip Grahame-White took a course farther to the south than on his initial trip. He became a speck in the distance. Meantime Ralph Johnstone in a Wright biplane had descended from the half-mile height to which he had soared, and was plugging around the course on an endurance trial, while Roe with his triplane had succeeded in skimming a few feet off the ground. These things occupied the crowd momentarily. Then Grahame-White was again reported from the Light and all eyes were turned seaward to catch a glimpse of him on his return trip.

They were quickly rewarded for the monoplane again appeared first a mere dot against a floating cloud, then growing bigger and bigger, swooping high over Squantum and gradually descending. The race was finished when Grahame-White passed the No. 6 pylon on the field, but he circled the field and then gracefully alighted, while the band played "God Save the King," the spectators cheered and the photographers descended upon man and machine like a horde of pests attacking a fallen monster. Grahame-White was duly photographed, congratulated and cheered, and the thousands of people on the field were convinced that the navigation of the air is no longer a problem.

The complete course is approximately thirty-three miles, and Grahame-White covered it in just a little more than forty minutes. As he unquestionably flew much more than the course mileage, making turns and in getting out of his course, his average speed was approximately a mile a minute. The times of the flight were as follows:

	Distance Miles.	In Time h. m. s.	Elapsed Time m. s.
Start			4:35:15 2-5
Goes around course	1.75	4:37:30 4-3	2:15 1-5
Reached Boston Light	7.62	4:45:20	7:55 1-5
Turned Light			1:39
Reached pylon No. 6	7.62	4:51:54 2-5	7:58 2-5
Crosses starting line	385	4:53	1:05 2-5
Reached Boston Light	7.62	4:53:25	8:25
Turned Light			6:56 50 2-25
Turned sixth pylon	7.62	5:14:15 2-5	8:25 2-5
Crossed finish line	385	5:15:17 1-5	1:01 4-5

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In an interview given the Boston Globe after his flight Grahame-White said in part:

"I decided that after a warming-up spell that I would make the flight with a flying start. Three laps around the course gave me my bearings, etc., and I headed as I thought for Boston Light. Leaving the course behind, I headed out across Squantum Point and then passed over the waters of Quincy Bay. Once over the water the scene was a pretty and a picturesque one. Far below were little islands and towers and many boats of all kinds. Plain among them were the torpedo boats of the United States Navy, and I also had the pleasure of an excellent view of several of your harbor forts.

"I was flying high, in fact about 800 to 1000 feet above the water. From the actions of those persons far below me it was apparent that I was being applauded, but it was merely by their gestures that I knew, for sound could not reach me as the din from the engine is terrific. Meanwhile I was keeping a sharp lookout for Boston Light. When I started I made what I thought was a fair allowance for the wind, but I soon discovered that it was not necessary, for I was off a little too much towards the direction of Boston. I thought the light was towards Boston, but it was on the other side.

The machine was winging its way along beautifully, but I could not seem to locate the lighthouse. In fact, I went quite a bit out of my way before I did find it. My trouble was that from my height in the air it was such a tiny little place that I could not spot it. There was nothing flying to attract one's attention to it. When I did find it, however, I took a good look so that I would remember it the next time, made the circle and headed back for the field. Then my trouble commenced, for the sun was very bright and it was shining directly in my eyes. The glare was so intense that I could not see my way and for a time I lost it. I merely headed the machine in a general way and when I came in sight of the field I was some distance out of the direct course.

"Not only did I have trouble with the sun on the return trip, but owing to the heavy wind which was abeam most of the time I had hard work to keep her down. She arose so much that I did not have the power all on. I flew at a height of 1500 feet at one time on my first return from the light. After making the circuit of the No. 6 pylon I straightened out and headed for the second circuit of the course to the light. I profited by my first trip and did not have much difficulty in locating it, although its tiny size prevented one from seeing it from any great distance. I had the same trouble with wind and sun on the return as I did on my first trip, but barring the eye strain I did not experience great inconvenience of any kind. On my return trips I had excellent views of the city of Boston, particularly South Boston and Dorchester, which are located not far from No. 6 pylon.

"At no time did I really get the benefit of the wind, for it had a tendency to be abeam. As it was my machine travelled at times at something better than seventy miles an hour, while if the wind had been in my favor I am sure the monoplane would have attained a much greater speed. Should my time be improved on I will continue, for I am particularly anxious to win the blue ribbon event of the meeting."

'T WAS GREAT FOR SPECTATORS

Brookins Broke World's Record for Slowness and Altitude Flights Were Thrilling—Plenty of Other Features

People who paid admission to the Aviation Field yesterday afternoon certainly got their money's worth of amusement

and thrilling events, not to mention the exhibition afforded to those looking on from other viewpoints. The outsiders could watch the flyers when they got well up in the air, but they of course missed practically all of the getaways and fine work on the field. The crowd on the grounds was the largest of the meet and everyone was enthusiastic from start to finish.

Walter Brookins in a Wright biplane had the honor of establishing a new world's record for slow speed. This may appear to the casual observer to be a negative honor, but in reality means considerable to those who navigate the air. The Wright biplane came in for many words of praise because of their steadiness on this and all of the other flights which they have made, someone in the crowd dubbing them the aerial ferryboats.

Brookins in making his record circled the course (one mile and three-fourths), three times, making the first lap in 4m. 25.4-5s.; the second lap in 5m. 23.4-5s., and the third lap in 4m. 33.2-5s. His total time for covering the three rounds was 15m. 48s. The previous slowest record was credited to Captain Dickson, at Lanark, Scot., on Aug. 13, when he went 1.7 miles in 4m. 5s.; or at the rate of 24.98 miles per hour. Brookins's rate for the entire course, three laps, averaged 22.8 miles an hour, and on the second lap his speed was kept down to 22.18 miles an hour, a remarkably fine showing.

The greatest interest of all centered in the flight to Boston Light and Grahame-White, the ever-courteous, ever-ready Englishman, was the man of the hour, so to speak, in this connection. Before he started for the Light trial, however, Johnstone went up on a sky-scraping trip for the altitude prize. His flight was a pretty one to watch, for the Wright biplane which he used gradually went up and up as it circled over the course, until in passing the grand stand at the end of the first lap it was seven or eight hundred feet above the heads of the spectators. There were clouds in the sky at the time and now and then one obscured the face of the sun or served as a dark background against which the biplane stood out clearly. Again the sun's rays would strike upon the silvered woodwork of the machine and it would stand out like a bas-relief against the blue sky or a cloud. He kept moving about to suit his own convenience as there is no requirement that the course be followed in the altitude tests, and at one time it circled high over Neponset. It was noticeable that the biplane gained its added height above the ground much faster when running up against the wind, which although light served to push the planes upward when the power of the motor was used against it.

Johnstone went up a long distance, estimated by the triangulation reckonings as 2875 feet, then he gradually dropped and began circling over the course, cutting

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figures and doing turning stunts in the air, incidentally making a few wide detours from the field. Once he gave the spectators a genuine surprise by coming down to within a few inches of the ground on the getaway and when there were exclamations of "He's alighting," suddenly keeping his motor at full speed and going right ahead. Then he went up higher again, and kept on as usual. But he had fooled the crowd, as he intended, and everyone enjoyed the joke.

Before he started to the light Grahame-White circled the course three times for a speed test, doing the five and one-quarter miles in six minutes, fifteen and three-fifths seconds. Then he went once more around the course before he struck out for the light and the crowd cheered wildly as he was off. This run was in the Bierlot monoplane, or dragon fly, as the machine has been named.

Later Curtiss made a trial at the accuracy test. The manner in which he handled his biplane called forth many favorable comments from the crowd, as he turned gracefully, landed within the one hundred foot circle and stopped within sixty-three feet, ten inches of the center. There was talk about Curtiss using brakes for this trial, and the matter will be given consideration by the committee. As it was, Curtiss beat Grahame-White's record for accuracy by one hundred feet, which was much better than cutting the Englishman's figures in two. About this time Willard made a trial for the speed prizes. He went around the course once in two minutes, fifty-seven and one-fifth seconds and then he gave up the trial and it was declared void. At about six o'clock Johnstone alighted, after having been in the air for one hour, forty-seven minutes, twenty-four and two-fifths seconds. His distance record for eighteen laps was figured as thirty-one miles, 2640 feet and his time for altitude was announced as thirty-three minutes, twenty-nine and two-fifths seconds, the remaining time being devoted to distance.

The sky was overcast with dark clouds when Grahame-White and Brooks decided that they would go up for altitude. The Englishman tried his Bierlot monoplane again and Brooks took out a Wright biplane. The monoplane soared to a great height, the effect being heightened by its small size as compared with the Wright machine. At one time the dragon-fly Bierlot hovered over the Atlantic Station, where the crowds homeward bound caught sight of it and cheered and waved

hats, parasols and handkerchiefs wildly. Then the biplane came in sight and the scene was repeated. The very makeup of the monoplane, however, elicited more enthusiasm, for it resembled a great hawk with wings outstretched and rigid, sailing majestically along. At times one could hardly help expecting to see the wings flap and the bird swiftly disappear. Instead it circled in the air and seemed to sail over all parts of Quincy. Grahame-White succeeded in getting up to 3440 feet and Brooks attained an altitude of 2670 feet. Both Grahame-White and Brooks made wide circles and were viewed by many thousands of people besides those on the field and in its immediate vicinity.

Crowwell Dixon came out in his dirigible balloon as the closing feature of an eventful day's sport and it was announced he would go to Boston Common. He was in the air three minutes and then dropped back on to the field, again disappointing the spectators, who have begun to lose faith in him somewhat. Possibly he will be able to extend the invitations to Governor Draper and Mayor Fitzgerald to attend the meet after the bird-men have all vanished.

Dixon is going to have a chance for another sort of trip, even if he does not land on Boston Common. The contest committee announced this morning that he would start to beat the record for a cross-country voyage in a dirigible balloon. This will probably be one of the events of Friday if conditions—and other things—are favorable.

Aerial Wonder-Works

Some Feats That May Astonish the World May Be Tried by the Aviators

Some aerial feats that may astonish the world, showing what a vast power has sprung into existence through the development of the aeroplanes, may be successfully accomplished at the Harvard field before the close of the present meet. That is the inference of a statement issued this morning by Chairman Glidden of the Contest Committee, in one part of which he explains that some demonstrations are to be made beside which what has gone before will appear insignificant.

Mr. Glidden is not prepared at this time to say just what is going to happen, but it will be something in connection with the Government's desire to know the possibilities of the aeroplane in warfare.

In connection with this, it is worth repeating a statement made yesterday by Wilbur Wright. Answering a question concerning the possibility of dropping bombs upon a warship, and whether the aeroplane would not be put out of service by the sharpshooters, Mr. Wright said: "If one torpedo boat attacks a battleship she is likely to be sunk; if twenty torpedo boats attack a battleship, they are likely to sink her." He did not have to add that if a score of aerial craft made an attack upon a warship from the upper air, the chances are that they would accomplish their purpose, though of course at the sacrifice of some of their fliers and aviators.

Another interesting thing that Mr. Wright told three reporters related to his supposed reticence over being interviewed. "You might be an optimist and you a pessimist," said Mr. Wright, pointing to first one and then another reporter. "You, the optimist," continued he, "might return to your office after a talk with me and come out with an enthusiastic article to the effect that in such and such a time the railroads might as well go out of business; all ordinary vehicles go to the junk heap and other ideas in that same tenor. You, the pessimist (pointing to the second reporter), might return and say that the aeroplane has no future except as an exciting sport or pastime of no real value."

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I went again to the Aviation Meet today. This time I went with Ruthven and George. We went and returned as before. Wintrop Scudder met us in the South Station and went with us.

The weather was ideal and, except for an inevitable wait in the early part of the afternoon every minute was one of intense interest. The dramatic flights of Grahame-White and Brookins for ballistics were as spectacular and marvellous as could be imagined and no word can attempt to picture the scene or to express the wonder at the success in raising the bodies so easily and gracefully from the ground and also bring them back to mother earth like a huge gracefully alighting bird.

Johnstone's long axial in the air for a little over two hours were always of great interest, varying it, as he did with graceful evolutions, dipping in graceful curves as he passed the grand stand.

I have inserted in my Journal the Herald's account of the afternoon, all the events of which I saw.

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BROOKINS FLIES UP OVER MILE

Sets Mark for Meet with 5300 Feet and Breaks World's Accuracy Record.

OTHER WRIGHT MAN SHINES

Johnstone Stays in Air 2h. 5m.; Aviators Circle High and Wide Above Bay.

Yesterday was distinctively a day for the Americans in the aero meet at Atlantic, and one of notable Wright victories as well. For the first time since the meet opened a week ago, Grahame-White, the Englishman, failed to maintain his leading place in the total points for the day, and took first place only in the speed contest, with the Wright pupils, Brookins and Johnstone, winning firsts in all the other events in which they were competitors.

From the time that Walter Brookins made the first appearance of the day, with Wilbur Wright beside him till nightfall, when Brookins completed the program for the day with an altitude flight estimated at 600 feet, the highest of the meeting, interest centered in the work of the Wright fliers, who, it was realized, were making a determined effort to outpoint the Englishman.

Their endeavor resulted in the establishing of one record and a near approach to another. By alighting within 12 feet one inch of the centre of the 100-foot circle, Brookins established a new world's record for accuracy in alighting on skids, as he came to earth from the greatest altitude yet reached during the seven days of the meet. The best previous record was made at Los Angeles last January by Charles Foster Willard, who landed within a 20-foot square in a Curtiss biplane.

Johnstone Long in Air.

In the duration contest Ralph Johnstone was just short of breaking the American record held by Clifford B. Harmon, the New York amateur, and on alighting came close to the mark set by his team-mate in accuracy. Despite the fact that Johnstone's miscalculation of the time left him outside Harmon's record by a few seconds, his unofficial time was greater than that spent in the air by the former. Timed from leaving the starting rail, Johnstone was in the air 2h. 5m. as against the American record of 2h. 3m. 30s., established by Harmon.

Johnstone's official figures, taken from the time he crossed the starting line till he alighted, were 2h. 3m. 5 2/5s.

An analysis of the score shows that the victories of Grahame-White are more apparent, owing to their spectacular nature, than real. While the Wright fliers have progressed consistently in the contests which they have elected, distance, altitude and duration, the Englishman's best showing has been confined to the Boston light flight and the speed event. He has failed to threaten Johnstone and Brookins seriously in the other events, outside of which they have little intention of competing, and in which they will undoubtedly finish in the lead.

White and Curtiss Compared.

Grahame-White's attempt to lower the record of the course in the speed event, just after Curtiss had completed his three laps in the same contest, furnished the best basis for a speed comparison between the machines of the Englishman and Curtiss, who is recognized as his nearest competitor in this branch. Weather conditions were identical during the flight of each.

Curtiss made the 5 1/4 miles in 6m. 42.25 s., and this time yesterday bettered by Grahame-White by only 5.25 s. The comparison showed that the Curtiss machine is a better heavy weather flier than the little Bleriot racer in which Grahame-White has established the course record, 1 s. 5. While Curtiss' time on the day that the Englishman made the record, a day of calms, was a quarter minute slower, and he was still behind the time of the latter made yesterday, Curtiss' engine is not built essentially for speed, as is Grahame-White's powerful French motor.

It is felt that if perfect weather conditions had not prevailed on the day that Grahame-White flew to Boston light, Curtiss would have proven a much more dangerous competitor in this event. Those who have been following the performance of Curtiss, both before and during the meet, figure that he still has an opportunity to better the time to the light made by the Bleriot. It is remembered that Curtiss captured the speed trophy at the first Rheims meeting a year ago, when it was thought that it would go to a French machine, and that he covered the 150 miles between Albany and New York at better than 54 miles an hour.

Burgess Craft Flies.

Late in the day Curtiss tried out one of the biplanes entered in the meet by the Burgess Company & Curtis, and it was reported that his purpose was to find a machine fast enough to cut down Grahame-White's lead in the speed contest, should he find that his own machine did not develop the speed necessary.

The craft, the Flying Fish, is the biplane in which William M. Bennett Island since April, and which has met with a number of disasters under his piloting.

It was shown yesterday what it was capable of under the direction of an experienced aviator, when Curtiss set it twice around the course at a high rate of speed, although no official time was taken.

Brookins, in a Wright biplane, at 5:30 o'clock started for altitude and accuracy. Grahame-White at this time was peering down upon South Boston houses from the Wright one, which quickly ascended 1000 feet and soared still farther above the Briton.

The attendance yesterday was the largest of any day so far. It was esti-

mated that over 75,000 were present during the day. Thousands saw the meet from outside the grounds, and the hills about Squantum and the boulevard to Neponset were crowded all through the afternoon.

WILBUR WRIGHT FLIES.

Makes First Trip in Four Months with Brookins.

At 2:10 o'clock the wind was north-east, about nine miles an hour. The grand stand was well filled, and a crowd, numbering perhaps 50,000, held vantage points outside the grounds, Dorchester bay was alive with yachts, and nearly 1000 automobiles were parked in the inclosure, with at least 5000 cars strung along the boulevard and adjacent streets.

Brookins came off from the hangars with a Wright biplane, which was adjusted on the track from which it leaves the earth. He was accompanied by Wilbur Wright, who has been a conspicuous, though rather taciturn, figure at Atlantic since the biplane opened. The spectators were delighted to see Mr. Wright, after making a personal inspection of the biplane, mounted the seat beside Brookins, one of his most daring pupils.

The biplane, notwithstanding the added weight, easily left the track and soared to an altitude of perhaps 100 feet. Brookins had applied for a bomb dropping test and lost no time in plotting the craft over the diagram of the battleship occupying the field in front of the committee's office. He let go a bomb, which hit the bulwark. Had the exploit been real the missile would have wrought havoc with the boilers and machinery. This feat, an unusual exhibition of accuracy and impressive, from a naval standpoint, delighted the spectators, and the airplane approached an ovation. The biplane soon alighted, and Mr. Wright was first to step out.

It was the first flight he has made since a trip at Dayton, O., four months ago.

White Advertising Displeases.

While the inventor and aerial student was walking back toward the office, two carpenters appeared with a board sign advertising Grahame-White, the English aviator, which they proceeded to nail to the back of the office, directly in front of the centre of the grandstand. The sign projected several feet above the canopy and obstructed view from the seats. The crowd objected to having its view cut off and shouted its complaint with such demands as "Take it down" and "Get on the earth." The committee assumed such proportions that Chairman Glidden and others of the committee were afraid some disaster had occurred to hold their tickets. Mr. Glidden quickly sought out the source of trouble and ordered the carpenters to read and heed his sign.

"I can't," objected one of the carpenters while the hand is playing. "Why not?" asked Chairman Glidden as the impatient spectators were urging haste. "Because the hammers would make too much noise," replied the worker in mood. "Take it down," demanded the chairman, emphasizing his mandate with gestures. Disobedience came the sign and peace was restored.

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Curtiss in Peril in Air.

The next machine to cast off moorings was the Curtiss biplane, with the intricate long-distance driver at the steering wheel, his intention being to make three rounds of the course for speed. He cut off at 2:30 o'clock, and had made the first turn of the course when the biplane was noticed to be wavering and tossing as if not in perfect control.

Curtiss described a circle between the second and third pylons, dropping till the craft was almost level with the water. Watchful officers aboard the revenue cutter Gresham, anchored a short distance off shore, ordered oars in a dozen small boats manned, so that crews might hasten to his rescue should the biplane fall.

Alarm spread through the assembled thousands who had followed the flight and witnessed the erratic movement of the machine. Those familiar with the skill required to descend safely in a biplane, when its propelling power has balked or a control has gone wrong, anticipated a bad accident. It was realized by the committee that the Curtiss was the only craft on the grounds that could compete with the Bleriot of Grahame-White for the \$10,000 prize contest to Boston Hill.

Perhaps Curtiss himself was alive to the knowledge that a smash would put him out of the race for further fame and a small fortune, and more than that endanger his life. Bringing into play the skill and grit he so often displayed in former fights when disaster has threatened, he sat himself down, creased in righting the machine and alighting without harm to himself or the biplane.

When the machine had been brought back to the centre of the field, it was ascertained that a wire control was worked loose in such a manner that it was only through mere chance that he was able to guide the craft. As the pairs could not have been made aloft, though the control afterward was adjusted in a few seconds.

It developed that this interrupted flight was to have been a test preparatory to a dash for the light. The motor comparatively new and untried, had not been worked out sufficiently to develop its highest power, and the biplane, so in 10 or 15 miles an hour of its maximum speed.

The police encountered considerable difficulty in dispersing the crowd that swept up to the machine after Curtiss had alighted. He was showered with congratulations on having reached the earth in safety, and several men asked him for a souvenir. Curtiss, not in the happiest mood, requested the intruders to leave him alone. The biplane was out of commission while the mechanics overhauled its anatomy.

Makes Second Short Flight.

Thirty minutes later Curtiss again soared to the southward, returning to the first pylon, which he circled, and was off on the first round of another speed test. Comment on the aviator's masterful airmanship ran along the grand stand, for the skill he had displayed in dodging trees and other obstructions as he alighted from the interrupted flight was beginning to be recalled by laymen.

By general opinion, he had displayed a skill equal to that of Johnstone Friday, when that sky pilot, at the mercy of a brisk wind, and with a disabled motor, had glided from a dizzy height and landed in the mud. Each had demonstrated by these exhibitions that the Americans had developed a great degree of nerve and resource in emergency.

The second test by Curtiss did not prove satisfactory, and he soon descended, being met by Chairman Gaden almost as soon as the biplane stopped near the centre of the field. The chairman and aviator unassisted by mechanics, easily backed the biplane off the course.

Johnstone Goes Up.

Johnstone, at 3:15 o'clock, was announced as about to take a Wright biplane aloft on duration and distance tests. Conditions were almost ideal. The wind had dropped to about seven miles an hour, the sky was cloudless, and the temperature registered about 70 deg. Withur Wright tumbled down to the starting line with Prof. Wilson and others of the committee who had charge of altitude trials. The biplane was quickly in the air, its two propellers thrashing to the music of the motor's exhaust.

Withur Wright has likened this biplane to a farm horse in contrast to the feet-winged Bleriot in which the English aviator has annihilated space since the meet opened. Its power is not so high as some other machines, notably those of Curtiss, the aim of the inventor of the Wright being to attain reliability at sacrifice of speed.

While Johnstone was pouncing around the course Curtiss, at 3:30 o'clock again shot skyward. Like a hawk he passed the Wright, trailing perhaps three miles to the other's one. The Curtiss motor was now operating like a machine gun, with no suspicion that ignition or mixture or lubrication were not perfect. The engine speed, and the craft responded without hesitation to the mighty throbs of its 50-horsepower motor. The first round was 2m. 13.2-5s.; two rounds, 4m. 27.2-5s.; three rounds, 6m.

Grahame-White now put in an appearance from the direction of the hangars, and the crowd, instead of being dapper suit of knickerbockers so familiar to the Englishmen, entered in a cap and a long coat, and presently it was magphoned that the aviator from Great Britain would try for duration, distance and speed.

White Chases Curtiss.

A shout exploded from the spectators, which swelled to a deafening roar when the beetle-like Bleriot was trundled up to the starting line.

Grahame-White waved his hand to an attendant who trotted up with the suit of brown overalls in which the aviator made the recent flight to the light. Quickly he slipped the baggy trousers and blouse over his blue serge about his ankles and wrists. Donning a gray cloth helmet that covered his ears and under the chin, he climbed to his saddle, and the Bleriot woke into action.

Visions of a race between America and Great Britain stirred the crowd to the pin point of expectation. Though the hands rose to their feet and craned forward to watch every move of the foreigner, who already had won more than \$20,000 prize money.

At 3:40 o'clock the Bleriot leaped into the air and started like a giant darning-needle after Curtiss in his dragon-shaped chariot. The Bleriot was working to its utmost capacity, judging from the whirr of the exhaust. Johnstone, in the Wright biplane, was plodding above the field, when Grahame-White swooped by him as a hawk distances a lumbering crow. The Briton gave the biplane a berth so wide that from his propeller would not affect stability.

The first lap was allowed for warming up the motor, and the second round the Bleriot had entered the second round. The flight was as follows: first round, 4m. 23-5s.; second round, 4m. 23-5s.; third round, 6m. 37s.; fourth round, 6m. 41-5s.

Grahame-White was in the air 10m. 24-5s., and apparently avoided getting near other operators on the course. Alighting with ease in the centre of the field, the Bleriot, with motor radiating heat, was moved to the side line.

Johnstone's Rapid Sweeps.

Johnstone was performing consistently, and presently it was announced that he had travelled 17 times around the 1 1/2 mile course in 57m. 25.1-5s. He was in an amiable mood, and proceeded to amuse the crowd with his flying. He was having acquired a remarkable proficiency. Climbing to a height of perhaps 100 feet, he then swooped to the ground. Again the grandstand thrilled and all watched breathlessly for disaster.

Bigger grew the gray biplane, seeming a wreath as it resolved itself from a dark cloud of smoke that had drifted from the factory skyward. Nerves of onlookers were keyed to snapping pitch when the aviator and his charge swooped to within 20 feet of the ground on the northerly end of the course. Eyes were snapped together the length and breadth of the arena, a shout out what promised to prove a fatality for the smooth-faced

Wrightly near the sward swept the machine, travelling perhaps 60 miles an hour. The driver crunched forward, his hands on steering wheel and controls. Suddenly, as the skids were doomed to impact with the ground, and a crash was apparently unavoidable, the biplane shot upward fully 50 feet, regained its poise, and then swooped to the crowd. Tremendous applause for the younger rent the air, and the crowd to the Squantum hills and the Neponset, where it was caught up by the multitude, who had tremblingly watched the aerial voyage.

Long Duration Test.

Johnstone then shot across the field, with his biplane's skids just clear of the turf and the powerful exhaust from the motor ripping a furrow across the sod and throwing clouds of dust far astern. Thrice he courted and dipped the machine, then crossed the grass for a few hundred feet, never coming in actual contact with the ground, for that would put an end to his duration trial. Away he soared again and resumed the tedious circling. At 2 1/2 laps he had been in air 1 h. 22 m. 34-5s.

Curtiss now came out for a getaway and distance test, and lifted above the field at 4:15 o'clock. The motor was burning an excessive amount of lubricating oil, and sputtered. The first getaway was accomplished in 16ft. 7m., and the second in 110ft. 11m. The biplane was then shoved back to the hangars and another of the same type brought out.

At 5 o'clock Willard, in a Curtiss biplane, started in a speed and duration test. Johnstone was announced as having been aloft 1h. 39m. 35s., and had covered 17 laps. Grahame-White crossed the field in a Farman biplane, the machine which was damaged Friday when the Englishman made an abrupt descent at nightfall. It had been repaired and its condition was reported to be as good as new. He was out for getaway, duration and altitude.

Johnstone's Alighting Record.

Johnstone was now close to the field and preparing to alight in the accuracy test, which means distance from the sky to the ground. A 100 ft. cloud of dust the skids of the biplane struck the earth, and his distance of 12 ft. 11 in. established a new record. It is to be noted that it appears, was also out for the American record for duration, held by Har-

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mon, who was in air for 2h. 3m. 30s., at Mineola, L. I., July 2. But Johnstone, unfortunately for the Wright camp, miscounted. He believed he had shattered the record when he alighted after flying 2h. 3m. 52-6s., covering 35 laps and an additional 300 yards. He was greeted by Aviator Harmon, who also believed that the record was shattered, but it later developed that the figure set by Harmon stood, because of Johnstone's faulty clocking.

Brookins, in a Wright biplane, at 5:30 o'clock, started for altitude, duration and accuracy. Grahame-White at this time was peering down upon South Boston house-tops. The Wright operator quickly ascended 1000 feet and soared still farther above the Briton.

BROOKINS UP OVER MILE.

Grahame-White Circles High Above Harbor in Farman.

Brookins' climb toward the unseen stars in this flight to a height of over a mile, a new altitude record for the meet, his swooping descent in circles and drop to the ground for a new world's accuracy record. Grahame-White's wide circles high in the air over the harbor, Boston, Dorchester and Quincy, and his drop back to earth while the crowd believed that his motor was crippled and feared for his safety, with flights by Willard and Curtiss' successful manipulations of the Burgess biplane filed in the late afternoon and early evening with events of interest to the throng watching from the field and from every hill and high building within a radius of miles.

White had been up several minutes, and was driving his Farman plane in the one which he had wrecked in the high wind of the preceding evening, up in circles which were widening and the spread of waves made by a pebble dropped in placid water, when Brookins started in the air after another Hawaiian had informed the crowd the crack Wright jockey would go for altitude, duration and accuracy record. Wrapped up with sweaters and gloves, looking like a man going on a north pole expedition, Brookins put on his goggles and left the ground in a sharp upward slant, at an angle much more acute than White had followed in his ascent a few minutes before.

Circles in Air Miles Wide.

Both aviators made their ascent into the clear sky in great circles miles in circumference and at no time came near each other, but from the grandstand it became apparent to the spectators that the American aviator was overtaking the upward climb of the Englishman and was going to pass high above the Farman biplane.

White drifted far north of the course until he seemed to be well on toward the main ship channel of Boston harbor. Then the black speck in the sky, which was all that the station field could see of him, slowly moved out over South Boston and Dorchester.

Behind the lines of the hills back of Neponset the sun was sinking. White passed above it and a star which looked like a climb toward the crescent moon hung high in the south. He fell just short of putting his machine, the spectators and the moon in a straight line, and then continued his circling until he was away out above the islands in the harbor.

Almost straight up toward the zenith, directly over the field, Brookins had gained such a height that the quiver of his propeller blades were no longer heard and the front and rear steering planes were so far distant that they were not visible. Two thin black lines showed where the machine was.

Clouds Swallow Up Brookins.

Then Brookins drifted off toward Neponset, over the same course of White. He, too, seemed to be trying to steer into the moon, but instead of falling short,

overshot his mark and was swallowed up in fleecy clouds, hanging like a crimson veil ready to drop atop the moon's face. The crowd watched in silent appreciation.

Down on the field the roar of a motor drew attention to Curtiss, who brought out his flier and kicked up the dust at the starting mark with the exhaust of his motor as he leaped off for a trial at speed. He made only two full circuits, his motor not working to his satisfaction, and came down without completing the three complete rounds of the course necessary to make his trial at speed valid.

White Comes Nearer Earth.

"White's coming down," passed the word. From high up White came coasting in long slants, each bringing his machine more and more distinctly to view. A faint purr from his motor came down, then was lost again. It became apparent that his motor was whirring only intermittently. His power had failed, was the conclusion, and everybody was on tiptoe to see how he would make a landing.

His last curving drop of 200 feet carried him back to the grand stand and down to the ground in a steep descent in the marshes between the field and the state boulevard. Those on the top row of the grand stand could look back, however, and see that he swept down to within a few feet of the ground, then came up again and started for the aviation field. Others who could not see him heard the creaking of his motor as it started again, and in a few seconds saw him reappear at the end of the field and swing over the crowd. They greeted him a cheer as he started round in a duration drill.

His drop from the heights had been caused by the intense cold he found at an elevation not far from a mile. Driving through that frigid atmosphere numbed him. A desire to save power as he coasted along led him to shut off the motor time and again, and he misled the crowd into thinking his machine was falling.

Up in the air Brookins still hung. Willard brought out a Curtiss machine, circled about and dropped in a try for

accuracy. His attempt resulted in 149ft. 5in. The Burgess biplane, constructed in Marblehead and machine which Bostonians had been longing to see in flight, was wheeled across the field to a place in front of the starting line.

Glenn Curtiss was down unkerwing with the motor of the Burgess biplane when Brookins, nearly frozen, who he could be found at his perch a mile above, started a drop back to the field. It was the longest drop yet made by that plane in New England, and started from a point about 10 times as high as the big Blue Hill.

Brookins' Dizzying Drops.

Long slanting chutes, with halts after a drop of hundreds of feet and then another long dip, were used to bring the Wright machine to a height of perhaps 700 feet. There it hovered for a moment and then astounded the crowd by dipping far over on its right edge and making spirals of dizzying whir until it was 100 feet above the ground, when Brookins straightened his big bird's wings and came past the grand stand on a straight run.

He got the wildest outburst of enthusiasm the meet had developed. The crowd leaped to its feet, and thousands of hats were waved, while cheers which drowned his roaring motor made a deafening height of their own for noise. Hundreds of auto horns squawked and whistles shrieked. Brookins' half-frozen face was wreathed in a happy smile.

Around the course after White, Brookins held his record, and from the far side of the field saw the Farman biplane finally brought to a stop before the grand stand and wheeled off to the ground and start swinging his hands to get warm. One more round and Brookins also went up to alight. Not content to have set up a new altitude record for the aviation field he went to set his own record to his laurels before his flight ended.

In a series of slow dips and rises he came across the field toward the little white flag stuck in the ground at the center of the circle marked off for accuracy tests. On the last rise the biplane hung almost motionless in the air, then gently dropped its skirts to the earth in a perfect landing. Brookins set still till the tape had been run along the ground and the figure set by the center of the circle measured.

New World's Record.

While the strong-voiced announcer was shouting forth the result of his landing and the crowd was cheering this new record of 124. 1in., Brookins jumped heavily off his saddle, and had his chilled hand grasped by a score of men. It had been intensely cold at the high altitude he reached, and his whole body was chilled, but he was warmed with excitement over the success he had achieved. Over in the hangars he was congratulated by Wilbur Wright, the technician, whose praise meant much to the young air pilot.

The record of 124. 1in. made a new world's record. It was made on a Wright machine, which has skids and no wheels, and beat Charles Foster Willard's record, made last January 10, at Los Angeles, when he landed a Curtiss biplane in a 20-foot circle.

Curtiss Up in the Burgess.

Curtiss was next into the air for the first long flight the great crowd had ever seen made in the Burgess biplane. Under the skilful guidance of the aviator the biplane showed all the qualities of stability and speed which had been displayed by the Curtiss, Wright and Farman biplanes during the professional events of the meet. Both Burgess and Curtiss were cheered at the successful outcome of the trip.

Falling darkness and the appearance of automobile lights and street cars had long presaged the end of the day's meet, and just after Curtiss landed the day's events ended, Willard first going into the air on a fruitless attempt to win back his laurels of accuracy from Brookins.

Nearly all of the spectators had stayed on the field until the end of the flying, and as they broke up formed a long stream flowing over the marshes to the railroad station. The lights of hundreds of autos, in a line a mile long, glared as they crept slowly along.

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MEYER WITNESSES FLIGHTS.

Talks with Naval Officers About Their Observations.

Among the guests of the day were the Russian ambassador, Baron Rosen, who was accompanied by his wife and daughter, and Baron Schlippenbach, Russian consul-general stationed at New York.

George von L. Meyer, secretary of the navy, came during the afternoon and had earnest discussions with the naval officers who have been following the events of the week. John Barry Ryan of New York, the millionaire promoter of aerial experiment, went about the field talking with the aviators and examining their machines with the eye of an expert.

When Glenn H. Curtiss landed after a speed flight the two Russian officials went down the field together and met the aviator. They were frankly curious about the mechanism of the fast biplane, and had a long talk with the inventor, going over the different parts of the machine.

Baron Schlippenbach said that the aeroplane was boding popular interest in Europe, and would undoubtedly become an important part of the equipment of continental armies. In Russia, he said, till recently most of the attention had been given to types of dirigible balloons, as in Germany, but recently two or three Russian aviators had met with success with aeroplanes and had given an impetus to interest in that branch of air conquest.

One of the former exponents of the dirigible balloon, Cromwell Dixon, the boy aviator, who flew from the field to Huntington avenue, Thursday afternoon, yesterday announced his intention to renounce the dirigible and devote his attention to the biplane.

"Except for an occasional exhibition flight, I'm through with the dirigible," he said. "After this I'm going to set to work to master the management of the various types of aeroplanes, but I'll devote most of my attention to the biplane, because I believe that is the best type. As soon as I get back home to Ohio I'll tackle the problem in earnest."

Grahame-White was introduced to the various visitors and had a long talk with the Russian officials.

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OFFICIAL RECORD OF AVIATION MEET

Points Made Yesterday.

	Speed.	Alt.	Dur.	Dist.	Bombs	
					Trials.	Score.
Grahame-White.....	15	5	2	7	0	0
Curtiss.....	2	0	0	0	1	0
Brookins.....	0	0	0	0	1	5
Johnstone.....	0	0	2	2	0	0
Willard.....	1	0	0	0	0	0

Summary of Points to Date.

	Speed.	Alt.	Dur.	Dist.	Bombs	
					Trials.	Score.
Grahame-White.....	15	5	2	7	0	0
Curtiss.....	8	0	0	1/2	17	25
Willard.....	8	0	0	0	13	13
Brookins.....	0	7	2	1	1	5
Johnstone.....	0	2	10	8	0	0

Standing of Aviators.

	Speed.	Alt.	Dur.	Dist.	Bombs av.	Totals.
Grahame-White.....	15	5	2	7	0	38.5
Johnstone.....	0	2	10	9	0	21
Brookins.....	0	0	0	0	5	7
Curtiss.....	8	0	0	5-10	5.5	10
Willard.....	8	0	0	0	1	0

Best Records to Date.

Speed—Grahame-White, 3 laps (5 1/4 miles), 6m. 1s.
Altitude—Brookins (the barograph on his machine registered 5300 feet).
Duration—Johnstone, 123m. 5 2-5s.
Distance—Johnstone, 62 miles 3750 feet.
Three slow laps (5 1/4 miles)—Brookins, 13m. 48s.
Getaway—Grahame-White, 26ft. 11in.
Accuracy—Brookins, 22ft. 1in. (world's record), on skids.
Accuracy—Grahame-White, 33ft. 4in. on wheels.
Bomb dropping—Brookins, 1 trial, score 5.
Globe course (32 miles)—Grahame-White, 40m. 1 3-5s.

Grahame-White.

Speed—8 minutes, 37 seconds.
Duration—10 minutes, 24 seconds.
Distance—13 laps and 3 pylons, 27 miles, 597 feet.
Duration—72 minutes, 1 3-5 seconds.

Curtiss.

Speed (three laps of the course), 2m. 42 2-5s.
Duration, 6m. 42 2-5s.
Distance, 5 miles, 1920 feet.
Getaway, 14ft. 1in.
Accuracy, 10ft. 11in.

Brookins.

Bomb throwing—1 trial, score 5.
Duration—5 minutes, 12 2-3 seconds.
Accuracy—12 feet, 1 inch (world's record).
Duration—5 1/2 minutes, 41 seconds.

Johnstone.

Distance, 35 laps 300 feet, 62 miles 3750 feet.

Willard.

Speed (three laps of the course), 6m. 42 2-5s.
Distance, 5 miles, 1920 feet.
Duration, 8m. 7 8-5s.
Accuracy, 146ft. 6in.

MAYOR GIVES AERO TROPHY.

Fitzgerald and Hammond Donate Cup for Bomb Throwing.

Two special trophies for excellence in bomb throwing were offered yesterday. One by Mayor Fitzgerald and another by John Hays Hammond.

The cup offered by Mayor Fitzgerald will be the first prize in this special event and will be known as the "City of Boston Trophy." Mr. Hammond's cup will be the second prize.

Instead of the imitation plaster of paris bombs, which have been used since the meet began, the terms of the Fitzgerald-Hammond contest call for eggs. The eggs are to be dropped from a height of 1500 feet.

Mayor Fitzgerald said: "If the city doesn't pay for the cup, I will. I am only too happy to encourage this latest science both in my official capacity and as a citizen."

In a statement sent out yesterday, Chairman Glidden said:

"The importance to the world of the bomb throwing tests from an elevation of 1500 feet or more, which is considered beyond the range of the most powerful guns, is sufficiently great to have induced the management to consider setting Wednesday as a special date for the experiments.

"Manager Clavin is now in consultation with the aviators to ascertain if their engagements will permit extending the meet through Wednesday. If this is done, large detachments from the navy and the army will be present to watch the manoeuvres. Harmon, Curtiss, Grahame-White, Willard, Brookins and Johnstone will participate. Each test will be made separately and 15 minutes will be allowed for making the ascent and descent."

It is probable that the committee will make a number of changes next year if the tournament is held. As the Harvard Society has taken a five-year lease of the 500-acre lot in Atlantic and as the public has shown such interest it is generally expected that the event will be made an annual fixture. Already there are reports that certain real estate promoters are negotiating for hotels near the park.

Augustus C. Post, the New York millionaire, had his biplane dismantled yesterday morning, and he shipped it to Indianapolis. Mr. Post has been delegated to represent the three balloons which will represent the United States in these races.

Mr. Post's biplane figured little in the present meet. It only appeared on the field one day, Thursday morning, when he made a series of starts, and in the last attempt made a short and graceful flight. It was evident that he merely wished to fulfil his contract with the Harvard society. He announced Thursday morning that he could have flown much longer, but did not wish to take chances in the air until he had first developed "ground work" such as starting, alighting and operating his motor.

Chairman Glidden says the committee continues to get letters from inventors who ask for the indorsement of the society. One received today from J. H. Howard, an engineer with headquarters at 79 Sudbury street, Boston, said he had invented a device to protect the funnels of warships and commercial steamers from projectiles thrown by airmen. He said he had charts and drawings and had applied for a patent.

Claude Grahame-White gets many epistles from women who want his autograph, and in many cases want to meet him. He has received about 350 of such letters.

Mayor Fitzgerald will call upon the city council tomorrow to authorize an appropriation of \$100 from the public celebrations fund for a prize fund in the dropping bombs contest at the aviation meet early next week.

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GRAHAME-WHITE AFTER HIS RETURN
FROM THE LIGHT

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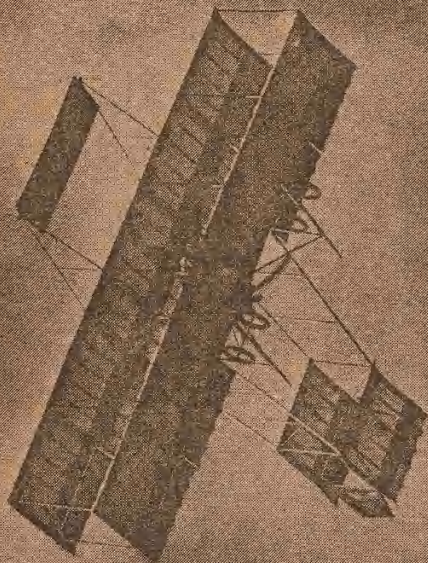


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GRAHAME WHITE IN FARMAN BIPLANE

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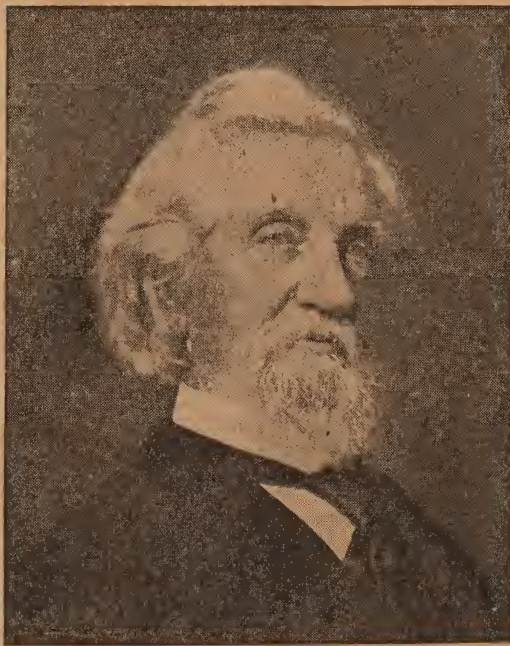
PRES LOWELL AND AVIATOR ROE

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ARLINGTON'S AVIATION PROPHET

(Photograph by the Litchfield Studio.)



J. T. TROWBRIDGE, AUTHOR OF "DARIUS GREEN."

"DARIUS GREEN'S" AUTHOR AT MEET

Trowbridge, Who Wrote Poem
40 Years Ago on Flying,
Sees Real Machine.

Among the thousands that have gone to Atlantic to witness the flights, there has been no more interested spectator than John Townsend Trowbridge, author of the poem "Darius Green and His Flying Machine," which made the whole country laugh 40 years ago.

Mr. Trowbridge is now 82 years old, yet a week ago he left his quiet home in Arlington and went to Atlantic for the first peep at a machine which had been his dream since boyhood—a machine

that would fly. He was introduced to some of the aviators, too, among them, Grahame-White, whose brilliant performances have been the sensation. The inclement weather of the early part of the week precluded the poet's visiting the field, but he will try again before the meet is over.

When Mr. Trowbridge wrote about Darius Green, 40 years ago, no one of that time expected to see a flying machine that would fly. There were lots of machines that wouldn't, but the idea of usurping the realm of the birds carried something uncanny with it. The baleful results of experiments of those times were always looked upon, more or less, as deserved.

Speaking of the days of Darius Green, the poet says: "I never dreamed when I wrote that poem that such a thing as a real flying machine was possible in my time. I never had the thought of actually seeing one. While I never attempted to build one, I have followed the aeroplane's development from the first, and it has always seemed to me that the greatest factor and the hardest to overcome would be the motive force." "I have never known that there were such powerful motors, and motors so light, as they are now using at Atlantic. They were a revelation to me. I don't care to make any prophecies as to the future, but it seems to me that the large machine for carrying passengers is possible, and only a matter of time."

3^d Trip to Harnett Crew meet, Atlantic, Mass.

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A day absolutely perfect, clear, light breeze dying in late P.M. to almost zero, cool.

Ruthven & I went to the meet again to-day meeting Will Bowdoin at the South Station. We went and returned at the usual time and dined late with Will at the Boston Athletic Club.

Each meeting seems to be more intense than the last and this afternoon was full of excitement as the appended paper clippings will show.

White's second trip to Boston light was full of excitement and the setting of the beautiful wavy sky, lowering sun, blue water and bold dash of the little 'Dragon Fly' over the water were things long to remember.

Johnstone's long flights round the course of about 98 miles, in which he beat the record for America was intense, varied as usual with graceful dives and other evolutions.

The bomb-throwing, rifle shooting, Curtis' flights all were most interesting. White rose very high at one time in his Farman biplane and, after staying up over an hour, he jumped immediately into his Bleriot and shot for the light, covering the 33 miles in 34 min. 15-sec.

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NEW AMERICAN RECORDS MADE

Johnstone, Flying Nearly 98 Miles, Shatters Two American Marks.

WORLD'S ACCURACY FIGURE.

Grahame-White Again Soars to Light, Clipping His Own Time by 6m. 2-5s.

Ralph Johnstone, the Wright pupil, continued yesterday the steady advance he had made the last two days at the Harvard-Boston aviation meet by establishing a new world's record for accuracy in alighting on skids, and breaking the American records for duration and distance.

Saturday Johnstone had come within a few seconds of breaking the American duration record of 2h. 2m. 38s., made by Clifford B. Harmon, the New York amateur. Yesterday he exceeded Harmon's record 1h. 2m. 10s., remaining in the air 2h. 5m. 40s. He also set up a new American mark for distance in continuous flight by covering nearly 98 miles.

He completed his day's performance by alighting within 5ft. 4in. of the centre of the 100-ft. circle, and bettering the world's mark of 12ft. 1in. in the accuracy contest, made by his team mate, Walter Brookings, Saturday.

White Sure of \$10,000 Prize.

While Grahame-White made sure of the \$10,000 prize for the fastest time over the Boston light course by covering the 33 miles at a speed of nearly 60 miles an hour, the Wright aviators had maintained their lead at the close of the day in the events in which they are particularly interested—distance, duration and altitude.

Tactful and imperturbable, as is his wont Wilbur Wright had directed the work of his representatives in these events. He was not to be hurried by the spectacular work of the Englishman, who threatened to make a sweep of all the events, after the first few days of the meeting, and he has gone on quietly and confidently laying the way for what has now become an inevitable Wright victory in the events that typify reliability rather than speed.

By his performance yesterday, Grahame-White established himself in an unassailable position in the speed event, since he proved that it was impossible for Glenn Curtiss, who had

been recognized as his only rival to surpass his time for speed over the closed circuit or in the Boston light contest.

There had been some hope that the new engine Curtiss tried out yesterday might serve as a last resort for the Americans in the speed contest, but this was dispelled when the Englishman bettered the time of Curtiss in the three laps by a wide margin and set a pace to the light and back which the American admits he has no chance of following.

Rifle Practice in Air.

Throughout the day was one of surprises and innovations. In the morning Lieut. Eickel began target practice with the regulation army rifle from Charles Foster Willard's biplane, and gave a graduated exhibition shooting while travelling at a high speed that was followed with a close attention and favorable comment on the part of the army and navy experts studying the military aspect of the aeroplane.

In the afternoon Wilbur Wright mounted the seat of one of his machines beside Walter Brookings, and gave a surprising exhibition in the bomb-dropping contest. He continued his work of Saturday when he scored a bulls-eye at the first and only shot he made by maintaining the best average score during the meet, with 77 points in 37 trials.

Even in regard to speed the Wright machine driven by Johnstone gave a better account of itself than formerly. For a machine from which the day-better aviator admits he does not expect much in the way of fast performances, the Wright flier showed some surprising bursts of speed during the afternoon, at one time easily overtaking Grahame-White's Farman in the duration event.

Interest in the amateur events began in earnest in the morning, when Clifford B. Harmon took the Grahame-White's biplane. His work in all the events for the amateurs makes it certain that the majority of the prizes, and in particular the Harvard trophy for bomb dropping, will be his.

WHITE OPERATES SKY LINER.

Carries up Three Passengers, Getting \$500 Per, Says Report.

Grahame-White opened the afternoon performance at the aviation meet by earning money. He carried three passengers around the course, and if report may be credited, made \$1500 in less than half an hour, his charge of \$500 per head being set in early days of the meet. Across the Atlantic he has received as much as \$600 from a nobleman who sought privilege of commuting briefly with the bird.

Those who accompanied the Briton yesterday were G. B. Fuller of Worcester, A. B. Lambert, president of the St. Louis Aero Club, and Arthur Hinchcliffe of Boston. Mr. Lambert was granted a special license for his time in the air being 37 3/4s. While Grahame-White was fattening his birds and providing entertainment for his passengers and the crowd, he made detours of the marshes and explored the reaches of the Neponset river, which to the admiration of the watchers falls a mile outside the grounds.

Alighting with Mr. Hinchcliffe, the British sky-scraper struck the field early next day and white flag designating the centre of the plot laid out for accuracy tests. The Farman biplane rolled up the flag, and one of the wheels crushed the banner out of sight. The crowd within the en-

closure believed the air man had made a bulls-eye and established a world record, but it shortly afterwards proved that the test was void as the biplane had alighted outside the 100-foot circle. But the crowd charged itself almost into paroxysms and Grahame-White bowed an acknowledgment as best he could, for the aviator is bothered with a stiff neck.

Does Not Mind Illness.

Last Saturday, it appears, he caught cold when worming himself and the biplane upward toward the mile mark. He breathed a cold current laden with brine from off the sea, and swollen tonsils resulted. Notwithstanding the pain that might have sent other men under the coverlets, the aviator muffled his neck in a swathing of wool that poked up under his ears and compelled him to look straight ahead unless he turned his body, and manfully stuck to the game. Referring to the pain in his neck and his ludicrous appearance, Grahame-White blamed them on "beastly easterly winds."

Nothing was in evidence, so far as machine flying was concerned, for some little time after the Briton and Mr. Hinchcliffe alighted and the crowd fled. Somebody said the Harvard biplane would be brought out to exhibit its paces, and those who caught the rumor were on tiptoe of expectancy. But the aeroplane of which so much has been written is unlikely to fly over Squantum this season, for its motor is not in position and other parts are lacking to insure success.

A 2 1/2-clock parking space was well filled with automobiles and the grandstand showed few vacant seats. The crowd continuing to grow, the crowd from the railroad station, and the canary-colored street cars that meandered now and then across the grounds, had to give up business temporarily because the track had been monopolized by other traffic. Fly traps for persons were obliged to walk from the railroad station to the grounds, a distance of about two miles, because transportation facilities were inadequate.

Johnstone Out for Long Flight.

A Wright biplane was brought out to the starting track a few minutes after 2 o'clock, and it was announced that Johnstone, who had the ground to the jockey, who is fast making a crowd of friends, would try for distance, duration and accuracy. This aviator, through a mistake in reading his watch, failed to establish an American record for duration last Saturday when he undertook to outdo the feat of Harmon, the millionaire amateur, at Mineola, N. Y., who has made a record of 2h. 2m. 38s. This latest attempt to beat the Harmon record was received with applause from the spectators, because it broke the monotony and excitement of the trials.

Clad in street clothes, and ankles protected by leather gaiters, Johnstone took the air at 3:20 o'clock. The biplane was almost hidden by the cloud of dust whirled up by the ground, the propeller and exhaust. The field is getting dry and pretty thoroughly cut up by the machine, the sea air produced the badmaster saw a chance for a joke at Johnstone's expense when the biplane was at the starting line. He piped up with "Wearing of the Green." The selection was quite appropriate, for on the coat of arms of the green coats of a green flag, while the stars and stripes occupied a conspicuous place on the starboard side.

The Wright aviator made a splendid flight around the course, and when over the wire at 4:20 o'clock he made a wide loop, the director of the musicians cracked another good one by striking the "Green" strains. The crowd was quickly caught the crowd and was thoroughly appreciated.

3rd Trip to Harvard Race Meet, Atlantic Mass.

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Johnstone seemingly might have gone for a sleep in the biplane as it was in space while moving around the course, so steadily did the machine respond to its rudder and control. His time for 15 laps of 1 1/2 miles each, was 17m. 34 1-5s. The wind already had been courteous to the human biper, and conditions gave promise of further improvement. The Wright operator, who was engaged in a flight against time, found the breeze gradually dropping till, at 3:45 o'clock, there was hardly a seven-mile zephyr. The sky was cloudless, save for a low-lying bank toward which the sun was sinking, and twilight promised to linger for the events sure to be undertaken toward the close of the day.

White Takes Farman Aloft.

Graham-White now applied for a duration, distance, altitude and accuracy test in his Farman biplane, the machine partially wrecked last Friday. To the committee, before filling out the required blank, the Briton stated that he wished to publicly absolve his chum, Sydney Macdonald, from all blame attaching to the incident that resulted in the damage to the biplane. Macdonald signalled for him to descend, and the manoeuvre was attempted by the aviator, as it later proved too abruptly. Graham-White requested two newspaper men to be sure that the statement was cabled to Europe over his signature.

When the Englishman took the Farman aloft on the test, that embraces almost everything important in the program except bomb-throwing, Johnstone had covered nine laps in 21m. 25 4-5s., and the Wright biplane was persistently nibbling at Harmon's record with every chance for success.

The British lack of interest in Graham-White has displayed on the biplane, together with the American flag, ever since the meet opened, may be traced itself to shreds, and but a third of the Stars and Stripes remained attached to its leading. The Wright machine, toward the crowd, but did not turn his head in that direction as the Farman whirled past the grand stand, presumably because it hurt. That was 4:15 o'clock, and the wind hardly ruffled the surface of Dorchester bay, where perhaps 1000 yachts, with parties, were watching the spectacle.

Curtiss was now announced as about to try for speed. Few interest seized the spectators, because everybody understood that he might try for Boston flight and the \$10,000 prize if the motor worked smoothly and increased its revolutions as a result of five inches having been clipped from the propeller tips. The abbreviation was calculated to turn the motor to turn up another 100 revolutions per minute, or about 1200. Curtiss rose at 4:20 o'clock, driving at whirlwind speed that looked fully equal to, if not better than, that made by Graham-White's Bleriot.

Curtiss' propeller balked, however, and the biplane flopped gracefully upon the marsh a half-mile from the committee's office, after travelling a mile in a minute's time. It alighted on a patch of grass surrounded by water-filled ditches, and with considerable difficulty was rescued and dragged back to the hangars by 40 or 50 men. While the motor was in operation its speed was up to what Curtiss demanded, but the new and comparatively untried motor was too stiff to prove reliable.

When Curtiss was preparing for the flight which ended in a fizzle, he was unable to find an oil can with which to appease a hungry bearing. Brookins, one of the Wright aviators who was nearby, became interested and saw one of his mechanics for the lubricant the Wrights use on their motors. The courtesy was acknowledged with a handshake that surely did not smother of reported jealousy between the inventors.

Johnstone and White Race.

Johnstone and Graham-White were now engaged in an aerial race that proved vastly entertaining and at inter-

vals sent shivers chasing up and down the spectators' spines. The Englishman at the outset was flying about a quarter of a mile in advance of Johnstone, and at the same altitude. It has been supposed by the majority of persons who had watched events at the meet that the Farman was much the speedier, but developments yesterday showed different. If Graham-White was driving his motor at full speed, the Wright biplane gradually drew up on the Farman and passed it at a higher altitude, amid prolonged cheering from the crowd. Johnstone took the pylons very closely, while the Farman went wide, as if not under such fine control.

Graham-White after that did not enter close quarters with Johnstone, maintaining wide circles, as if to avoid the pap from the Dayton school. The Wright biplane, judging from applause and comment about the arena, was the favorite, despite the adulation showered on the Englishman during the earlier part of last week.

Brookins and Wright Go Up.

Brookins, with Wilbur Wright as passenger, now came out for a try at the mimic battleship with plaster of paris bombs, Johnstone then, 4:20 o'clock, having been aloft 14. 14m. 37 1-5s. and covered 22 laps. With two passengers, the airplane moved sluggish and seemed loath to clear the ground. Rising slowly, it soared around the first pylon, came inside the others and Wright dropped bombs from his seat at Brookins' right and in front of the motor.

At 4:30 o'clock Willard, in a Curtiss biplane, went away with Lieut. Fickel, U. S. A., as passenger, it being the purpose of the office to practice at a target delineated on the field some distance from the grand stand. Willard steered for the target, and when it bore at an abrupt angle, the army man let fly his weapon, the report coming faintly to the ground, but the bullet swished into the earth, whistling up a very cloud of dust. After fire practice the sharp-shooter alighted and the Curtiss biplane whirled through its broadened clips.

Johnstone was merrily plodding about the course, and frequently came close to Brookins and Wright when their biplane was hovering over the imaginary Dreadnought. He had covered 20 laps in 18. 2m. 24 1-5s. Graham-White's figures at that time being 14 laps in 4m. 23 1-5s. Both airplanes were evidently in fine fettle, and it looked to spectators as if their performance could be improved, the supply of fuel should become so diminished as to render it imperative to alight. Johnstone amused the on-lookers with fancy stunts such as long dives and abrupt dips. Frequently on the turn he threw the planes of the machine at such an angle that a capsize looked imminent.

WRIGHT DROPS BOMBS.

Wilbur Wright, apparently, derived lots of fun in dropping bombs at the battleship and was in no haste to come back to the ground. His experiments included tossing two or three bombs at the diagram with one hand.

Up with Brookins, He Scores 77 Points in 37 Trials.

From his perch, Wright gave the greater part of an hour to dropping bombs from a height of about 400 feet to the deck of the imaginary battleship in the middle of the field.

First with one of single bombs, then hurling two of the white spheres at a time, the tall inventor whirled around in the air and leaned far over to follow the success of his aim.

Below he saw the white marks of the outlined battleship and the splatter of white as the balls burst on

sinking the deck. Each time as he came whirling back he saw the group of men who were marking his shots run back out of the rear of his show.

As the white bombs were released from the airship, the men stopped running, and as the bombs were about to land, then rushed forward, fell on their knees, drove little stakes in the ground, then quickly scuffed away only to return and repeat the same actions.

Finally Wright told Brookins to swoop down to earth again, and the two sloped back to land after the inventor's longest aerial trip for months. He indulged in one of his rare smiles as he saw the manner in which Johnstone—still aloft—cut corner after corner on perilous slants which only the jockeys of the Wright machines had attempted. He stood for a time watching Graham-White, who was also circling the course, and the Dayton inventor seemed to be comparing his own machine with the Farman biplane, with satisfaction. In bomb-throwing, Mr. Wright made 77 points out of 37 trials.

White now left the course which he had been circling, and inclined his elevator in a long climb. He drew up in an aimless circle which brought his machine over the South Boston shore and above the heads of people watching from their homes in Dorchester. Around to the south he circled, and hung above the field for many minutes. To the crowd he said, "A White hung above their heads, Announcer Hallahan was telling Johnstone's time for the first lap, 1m. 39 2-5s., and adding White's time for 13 laps, 15. 5m. 10s."

This announcement about Johnstone attracted attention of the spectators on the fact that the American aviator had approached closer to the grand stand for time in the air, established by Clifford B. Harmon. Harmon, Glenn Curtiss and the Wrights were all in Johnstone as anxiously as the spectators, when he made another round of the course, and when the time came when at 5:30 it was announced that the Wright jockey had succeeded in passing in the old record of 13 laps, but was squaring away as if he never meant to come down.

When the Wright biplane came round again, the cheers and waving of the crowded grandstand notified Johnstone that the announcement of his new American record had been made known, and he dipped his machine in a bow of acknowledgment to the spectators. Then Graham-White dropped down from his little voyage in the higher regions and came back to the first American record on his chutes, with a quick, arching drop at the end.

The Englishman had been up 16m. 33s., and immediately after landing, walked over to where his Bleriot monoplane stood, ready to climb again, and start on a trial for speed. He clipped close to every pylon and made the first lap in 2m., his time for the three 5m. 1s. record for the course which he had set up.

Lieut. Fickel's Shooting.

Expert shooting with a revolver by Lieut. Fickel had been watched by the crowd when their attention strayed from Johnstone and White. With Willard in a Curtiss biplane, the officer kept circling the field, and the sharp report of his machine gun was heard above the crackling of the motors each time he fired at a white sheet spread out on the ground.

Coming round after a shot, Willard circled just back of the hangars at the side of the field, and then alighted. His motor went wrong and stopped. It was a bad place to land, and there was no choice, so the aviator swooped down, looking for a soft spot in the treacherous marsh. A slight dip in his seat caused the tall grass which looked as if it might have some solid bottom, so he depressed his right wing and dipped in a swirl to a landing.

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While both Willard and Lieut. Pickel clung fast to the supports of the frame, the acroplane cut swiftly into the tall grass, found land with its wheels, and rushed along. Nearly 100 yds. through this the biplane continued before it stopped, wheels sunk in the mud near the water's edge. The machine was unharmed, and the two men were safe, but it took a long time to get the biplane back to solid ground again and ready for another trip.

Curtiss Tries for Speed Again.

White had finished his speed circuits of the course and was driving away for the eastern horizon on his second trip for the \$10,000 Boston light prize, when Glenn Curtiss came out again and went three laps on a speed trial. His biplane proved to be more than a minute and a half slower than the slender monoplane of White. Curtiss' time was 7m. 42 3/4.

All this time Johnstone had been spinning around the field with his motors thumping as regularly as the ticking of an eight-day clock. He had smashed the old American record for time and seemed determined to set up one that would stand for a while. Minute after minute he added to his new mark as he spun round for lap after lap.

There was nothing monotonous about this time-consuming trip, however. With another aviator it might have grown tiresome to see him circling about. But Johnstone never seems to be contented with the air unless he has his machine jumping, rocking and careening like a schooner in a hurricane. He gave the crowd too many thrills to let them become familiar and contemptuous of his long journey. All followed him with fascinated eyes.

Each time Johnstone went around a corner, the little Irish flag on the end of his planes gave a fluttering toward the earth, and the American flag on the other end went whirling away with the whole machine seemingly ready to fall down sideways. Then Johnstone varied his trip between those dizzy corners by throwing the biplane in a dive to the tops of the grass, and along like a hurdler clearing the barriers, occasionally rocking it from one side to the other and traveling in zig-zags.

Brookins Tries For Altitude.

Brookins went up after 6 o'clock for altitude, and Johnstone recognized the start of his companion with some unusually daring circus stunts. Then he started after Brookins for a while, and climbed up till he was 1500 feet above the course. Brookins' start, too, had been a tame one, for he was slow in getting into the air, and came along the edge of the field to a rise which just cleared the heads of the trees, who fell out of their chairs as his skirts brushed by.

Curtiss made a few rounds of the course just before Brookins' came down after a flight of 21m. 38s. He had gone up to a fair height, but nowhere near his record Saturday. Grahame-White had come back from his Boston light flight, and things were so dark on the field that the little white flag which marked the circle set off for accuracy could hardly be made out from the grandstands when, at last Johnstone shut off his motor, coasted along the field and settled down to a landing, which added another record to the two he had broken in his flight.

Johnstone had landed far in the circle and come to a stop within 5 ft. 4 in. from the centre, a new world's record for accuracy. He made the same mark with the same machine in which Brookins on Saturday had brought the world's record down to 12 ft. and which had nearly seven feet from the line showing of Brookins.

But in this flight Johnstone also added over an hour to the American record for duration in one continuous flight, and established a new distance record for this continent.

WHITE'S FLIGHT TO LIGHT.

Beats Own Record, Going Over 3 1/2-Mile Course in 34m. 11-5s.

Though the failure of the new motor he tried put Curtiss conclusively out of the running in the Boston light flight, Grahame-White announced late in the afternoon, shortly before Johnstone finished his duration flight, that he would make an attempt to improve his previous record of 40m. 1 3-8s. for the double circuit.

More than the other aviators, the Englishman has seemed to regard the meeting as a sporting event, and his decision to go over the course again, when he was safely in the lead, called for warm approbation from the crowd. He received an ovation as he climbed into the canoe-shaped body of his Blériot at 4:45 o'clock.

From the time Grahame-White first flung into the calm air currents above the field, it seemed as if his speed was more remarkable even than that on preceding days, when he had outdistanced the swiftest of the Americans. Before accomplishing two circuits of the field, he gained half a lap on Johnstone in his Wright.

As the insect-like thrumming of the tractor of his Blériot became audible, whichever of the machines passed into the stretch in front of the stands, the monoplane traced a dark line across the roof of the grandstands. It circled almost within "fanning" distance of Johnstone, and shot past him into the east.

Weather Conditions Good.

As on the day he had chosen for the first flight to the light, the weather conditions were of the best. The twirling upper air eddies that had furnished sport for Johnstone earlier in the afternoon had blown out, and there was just enough motion left in the air to move the clouds drooping from the signal pole.

His speed for the three speed laps before starting out over the harbor had discredited Curtiss' claim to equality with him in the matter of swiftness. White's time for the three circuits was 6m. 13-6s. more than 1 1/2 minutes better than that made just previously by the American.

The rules of the road aloft are an open throttle and no speed limit, and the speed element was uppermost in the minds of those who were watching Grahame-White as he winged away from the starting line with incredible rapidity. It was only a matter of seconds that the question in the monoplane's speed was calculable, however, so rapidly did it pass out of sight. As its outlines grew smaller, the impression was not of a fast moving object drilling into space, but of an easily drifting bird-form, slowly and winged away, the even gray of the sky to the eastward.

Ahead on First Turn of Light.

The space of a few minutes brought word from the light that the rounding had been made, and it was unofficially reported that the speed made was three minutes ahead of the record.

At 6 o'clock the Blériot was visible again on the way down to the field, widening into view like the blurred pupil of a great eye. Rapidly the indeterminate circle of the wings and the straight line of the wings became distinguishable, broken by the whirling of the propeller. Then the aviator swung wide around the point, and cut in sharply for the last pylon near the grandstands. As if he were a bird, he passed inside of this boundary. In another eagle-sweep he was on the right-hand side of the ground, and dived away once more over Squantum point.

This time it seemed that Grahame-White was out of sight from the stands longer than before, and anxiety was expressed in frequent questions as to whether he had yet rounded the beacon. A cross-water performance is always more convincing than the steady lapping about the course, and the Englishman, as does nothing else, the danger which threatens the pilots of air craft, as best firmly affords of gossamer wings and a few square feet of supporting woodwork.

Whether or not the Englishman has an eye to effect, the setting of his flights is usually spectacular, and that of yesterday was no exception. At the outset the setting sun had sent off its dull red rays to serve as a background, and the banks of clouds facing the horizon were fringed with purple and streaks of gold. Before, the Blériot made his second appearance, the dusk had deepened until the colors tones of the sunset were blotted into nightfall. The growing darkness heightened the hazard and awakened conjecture as to the possibility of some accident to the aviator.

Mistakes Previous Route.

The falling light, had, in fact, caused Grahame-White to go somewhat astray on the last return trip. On his passage the week before he had been able to follow the west way to the light, but yesterday he mistook his previous route and followed the east way to the light.

This became evident when he came into view on the final round, since he was well to the north of the point at Squantum head, and out over the waters of Dorchester bay, where he crossed the silver line of the moon, well to the south, before he finished his flight.

"It was a very much pleasanter trip than the last time," he said on alighting. "The weather conditions were far superior. Few were present, and the flight, which was already lighted, and served as an excellent beacon for me."

CROWDS WATCH AT HULL.

Mauy Water Craft Salute Acroplane at Boston Light.

Patience brought a rich reward to those who waited along the peninsula at Hull this evening in Waldmill point yesterday afternoon. Thousands left when they heard that Curtiss would not fly to the light.

Half an hour after the exodus those who remained were put on the keen edge of expectation by the sight of an Sparrow of the Stony Beach life saving station put out in his motor boat toward Boston light. The boat was the captain's similar action last Wednesday that an aeroplane was about to leave the field for the light, and several men came near the light ready to give assistance to the aviator.

Eyes that had been straining at the mere specks in the sky over the aviation field all the afternoon were gladdened when one of these specks grew larger and larger, until the fascinating form of the Blériot monoplane was made out. On it came with a steady marking a course that seemed as straight as a line one could draw with the aid of a ruler.

Enthusiasm in Harbor.

Hundreds were aroused to the utmost enthusiasm. Although they had no real information of the identity of the man who was driving the weird looking craft straight toward the white shaft that showed the name of Grahame-White and cheered and applauded the man who, because of his

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position above the planes of his aeroplane, was invisible to them. The steam craft in the harbor screamed the regulation three-blast whistles and crews of sailboats waved flags in honor of the Briton.

The monoplane rounded the light yesterday much more closely than it did Wednesday. Plainly, Grahame-White had been deflected by his experience of the former flight. The machine made a majestic curve in the air high above the beacon, with all the ease and assurance of a seagull, and was soon on its return to the aviation grounds.

In a very short time the flyer again took shape in the southern sky. This time the watching throngs were delighted to see that the aviator was flying much lower than before. This time he passed over the heads of the spectators so low that the purr of the monoplane's engine was heard very plainly, and the men, women and children below shouted the merriest hosannas in the belief that the aviator must be able to hear their demonstration. The second turn round the light was even more graceful than the first.

SHOOTING FROM AEROPLANE.

Ltut. Fickel, Taken up by Willard, Puts Bullets Into Target.

Sharpshooting experiments were a feature of yesterday's early work.

Charles F. Willard took out a permit to make a flight with Lieut. J. E. Fickel, U. S. A., for target practice. Lieut. Fickel is attached to the 42d infantry stationed at Governor's Island, New York, and is one of the most conspicuous sharpshooters in the service. He carried with him the regulation service rifle. They left the ground at the stroke of 12 in a Curtiss biplane. As the machine circled the course Lieut. Fickel fired a sighting shot from a height of 150 feet at an angle of 30 degrees, barely missing the target, as could be seen from the puff of turf when the bullet struck.

In a long chat which a Herald reporter had with Curtiss it was made apparent that the machine flyer, who has distinguished himself by his speed performances, feels that it is almost useless for him to try to defeat Grahame-White with his present equipment. Curtiss, however, manifesting his American pluck, will undoubtedly do his utmost, although he is strongly of opinion that the best he can make with his best biplane against the Bier of monoplane is second place.

Yesterday was the biggest day up to date from an amateur standpoint. At Harmon, the monoplane aviator from New York was the star performer. He rolled up a score which it is thought will bring him every one of the four cups donated in the amateur class. In one hour and a half this morning he did more than any other aviator in eight days.

Harmon and his mechanicians appeared on the field at 6:55 with the Farman biplane, after having got a permit a half hour previously. It was busy when he made his flying start. He first tried for duration, remaining up a little more than 15 minutes and circling the course 1/2 times. He next did a slow lap, but was disqualified on his first attempt for stopping before he reached the line. Bomb throwing came next.

He dropped 13 plaster of paris bombs and scored 12 points, the 11th spot being

disqualified because he shot the bomb while too near the ground. He then made a slow lap in a more conservative course three times in 7 minutes 47 1/2 seconds. This was one minute better than his speed test in the morning, 48 minutes 49 1/2 seconds. This was due to the fact that in the slow lap the aviator is allowed to use the pylons or markers, while in the speed test he must go outside.

An official scoring showed that Harmon on his duration remained in the air 18 minutes 34 1/2 seconds. He made a second flight for bomb throwing, getting one bullseye, scoring 3 on the next shot and 1 each on the next two shots. He introduced a novelty by dropping two bombs at once, something that had not been done by any of the professionals, but the score on this second bomb dropping flight was pronounced void by the committee because he neglected to make a preliminary flight outside the pylons. After a great deal of haggling, he was signalled to come down to have this oversight explained to him. Mr. Starling Burgess, the Marblehead yacht designer and builder of airships, was the next to take the field at 10:15 in a novel biplane of his own make which he used at the meet for the first time last Friday morning. He flew on a khaki blouse, a khaki shirt with buttons on the side, khaki trousers and white sneakers and drew his white socks over the ends of his trousers. The machine was drawn to the north end of the field and he made about a dozen starts, handling the motor and the machine generally in a skillful manner so far as the so-called "ground work" was concerned. After a number of tries, he made short flight. The highest he rose from the ground was about seven feet. This is the machine which was flown over the course at a fair height by Glenn Curtiss Saturday.

Curtiss reported yesterday that his motive in going up in the new machine which, by the way, is almost an exact counterpart of his own biplane, was to test the engine rather than to demonstrate the theory of the craft as a whole. He said that during his trial of the Burgess biplane he noticed that the angles were too sharp and that this was a defect which would have to be remedied.

The meet has proved a windfall for many enterprising men in Atlantic and Squantum. The two owners of a sand and gravel pit on Squantum road, about 200 yards beyond the main entrance to the aviation field, allowed automobiles to park in their grounds for \$1 and 10 cents a head for occupants, and have done a profitable business.

A real estate man at Atlantic early in the season leased a large tract of camping purposes overlooking the boulevard and parkway. Applications for camping permits were few and the lessee feared he had undertaken a losing venture, but the advent of the aer meet turned his tide of luck. He roped off his enclosure and charged the spectators 10 cents a head for standing space. On Saturday his reservation held 30,000 spectators.

The official help met by Brookins Saturday in the Wright biplane was 432 feet, according to a statement today by Prof. Willard.

An engineer who said he represented W. J. Hinchman, the mysterious Harvester airplane man who disappeared last week, announced at the field yesterday that Mr. Hinchman had built an airplane which he had carried three people to New York. He said the machine was at present disabled, but would soon be ready for flight.

Mr. Hinchman had come before a Boston attorney with Chairman Glidden and made an affidavit of the truth of his claims.

AVIATORS FAVOR THE NEW RULES

Suggestion of Various Classes for Different Types of Machines.

SKIDS UNFAIR TO WHEELS.

Accuracy in Landing and Speed Points Where It is Claimed Competition is Unfair.

Radical changes in the rules pertaining to aviation meets in this country will in all probability be recommended by the contest committee of the Harvard-Boston Aero Meet at their first meeting after the close of the present tournament. The exact nature of the changes will not be known until the committee has met and considered various seeming inconsistencies in the present rules and the protests of some of the aviators in regard thereto.

Two of the chief sources of criticism at Atlantic during the past nine days have related to the matters of accuracy in landing and the inclusion of all types of air craft in the speed tests. It was noted by the spectators that when Brookins made his world's accuracy record on Saturday by stopping within 12 feet 1 inch of the little white flag marking the centre of the 100-foot circle his machine was prevented from obeying its natural impulse to rush out of the circle by the fact that it was equipped with heavy skids instead of wheels. Other machines equipped with wheels, making almost equally accurate dips into the circle, were carried rapidly across it, and in most cases out of it entirely, by their momentum.

In the matter of the speed contests the idea of separate classes for the monoplane, biplane and triplane is advocated by the operators and makers of the American speed machines, which in this meet at least have shown themselves so far inferior to the Bier of monoplane in speed as to have resulted in their being withheld from any attempt to better White's time at the Boston light flight.

No aerial navigator who was interviewed on the subject yesterday but who feared could see any necessity for any change in the rules affecting the particular branch of the sport in which his machine was excelling, but, with the exception of Wilbur Wright, all expressed grievances about other features of the Boston light flight.

Chairman Charles F. Glidden of the contest committee said: "At the close of this meet we will doubtless consider changes in the rules which have governed us in the light of our experiences here. This is our first try of such a tournament, but we feel that we have a great set of rules, and that we will doubtless serve as a basis for such new rules as may be deemed necessary. It would seem to me likely that some system of handicapping will be invoked in the speed tests on some such basis as weight, horse

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power and type of machine. It might be necessary to have monoplane and biplane in separate classes. The type of accuracy tests with skid and wheel machines will have to be considered, too.

White Surprises Curtiss.

Glen H. Curtis, America's leading aerial racer, who, as the Herald announced yesterday morning, is out of the race to Boston Light because of the inability of his engine to generate a speed anything like that made by the Gnome of White's Bleriot, said:

"I have no complaint to make of the rules so far as they affect me, but it is certain that White has a little shade on us with his monoplane in the speeding. Of course, I did not know that he intended to bring a Bleriot to this country. We all assumed that he would bring only the biplane, and with this in mind, the harbor trip, I have tried in every way to get my new engine up to its promise, but at the best it gives me only about 100 revolutions more than the old one. That is not enough to beat the monoplane.

"In the matter of the rules relating to accuracy, of course, there is only one machine made with skids and in such a contest it had a great advantage over the wheel machines. Not only are the skids valuable in stopping it almost where it drops, but the slower speed possible in these machines makes it possible to stop them in a much shorter space than mine, for instance. I will have been traveling six miles an hour when I make my drop and I have to strike the ground with much of the momentum coming from that speed. If the skid machine may not be going half that speed and so alights with much less momentum. But, then, that machine does not go out for speed and I do, so, of course, their advantage is offset in another direction.

"I think it will come to having separate classes for monoplanes and biplanes in speed events.

Wilbur Wright, dean of American airship men, who, at the close of yesterday's program, was well to be heard in the aggregate of points won by his machines for duration, altitude and accuracy, is well content with the rules, inasmuch as one of his machines made the world's record for accuracy and none of them sought the racing honors. He said:

"I see no necessity for a change in the rules. The different machines have been built for different purposes, some for speed, others for durability and accuracy. It is not necessary for a man to enter his machine in a department of the sport for which it was not intended. If a man goes out for accuracy, naturally he builds his machine for accuracy. My machine, among other things, lacks accuracy, and is built accordingly. Another man goes out for speed and naturally he builds for speed. It has his own field and does not need to complain if his machine does not conform to the requirements for accuracy in alighting.

"In the matter of different classes for biplanes and monoplanes, I cannot see the necessity for such a change in the racing events. Biplanes can be built as speedy as monoplanes, and if so, should compete with them.

Claude Grahame-White, while climbing into his great coat after his return from his second aerial rush to Boston light and return, was vigorous but courteous in his criticism of some features of the rules governing the meet.

"Nowhere in England or at any of the European meets in which I have competed has a machine with skids been permitted to compete in such an event as the accuracy test. The circle within which the machines are required to land in this contest represents an island. Only a machine which can land on such an island and arise therefrom by itself can rightly be con-

sidered an aeroplane. A machine which drops on skids cannot arise from the ground by itself, and would be useless in such a contingency as a slight rise on an island 100 feet in circumference.

"A rail or track was used to raise this machine originally, and the machine cannot carry the rail with it. Hence its mere ability to stay where it drops ends its utility as an aeroplane for the time being. Such a machine is not properly an aeroplane, for the aeroplane must not only land with accuracy, but be able to make its getaway from its place of landing, wherever that may be.

Wants Aggregate of Points.

"Another change in the rules should permit the scoring of the aggregate of the points made by the aviator in all his performances. Such a rule obtains in the continental countries. For instance, I think it may be said that I have been in the air more than any aviator here, and that I have taken part in a greater variety of forms of the sport. Yet I gain nothing in any way of an aggregate of points for getaway, duration, speed, altitude, distance and accuracy for so doing. I am credited each day with the particular number of points achieved by me in the particular events for which I enter, and get nothing in the shape of an aggregate score including points for every thing I do. I am constantly forgetting my work in all these branches is entitled to recognize by the scoring of an aggregate of all my points for the week. Some of my opponents go out daily for single features, such as duration and altitude, and make a great total for the day than I do in those events. Yet my aggregate of points for all branches during the entire meet would be greater than that of any competitor.

"Is it not clear that the consistency of my work in all these branches is entitled to recognize by the scoring of an aggregate of all my points for the week? Some of my opponents go out daily for single features, such as duration and altitude, and make a great total for the day than I do in those events. Yet my aggregate of points for all branches during the entire meet would be greater than that of any competitor.

"In the matter of separate classes for the various types in the speed events, I do not think it necessary. Curtiss will tell you that the biplane is the speediest machine made. I say the monoplane is the fastest, and Roe will say that the triplane is speedier than either of them. If each man believes in his views, then the three types should compete together to determine their relative racing qualities.

Sydney McDonald, manager and backer of Grahame-White, said:

"My suggestion is that the men should all be put on the same basis in the matter of competition. The papers herald the braking of a world's record in accuracy by Brookins, yet he landed with skids near the centre of the circle. Alighting with wheels, we made a mark of, I think, 33 feet.

"The skid machine couldn't move after it alighted, and the wheel machine couldn't help move. Brookins could not have left the ground without a track. We can rise on any point where we make a landing. We believe that a fair competition would require a man to land with the equipment he requires to rise with. A landing from which a rise cannot be made should not count for accuracy.

"Then, again, Curtiss lands with a brake and we have no brake. Such a competition, to be fair, should be limited to all skid machines, or all wheel machines with brakes, or all wheel machines without brakes. To include skid machines and wheel machines in this event is manifestly unfair.

Charles F. Willard said:

"I should like to see separate classes for monoplanes and biplanes in the speed events. The matter of accuracy is difficult, and I have nothing to say about it."

FICKEL TELLS OF SHOOTING.

Says Aero Could Work Havoc in War by Firing Shells.

Further tribute to the utility of the aeroplane in war was paid by Lieut. J. E. Fickel, U. S. A., after his sharpshooting experiments with the army rifle and service revolver while being carried at 30 miles an hour in Willard's Curtiss biplane.

"I agree with every one else who has studied the matter that the aeroplane has tremendous possibilities as an instrument of war," he said. "It was a little hard to get the range on the target first, but soon became quite simple. The most valuable use for the machine will doubtless be in scouting and similar activities. It can do havoc by firing explosive shells, and will doubtless be utilized for small arms fire. One could make a perfect map and excellent photographs while being carried over an enemy's position in such a machine."

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OFFICIAL RECORD OF AVIATION MEET

Summary of Points Yesterday.

	Speed.	Alt.	Dur.	Dist.	Bombs	
					Trial.	Score.
Grahame-White.....	0	1	1	1	2	2
Curtiss.....	3	0	0	0	0	7
Brookins.....	0	0	0	0	0	0
Johnstone.....	0	0	2	2	0	0
Willard.....	0	0	0	0	0	0

Summary of Points to Date.

	Speed.	Alt.	Dur.	Dist.	Bombs	
					Trial.	Score.
Grahame-White.....	15	7	9	8 1/2	28	75
Curtiss.....	11	0	0	0	19	27
Willard.....	8	0	0	0	13	15
Brookins.....	0	10	1	1	08	82
Johnstone.....	0	2	12	11	0	0

Standing of the Aviators.

	Speed.	Alt.	Dur.	Dist.	Bomb sv.	Total.
Grahame-White.....	15	7	9	8 1/2	28	42.5
Johnstone.....	0	2	12	11	0	25
Curtiss.....	11	0	0	5-10	142	12.02
Brookins.....	0	10	2	1	2.16	15.16
Willard.....	8	0	0	0	1	9

Best Records to Date.

Speed—Grahame-White (3 laps of the course, 5 1/4 miles), 6m. 1s.

Altitude—Brookins, 4732 ft.

Duration—Johnstone, 155m. 40s. (American record).

Distance—Johnstone, 97m. 456ft. (American record).

Three slow laps—Brookins, 13m. 48s.

Getaway—Grahame-White, 26ft. 11in.

Accuracy—Johnstone (on skids), 3ft. 4in. (world's record).

Accuracy—Grahame-White (on wheels), 33ft. 4in.

Bomb dropping—Best average to date, Brookins, 2.16.

Boston Globe course—Grahame-White, 33 miles, 34m. 1-5s.

Amateur Events Yesterday.

Four contests by Clifford B. Harmon.

Bomb throwing for Harvard cup—12 trials,

score 12.

Three slow laps, 7m. 47 4-5s.

Speed (3 laps of the course), 8m. 46 4-5s.

Duration, 8m. 46 4-5s.

Distance, 5 miles 1320 feet.

Duration on bomb throwing, 18m. 34 3-5s.

Grahame-White.

Distance, 19 laps, 6 pylons; 34 miles

4565 feet.

Duration, 76m. 58s.

Brookins.

Bomb throwing—37 trials; score 77 (bombs

thrown by Willbur Wright, who was carried

as a passenger).

Duration—44 minutes 45 seconds.

Duration—21 minutes 30 seconds.

Johnstone.

Distance—55 laps and 6 pylons; 97 miles

4696 feet.

Duration—185 minutes, 40 seconds (beats

American records by 1 hour 2 minutes 10

seconds (old record held by Clifford B. Har-

mon, 2 hours 3 minutes 30 seconds).

Accuracy—5 feet 4 inches (new world's rec-

ord—on skids).

Curtiss.

Speed—(three laps of the course) 7 minutes

42 5-5 seconds.

Distance—5 miles 1320 feet.

Duration—7 minutes 42 3-5s.

Bomb throwing—Two trials, score 2.

Willard.

Duration—10m. 34s.

Boston Globe course, 33 miles; duration,

34m. 1-5s.

First Trip

min. sec. min. sec.

Start, once around the

course, to Boston light

eastward..... 10 10 2-5 7 31 1-5

From Boston light west-

ward..... 1 30 1 05

Start (second time) time

Boston light (second

time) eastward..... 8 15 7 50

Boston light (second

time) westward..... 2 25 1 02

Finish..... 9 27 1-5 8 38

Totals..... 40 13-5 34 1-5

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THE DEVELOPMENT OF FLYING MACHINES.

THEIR COMMERCIAL VALUE.

Boston—As noted in the Boston News Bureau Saturday, many financial problems are opened up by the onrush in the development of the navigation of the air. The declaration that aviation shows no commercial use reminds one of the declaration of that Kentucky congressman who fought the first appropriation to establish the Morse telegraph because it had no commercial value and could do nothing. After the government began building the first line and private capital could not be interested on a commercial basis, the southern congressman was appealed to by his neighbors, who declared, "Now you see it; the poles and wires are going up."

"O, that is all very well," replied the congressman. "I have always admitted that the Morse electric telegraph might be so constructed and developed as to carry letters and small express packages, but I vow it will never carry a bale of cotton."

Many people fail to see that carrying coal is only a coarser means of light communication and that the essentially highest communication is the transference of light by intelligences. The telephone today is more important than the telegraph. Flash communication is the highest form of news and the one everywhere most valuable. The mail is more valuable than the express and both pay the highest rates in transportation.

The New York, New Haven & Hartford is the most valuable railroad in the United States because it deals with the smallest packages and thereby with the most diversified business.

The aeroplane is not being developed, as many people suppose, for war purposes, because logically it abolishes war. War is for the development of man; peace follows for the development of humanity. Peace, war and all development of life come by communication.

What may it not be worth in the future to get a communication quickly through where no wire or wireless system exists?

How many times in history have man and horse been powerless to convey a decree that would have saved life or changed the fates and the recorded facts?

What may not be the value in the future of the ability to send faster than by motor car or express train a document or stock certificate, a deed, a signature, a proof in evidence, bonds for collateral security, signed notes, endorsements, a witness, a notary with power of certification, a doctor, a surgeon or a captain of industry with the only brain that can quickly solve a knotted problem of great danger or value?

When the Northern Pacific panic was at its height certificates were rushed from Philadelphia to New York by express to meet contracts where shares were selling, for that day only, at \$1000, or nearly ten times their real value, and hundreds of millions of property were hanging in the Wall Street balances.

With a few hundred flying machines in operation between financial centers, corners in shares become well-nigh impossible.

The development in man's conquest of the air is breaking all speed records. We are now in the last quarter of the first century of railroad development, and dealing with the problem of rate regulation. We are 60 years in our telephone development, and more than 20 years of this was taken up with the problem of making a musical tone break forth into human speech. It

took some years after this to find the use of the telephone; and only one of 30 proposals survived, and that was the exchange system. It took 15 years to develop the glider into the flyer, the Wright brothers finally accomplishing it in their three years' work from 1900 to 1903. Seven years more and the season of 1910 is closing with the great Boston meet, the greatest ever held in the world. There has thus far been a week and a day of men flying in the air, with novice passengers male and female, and no person has received a scratch or jolt.

This is remarkable when one considers that the record a few months ago was 110 pioneer aviators with 48 of them dead. Who can say what the next seven years, or the last quarter of 30 years of development, may not produce?

Next Sunday begins the flight over the Alps. Paris offers \$50,000 annual prize for an aerial circuit of France, passing through the larger cities. She is organizing her military relay stations for 12 aeroplanes to cross the Sahara desert 1000 miles to Timbuctoo. This journey requires now four months. With proper relays a few days will do it. The French army has 45 machines, and has just ordered 30 more,—10 Bleriot's and 20 Farmans, seven of the latter to carry a pilot and two passengers. Twelve thousand dollars is offered the French builder who within 12 months will furnish a machine to carry a load of 600 pounds 200 miles at 40 miles an hour.

This is speed, and Boston and Paris are in it.

SOUTH STATION PASSENGER RECORD.

Boston—The largest day's business in the history of the South Station was that handled on Saturday on account of the Squantum Airship Meet. The number of people transported to and from Atlantic approximated 45,000. This was in addition to the 50,000 regular passengers that passed in and out of the station at the time the extra trains were being run. It required 49 additional collectors to take up the tickets, one to each car.

The management has issued a circular letter thanking the employees for the part each one played in the successful transportation of the great throng.

Wednesday Morning, September 14, 1910.

THE MAN-FLYING EXHIBITION.

WHENCE COME THE NECESSARY FINANCIAL GUARANTEES.

Boston—There have been many rumors of many subscribers, guarantors, stockholders, underwriters, etc., in the Harvard-Boston Aero Meet. The reports that have been heard in State Street have been absolutely erroneous.

There was some support given to the enterprise by a very few public spirited interests that advertised in the programme. The National Shawmut Bank and allied interests took space in the programme, together with a few enterprising business people. The New York, New Haven & Hartford Railroad Co. and the Boston Elevated Railway Co. contributed valuable facilities.

Aside from this, Adams D. Claffin and three of his personal friends, and no others, put up the entire \$50,000 to ensure Boston's great Aviation Meet. There are no stockholders, there was no other underwriting, and there were no other subscriptions and no other guarantors.

There was no assurance that these people would get their money back until Monday night when the gate receipts had totalled for the eight days out of the nine days' meet just about sufficient to cover all expenses and prize money, leaving the last day and the two extra days that have just been arranged for to fill the coffers of the Harvard Aeronautical Society.

What gratifies the subscribers, however, more than the prospect of the return of their money, is the fact that eight days of aviation with a probable aggregate of more than 24 hours of flying, have been accomplished in Boston Harbor without accident of any kind to the aviators or their passengers. A fully-equipped hospital, with seven doctors with nurses, was an early preparation for the meet. Its first visitor was C. J. Glidden to get an hour and a half's much needed sleep. The only other visitors were the sufferers from an accident due to a horse jumping a fence. Automobiles have caused no accidents on the grounds or the approaches thereto. Mrs. Adams D. Claffin is under the doctor's care at the Vendome recovering from an automobile accident on Commonwealth avenue last Sunday. These incidents but serve to emphasize the remarkable record for safety that has been made at Boston. Nothing approaching it has ever before been seen in aviation. A week and two days of men flying in the air, some flights of over 3000 and 5000 feet as well as some of the highest speeds ever attained, and nobody hurt.

The progress shown at Boston in man-flying should be contrasted with the record at the beginning when Orville Wright Dec. 17, 1903, made his first flight and covered 852 feet in 59 seconds. On the same date next year he was able to do 2.79 miles.

In 1905 the Wrights had made such progress that Orville Wright on Oct. 5, 1905, was able to cover 24 miles in 38 minutes. In the next three years there was a steady progress. Wilbur Wright closed the year 1908 with the then astounding record of 77.31 miles done in two hours, 20 minutes and 23 1-5 seconds. In the same month Wilbur had been able to fly to the height of 350 feet. December of last year Latham broke the record by going up 1700 feet. This was the record until this summer. This year altitudes attained are measured in thousands of feet, the time of flying by the hours, and only hundred mile distances are worthy of note.

There is a record of speed in development that is probably unmatched in man's conquest over the natural elements.

It is due to history and development of the art that the names of the subscribers who put up the \$50,000 for the Boston meet should be publicly recorded, although it is against their wishes that their names should be made public.

They were: Leonard D. Ahl, Raymond L. Whitman, Walter H. Seavey and Adams D. Claffin. Their shares were about equal except that Leonard D. Ahl made the largest contribution.

Boston

TRANSCRIPT, SATURDAY, SEPTEMBER 17, 1910

PROGRESS IN AERONAUTICS

REFLECTIONS ON THE SQUANTUM MEET

The Great Feature Was the Surprising Showing Made by the Wright Aeroplane, and the Two American Aviators, Johnstone and Brookins, in Comparison with Their Renowned English Rival, Grahame-White—Superiority of Johnstone Decisively Demonstrated—Cause of Curtiss's Failure to Make a Better Showing—A Discussion of the Different Events

IT is astonishing how quickly people have "caught on" in the aviation game. To one who travelled every day back and forth to the field at Squantum among the crowds which attended the flying, it was remarkable to note the advance in knowledge shown. On the first day, going out to the meet, there were but a small fraction who knew a balloon from an aeroplane, and those who were able to differentiate between the types of heavier-than-air machines were a minus quantity. On the way home from the meet on Thursday night, however, the writer heard nothing but Wrights, Farman's, Bleriot's, and Curtiss's, learnedly discussed, with a remarkable knowledge shown of the strong points of each. Such an education of the general public in less than two weeks is astonishing, and shows not only a close watch kept on the flying itself, but also a study of the newspapers which printed accounts of the flights.

The deep and general interest thus aroused should be a matter for rejoicing among those who are interested in the development of the flying machine. It is a proof, if proof be necessary, that the aeroplane has come to stay, and that many additional minds will be brought to bear on the solution of those difficulties which now prevent its general use. There have been few, indeed, who have for long held the idea that the flying machine would ever become practicable, but none of those beholding with their own eyes the remarkable performances at Squantum can longer doubt it.

There is a point in this connection which indicates more than anything else the growing reliability of the aeroplane. It has received but little attention, and deserves to be brought out. Not many are aware, possibly, that during six whole days of the meet, but one of the Wright biplanes was in commission. That is to say, after Johnstone came down from his duration and distance trials last week Brookins took the very same craft up in the altitude and duration contests. A week ago today, for instance, Johnstone was in the air a little more than two hours and three minutes. A short quar-

ter of an hour after he landed Brookins ascended in the same craft, and not only reached a height of more than a mile, but remained aloft for fifty-seven minutes. Both of these flights occurred after the craft had already made a trip with a passenger.

What the Wright aeroplane is capable of under more favorable conditions was shown last Monday when Johnstone had a machine all to himself. For more than three hours he circled the course, with the ease and regularity of a taxicab. It was on Monday, too, during this flight, that Johnstone showed the most brilliant bit of airmanship seen during the meet. With Grahame-White, who had been generally conceded to be the master-pilot among the aviators present, taking the air ahead of him, in an aeroplane of more than twice the power of the Wright, and admittedly a faster craft, Johnstone undertook to catch his rival. Skillfully banking on his corner, jockeying aloft into the wind, and sliding down before it, the American gradually cut down the quarter of a lap separating the two machines, finally passing the Englishman after an exciting race in front of the grandstand. It was a splendid performance, showing not only the superiority of the aviator, but that of the Wright aeroplane over the Farman under the conditions obtaining. Finally, after Grahame-White had been lapped a second time, he abandoned the contest and sought the upper currents in a climb for the altitude contest. As the English aviator is conceded to be among the best abroad, it will be seen that Johnstone is a man who will compare favorably with anyone now flying.

It must be admitted by all fair-minded observers at the meet that the aeroplane of the Wright brothers has shown itself supreme in all of those events it has entered. It is steadier in flight; is easier to handle; responds to its controls more quickly by far; can be kept in the air at less speed; and can be landed nearer to a designated spot than any other machine on the field at Squantum. And, finally, its greatest superiority is to be found in its efficiency, producing its results with less than half the power of any of its competitors.

Up to the time of the present meet, in the contests abroad, the Wright flyer has failed to show well in comparison with other types. This may be attributed largely to the fact that in Europe a large premium is set on speed, a quality for which the Wrights have not striven, seeking rather reliability. At Squantum, however, in all but the speed contests, reliability counted chief, owing to the system of scoring, which awarded points for the best performances on each day. Thus the Wright aeroplane was enabled to compete under fair conditions, and the result may be seen in the events in which it captured first place, those for duration, distance, slow lap, altitude, and accuracy.

The most striking commentary upon the reliability of the Wright type, however, is only brought out when we consider the totals made by Johnstone. Using the same machine throughout he was in the air for nearly thirteen hours, during the meet proper, which closed Tuesday night, and travelled a distance of 344.75 miles. In all, he made but ten flights, or an average of more than an hour in time, and of more than thirty-four miles in distance, for each. Furthermore, he was not forced to descend once, and could undoubtedly have flown further than he did in every case.

THE WORK OF GRAHAME-WHITE

Johnstone's nearest competitor was Grahame-White, with a total distance of 215 miles, and a total time in the air of about ten hours. The Englishman, however, made many more flights, and his average was consequently not so high. But it must be said in all fairness that Grahame-White, like Johnstone, was at all times master of his craft, and was not compelled to alight. No one can deny that he was the most spectacular figure at Squantum, particularly during the

early part of the meet. It must also be admitted, however, that his work was largely for the benefit of the crowd, a fact which the committee in charge was quick to realize. Furthermore he was equipped with two machines, the Bleriot and the Farman. As the former has shown itself to be the fastest of all air craft he really had no competition in those events which made speed the chief requirement. The speed contest and the Boston Light flight were his for the asking.

But granting his willingness to please the spectators, which really does not concern his ability as an aviator, it cannot be said that he demonstrated his superiority over Johnstone as an air pilot. The latter's control over his craft was well-nigh perfect, while Grahame-White had one bad score against his record when his Farman came to grief on landing a week ago Friday. But a real comparison of the two could only be made by seeing the two in the same machine. Brookins, as a climber was certainly superior to the Englishman, reaching an altitude 1300 feet greater than the latter in his best attempt, in spite of the fact that the Bleriot in which Grahame-White reached his greatest height holds the world record, made 6600, 7050, 8475 and 8792 feet respectively by Drexel, Morane, Morane, and Chavez. The latter, who holds the present title, used a craft almost identical to Grahame-White's, each being provided with the 50 horse-power Gnome motor. Hence his failure to beat Brookins's mark was not because his machine was unequal to the task. Curtiss's misfortunes make it impossible to compare his ability with that of the British flyer. When we bring the matter right down to a basis of actual performance, therefore, it will be seen that Grahame-White was beaten by two American aviators, Brookins and Johnstone.

Boston Transcript September 17, 1910

CURTIS AND HIS DIFFICULTIES

The failure of Glenn H. Curtiss, who may lay claim to the title of one of the best of American flyers, to make a better showing deserves an explanation. When Mr. Curtiss entered for the meet he supposed that the Englishman would bring with him the Farman biplane only, and laid his plans with this in mind. The new machine which Curtiss brought with him was designed with the idea of competing with the Farman, which it can beat easily. But the presence of the racing Biérot put another face on the matter, and having been caught unprepared Mr. Curtiss was, of course, outclassed. His praiseworthy efforts to uphold the prestige of this country by installing a more powerful motor as a last resort unfortunately proved unavailing, owing to the fact that the new engine was not sufficiently worked out and failed to respond satisfactorily. But it should not be considered offhand that because Mr. Curtiss was caught napping at the Squantum meet that the same will be true during the international meet next month. There he will again encounter the Biérot in more skillful hands than those of Grahame-White, but he knows what he has to contend with and will act accordingly. The new French monoplane will be hard to beat, but at any rate they will not carry away the Gordon Bennett Cup without realizing that they have had to fight it.

Mr. Curtiss's experiments in attempting to speed up his craft not only kept him out as a factor in the speed contests, including the Boston Light flight, but handicapped him in other events in which he might have made a better showing, such as duration, distance and bomb throwing. As far as accuracy and slow flying go the Curtiss cannot, of course, compete with the Wright craft. The high power of the former in relation to its much smaller supporting surface make a much higher speed necessary to keep it in the air, and the same factor, the high rate at which it travels, makes it impossible to stop in as short a distance without danger of injuring the machine.

A DISCUSSION OF THE EVENTS

The system of scoring which was adopted was in many respects superior to that of any previous meet, either in America or abroad. The awarding of points for the best performances daily insured flights whenever possible, at least until the competitions were decided. One criticism which might be made, however, is that there was no premium put on efforts of especial merit, with the exception of the \$1000 addition to the speed, distance, endurance and altitude prizes for a new world's record in each. The sum so offered was too small to call forth the extraordinary effort necessary for the creation of a new world's mark, but had a like sum been put up for the best performance in each event at the meet, it would have been well worth seeking.

Another improvement which will doubtless have to be made in the near future is the method of arranging speed contests. Both the speed contest and the Globe prize of \$10,000 were so easy for the Biérot of Grahame-White that there was no competition; in fact, the English aviator was the only one who even attempted the Boston Light flight. It would have been much more interesting could handicaps have been arranged which would have given each craft a chance. Of course aeroplaning is in its infancy, but it would seem per-

ficially feasible to fix upon some system similar to that in yacht racing, basing the handicap on the spread of supporting surface in relation to the power of the motor. In the case of the Light flight this would have put the contestants on fairly equal terms, with the Biérot at scratch, a small handicap to the Curtiss, a larger one to Willard, and the greatest of all to the Wright aeroplane. The proportions of the craft mentioned are: Biérot, 180 square feet, supporting surface to 50 horse-power motor; Curtiss, 250 square feet, to 50 horse-power; Willard, 400 square feet, to 50 horse-power; Wright, 525 square feet, to 30 horse-power.

If speed competitions are to continue to hold popular interest, there must be something of this nature devised in order to equalize the contestants. The details, however, will require considerable attention. The bomb dropping contest during the meet proper, so far as any importance it might have had is concerned, was a fiasco, and a part of the prize of \$5000, which was very large, might well have been devoted to some other purpose. In the first place the flying men were so close to the ground as to render valueless any result accomplished. And the trials on Thursday from an elevation of 1500 feet were unsatisfactory because of the difficulty in locating the spots where the missiles struck. The best shot made, so far as was ascertained, was by Johnstone and struck 150 feet from the dummy battleship which served as a target. But six trials, however, were made by each aviator, the other being Grahame-White, so that the tests can by no means be regarded as conclusive.

In comparison with the great meets to hold it high place, wild statements to the contrary notwithstanding. But five professional aviators and one amateur, Clifford B. Harmon, made any sort of showing, whereas many foreign contests, such as those at Lanark, Nice, Bourne-mouth, and particularly the great event at Rheims, had more. The magnitude of the latter may be gauged from the fact that on the opening day seventeen machines were in the air at the same time, to say nothing of the setting of world's record after world's record in speed, distance and endurance. Olesiazers alone, winner of the last two named contests covered a total distance of 1049 miles during the ten days of the meet, more than was made by all the flyers at Atlantic combined. In the light of these well known facts it is unfortunate that certain officials connected with the meet should put forward such extraordinary claims for it as being "the greatest meeting of this kind ever held in this country or Europe."

The unfortunate part of the matter lies in the fact that people who really know, reading such talk will not give the Squantum affair the weight it deserves. Considering the comparatively small headway which aviation has attained in this country, and the consequently small number of aviators who took part, the performances here were very creditable indeed, while the financial results were so gratifying as to insure further meetings in the future. As an indication of what is to come therefore, as an education to the people of New England, and as an awakening of all who saw the flights to a realization of the actuality of obtaining an abiding place in the annals of American aviation.

MOISSANT AND DREXEL COMING

The appearance of J. Armstrong Drexel and John B. Moissant at the international aviation tournament at Belmont Park, Oct. 22 to 30, was made certain this week when J. C. McCoy, chairman of the aviation committee, called to Cortlandt Field committee, established to Cortlandt Field committee in Paris that their applications as entrants were satisfactory, and to close contracts with them at once. Mr. Drexel and Mr. Moissant are two of America's foremost aviators, and have made international reputations by their flights in Europe in the last few months. They will enter the elimination trials for the selection of the American trophy defending team, and also will take part in the general events of the tournament. Both fly Biérot monoplanes.

Each day as preparations go forward for the tournament it becomes more apparent that one of the interesting features will be the fight for supremacy between the big monoplane concerns of France. The European manufacturers appreciate that, despite the patent infringement controversy, America is soon to be a profitable market for flying machines, and each of the leading builders of Europe is eager to make use of the international meeting as an opportunity for exploiting his type of machine. Louis Biérot probably will come to the tournament, not to compete for prizes, but to look after the business interests of his concern, and the Antoinette monoplane concern will be represented by Hubert Latham, a member of the French international team. Several of the newer types of monoplanes, such as the three of the Vendôme, and the Etrich, also will be here to look for the favor of American purchasers.

Concerning the chances of American aviators for holding the International Trophy this year and winning this share of the \$50,000 against the big machines from the other side, C. J. Wood, a member of the Aero Club of America, recently back from abroad, said he was far more optimistic than many persons whom he had heard talking about the Boston meetings. "We have the aviators," he said, "but have we the machines? That is the only question. Curtiss, the Wrights, and some of their men, and Hamilton are equal to any of the aviators of Europe. Give them high-power machines and they will equal anything done over there. Grahame-White is a good aviator, but his success in flight has not been due to exceptional ability, but to his monoplane and his motor. It would not surprise me at all to see an American biplane win the International Trophy. I mean, of course, a biplane built for speed, and having a powerful motor. Neither of the brothers would surprise the world at Rheims last year, and an American machine is likely to surprise the world at Belmont Park this year."

SUIT OVER AN AEROPLANE COLLISION

For the first time in the history of aviation a lawsuit has been brought because of a collision between two aeroplanes. The accident occurred at Weiner Neustadt, Austria, while the Archduke Leopold Salvator, who is himself quite an airman, was a passenger in a machine that was being piloted by the aviator, August Warachalowsky. During the flight another aeroplane that was being piloted by Carl Warachalowsky, a brother of August, collided with the one in which the archduke was a passenger and Carl Warachalowsky had a leg broken. Neither of the brothers would accept the responsibility for the collision and the lawsuit followed.

AVIATORS ARE AT ODDS

Recent Meet at Squantum Was Unprofitable

Not Enough Money Left to Pay the Guarantors

Harvard Society May Lose the Field

Movement to Induce Graduates to Come to Rescue

There is a marked lack of harmony in local aviation circles; more specifically, the promoters of the recent Harvard-Boston meet are at odds, and money is at the root of the trouble. Just now there is a sort of truce between the Harvard Aeronautical Society and the men who put up the money to make the meet possible, with the Aero Club of New England as a more or less interested third party. The truce is likely to end in a few days when Adams D. Claflin, manager of the meet presents his report. At present it looks very much as if the Harvard Society, which originated the meet, secured the aviators and otherwise at the beginning made possible the affair, would come out of the small end of the horn; it may even lose the lease to the grounds and the triplane which it bought of aviator Roe, and which is now nearly rebuilt at the aviation field.

Members of the Harvard Aeronautical Society are not at all backward in making allegations that an attempt is being made to push their society aside and out of the field literally and figuratively; they claim that the guarantors, seeing the great possibilities of the future in aviation meets, realizing the value of the field at Atlantic and desiring to get everything into their own hands for the national meet which can be brought here next year, are trying to form a combination with the Aero Club of New England to run the meet next year.

The guarantors, on the other hand, assert that no such condition of affairs exists. They took up the aviation meet when it was a more or less doubtful proposition, put in their money on the chance of a possible return on the investment. They supplied the money as it was wanted for everything, the Harvard Society having no funds, and all they insisted upon was that a man satisfactory to them should be manager. The meet was held and the receipts, after the expenses are all paid, will not be sufficient to make the guarantors whole, to say nothing of giving them a dividend. This being the case, they feel that it is only right and businesslike that the Harvard Society should indemnify them to the best of its ability, and its only assets apparently are the aviation field lease and the Roe triplane.

To James V. Martin, manager of the Harvard Aeronautical Society, and sponsor for the Harvard I, the "ground hog," belongs much of the credit for the Harvard-Boston meet. The scheme originated with him a long time ago and through his persistent efforts was developed until from a seeming chimera, it came within the bounds of possibility. Mr. Martin and those associated with him secured the indorsement of President Lovell and the offer of Soldiers Field; they also secured the agreements of practically all of the aviators who attended, discovered the aviation field at Squantum that was afterwards leased from the New York, New Haven & Hartford Railroad at \$1 per year.

When it became clear that the Harvard-Boston meet was to be the biggest thing of its kind yet held in the country, and that a considerable sum of money would be needed for the preliminary expenses such as the permanent improvements on the field, the Harvard Society obtained the assistance of several Boston men who, it is said, agreed to put up money to back the meet and provided \$50,000 at once. If the meet was successful they were to receive their money and a substantial dividend. The men who put up the money naturally wanted to be well represented in the management and Mr. Claflin was appointed manager.

The meet was held, and although there was some conflict of authority at the beginning, the management was generally satisfactory. There were enormous crowds almost every day, and everybody expected that a very large sum of money had been realized, that the guarantee and all the debts would be paid, that the Harvard Society would come out of it with a first-class improved aviation field of international renown, a sufficient sum to carry on experiments and upon which to plan next year's meet and a real aeroplane. It might even be in a position to make the Harvard I leave the ground.

Then came the dénouement. It was noised about that the size of the crowds was over-estimated; that the box office receipts did not back up the reports of attendance, and, in fine, that there was not enough money to pay the guarantors, to say nothing of a profit. It was also reported that the people who had been most active in running the meet would receive little or nothing for their time, and that the Harvard Society would be in debt to the guarantors, and could only discharge this debt by giving up the lease to the field and selling the Roe triplane.

The Harvard men at once fancied a scheme to freeze them out, and they put up a strong remonstrance. The Harvard Society is fairly sure of getting the national meet at Squantum next year, and it does not propose to be frozen out of the large profits, to say nothing of the honor, that are sure to accrue from that. No meet can be run without a sanction from a recognized society, but it has been reported that the Aero Club of New England would get the sanction, if the Harvard Society were removed from the field.

The guarantors have not said much, they have merely told the members of the Harvard Society to exercise a little patience until manager Claflin has time to make his report, which will be in a few days. That report will be audited by a Harvard man of recognized financial and academic standing, and then the members of the Harvard society will be satisfied that the guarantors are not trying to work any freeze-out scheme, but are simply trying to make themselves whole. They assert, it is said, that there has been no negotiation with the Aero Club of New England looking toward a sanction for the 1911 meet, and that they are perfectly willing to agree to any settlement whereby they will not lose the money they put into the recent meet.

Meantime another plan is taking form, which if carried out, will make it possible to satisfy the guarantors and keep the Harvard Society in the position as the leading aviation organization in this part of the country. This scheme is, in brief, to organize a permanent society or corporation, with Harvard graduates of recognized standing in the business world, including perhaps some of the guarantors, at its head. The Harvard Aeronautical Society, as an undergraduate body, would be well represented in such a society and would be aided in its experimental work. The Aero Club of New England would also be invited to cooperate in the plan and thus aeronautical interests in this vicinity would be united. The actual financial management of any future meets would be

in the hands of the new organization. Such a plan would be in line with the accepted method of running Harvard athletics. In all forms of sport the contests are in the hands of undergraduate managers, but the business end is handled by a graduate manager.

If such a society were formed the guarantors of the recent meet would be satisfied either by direct payment or by an interest in the conduct of future meets, the society would have the grounds which would remain in the name of Harvard, and yet there would be a substantial business interest behind the whole thing. It is reported that a number of prominent Harvard graduates who have been approached in this connection have assented to the plan and have expressed willingness to join in straightening out the present tangle so that the Harvard society and the guarantors shall both be fully satisfied, and there will be a permanent Harvard organization to handle future aviation meets at the field in Squantum.

GRAHAME-WHITE GIVES HIS PRIZES

Gets \$22,100 for His Aviation
Feats at Banquet of
Algonquin Club.

Congratulations of the state, city, officials of the Harvard-Boston aero meet and of private citizens were added to the \$22,100 in prizes which Claude Grahame-White received at the banquet in the Algonquin Club last night.

About 40 attended, most of them officials of the Harvard Aeronautical Society or members of the committee in charge of the meet. Gov. Draper, Councilman Ballantyne, Gen. Charles H. Taylor, donor of the \$10,000 prize for the Boston light flight; Adams D. Clavin and Charles J. Glidden spoke.

One of the events of the evening was the arrival of A. V. Roe, who the preceding day, in an attempt to avoid breaking faith with the management of the meet, started out in his triplane, and was dashed 50 feet to the ground. That the meet, by bringing to New England the star aviators of America and England and encouraging the development of interest in this new branch of the world's progress, had both aided the science of aeronautics and added to the prosperity of Massachusetts and Boston, was a prevailing sentiment in the speeches, in all of which unstinted praise to the skill and daring of Claude Grahame-White was given.

Draper Expresses Pleasure.

Gov. Draper expressed his personal pleasure which the feats of aviation had aroused, and spoke of the benefits which had come to the city and state from the two weeks' series of flights. Councilman Ballantyne, for the city, gave commendation to the men who had conceived the idea of the airship gathering and carried it through to success.

Gen. Taylor declared that he had been led to offer the \$10,000 prize by a hope of stimulating a contest of the air by inventors in New England, where as long ago as the early days of Salem, people were reputed to have solved aerial navigation on broomsticks. He praised the ingenuity of New England inventors, and was sanguine of their success in the line of aerial development.

At the end of his address, Grahame-White was presented first with a loving cup and then with the \$10,000 prize for his flights to Boston Light.

Adams D. Clavin, after expressing the pleasure of the Harvard Aeronautical Society over the successful outcome of the meet, presided at the conferring of the various prizes won by the English aviator in the other contests.

The events, which netted prizes for Grahame-White and the money he received for his showing in each were: Bomb-dropping, \$500; speed, \$300; altitude, \$200; duration, \$100; distance, \$100; getaway, \$100; total, \$12,100.

Charles J. Glidden spoke in glowing terms of the successful nature of the meet and painted the benefits which would be derived from the great gathering at Atlantic.

Aviators Fold Tents.

Yesterday was dismantling day at the Harvard aviation field at Atlantic. The long tiers of bleachers which held applauding thousands while the first aerial tournament of New England was in progress the past two weeks, looked dreary when dawn broke.

Mechanicians aided by squads of laborers were busy in the canvas hangars preparing the craft of the air for shipment.

Glenn H. Curtiss, the American champion, who won the international cup at Rheims a year ago last August, has been given a position on the United States team of flyers, without being required to qualify in the elimination events, which will shortly be run off for the purpose of selecting the most capable representative trio to defend Old Glory.

Wilbur Wright and Ralph Johnstone, one of his two jockeys, will prepare for the international meet to be held at Belmont Park, N. Y., in October. Walter Brookins, the other Wright pupil, went to Dayton O., Thursday, to visit the Wright factory and attend to arrangements which the Wrights are reported to be making concerning radical innovations in the line of speed.

SQUANTUM MEET A LOSS.

Boiler - Herald.
Harvard Aeronautical Society Loses

\$21,894.38 on Flights.

Oct. 5 - 1910.

The fact that the recent aviation meet at Squantum was a financial failure, together with much interesting data regarding the project, was first publicly announced last night at the first meeting of the college year of the Harvard Aeronautical Society at Pierce Hall, Harvard. The surplus over the actual operating expenses was \$3,230.33, but the society spent more than \$30,000 in permanent improvements and fixtures, leaving a deficit for this year of \$21,894.38. To guarantee the future security of the financial organization of the society, President A. L. Rotch, who presided, recommended the incorporation of a board of directors, who should constitute the controlling committee of the society. A. D. Claflin, manager of the recent meet, submitted the following report:

INCOME

Receipts from sale of tickets.....	\$121,702.00
Receipts from other sources.....	8,584.17
Total income.....	\$128,287.17

DISBURSEMENTS.

Bonuses paid to aviators.....	\$40,466.53
Prizes for competitors.....	24,409.53
Operating expenses of meet.....	55,170.31
Total operating disbursements.....	\$120,036.54
Surplus over operating expenses.....	\$3,230.33

ASSETS.

Permanent improvement and fixtures.....	\$30,124.71
Deficit after paying for permanent improvements.....	\$21,894.38

Mr. Claflin assigned the small gate receipts to inadequate equipment due to hasty preparations. The meet was the first of its kind in the country, as all other aeroplane spectacles have been only exhibits. There were 48 hours of actual flying during the meet, over 1000 miles being covered.

J. V. Martin, manager of the Harvard society, who spoke next, complimented the managers of the meet upon their effective service. The meet was conducted without an accident of any kind, either to aviators or spectators.

C. A. Grahame-White, England's official representative to the international aviation meet, has accepted an invitation of the Harvard Society to make an address in the Union Society to make an address in the Union Society next week. The members of the society have arranged for an informal reception to Mr. White after the reception.

Application blanks for the United States aeronautical reserve were distributed last evening. The idea of having a reserve was conceived by John Barry Ryan. It is planned to establish co-operation between the aerial and navy forces.

~ Boston Transcript, Oct. 25, 1910 ~

PENHALLOW — At sea, Oct. 20, David P. Penhallow, Professor at McGill University, Montreal, 56 years of age.

Boston Transcript

324 WASHINGTON STREET, BOSTON, MASS.

(Entered at the Post Office, Boston, Mass., as
Second Class Mail Matter)

TUESDAY, OCTOBER 25, 1910

WAS IN JAPAN 25 YEARS

Professor David P. Penhallow, Who Died at Sea, Was Father of Dr. Dunlap P. Penhallow of Boston

Professor David P. Penhallow, father of Dr. Dunlap P. Penhallow of Boston, died at sea a few days ago, while he and his wife were bound for Europe on one of the Allan line steamers sailing from Montreal.

Professor Penhallow was born at Portsmouth, N. H., and was a graduate of the Amherst Agricultural College. For a time he resided in Cambridge, subsequently going to Japan, where he was connected with one of the agricultural colleges of that Oriental country. Returning about twenty-five years ago he associated himself with McGill University, Montreal, as professor of botany and had been there ever since.

His wife, who survives him with the son, was formerly Miss Sarah Dunlap of Amherst.

THE LIVERPOOL DAILY POST AND MERCURY.

SATURDAY, OCTOBER 29, 1910.

FUNERALS.

PROFESSOR PENHALLOW.

The remains of Dr. David Pearce Penhallow, professor of botany at McGill University, Montreal, who died on board the Canadian Pacific liner Lake Manitoba while on his way to England in the hope of recovering his health, were cremated yesterday at Anfield, and the ashes will subsequently be taken to Montreal for interment. On arrival of the Lake Manitoba at Liverpool, the body was removed to M'Dougall's private mortuary, where it remained until yesterday. The mourners present were the widow, Professors M'Bride and Cox (late of McGill University, and colleagues of the deceased), Mr. A. Peers (manager of the Canadian Pacific Railway Company, and representing Lord Strathcona as Chancellor of McGill University), and Mrs. Nicholson and Mrs. Rutherford (representing their husbands, who were fellow-professors of the deceased at McGill University).

Wreaths were sent by Lord and Lady Strathcona, Mr. and Mrs. George M'Laren Brown (formerly of Montreal), Mr. F. W. Forster (agent) and staff of the Canadian Pacific Railway Company, and H. and E. Bevey (of London).

The arrangements were carried out by R. M'Dougall and Co., Limited, Renshaw-street.

Poem written by F. W. Garrison at Shelburne, N.H.
 October, 1910 at Philbrook Farm. It was suggested
 by his ~~meeting~~ in the woods a man who said
 to him, "Are you down to Gus's Farm?"

Have you ever been to stay
 Down to Gus's Farm?
 I was there the other day
 And I tell you, warm,
 Beside it any other place
 Is like a two spot to an ace.

Bless my soul! What air there be
 Down to Gus's Farm!
 Makes one eat enough for three
 'thout a single meal;
 And the grub's that good, the fix
 Is not to eat enough for six.

Everythin's so clean and smart,
 Down to Gus's Farm;
 Tired folks must need take heart
 Just to feel the calm.
 It aint so much the thing they do
 As the kindness shining through.

There's an influence about,
 Down to Gus's Farm,
 Hard at first to figure out,
 Sort of subtle charm;
 But once you've watched Miss Fannie's face
 You needn't look no other place.

(2) Underneath the forest trees,
Down to Gus's Farm,
Let us hear the murmuring breeze
And breathe its healing balm;
I'm contented once I be
Back to Gus's, — That suits me.

1910
Dec. 2

New England Botanical Club
3 Joy St., Boston, Mass.

Remembr. made by me on my election for
the 3^d time to the Presidency —

Gentlemen:— I wish to thank you most heartily for your continued favors and to assure you that it shall be my endeavor to make the coming year a marked success in the history of the Club. To the worthy officers on either side of me, upon whom falls the brunt of the work, I cannot sufficiently express my obligations, while the harmony that exists among the various officers, members of the Council, and of the Standing Committees, and all the members, both resident and non-resident, is one of the guarantees of the successful working of an institution such as ours. To all I tender my grateful thanks. Under such conditions all work is a joy.

Five years ago we celebrated with appropriate ceremonies our 10th Anniversary. This evening we have completed our 3^d quinquennial. Fifteen years have slipped by since we met at the residence of Dr. Wm. G. Farlow, who is happily with us tonight, and founded the New England Botanical Club. I think we can all justly feel assured of the success of the undertaking, and I hope and believe that the coming year will prove a bright one for us all.

THE CAMBRIDGE TRIBUNE

SATURDAY, DECEMBER 17, 1910.

Important Sale on Garden Street.

An important sale of real estate has been made by the president and fellows of Harvard College in Cambridge. A lot of land, containing about 12,000 square feet and situated on the corner of Garden and Madison streets, has been conveyed to Allan W. Cox, of the firm of Putnam & Cox, architects. This land is in the same block with the Harvard Observatory grounds and is situated in the best residential section of Cambridge.

In connection with this sale the college has sold to Mr. Cox the handsome old mansion known as the Asa Gray House, now situated on the grounds of the Botanical Gardens of Harvard College, for many years the residence of Asa Gray, the famous botanist.

The college proposes to make some addition to the present Herbarium, which involved the removing of this handsome old house. Mr. Cox is to remove the house and place it upon the land purchased, making improvements and an addition, and occupy it as his residence. The house is one of the best examples of Colonial architecture in Cambridge.

The brokers were Benjamin P. Ellis, 16 State street, Boston, and Robert J. Melledge, Harvard square.

If signed and returned to us this card and \$1.00 will entitle

Mrs. Walter Deane

TO A TRIAL CASE, delivery charges prepaid, of two
dozen bottles of

Nobscot Ginger Ale

Only pure extract of ginger and fruit juices used

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