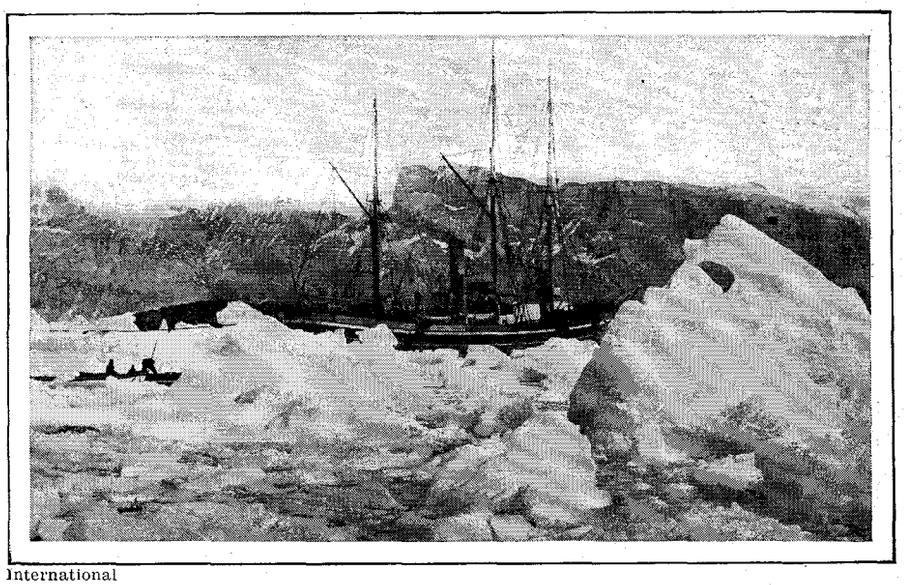


International

The supply steamer Gertrud Rask, carrying supplies for the United States world fliers, caught in the ice. The vessel finally escaped and fulfilled her mission

in Iceland and in Washington express confidence that the delay does not mean defeat.

The extreme difficulty, under present ice conditions, of landing after the flight from Reykjavik in Iceland on the eastern Greenland coast opposite seemed to increase rather than to diminish in the week ending August 19. The result was a decision to direct the flight to the southern extremity of Greenland, and the point chosen was at Fredericksdal, which is but a short way from Cape Farewell. This meant a flight of over 800 miles across the icy North Atlantic with no possibility of a stop except in the ocean, and with this in view it was even planned to attempt to make a stop on the water if emergency demanded and to refuel or repair from one of our patrol war-vessels.

An attempt to carry out the plan was made on August 18, but it failed because the planes of both Lieutenant Lowell H. Smith and Lieutenant Erik Nelson were injured when they tried to leave the water. The cause was the too heavy loading which followed the natural attempt to carry as much fuel as possible. The planes do not seem to have been injured beyond the power of the airmen's mechanics to repair on the spot, but some delay was made inevitable.

The picture printed of the Gertrud Rask, the aviators' supply ship, in the ice, printed in connection with this account, gives a vivid idea of the perils of Arctic flight.

An Italian Flier in Iceland

While our American world flight aviators have been held back in Iceland because of ice and fog conditions they have been overtaken by an Italian, Lieutenant Locatelli. His intention and ambition are not to circle the globe, which of course would now be practically impossible, but his general route from Italy to Iceland has been much the same as that of the Americans. He left Marina di Pisa, a bathing resort not far from Pisa, where the Arno reaches the sea, on July 25, and reached Reykjavik on August 17, bearing a letter to Lieutenant Lowell Smith from the American Air Attaché in Rome.

Locatelli used one of the planes that had been constructed for Amundsen's proposed transpolar flight, of which Locatelli was to have been a member. The project failed for lack of funds, but it is now understood that the Italian Government will finance the plan next summer, and Locatelli's flight to Iceland and thence to Quebec, and probably New York, is described as a sort of prospecting tour in the Arctic regions for next year's undertaking.

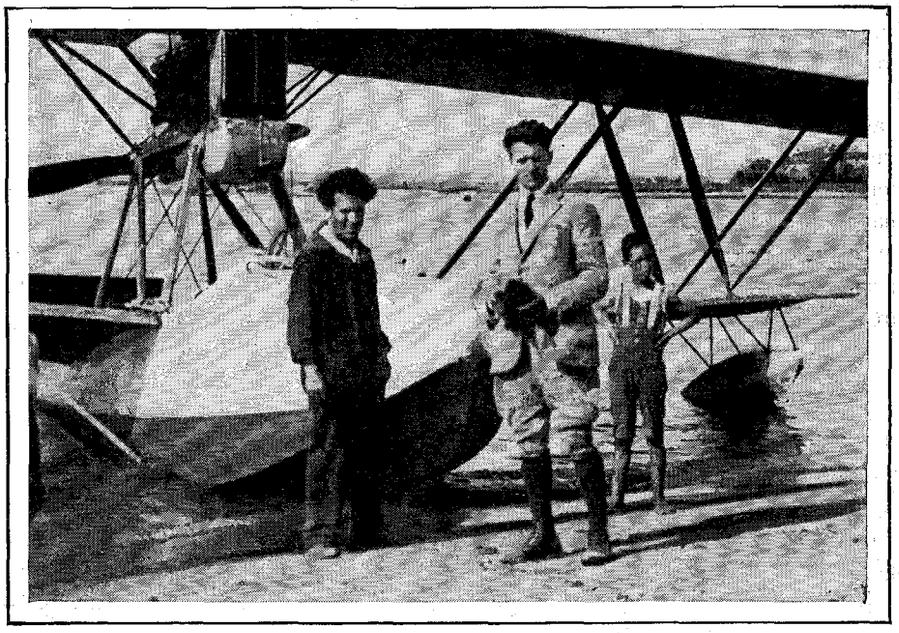
A correspondent of The Outlook in Italy saw the start of this flight, and writes to us of Lieutenant Locatelli that "he, who has been through all sorts of adventures, a most intrepid soldier and a gold medalist, and who accomplished the flight over the Andes not long ago, was not willing to abandon the idea entirely. Sufficient funds being raised, he has just departed on a northern flight, taking with him the crew originally intended for the great expedition. He is also a recently elected Deputy, and will take up his duties on his return."

The route taken by the Italian, as announced before his departure, was to the mouth of the Rhône, Lausanne, the Lake of Geneva, down the Rhine to Rotterdam, across to London, then to Hull, to the Orkney and Faroe Islands, over to Iceland, to several points in Greenland, to Canada through Labrador and up the St. Lawrence to Quebec, and thus on to New York.

Again the Superpower Plan

A number of months ago announcement was made that a definite plan had been worked out whereby the whole area of the country was to be netted by a great superpower system. This plan had in view the unification of the Nation as a whole, and its full realization was not expected for many years—several decades, in fact. Mainly its purpose was to set up a definite goal toward which the electrification of the Nation might evolve, instead of evolving without single-minded guidance towards ultimate confusion.

More recently the detailed plan of a



Lieutenant Locatelli by the side of his hydroplane at Marina di Pisa

somewhat local part or unit of that National net, the interlinking of cities in the neighborhood of Ohio and western Pennsylvania, was announced. Now comes close on its heels the most important part of the whole great scheme, the publication of recommendations for the construction and development of a network of steam and electric power plants in the most thickly settled and industrialized part of the country, the Northeast.

Great sources of power already existing, as well as many which are later to be constructed in New England, New York, Pennsylvania, and Maryland, are under this plan to be linked together in a net by means of long-distance transmission wires for the purposes of pooling their power in order to absorb large and sudden demands for energy or to bridge over the temporary breakdown of some one unit; also to generate power where it may be generated most cheaply and send it throughout the whole area instead of to a number of local districts, as at present.

A Saving of 50,000,000 Tons of Coal per Year

ONLY one-fourth of the power in this great industrial area will be generated by water, while the remainder must be taken from coal. Not enough water power is available in the district, but the plan involves a far better plan than that at present in use in the generation of power from coal—that is, the burning of the coal near the mines.

At present we are transporting our power (coal) by rail to the great centers of industry by the expenditure of other coal in locomotives, and about one-third of the total is thus being wasted, not to mention the lost human effort required to effect the transportation. Of course electricity cannot be sent through wires without loss on the way, but these losses are not by any means equal to the absurdly great one just mentioned.

The transmission of power over great distances is a problem which might be characterized as a "relative" problem in the sense that the distances over which it has been feasible in the past and will be in the future depend on the evolving state of the electrical engineering art. Specifically, it depends on learning to build reliable equipment capable of withstanding higher and higher electrical pressures—that is, voltages. The higher the voltage used, the greater the distance. The present limit is a line over 300 miles long in California, employing 220,000 volts; when double this voltage may safely be used, the distance may also be doubled, thus bringing mountain power to far-distant cities.

The anticipated saving from the superpower plan in the Northeastern States, a district in which sixty per cent of the power of the Nation is already being used, is fifty million tons of coal per year.

United

Helen Wills with the cup which she won as National Women's Singles Champion in defeating Mrs. Mallory at Forest Hills

Where There's a Wills There's a Way

THE happiness that comes from a well-earned victory, quite manifest in the picture which we print of Miss Helen Wills, shows that the imperturbability with which she fought her way through the National Women's Tennis Championship is a part of her tennis style rather than a permanent characteristic. This young girl from California fights her tennis battles behind an unemotional mask which would do credit to an Indian. Not by the flicker of an eyelash does she betray the direction of her strokes nor the strategy of her game. In Miss Wills the United States is developing a champion who seems to have only begun her career, although she now holds for the second time the American crown.

When she first appeared in the East, Mrs. Mallory defeated her in the finals of the National Championship. She came back again last year with a game strikingly improved in variety and power and defeated Mrs. Mallory in straight sets. This year she has repeated her victory of a year ago to the tune of 6–1, 6–3. And with Mrs. Hazel Hotchkiss Wightman as her team-mate she captured the National Doubles Championship as well. Miss Wills will make a popular champion, not only because of her youth, but because of her courage and high sportsmanship.

Madison Square Garden

OLD New Yorkers, and even some comparatively young New Yorkers, will receive a shock as they walk up Madison Avenue from Madison Square, in noticing that the colonnade in front of the Madison Square Garden in New York City is being demolished. The entire structure ultimately is to follow suit and be taken down.

On the block bounded by Madison Avenue, Fourth Avenue, Twenty-sixth and Twenty-seventh Streets, now occupied by the doomed building, the New York Life Insurance Company, owner of the property, proposes to erect a magnificent and lofty structure, which will doubtless be one of the great architectural adornments of the metropolis, as the low-lying Madison Square Garden has long been. That structure was the work of the eminent firm, McKim, Mead & White, and has been one of the most satisfying products of their genius. It has been especially distinguished by a tall tower, a copy of the famous Giralda at Seville, and on this pinnacle has perched airily the well-known Diana by Augustus Saint-Gaudens. The whole edifice, tower, and statue have become so associated with the Madison Square section of New York that, even were everything to be transported bodily to some