

Max L. Kasmar,
(Kaczmarek.)

Attorney at Law,

~~70 La Salle St., Suite 24.~~

155 E Washington St Suite 13 + 14

Kasmar

Chicago, May 18 1898

Hon William Harper
President of the University of Chicago
Dear Sir

I have studied aeronautics for
a number of years and believe that I have succeeded in solving
the problem of aerial navigation. It is based upon an entirely
different plan from the thrashed out balloon steering or
the wing flapping or the Kite-like aeroplane schemes
advocated by the unsuccessful aeronauts.

I have prepared an essay which I desire to submit to
your criticism provided you will find enough interest in it
and time to do so. The object is that a scientific
man of your wide attainments will most likely appreciate
the thought and plan and give his unbiased opinion of
its worth. Hoping you will communicate your wish
to see it

I remain respectfully

Max L Kasmar

155 E Washington St
Room 13 + 14

Chicago

P

I will send you the ^(typewritten) essay by mail
as soon as you reply favorably msk

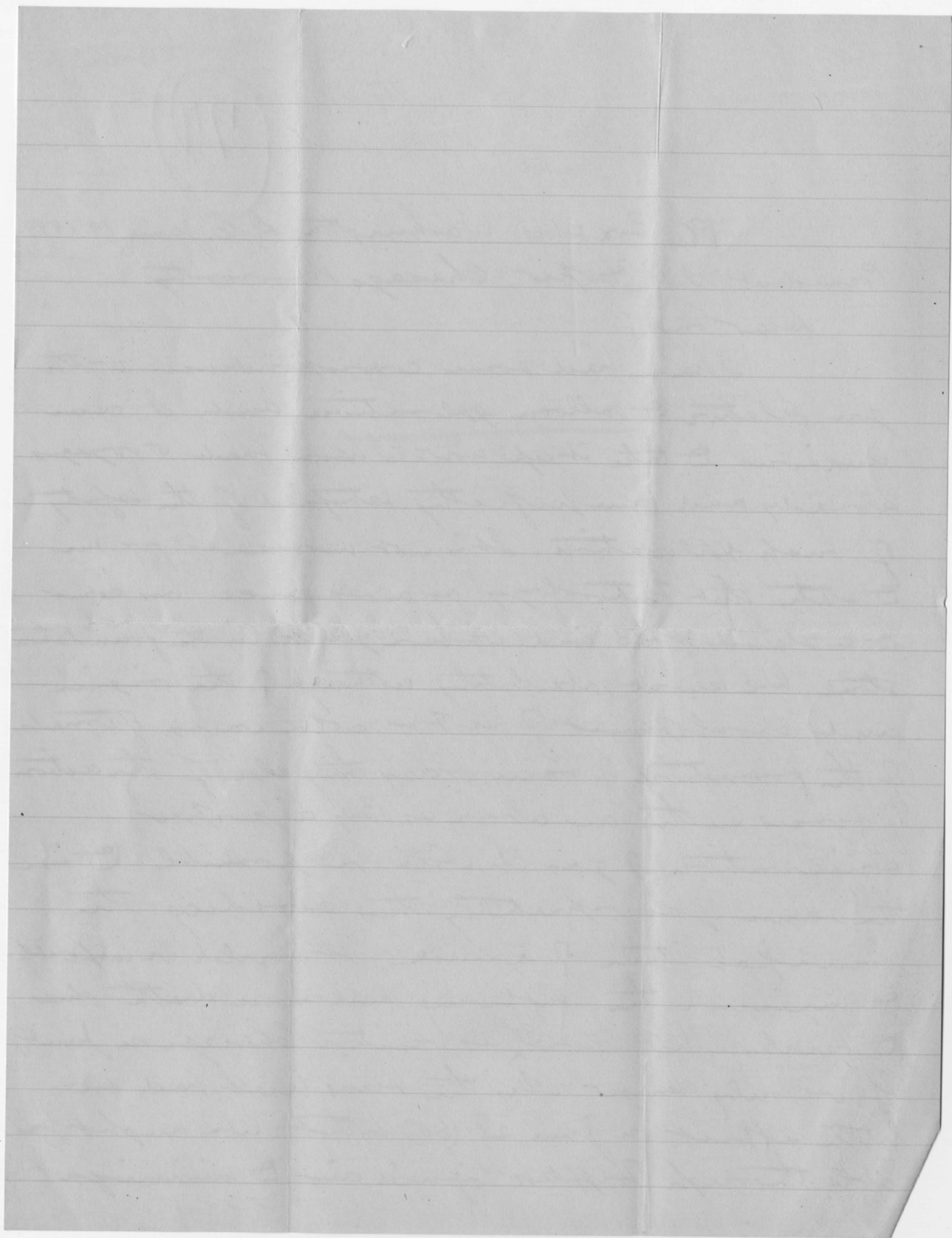
Harper

77

P.O. Box 216 Washington D.C. June 19 1899
President W. R. Harper Chicago University

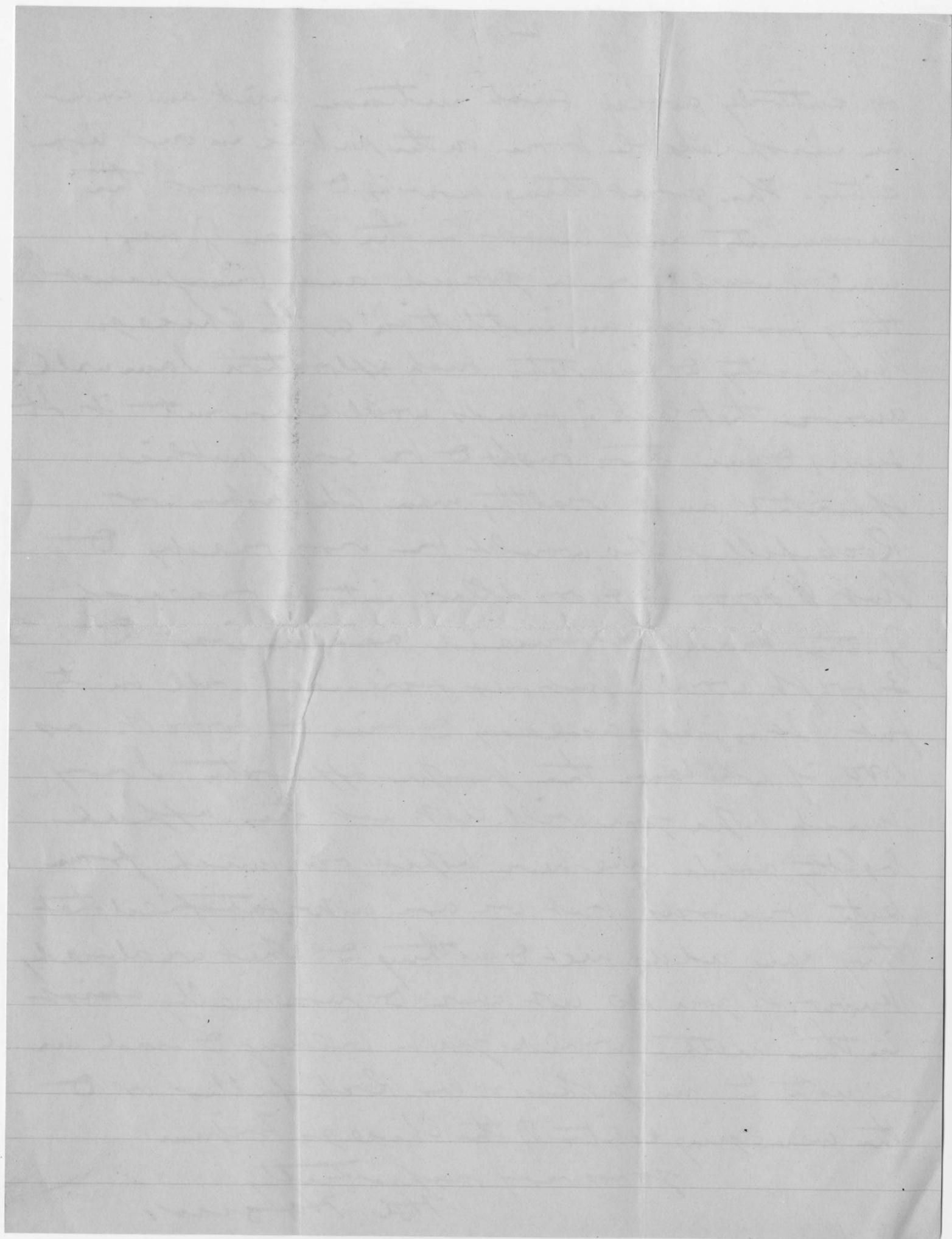
Dear Sir;

I have had some correspondence with you relative to balloon exploration, and I am anxious to take it up now. I have made 5 voyages already and am perfectly satisfied of the safety of such exploration. It is not necessary for me to state that Meteorology as a science has come to a stand still and we have yet to lay the foundation stone. We know absolutely nothing of the origin and development of hot or cold waves, of tornadoes, of the formation of rain, or any thing else of the action of forces in the air above us. By a proper conservation of gas it will be possible to use the same gas repeatedly thus avoiding the principal item of expense. It would be impossible to measure the suffering and even death due to such a hot wave ^(90°) as visited Chicago on June 4. If we only knew why the sun's heat had so little effect on June 2 (60°) hottest. We might be able through Triffler's liquid air to minimize



or entirely avoid such intense heat and confer an unappreciable boon on the public in our large cities. The great thing now is to discover the movements and winds in the ocean of air. While it would be a grand and beneficent thing for such an institution as the Chicago University to undertake such exploration I am well aware that lack of funds would prevent it. It seems to me there ought to be some public spirited and wealthy man like Gurnee or Rockefeller who would be very ready to put \$30,000 or \$40,000 dollars into a research of this kind. A thousand ascensions to 3,000 ft. would put our science well on its feet. It is just as easy to rise to 3,000 ft. as 1,000 if we have the proper apparatus. I very much hope you will not set this appeal lightly aside. We have hoped for much from kite records but we are now satisfied that they can add next to nothing to what we already know. If you do not care to personally assist in this matter would you be willing to send me a note to Mr. Gurnee or Mr. Rockefeller or to the managing editor of the Chicago Tribune.

Yours very respectfully
H.A. Hazen.



Aerodynamics ✓
SMITHSONIAN INSTITUTION

WASHINGTON

September 24, 1903.

Dear Sir:

You are undoubtedly acquainted in some degree with the experiments in aerodynamics which Mr. S. P. Langley has been carrying on for some years past. In 1896 he had his first success with models, with which he obtained a number of very satisfactory flights, demonstrating the correctness of the principle on the lines he had been working.

Three or four years ago he was induced by the Board of Ordnance and Fortifications of the War Department to under-

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Three or four years ago he was induced by the Board of Ordnance and Fortifications of the War Department to under-

take the building, in the interest of the flying Army, of a machine of sufficient size to carry one person. The construction of this machine was mainly confided to Mr. Charles M. Manly, a young and skillful engineer, whose principal difficulty has been in securing a very light engine of sufficient horse power for the purpose, and, as no manufacturer could produce one fulfilling those conditions, Mr. Manly has been obliged to build it himself. He has completed this work successfully.

The work has reached the stage where the experiments are being carried on down the Potomac River, where a launching may occur any day. Work of this character, as you will appreciate,

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requires time and patience, and such lightness of construction as almost to reach the breaking point. Many difficulties have developed from time to time, requiring repairs or alterations. The entire machine is at last practically perfected and its successful flight will be one of the most important and striking of modern events.

You will pardon, I know, these words of explanation, as they are a necessary preamble to what follows:

Professor John M. Manly, of the University of Chicago, has been with us during nearly all the summer, assisting his brother in many ways, and, as his brother will occupy the dangerous position of aeronaut, it has been considered

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 lightness of construction as almost to
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 his brother in many ways, and, as his
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 tion of aeronaut, it has been considered

well that one of the family should be near him at the crucial moment of launching. It is still hoped that the flight will take place this week, but if not, it does not seem possible that it could be delayed beyond the next one.

Mr. Charles M. Manly tells me that it will greatly influence his work and his results should he be able to keep his brother until October second, in case the flight does not take place before. Professor Manly is, I understand, due in Chicago on the first of the month, and I have, therefore, taken upon myself the bold task of writing and asking if you would not be willing to allow Professor Manly to remain here until October second, should the flight be that long delayed. He would in that event reach

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you would not be willing to allow Pro-
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second, should the flight be that long
delayed. He would in that event reach

Chicago in time to take up his duties by the Monday following.

I understand that you have been especially kind to Professor Manly, allowing him a long leave of absence on account of his health, and I know from what his brother tells me that he would neither ask nor suggest his remaining here beyond his time. I learn, however, that the only matters which he would have to attend to on the two days in question are the consultations with his graduate students. Of course I am not able to appreciate how much this may mean to the University, and am writing in total ignorance of the University's interests. However, in view of the very great importance of the experiments

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by the Monday following.
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especially kind to Professor Henry, al-
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neither ask nor suggest his remaining
here beyond his time. I learn, however,
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able to appreciate how much this may
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in total ignorance of the University's
interests. However, in view of the
very great importance of the experiments

and their near completion, I venture to place the matter before you. If the request be granted, I can assure you of the high appreciation of your courtesy by the Institution.

Please permit me to impress upon you that this proposition does not emanate from Professor Manly, but it first suggested itself to me, and this morning I talked it over with Mr. Charles Manly.

Mr. Langley is now absent from Washington and I am, therefore, writing without his knowledge, which constrains me to put the matter more in a personal than in an official way.

Very respectfully yours,

Richard Rathbun
Asst. Secretary

Doctor W. R. Harper,
President, University of Chicago,
Chicago, Illinois.

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Very respectfully yours,


John D. Rockefeller
Doctor W. R. Harper,
President, University of Chicago,
Chicago, Illinois.

SMITHSONIAN INSTITUTION

WASHINGTON, D. C.

ALL CORRESPONDENCE
SHOULD BE ADDRESSED
TO THE SECRETARY

S. P. LANGLEY.

Sept. 25, 1903.

My dear President Harper,

I learn from my brother that Mr. Rathbun, Acting Secretary of the Smithsonian Institution, has written to you asking if I may be allowed to remain here until Oct. 3, in case the trial of the aerodrome should not occur before that time. The reason for this request is that my presence here lessens in ^{several} ~~many~~ ways the strain upon my brother in the severe ordeal he is now undergoing. On my own part, I should of course like to be here, partly for this reason, partly because I have full charge of the arrangements for rescuing him and the machine when it descends into the river at the close of the flight and I alone know the details of these arrangements, and also because ~~it~~ it would be a great satisfaction to both my family and myself if I could be with my brother in this trial, which undoubtedly involves a risk of his life, although we regard the risk as not great. As, however, I have been absent from the University so much, I had not thought of asking you for permission to be absent on

SMITHSONIAN INSTITUTION
WASHINGTON, D.C.

ALL CORRESPONDENCE
SHOULD BE ADDRESSED
TO THE SECRETARY
S. R. LANGLEY

Sept. 22, 1903.

[Handwritten initials]

My dear President Hays,

I learn from my brother that
Mr. R. B. Hays, Acting Secretary of the Smithsonian Institution,
has written to you asking if I may be allowed to remain
here until Oct. 3, in case the trial of the coroner should
not occur before that time. The reason for this request is
that my presence here ^{seems} necessary in ^{order} to occupy the ^{vacant}
room my brother in the same hotel he is now in.
I am very sorry for this reason, partly because I have full charge of
the arrangements for receiving him and the machine when
it appears in the river at the close of the flight and
I have known the details of these arrangements, and also
because it would be a great satisfaction to both my
family and myself if I could be with my brother in
this trial, which undoubtedly involves a risk of his
life, although our regard for the risk is not great. I have
been absent from the University so much, I had
not thought of asking you for permission to be absent on

the two opening days of the Quarter, much as I should like to be, if necessary. But since Mr. Rathbun has made the request, I have thought it well to express to you my own attitude towards it.

We expect a flight before the date mentioned — indeed, it may occur to-morrow; but unexpected delays may again arise. Of course, if you should give the desired permission, I will return to Chicago at once if the flight occurs before the third, and, if it becomes clear that a flight cannot occur before then, ~~it~~ I will return in time to be present on the morning of the first.

In any event, I should have to miss my classes only on Thursday and Friday and could arrange to make up these days later. I should also have to postpone my first consultation day till Monday, but cases demanding immediate attention could be dealt with by some one else on Thursday and others laid over till Monday for my personal attention.

You will be glad to know that I am in perfect health and strength and look forward to a year of such work as will show my appreciation of your kindness.

Sincerely yours,

John M. Manly

To President Harper,
The University of Chicago.

Address Smithsonian Institution

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be if necessary. But since Mr. Robinson has made the
request, I have thought it well to express to you my own
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We expect a flight before the date mentioned
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Sincerely yours,

John W. Ward

President Stanford
The University of Chicago

Chicago, Wisconsin

Officers and Directors

CHAS. A. HIBBARD, PRES.
WM. W. PENNINGTON, 1ST VICE-PRES.
WALTER C. SCHOLL, 2ND VICE-PRES.
RAYMOND E. ACKLEY, SEC. AND TREAS.
J. H. JOHNSON, ASST. SEC. AND TREAS.
AVIATION FIELD AND AERODROME:
"AEROVILLE"—CICERO, ILL.

The Aeronautical League of Chicago

A CO-OPERATIVE LEAGUE FOR THE ADVANCEMENT OF AERONAUTICS
SUITE 130: AUDITORIUM HOTEL

Directors

HORACE B. WILD, CHAIRMAN
H. E. JOHNSON
VINCENT A. LAMARE
GEO. ANDERSON
VICTOR ARKIN
ADOLPH W. BAUMANN
MEETINGS, SATURDAY EVENINGS



Chicago,

May 24, 1911.

To The Dean Of The College Of Engineers,
University of Chicago.

Dear Sir:-

I am enclosing herewith a folder which explains the aims of the Aeronautical League.

The League has the sanction of the Aero Club of Illinois, and we expect to make it an important agency in the furthering of development in aeronautics in this vicinity.

As some of the students at the University may be interested, I would appreciate it very much if you will have the attention of the students in the engineering courses called to the folder, of which I am sending you a number of copies under separate cover.

Our next meeting will be held Saturday evening, May 27. Mr. S. V. James, of the Aero Club, will give an address on his experiments on the strength of aeroplane materials. All are cordially invited to attend.

Very respectfully,

Raymond E. Ackley

Sec.

The Aero Club
 Officers and Directors:
 PRES. CHAS. A. HIBBARD
 VICE-PRES. WM. W. PENNINGTON
 1ST VICE-PRES. WALTER C. SOUTHWELL
 2ND VICE-PRES. RAYMOND E. JONES
 SEC. AND TREAS. J. I. HARRIS
 SEC. AND TREAS. J. I. HARRIS
 ASS'T. SEC. AND AERODROME
 AVIATION FIELD AND AERODROME
 "Aeroville" - Cicero, Ill.

MEETINGS, SATURDAY EVENING
 8:00 P.M.
 1911
 MAY 24
 CHICAGO

The Aeronautical League of Chicago
 A CO-OPERATIVE LEAGUE FOR THE ADVANCEMENT OF AERONAUTICS
 SUITE 1801 ALPHEUS HOTEL

AVIATION FIELD AND AERODROME
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The Aeronautical League

Officers and Directors:

PRES. CHAS. A. HIBBARD
1ST VICE-PRES., WM. W. PENNINGTON
2ND VICE-PRES., WALTER C. SCHOLL
SEC. AND TREAS., RAYMOND E. ACKLEY
ASS'T. SEC. AND TREAS., J. H. JOHNSON

Aviation Field and Aerodrome:

"Aeroville"—Cicero, Ill.

Directors:

HORACE B. WILD, CHAIRMAN
H. E. JOHNSON
VINCENT A. LAMARE
GEO. ANDERSON
VICTOR ARKIN
ADOLPH W. BAUMANN

Meetings, Saturday Evenings

Objects:

ARTICLE II. ARTICLES OF ASSOCIATION

Section 1. To arouse interest in and promote the advancement of aeronautics in every possible way.

Section 2. To assist its members in aeronautical experiments and in particular to furnish the most necessary facilities for construction and trial of aeroplanes and aeronautical apparatus by the members, as follows:

Section 3. To purchase one or more motors to be loaned to individual members for trial of machines, in way and manner to be hereinafter provided for in the by-laws.

Section 4. To secure a suitable flying ground for the use of the members.

Section 5. To provide a workshop where constructional work can be carried on.

Section 6. To promote the diffusion of knowledge concerning aeronautics by the holding of lectures and meetings devoted to the discussion of technical problems.

Section 7. To hold amateur meets and exhibitions of aeronautical apparatus.

Section 8. To promote closer social relations between all persons engaged in aeronautical work.

As its name implies, the Aeronautical League is organized for mutual assistance in aeronautical experimenting, and it aims especially to aid the individual inventor in developing his ideas by providing a suitable workshop where he can build his machine, hangars, a flying field of ample extent, and use of a motor for trials of the machine.

In addition, those interested in the practical side of aeronautics will be brought together, so that each individual will have the advice and co-operation of others.

By clubbing together the members are relieved of much expense which would otherwise be necessary, including the purchase of a motor to try the machine, which is useless if the machine does not work out as expected. Through the League the invention or improvements can be developed to a point where their value can be demonstrated, and capital interested in further development.

It was originally intended to furnish these facilities by the League. Since then the Aero Club of Illinois, which through the Aero Club of America is the official representative in Illinois of the International Federation Aeronautique, has made public its plans for one of the most complete permanent aviation fields in the country. Work on this will be pushed through at once, and it is expected to open the gates June 1, 1911.

This field, which has already been christened "Aeroville," will be located on the tract bounded by 48th Ave., 22nd St., 52nd Ave. and 16th St. The ground will be rolled and put in first class condition, a fence built, and also a grand stand with seating capacity of at least six thousand. Wood and metal working shops, hangars for aeroplanes, dirigibles and captive balloons, a balloon concourse, etc., will also be installed. A one mile hexagonal course will be laid out, giving very easy turns, with ample space for starting and landing.

The ground is easily accessible, being at the end of the Douglas Park Branch of the Metropolitan Elevated.

The hangars are to be rented to owners of machines, at from \$30.00 per month, up. Admission to the grounds will be free to members of the A. C. I., but a small admission will be charged to the general public, and the funds raised in this way and by rent of hangars will be used to defray the running expenses and repay the capital invested.

Arrangements have been made which will give the Aeronautical League the use of this field under exceptionally favorable terms.

In order to centralize aeronautics in this vicinity, and bring all interested into one body, the Aero Club has opened its charter for a short time, so that charter membership can be secured by payment only of the dues for the current year, which amount to \$10.00, without initiation fee. The charter will positively be closed June 1, 1911.

It has been voted by the Aeronautical League to join the Aero Club in a body under these terms, as being the most practical way of realizing the spirit and intention of its organization.

One or two large hangars will be erected especially for the use of the League, and space in these, with workshop facilities, will be at the disposal of its members without other charge than the quarterly dues of \$5.00. These dues are intended only to pay expenses, and will be reduced whenever the Board of Directors deems it practicable.

Two of the principal objects of the League, provision of a flying field and space for building and storing machines, are thus taken care of on a scale which would not have been possible to the League.

Pending purchase of a motor, Mr. Wild, Chairman of the Board of Directors, has very kindly offered to loan one of his motors to members for trial of any machine as soon as completed.

The Aeronautical League will keep its own organization, in order to provide its own special advantages to members, but it will form an experimental section of the Aero Club of Illinois, and so receive all benefits received by members of the A. C. I.

As the cost of joining the A. C. I. will be greatly increased after June 1, it is necessary to recruit the membership of the Aeronautical League rapidly. The principal list of applications to the A. C. I. will be sent in May 20. A supplementary list will be held open until June 1, but in order to secure as large an allotment of hangar space as possible, those interested are requested to send in their applications in time for the first list.

The advantages of joint membership in the Aero Club of Illinois and the Aeronautical League may be summed up as follows:

1. All flight records officially recognized.
2. Use of a perfect flying field.
3. Hangar space at nominal cost.
4. Use of a work shop.
5. Use of a motor for trials.
6. Free admission to the grounds at all times.
7. Admission to lectures which will be given by men of standing on technical subjects, which will be of great value to experimenters.
8. The advice and assistance of men of experience in aeronautical work.

Dues in the Aero Club of Illinois, \$10.00 per year. Dues in the Aeronautical League, not to exceed \$5.00 per quarter. Dues for the first quarter are payable with application. Cost of joining both organizations, \$15.00.

In order to secure the maximum advantage to themselves, it is necessary that all interested send in their applications *at once* to both societies.

Regular meetings of the Aeronautical League will be held every Saturday evening, at eight o'clock, at suite 130, Auditorium Hotel, until further notice.

Those unable to attend meetings should write to the Secretary for application blanks.

Address:

*Secretary; The Aeronautical League of Chicago,
Suite, 130 Auditorium Hotel,
Chicago, Ill.*

NOTE:--SUPPLEMENTARY LIST NOW OPEN.

BRUCE E. ADAMS, PRESIDENT

J. C. (BUD) MARS, VICE-PRESIDENT

J. P. ANGSTEN, SECRETARY & TREASURER

TELEPHONE RANDOLPH 1022
AUTOMATIC 42-777

American Aeroplane Mfg. Co. and School of Aviation

School of Aviation

Field

118th and Morgan Sts.

West Pullman

Chief Instructor

"Bud" Mars

1224-28 First National Bank Building

Chicago, Ill.

Field Manager

Andrew Drew

Licensed Pilot No. 50

Factory and Works

2224-2238 Cottage Grove Ave.

2227-2231 Indiana Ave.

TEL. CALUMET 3583

March 23rd, 1912.

Dr. Harry Pratt Judson,
1148 E. 59th Street,
Chicago, Illinois.

Dear Doctor:

In approaching the engineering problems incident to the development of a new type of aeroplane upon which this Company is working, the writer was not a little surprised to discover that there is not in the whole United States today a graduate aeronautical engineer. This is a most unfortunate condition in this age of the advanced development of the aeroplane. In Europe a number of universities have established Chairs of Aero Dynamics and the writer considers it a reflection upon our universities that we have no regularly established Chair of Aero Dynamics in this country. Is there not a way to establish such a branch of the engineering department of our University here in Chicago?

Our interest in the science is, of course, a commercial one, but we realize with others in the industry that our best energies at the present time should be devoted along educational lines. To this end, the writer is pleased to extend to the students of Chicago University an invitation to attend the lectures which are conducted at our School on Monday, Wednesday and Friday evenings of each week. It may be that in this way we may be able to arouse an interest which will result in a demand for the founding of an aero dynamic branch in your engineering course. If this can be accomplished and a subscription started for the purpose, we would be glad to make a modest contribution to the cause. Such a movement at this time would be most fitting when such a red-blooded enthusiast as Mr. Harold F. McCormick has by his tireless efforts succeeded in securing the classic of the aviation world, the Gordon-Bennett cup race for Chicago in the coming month of August. He and a few others of his splendid type are making indefatigable efforts and generously spending their time and money to make our City the aviation center of the United States and it would afford them great

-2-

H.P.J.

encouragement to receive the support of all of us in their undertaking.

Trusting that you will give this matter due consideration, I have the honor to subscribe myself,

.....*Bruce E. Adams*.....
President.

AMERICAN AEROPLANE MFG. CO. & SCHOOL OF AVIATION.

to receive the same as if it were his own.

It is the duty of every citizen to do his part for the country and to honor the same.

Yours truly,

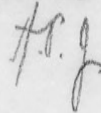
AMERICAN ASSOCIATION OF WOMEN

Chicago, March 25, 1912

Dear Sir:-

Your favor of the 23d inst. received. The University of Chicago has no school of engineering, and therefore your very interesting suggestion of course is impracticable for us.

Very truly yours,



Mr. Bruce E. Adams,
1224 - 28 First National Bank Bldg., Chicago.

Chicago, March 22, 1912

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Your favor of the 23d inst. received. The University of Chicago has no school of engineering, and therefore your very interesting suggestion of course is impracticable for us.

Very truly yours,

H. F.

Mr. Bruce E. Adams,
1224 - 28 First National Bank Bldg., Chicago.

ROOM 1204, 134 SOUTH LA SALLE ST.
TELEPHONE FRANKLIN 214

The University of Chicago
Office of the Counsel and Business Manager

November Six
1 9 2 2

President Harry Pratt Judson,
The University of Chicago.

My dear President:

Concerning the plane that flew over Stagg Field on Saturday: We have been unable to identify it thus far. Mr. Fairweather thinks it not unlikely that the Aviators' Club regarded it as a note of defiance. Mr. Fairweather thinks the plane was less than 2,000 feet high, which is the ordinance limit. It is possible that through an investigation of the various hangars and automobile clubs, some information could be had as to the identification of the flyer. It would, of course, involve some expense.

We are taking the matter up with the Aviation Club to see if they will help us identify any planes which go over the field on days of later games.

Very truly yours,

WH:EB

W. H. Judson

Concussion

Hero Club of America Bulletin
and
Friday

297 Madison Avenue
New York City

MURRAY HILL 72

November 21
1938

President Harry Pratt Joad,
The University of Chicago.

My dear President:

Concerning the plane that flew over

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the identification of the flyer. It would, of

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We are taking the matter up with the

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any planes which go over the field on days of later

Very truly yours,

WH:HB

FLYING

and

Aero Club of America Bulletin

297 Madison Avenue

New York City

TELEPHONE, MURRAY HILL 7172

November 17, 1913.

Mr. H. P. Judson,
President of University of Chicago,
Chicago, Ill.

My dear Sir:-

December 17th will be the 10th anniversary of the first aeroplane flight- which, you probably remember, was made by the Wright brothers on December 17, 1903. To commemorate this event it is planned to start the campaign to set American aeronautics on a substantial basis of development, introducing the aircraft for various purposes for which it is adapted.

I am sending you a printer's proof of this plan for your consideration. As you will see, there are a dozen lines of development which are logical and substantial ethically and commercially. To develop each line we are interesting the people who have it in their power to use or cause the use of aeroplanes for the purposes for which we suggest and we have little doubt that with a well directed campaign of education we will develop this as we helped to develop water-flying, the aerodynamic laboratory and military aeronautics.

This plan is being submitted to President Wilson and to Congress, to ask them for an expression of good-will; likewise to the authorities of Canada and the South and Central American countries - to invite them to share in this development. It is also sent to scores of authorities the world over for criticism, and for expressions of good-will. These expressions, the article, and many special articles and illustrations will be printed in the December number of FLYING, the organ of the Aero Club of America and its 27 affiliated aero clubs.

To make the thing complete, we should like very much to have from you an expression of appreciation of the date, your opinion of this plan, and any other expression that you may wish to have us publish in the anniversary number of FLYING, and will be happy to know that we have your cooperation in this campaign.

Assuring you that your interest will be very much appreciated by the Aero Club of America and its 27 affiliated Aero Clubs, and thanking you in anticipation, I remain,

Yours very sincerely,

Henry Woodhouse

Chicago, November 22, 1913

Chicago

and

Aero Club of America Bulletin

207 Madison Avenue

New York City

November 17, 1913

Mr. E. P. Johnson,
President of University of Chicago,
Chicago, Ill.

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December 17th will be the 10th anniversary of the first airplane flight which, you probably remember, was made by the Wright brothers on December 17, 1903. To commemorate this event it is planned to start the campaign to set American aeronautics on a substantial basis of development, introducing the aircraft for various purposes for which it is adapted.

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Yours very sincerely,

W. P. Johnson

Chicago, November 25, 1913

Dear Sir:-

Your favor of the 17th inst. with enclosure was received. The plan is quite interesting, and I certainly wish it all success.

Very truly yours,

H.P.J. - L.

Mr. Henry Woodhouse,
297 Madison Avenue, New York City.

Chicago, November 25, 1913

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H.P.J. - L.

Mr. Henry Woodhouse,
237 Madison Avenue, New York City.

Yours very sincerely,



The Aero Club of America

297 MADISON AVENUE, NEW YORK

TELEPHONE MURRAY HILL 71-72

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March, 25, 1916

Hon. Henry P. Judson, President,
The University of Chicago,
Chicago, Ill..

My dear Mr. Judson:-

We have received your kind letter of March 22nd, and are greatly interested in what you say in the last sentence: "we are engaged in plans for the possible development of work along this line, at the University."

As a step of this kind is a great stride in the advancement of aeronautics, as well as an indication of the progressiveness of the institution taking this step, we would very much appreciate an information you can give regarding your plans along this line.

Thanking you again for your interest, I remain,

Very sincerely yours

President, Aero Club of America..

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The National Aeroplane Fund

When the problems of immediately improving the national defenses are considered, there is found that aeronautics affords possibilities for quick developments and immediate relief at only a fraction of the cost of developing other arms. "Of all the weapons produced by this war, the aeroplane is the most efficient. It protects, it destroys, it fights. It is the super spy, super scout, super belligerent."

With five thousand trained aviators, this country would be in the safe position of the porcupine, which spends its days in peaceful pursuits, harming no one, but is ever ready to defend itself.

Last Spring, after Congress had adjourned and the international political situation grew serious enough to make the country take stock of its defenses and the maneuvers of the National Guard and Naval Militia of the States were being planned, it was found that in no case was an aeroplane to be employed—the reason being that there were no funds available to pay for aeroplanes or for training Militia officers in aviation.

Considering that at the time there were only about a dozen aeroplanes in commission in the Army and Navy combined, when we should have had one hundred times that number, and that there were no prospects of relief, since the last Congress had allowed but a fraction of the amount needed for aeronautics, conditions were very serious.

The Aero Club of America, the National aeronautic body, which has fostered the development of aeronautics in America since 1905, realizing the necessity of bringing immediate relief, decided to wait no longer for the Government to do its duty. It took steps to contribute materially towards providing aeronautical equipment and instituted the National Aeroplane Fund for the purpose of developing aviation corps for the Militia of the States, and building an aeronautical reserve.

WHAT HAS BEEN ACCOMPLISHED IN THE FIRST EIGHT MONTHS BY THE NATIONAL AEROPLANE FUND

Aviation Detachments and stations of the Aero Coast Patrol System are being established as follows:

In NEW YORK, in connection with the aviation sections of the National Guard, and the First and Second Battalions of the Naval Militia, each of which has been presented with aeroplanes through the National Aeroplane Fund; and in Buffalo, under the auspices of the Militia and the Aero Club of Buffalo, which has raised \$10,000 for this purpose.

In MAINE, under the auspices of the Militia and the Chamber of Commerce of Portland, which has raised \$10,000 for the first station.

In RHODE ISLAND, under the auspices of the Militia, \$22,000 having already been subscribed.

In NEW JERSEY, under the auspices of the Militia, a hydroaeroplane and training for officers having been presented.

In MASSACHUSETTS, under the auspices of the Militia and the Aero Club of New England, Messrs. Godfrey L. Cabot, Charles Fearing, Norman Cabot, and other prominent Bostonians have acquired two powerful seaplanes, and an additional fund of \$10,000 is being raised. The Burgess Company has also put its own aeroplane station at the disposal of the Militia.

In MICHIGAN, under the auspices of the Militia and the Aero Club of Michigan, which is raising a fund which already amounts to \$12,000.

In CALIFORNIA, under the auspices of the Militia and the Aeronautical Society, an aeroplane having been presented recently by Glenn L. Martin, and a fund of close to \$2,000 having been contributed to the National Aeroplane Fund. The Curtiss Co. has also put its aeroplane station at North Island at the disposal of the Militia.

In ILLINOIS, under the auspices of the Militia and the W. H. Cochrane Syndicate, of Chicago, which has underwritten \$100,000 for the development of the aerial defenses and training of aviators.

In VIRGINIA, under the auspices of the Militia, a \$10,000 fund being raised for the purpose, half of which has already been subscribed. The Atlantic Coast Aeronautical Station, located at Newport News, has also put its facilities at the disposal of the Militia.

In COLORADO, under the auspices of the Militia and the Colorado Aero Club, a \$10,000 fund is being raised, one-third of which has already been raised.

In MISSOURI, under the auspices of the Militia and the Missouri Aeronautical Society, which is raising a fund of \$20,000 for that purpose.

In IOWA, under the auspices of the Militia and the Aero Club of Iowa, \$10,000 having been raised by the latter. The Grinnell Aeroplane Co., of Grinnell, has offered its facilities for a station.

In PENNSYLVANIA, under the auspices of the Militia and the Aero Club of Pennsylvania, two members of which, Messrs. Robert Glendinning and Clarke Thomson, will contribute the use of their flying boats for this purpose.

In WASHINGTON (State), under the auspices of the Militia and the Aero Club of the Northwest, the members of which will loan the use of three seaplanes for this purpose.

The project to establish a chain of Aerial Coast Defense stations along the Atlantic, Gulf and Pacific Coasts, at intervals of 100 miles was fostered. This Aero-Radio System of Coast Defense has been endorsed by President Wilson, Secretary of War Garrison, Secretary of the Navy Daniels and by the leading authorities on national defense. Forty-four aeroplanes will be needed to properly patrol all our coasts, and these, with the radio installation, receiving stations, hangars and other equipment, will only cost about \$500,000—less than the price of a first-class submarine.

Aviators and aeroplanes were provided at the expense of the National Aeroplane Fund for the maneuvers of the Militia of the states of New York, Pennsylvania and Vermont. Thus, for the first time in history, they were enabled to maneuver under conditions closely approximating modern warfare, in which aircraft are a deciding factor.

The National Model Aeroplane Competition, consisting of a series of three monthly model contests, for a handsome silver trophy and \$255 in prizes, was held. This stimulated model flying throughout this country and resulted in the formation of many new Model Aero Clubs. Over twenty model clubs participated in the competition.

A systematic educational campaign of nation-wide scope has been conducted, with the assistance of the leading newspapers of the country, the Governors of States, Senators and Congressmen, heads of the National Guard and Naval Militia, officers of the Signal Corps and others.

THIRTY STATES ANXIOUS TO SECURE AEROPLANES

Thirty states are now anxious to organize aviation detachments in the National Guard and Naval Militia, and are applying to the Aero Club of America for assistance in getting aeroplanes and equipment. In most cases the Militia authorities had been trying for a long time to get aeroplanes, but had been unable to provide same on account of the lack of funds and inability to get aeroplanes from either the War or Navy Departments.

The Aero Club of America is inviting contributions to the National Aeroplane Fund to meet these needs. Make checks payable to the National Aeroplane Fund, and send to the Aero Club of America, 297 Madison Avenue, New York City

FRENCH AND GERMAN AIR FLEETS BUILT BY PUBLIC INTEREST

The French and German aeroplane fleets in 1912-14 were built largely by public subscriptions and through public interest. In February, 1912, soon after the first employment of aeroplanes in the French military maneuvers demonstrated the potentiality of the air service, and the French Government failed to allow the appropriations necessary to secure an adequate aeronautical organization for the French Army, a public subscription was started.

In every part of France, the people—men and women, rich and poor, young and old, and of all beliefs and factions—united their efforts with the Press, and political, social, professional and sportive organizations, and all contributed their share to give France a large aerial fleet. This public subscription brought 6,114,846 francs and gave France 208 aeroplanes, 62 landing stations for aeroplanes and 75 trained aviators. The public interest created by the subscription was tremendous and led to the immediate consideration of the aeronautical needs of France by the Government. By April, 1914, the French Army possessed 1,200 aeroplanes and 28 dirigibles, and most complete and efficient equipment.

The German public subscription was started by the Aerial League of Germany in 1912 and brought 7,234,506 marks. The purpose of the League was to train within the shortest time as large a number as possible of aviation pilots to form a reserve and to encourage the general development of aviation in Germany. Following are some of the results obtained: The number of pilots was 230 at the end of 1912; it increased to 600 by the end of 1913; the constructors of aeroplanes were less than 20 in 1912; they increased to 50 by the end of 1913. The developments due to the efforts of the Aerial League led the Reichstag to pass a plan providing for an expenditure of \$35,000,000 for military aeronautics in the following five years.

Just as the people in every part of France and Germany—men and women, rich and poor, young and old, and of all beliefs and factions, united their efforts with the Press, and political, social, professional and sporting organizations—we here in America can do the same. The New York (Morning) Sun has said editorially: "Surely we Americans, with our greater resources, can do even better."

Doc
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1900

Chicago, April 10, 1916

Dear Sir:-

Your favor of the 25th of March is received on my return from an absence of a fortnight. Matters are under consideration, but have not assumed such shape as to be able to give you any definite information.

Very truly yours,

H.P.J. - L.

Mr. Alan R. Hawley,
The Aero Club of America,
297 Madison Avenue, New York City.

Chicago, April 10, 1916

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397 Madison Avenue, New York City.

Very truly yours,
H.P.J.



The Aero Club of America

297 MADISON AVENUE, NEW YORK

TELEPHONE MURRAY HILL 71-72

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May 25, 1916.

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Hon. Harry P. Judson,
Pres. Univ. of Chic.
Chicago, Ill.

My dear Mr. Judson:

Under separate cover, there is being sent to you a copy of the special edition of the New York World which was delivered to Washington by aeroplane.

Being the first metropolitan newspaper to be delivered by air route to the National Capitol, this copy of the World will have historical value and you may wish to keep it.

You will notice in this number an appeal to Congress to train 2,000 militiamen, coast guardmen and mail carriers so as to form a reserve of trained aviators who, while being employed daily for peaceful purposes, will be available to meet any emergency.

While the special edition of the World was being printed a cablegram was received by the fifteen Canadian aviation students being trained at Newport News, Va., from Earl Kitchener, the British War Minister, declaring that

"ONE AVIATOR IS WORTH AN ARMY CORPS"

This proves that we were modest in our estimate that a trained aviator is worth one thousand soldiers in the Mexican campaign. Had we had one hundred aviators at the Mexican border the history of the Mexican trouble would undoubtedly read quite differently.

We are glad to say that the aeroplane which carried these copies of the New York World to Washington was the Curtiss battle-plane bought by the Aero Club of America with funds subscribed to the National Aeroplane Fund. From Washington it will be sent now to the New Mexico National Guard for service on the Mexican border.

Page 3 of this letterhead gives a brief resumé of some of the results obtained by the National Aeroplane Fund. Since this was printed a number of other States have taken up aviation, making close to forty States that have taken steps to organize an aviation section in the Militia. A dozen States are appealing to the Aero Club of America for aeroplanes and for means with which to pay for the training of Militia officers in aviation. Assistance is given them as fast as the funds received permit.

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The National Aeroplane Fund

When the problems of immediately improving the national defenses are considered, there is found that aeronautics affords possibilities for quick developments and immediate relief at only a fraction of the cost of developing other arms. "Of all the weapons produced by this war, the aeroplane is the most efficient. It protects, it destroys, it fights. It is the super spy, super scout, super belligerent."

With five thousand trained aviators, this country would be in the safe position of the porcupine, which spends its days in peaceful pursuits, harming no one, but is ever ready to defend itself.

Last Spring, after Congress had adjourned and the international political situation grew serious enough to make the country take stock of its defenses and the maneuvers of the National Guard and Naval Militia of the States were being planned, it was found that in no case was an aeroplane to be employed—the reason being that there were no funds available to pay for aeroplanes or for training Militia officers in aviation.

Considering that at the time there were only about a dozen aeroplanes in commission in the Army and Navy combined, when we should have had one hundred times that number, and that there were no prospects of relief, since the last Congress had allowed but a fraction of the amount needed for aeronautics, conditions were very serious.

The Aero Club of America, the National aeronautic body, which has fostered the development of aeronautics in America since 1905, realizing the necessity of bringing immediate relief, decided to wait no longer for the Government to do its duty. It took steps to contribute materially towards providing aeronautical equipment and instituted the National Aeroplane Fund for the purpose of developing aviation corps for the Militia of the States, and building an aeronautical reserve.

FRENCH AND GERMAN AIR FLEETS BUILT BY PUBLIC INTEREST

The French and German aeroplane fleets in 1912-14 were built largely by public subscriptions and through public interest. In February, 1912, soon after the first employment of aeroplanes in the French military maneuvers demonstrated the potentiality of the air service, the French Government, failing to allow the appropriations necessary to secure an adequate aeronautical organization for the French Army, a public subscription was started.

In every part of France, the people—men and women, rich and poor, young and old, and of all beliefs and factions—united their efforts with the Press, and political, social, professional and sportive organizations, and all contributed their share to give France a large aerial fleet. This public subscription brought 6,114,846 francs and gave France 208 aeroplanes, 62 landing stations for aeroplanes and 75 trained aviators. The public interest created by the subscription was tremendous and led to the immediate consideration of the aeronautical needs of France by the Government. By April, 1914, the French Army possessed 1,200 aeroplanes and 28 dirigibles, and most complete and efficient equipment.

The German public subscription was started by the Aerial League of Germany in 1912 and brought 7,234,506 marks. The purpose of the League was to train within the shortest time as large a number as possible of aviation pilots to form a reserve and to encourage the general development of aviation in Germany. Following are some of the results obtained: The number of pilots was 230 at the end of 1912; it increased to 600 by the end of 1913; the constructors of aeroplanes were less than 20 in 1912; they increased to 50 by the end of 1913. The developments due to the efforts of the Aerial League led the Reichstag to pass a plan providing for an expenditure of \$35,000,000 for military aeronautics in the following five years.

Just as the people in every part of France and Germany—men and women, rich and poor, young and old, and of all beliefs and factions, united their efforts with the Press, and political, social, professional and sporting organizations—we here in America can do the same. The New York (Morning) *Sun* has said editorially: "Surely we Americans, with our greater resources, can do even better."

WHAT HAS BEEN ACCOMPLISHED IN THE FIRST TEN MONTHS BY THE NATIONAL AEROPLANE FUND

Aviation Detachments and stations of the Aero Coast Patrol System are being established as follows:

In NEW YORK, in connection with the aviation sections of the National Guard, and the First and Second Battalions of the Naval Militia, each of which has been presented with aeroplanes through the National Aeroplane Fund; and in Buffalo, under the auspices of the Militia and the Aero Club of Buffalo, which has raised \$10,000 for this purpose.

In MAINE, under the auspices of the Militia and the Chamber of Commerce of Portland, which has raised \$10,000 for the first station.

In RHODE ISLAND, under the auspices of the Militia, \$22,000 having already been subscribed.

In NEW JERSEY, under the auspices of the Militia, a hydroaeroplane and training for officers having been presented.

In MASSACHUSETTS, under the auspices of the Militia and the Aero Club of New England, Messrs. Godfrey L. Cabot, Charles Fearing, Norman Cabot, and other prominent Bostonians have acquired two powerful seaplanes, and an additional fund of \$10,000 is being raised. The Burgess Company has also put its own aeroplane station at the disposal of the Militia.

In MICHIGAN, under the auspices of the Militia and the Aero Club of Michigan, which is raising a fund which already amounts to \$12,000.

In CALIFORNIA, under the auspices of the Militia and the Aeronautical Society, an aeroplane having been presented recently by Glenn L. Martin, and a fund of close to \$2,000 having been contributed to the National Aeroplane Fund. The Curtiss Co. has also put its aeroplane station at North Island at the disposal of the Militia.

In ILLINOIS, under the auspices of the Militia and the W. H. Cochrane Syndicate, of Chicago, which has underwritten \$100,000 for the development of the aerial defenses and training of aviators.

In VIRGINIA, under the auspices of the Militia, a \$10,000 fund being raised for the purpose, half of which has already been subscribed. The Atlantic Coast Aeronautical Station, located at Newport News, has also put its facilities at the disposal of the Militia.

In COLORADO, under the auspices of the Militia and the Colorado Aero Club, a \$10,000 fund is being raised, one-third of which has already been raised.

In MISSOURI, under the auspices of the Militia and the Missouri Aeronautical Society, which is raising a fund of \$20,000 for that purpose.

In IOWA, under the auspices of the Militia and the Aero Club of Iowa, \$10,000 having been raised by the latter. The Grinnell Aeroplane Co., of Grinnell, has offered its facilities for a station.

In PENNSYLVANIA, under the auspices of the Militia and the Aero Club of Pennsylvania, two members of which, Messrs. Robert Glendinning and Clarke Thomson, will contribute the use of their flying boats for this purpose.

In WASHINGTON (State), under the auspices of the Militia and the Aero Club of the Northwest, the members of which will loan the use of three seaplanes for this purpose.

In MARYLAND, under the auspices of the Militia and Messrs. Rossiter S. Scott and Hall Harrison a fund is being raised to supply an aeroplane for the newly formed aviation section of the National Guard.

Officers from the following states are receiving training in aviation, their expenses being paid by the National Aeroplane Fund: Arkansas, California, Colorado, Connecticut, District of Columbia, Georgia, Kansas, Kentucky, Minnesota, Mississippi, Nebraska, New Hampshire, New Jersey, New Mexico, New York, North Carolina, North Dakota, Ohio, Oklahoma, Oregon, South Carolina, Tennessee, Texas, Vermont, Virginia, West Virginia, Wyoming. This is but the first step in the formation of aviation sections in these states.

The project to establish a chain of Aerial Coast Defense stations along the Atlantic, Gulf and Pacific Coasts, at intervals of 100 miles was fostered. This Aero-Radio System of Coast Defense has been endorsed by President Wilson, Secretary of War Garrison, Secretary of the Navy Daniels and by the leading authorities on national defense. Forty-four aeroplanes will be needed to properly patrol all our coasts, and these, with the radio installation, receiving stations, hangars and other equipment, will only cost about \$500,000—less than the price of a first-class submarine.

Aviators and aeroplanes were provided at the expense of the National Aeroplane Fund for the maneuvers of the Militia of the states of New York, Pennsylvania and Vermont. Thus, for the first time in history, they were enabled to maneuver under conditions closely approximating modern warfare, in which aircraft are a deciding factor.

The National Model Aeroplane Competition, consisting of a series of three monthly model contests, for a handsome silver trophy and \$255 in prizes, was held. This stimulated model flying throughout this country and resulted in the formation of many new Model Aero Clubs. Over twenty model clubs participated in the competition. The National Model Aeroplane Competition for 1916 is already under way, with \$695 in prizes, to be competed for in seven monthly contests.

A systematic educational campaign of nation-wide scope has been conducted with the assistance of the leading newspapers of the country, the Governors of States, Senators and Congressmen, heads of the National Guard and Naval Militia, officers of the Signal Corps and others.

THIRTY STATES ANXIOUS TO SECURE AEROPLANES

Thirty states are now anxious to organize aviation detachments in the National Guard and Naval Militia, and are applying to the Aero Club of America for assistance in getting aeroplanes and equipment. In most cases the Militia authorities had been trying for a long time to get aeroplanes, but had been unable to provide same on account of the lack of funds and inability to get aeroplanes from either the War or Navy Departments.

-2-

There is a limited number of the first "Aero-plane Edition" of the New York World on hand, and if you or any of your friends would like an extra copy for historical interest, we would be very glad to send one.

Thanking you for your cooperation and support of this important movement, I remain,

Very sincerely yours,

Alan R. Lawley

President, Aero Club of America.

Dear Sir

Chicago, May 27, 1916

Dear Sir:-

Your favor of May 25th addressed to President Judson is received. He asks me to thank you for the suggestion contained therein.

Yours very truly,

Private Secretary

Mr. Alan R. Hawley,
The Aero Club of America,
297 Madison Avenue, New York City.

Chicago, May 27, 1916

Dear Sir:-
There is a limited number of the first "Aero-
plane Edition" of the New York World and Sun
if you favor of my being addressed to President
your favor as well as an extra copy
for historical interest. We would be very
pleased to send you one for the
club.

Thanking you for your cooperation and support
of this important movement,
Yours very truly,
Alan R. Hawley

Very sincerely yours,

Private Secretary

Alan R. Hawley

President, Aero Club of America.

Mr. Alan R. Hawley,
The Aero Club of America,
237 Madison Avenue, New York City.

Aero Club

Chicago, October 23, 1916

Dear Mr. Burton:-

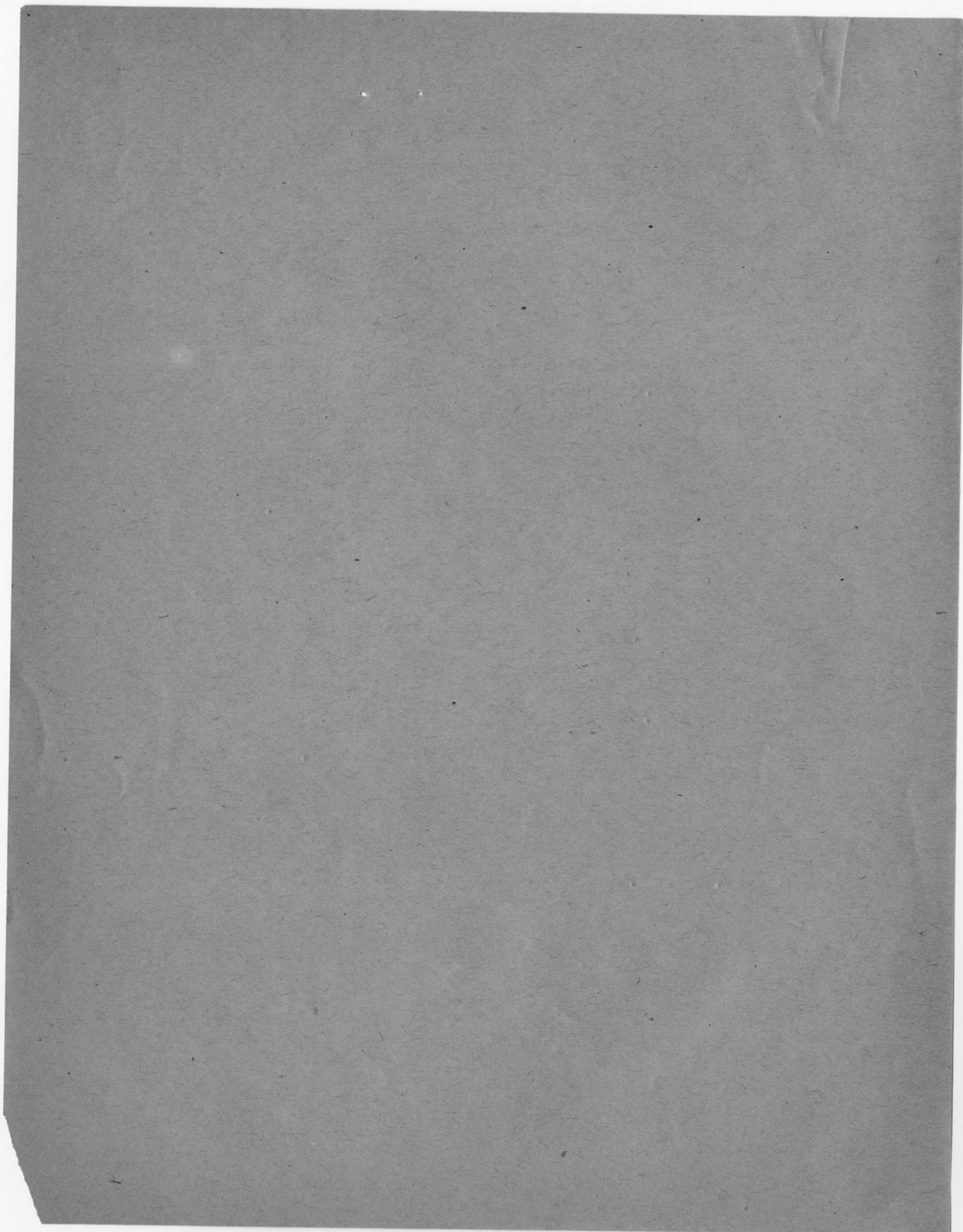
The Aero Club of America is offering three medals in each of ~~fifty~~ leading universities for essays on aeronautics. The Club is also sending to the University two magazines: Flying, a monthly; and Aerial Age, a weekly. I have instructed the Club to send these to the Librarian, the University of Chicago.

Yours very truly,

D.A.R.-V.

Secretary to the President

Mr. Ernest D. Burton





The Aero Club of America

297 MADISON AVENUE, NEW YORK

TELEPHONE MURRAY HILL 71-72

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W. STARLING BURGESS

October 18, 1916.

Mr. Charles P. Judson, Pres.,
University of Chicago,
Chicago, Ill.

Dear Sir:

Realizing that if progress of aeronautics continues to be as swift as it has been in the last few years, in five years from now aircraft will be used extensively for commercial purposes, and the aeronautic field will afford splendid opportunities for the young men who are now at universities fitting themselves for active life, the Aero Club of America, to interest college men in aeronautics has decided to offer three medals of merit to each of the fifty leading universities, to be awarded to the three students in each university who write the best essays by March 15th, 1917, on:

- (1) Military Aeronautics;
- (2) Mechanics of the aeroplane and possible technical development in aeronautics;
- (3) Possible application of aircraft for utilitarian purposes.

Your institution, being one of the leading universities, will receive three medals - the offer of which we hope to continue annually hereafter.

The valuable work done in the past summer by the twelve Yale Men who form the Volunteer Aerial Coast Patrol Unit No. 1, and participated with their flying boats in the "Mosquito Fleet" maneuvers, the splendid progress made by the twenty-four Harvard students who learned to fly during the summer, combined with the work of about fifty other college men representing different colleges, who became interested in aeronautics in the past year, makes us realize that, possibly, interest in aeronautics among college men is already extensive, and that there will be many competitors for the medals of merit.

Therefore we consider it best to leave to your decision whether the essays are to be passed upon by the members of the faculty of your institution, or be submitted to a Committee of Army and Naval officers for the essays

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of the first class; aerodynamic technical experts for the second class; and experts on the application of aircraft for military purposes and economists, for the third class.

Upon consideration, it has been thought best not to limit the number of students, as it is realized that many students may wish to trace the history of the aircraft in its various branches of responsibility upon which he is writing.

Likewise, it has been thought best to allow a student to compete for all three medals.

The fact that the American aeronautical industry now has about \$50,000,000 worth of business, and that as soon as aircraft are being employed for carrying mail, in the Coast Guard Service, and for general purposes, which may begin with the coming spring, there will be an even greater development, makes us realize that, undoubtedly, this field affords extraordinary opportunity for the young men who are now at the universities fitting themselves for active life.

Aeroplane and rapidly growing in size and speed, and there are aeroplanes being constructed to fly fifteen tons, and which are undoubtedly capable of flying across the Atlantic. What the next five years will bring forth we can anticipate, but after witnessing the tremendous development that has taken place in the last few years, we can only say that the employment of aircraft will see the advent of the Aerial Age - the employment of aircraft for general military purposes.

Considering the marvelous scientific and economic revolution which has been brought about by the advent of fast transportation and intercommunication, it does not require undue presumption to foresee a greater economic and sociologic revolution as a result of the advent of the Aerial Age.

Spanning continents like railroads, bridging seas like ships, going over mountains, forests and all physical obstructions like the bird - the aircraft brings the elimination of frontiers and the physical connection of nations.

Our generation has seen in a short space of time a marvelous sociologic and economic revolution, which has been due essentially to the advent of fast transportation and intercommunication. Thanks to the railway, the automobile, the telephone and the telegraph, we saw the advent which brought about the Civil War elimination of frontiers, and the physical connection of nations. We witnessed the solving, in the short period of fifty years, of pressing problems that once seemed insurmountable. The people of both sides, who thought they never would forget, and their interests, were so thoroughly united that the North and the South became warmly affectionate terms.

We, who are close to developments, find reasons to believe that we are on the threshold of a new era which promises a boundless extension of that wonderful system which makes a democratic nation out of forty-eight separate States, an extension which brings

of the first class; aeronautic technical experts for the second class; and experts on the application of aircraft for utilitarian purposes and economists, for the third class.

Upon consideration, it has been thought best not to limit the length of the essays, as it is realized that many students may wish to trace the history of the development of that particular branch of aeronautics upon which he is writing.

Likewise, it has been thought best to allow a student to compete for all three medals.

The fact that the American aeronautic industry now has about \$50,000,000 worth of business, and that as soon as aircraft are being employed for carrying mail, in the Coast Guard Service, and for general purposes, which may begin with the coming Spring, there will be an even greater development, makes us realize that, undoubtedly, this field affords extraordinary opportunity for the young men who are now at the universities fitting themselves for active life.

Aeroplanes are rapidly growing in size and speed, and there are aeroplanes being constructed to lift fifteen tons, and which are undoubtedly capable of flying across the Atlantic. What the next five years will bring forth no one can anticipate, but after witnessing the tremendous development that has taken place in the past three years, we cannot but admit that the next five years will see the advent of the Aerial Age - the employment of aircraft for general utilitarian purposes.

Considering the marvelous sociologic and economic revolution which has been brought about by the advent of fast transportation and intercommunication, it does not require undue prescience to foresee a greater economic and sociologic revolution as a result of the advent of the Aerial Age.

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Our generation has seen in a short space of time a marvelous sociologic and economic revolution, which has been due essentially to the advent of fast transportation and intercommunication. Thanks to the railroad, the automobile, the telegraph and the telephone, we saw the causes which brought about the Civil War eliminated, despite the fact that the people who lived at the time of that war maintained that these causes would always exist, and despaired of their elimination. We witnessed the solving, in the short period of fifty years, of harassing problems that once seemed insoluble. The people of both sides, who thought they never could forget, and their interests, were so thoroughly united that the North and the South became merely astronomical terms.

We, who are close to developments, find reasons to believe that we are on the threshold of a new age which promises a boundless extension of that wonderful system which makes a democratic nation out of forty-eight separate States, an extension which brings

prospects of world peace. The aircraft, with the wireless telegraph and the telephone are the factors which promise to humanize the world. They promise to bring about the complete annihilation of space and distance, and in their prospective developed state - which has been approaching in rapid strides - to do internationally what the railroad, the automobile, the telegraph and the telephone had done within nations, rapidly uniting people and unifying their interests, making the whole world practically a world nation.

Young men who are now in universities fitting themselves for active life are the men who will live in this new age - and they have much to give and much to receive from it.

Through the tremendous strides forward of aeronautics there are wonderful possibilities for the employment of ingenuity, genius and skill, and business opportunities as great as have ever been created by progress in important lines of human endeavor: problems of engineering as huge as were solved by Goethals and other master builders; juridical and legal questions to be decided as stupendously difficult as any Gladstone would wish them; possibilities for the development of international relations greater than were ever conceived; problems of transportation to be solved by the application of aircraft as wonderful as any economist could wish; opportunities to gain distinction splendid enough to satisfy the most ambitious person.

To supply your library with information regarding the latest developments in aeronautics, a public spirited person has paid for subscriptions to the two magazines, "Flying", monthly, and "Aerial Age", weekly. In your answer, kindly advise us whether these magazines should be addressed to the Librarian or to the member of the faculty who may have charge of aeronautics.

Yours very sincerely,

Alan R. Hawley
President, Aero Club of America.

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Yours very sincerely,

Frank B. Rowland
President, Aero Club of America

Chicago, October 23, 1916

Dear Mr. Hawley:-

I have conveyed the information contained in your letter of October 18 to the editor of the Daily Maroon, the editor of the Alumni Magazine and to the most active of our aviation enthusiasts. I trust that the University of Chicago may be well represented in your contest. The two magazines which you mention may be sent to The Librarian, the University of Chicago.

Yours very truly,

D.A.R.*V.

Secretary to the President

Mr. Alan R. Hawley
The Aero Club of America
297 Madison Avenue
New York City

