eneral effect London might rmous household practising The unnecessary lights are

he main streets half the and swung lamps are not e others only glow instead Taxis and cabs form a he ofscurity of the yards taring Cross and Victoria hich are under half-lights o, while the staging of

on street, the glass roof of it a notable mark being discarded, and return to gas and the hirty years ago. The emramcar's run out from the verside with windows curlights screened. The band bankment Gardens plays in

o the eye London masked on the main routes the to grope a staccato way shadows, side streets flash s. One gets puzzled in the al like shadows. At night nun-figures at dusk among

effect is found up in Holthe upper glass of the of red above it. the new rule, the licenses but the tobacconists and nd fish shops, and those catessen are sold. rouded pavements. "The gives the color," too, to the

ges, France

just received direct French China. This Dinner Ware, includ n, both in plain and was placed long before well as we the benefit pieces now and add to

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TUESDAY, NOVEMBER 17, 1914

dr exacting conditions, in the most terrific fighting of the greatest conflict that has yet occurred upon this planet, and they have proved their ablance, and they have proved their ablance. Semi-rigid class, and their functions and capabilities are similar.

Thus far the actual destruction caused by aircraft, while considerable in total amount, has not perhaps borne

planet, and they have proved their absolute indispensability in the tactics of war.

How do the different nations compare as regards their aerial equipment? This (says William Merkel in the American Rewiew of Reviews) is a matter about which it is impossible to give accurate and definite figures. Official figures are withheld from publication. Mr. Henry Woodhouse, editor of Flying, estimates the compublication. Mr. Henry Woodhouse, news despatch says: Farisians were editor of Flying, estimates the comparative strength in aircraft of the warring European nations approximately as follows:

| News despatch says: Farisians were disappointed to-day—no German aeroplanes flew over- the city." Paris crowds have, in fact, wondered why French aviators did not promotly entered to the control of the control of the city.

Dirg	ribles. Ae	roplanes.
France	31	1200
Great Britain	15	500
Russia		800
Belgium		40
Servia		40
Germany		600
Anstria	10	350
But whatever the	accurat	e figures

may have been at the opening of the war, they quickly became obsolete, for the aircraft factories of Great Britain, France, Germany, and Russia immediately began working under greatly increased pressure, turnder greatly increased greatly increase der greatly increased pressure, turning out aeroplanes with great rapidity, the entire output of machines being taken over by their respective Governments. The hard usage which the machines are receiving in the war service, however, keps th total number of aeroplanes from rising to any great extent. It is said that Zeppelines are being turned out at the rate Germany Leads

It will be seen that Germany leads large airships, among which are per-haps more than a dozen dirigibles of the Zeppelin type, while her aero-planes and pilots have made wonder-ful advances in efficiency. France is weaker than her neighbor in diribibles, but has a large supp'y of aero-planes and a host of talented pilots. England has greatly strengthened her aerial arm, both for land and water

The expenditures of the various Governments for aeronautical purposes during the past ten years are in approximate round figures as fol-

lows.	
Germany	\$100,000,000
France	60,000,000
Russia	30,000,000
Great Rritain	15,000,000
Austria	10,000,000
Belgium	1,000,000
Servia	. 500,000
Official appropriation	s for aeria
equipment have in mos	t cases com
slowly, some of the Gov	ernments hav
ing had to be goaded o	r scared into
giving money for this t	urpose. Ger

many has been most generous and Progressive in aerial experiments.

A dozen or so of the German diri ribles are of the Zeppelin type, rigid in construction, metal covered, armed with machine guns, and equipped with wireless apparatus and searchlights. They range from 485 to 550 feet in length, with a horsepower varying from 450 to 1,08. They are capable

of a speed of from 40 to over 60 miles an hour, and east stay up for 35 to 40 hours. The Zeppelins can carry a considerable crew and a large quan-

Rival Dirigibles.

Rival Dirigibles,

In the air fleets of the other belligerent nations there are few fighting monsters o fthis kind, their, dirigible balloons being mostly of the non-rigid kind. These are much smaller than the Zeppelins, are unarmed, and are used for observation purposes and for the laving of mines. Germany's ships of this class are principally of the Parseval type. There is little difference in the shape and equipment of the dirigibles of the non?rigid and semi-rigid class, and their functions and capabilities are similar.

was book with whole bones from the city of Paris by German aviators, and the common of the city of Paris by German aviators, was back with whole bones from the city of Paris by German aviators, was back with whole bones from the city of Paris by German aviators, was been controlled to the city of Paris by German aviators, was been controlled to the city of Paris by German aviators, was been controlled to the city of Paris by German aviators, was been controlled to the city of Paris by German aviators, whole controlled to the city of Paris by German aviators, was been controlled to the city of Paris by German aviators, which is not as a contest few over the city. Paris growth have, in fact, wondered why have the German averoplanes, furnishing them with the speciate of a battle in the air. But this is not asir, and the city of the city

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Sir Nigel

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Conen Doyle.

bitten Nigel lay grimly still while Aylward writhed upon his couch.

They were now but a short distance from their destination; but they had hardly started on their journal. hardly started on their journey through the forest next morning, when an adventure befell them which filled

clashing like a pair of cymbals he thundered off through the forest. So he rode upon his majestic way, until two days later he was slain by Lord

Reginald Cobham in a field near Wey-

(To be Continued,)

Storm signals have been raised a

are warned to take shelter.

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through the forest next morning, when an adventure befell them which filled Nigel with the wildest hopes.

Along the narrow winding path between the great oak trees there rode a dark sallow man in a scarlet tabard who blew so loudly upon a silver trumpet that they heard the clanging call long before they set eyes on him. Slowly he advanced, pulling up every fifty paces to make the forest ring with another warlike blast. The comrades rode forward to meet him.

"I pray you," said Nigel, "to tell me who you are, and why you blow upon this trumpet."

The fellow shook his head, so Nigel repeated the question in French, the common language of chivalry, spoken at that age by every gentleman in Western Europe.

The man put his lips to the trumpet and blew another long note before he answered. "I am Gaston de Castrier," said he, "the humble Squire of the most worthy and valiant knight Raoul de Tubiers, de Pestels, de Grimsard, de Mersac, de Leoy, de Bastanac, who also writes himself Lord of Pons. It is his order that I ride always a mile in front of him to prepare all to receive him, and he desires me to blow upon a trumpet not out of vainglory, but out of greatness of spirit, so that none may be ignorant of his coming should they desire to encounter him."

Nigel sprang from his horse with a

Nigel sprang from his horse with a cry of joy, and began to unbutton his doublet. "Quick, Aylward, quick!" he said. "He comes, a knight errant he said. "He comes, a knight errant comes! Was there ever such a chance of worshipfully winning worship? Untruss the harness whilst I loose my clothes! Good sir, I beg you to warn your noble and valiant master that a poor Squire of England would implore him to take notice of him and to do some small deed upon him as he passes."

Some small deed upon him as he passes."

But already the Lord of Pons had come in sight. He was a huge man upon an enormous lorse, so that together they seemed to fill up the whole long dark archway under the oaks. He was clad it full armor of a brazen hue with only his face exposed, and of this fac there was little visible save a pir of arrogant eyes and a great black beard, which flowed through the pen vizor and down his breastplate. To the crest of his helmet was tied a small brown glove, nodding and winging above him. He bore a lon lance with a red square banner at ac end, charged with a black boar's head, and the same symbol was ensaved upon his shield. Slowly he roe through the forest, ponderous, menaing, with dull thudding of his charges hoofs and constant clank of metal, while always in front of him came the distant

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DE WET WOUNDED.

LONDON, Nov. 17, 4.35 a.m.—A Pretoria despatch to Reuter's Telegram Company states that General DeWet, who headed the recent rebellion in the Orange Free statte and the Western Transvall has been injured in the head. DeWet's followers are converted as much dejected. It are reported as much dejected. I

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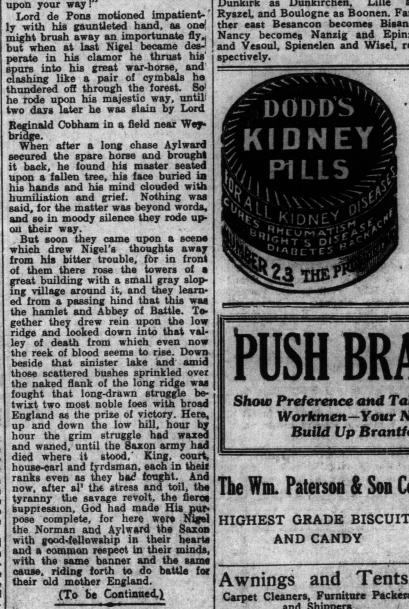
active and clean, and the moment you feel an ache or pain in the kidney re-Salts from any good drug store here, take a tablespoonful in a glass of water before breakfast for a few days gion, get about four ounces of and your kidneys will then act fine. This famous salts is made from the acid of grapes and lemon juice, combined with lithia, and is harmless to flush clogged kidneys and stimulate tnem to normal activity. It also neutralizes the acids in the urine so it no longer irritates, thus ending blad-

Jad Salts is harmless; inexpensive; makes a delightful effervescent lithiawater drink which everybody should take now and then to keep their kidneys clean, thus avoiding serious com-

A well-known local druggist says he sells lots of Jad Salts to folks who believe in overcoming kidney trouble while it is only trouble.

THE PREMATURE NAMES. PARIS, Nov. 16—The German pos-tal authorities have issued an elabor-

ate table of Germanized names of Belgian cities and of "annexed ter-ritory." In northern France, among these latter, we learn that Calais henceforth to be known as Kales, Dunkirk as Dunkirchen, Lille as Ryszel, and Boulogne as Boonen. Farther east Besancon becomes Bisanz, Nancy becomes Nanzig and Epinal and Vesoul, Spienelen and Wisel, re-



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