

PLEASURE PLANES LIKELY AFTER WAR

Development of Flying Machines May Bring Them To Reasonable Figure

In this war the achievements of the airplane have captured the imagination of the American people. In the period following the war, in like manner, the greatest interest is to be centred on the airplane, as to the place it is to take as a commercial and pleasure vehicle. Already many questions are being asked, foremost among them: What chance has the average man of owning an airplane? What, on account of the landing problem, will be the limitations of private ownership? Is it time near at hand when the tired business man will take a spin in the air instead of in his automobile on land, as does now? Will there be commercial passenger airplane lines between the cities? How many passengers may be expected to carry on? What commercial freight for routes for freight packages?

Around all these questions, as precedent to their answers, extends the function of the airplane, how near is the airplane in its development to the standard of 100 per cent safety?

These questions were put to Captain Francis, Air Service, Aeronautics, S. A., in Washington recently. Few aviation officers had his experience, then as engineer in connection with the development of the airplane or as a pilot. He became a pilot in 1909, and there are not more than three other men in the world who hold a record equal to his of 300 hours in the air during this period. He was recently called to headquarters in Washington he was the executive officer of Kelly Field at San Antonio, Texas, the largest aviation field in the world.

"After the war," said Captain Francis, "the development of the airplane as a commercial and pleasure vehicle will be similar in its rapidity to that which characterized the automobile. It is out of the experimental stage and in the proposition. The first town to my knowledge and dependability in other knowledge to do this was Modesto, Cal."

ways as a means of travel. I think it will prove to be the safest vehicle of travel. In the causes of airplane accidents now defects in the machine constitute less by far than any other factor; not more than one one-hundredth per cent of the accidents are due to faults in the machine, I estimate. I think the airplane is close to 100 per cent as a safe vehicle of travel. After the war there will be many individual owners of airplanes, up to the extent that high-class automobiles are owned today. They will not be built and distributed as Ford cars are, but they will be in the reach of men who now can afford to own a high-grade car.

"In commercial development what do you expect?" Captain Francis was asked. "Airplane passenger lines will be established between the large cities, as between Washington and Philadelphia," was the answer. "It will be possible to carry as many as eight passengers. I also look for freight airplane lines between important centres, for the transportation of light parcels where rapidity of dispatch is an important factor. We may be assured that following the war there will be an extensive development in the use of the airplane for commercial purposes."

"But one thing is needed to insure an extraordinary development in the age of the airplane as a commercial and pleasure vehicle after the close of the war. We are sure of a machine that will meet all the demands of safety and reliability and we are sure of skillfully trained pilots to operate them. What is needed is the establishment of landing stations at every town of size throughout the United States. A number of cities have already done this, adjoining aviation fields used by the United States government."

"On account of its character, the landing station is considered a municipal enterprise. The first town to my knowledge and dependability in other knowledge to do this was Modesto, Cal."

Stomach So Bad

THOUGHT HE WOULD DIE
CAN EAT ANYTHING NOW
But for indigestion and dyspepsia, many a life might be a pleasant one. The misery which stomach troubles cause the sufferer knows only too well, and any one who has suffered knows what joy it would give to be able to eat three good meals a day and not be punished for it.

Nearly everything that enters a weak stomach acts as an irritant, and even the little that is eaten causes such torture and is digested so imperfectly that it does little good. Before you can eat heartily, and not pick and choose your food, you must put your stomach right so that it will manufacture its own digestive elements. For forty years now Burdock Blood Bitters has been making weak stomachs strong, and permanently curing severe cases of indigestion and dyspepsia that other remedies were powerless to reach. Mr. H. L. Fairweather, Cumberland Bay, N. B., writes:—"I was troubled with my stomach for two years, and sometimes was so bad I thought I would die. I tried everything I ever heard tell of, and had medicine from three doctors, but continued to grow worse. One day I read of some wonderful cures made with Burdock Blood Bitters. After taking two bottles, I could eat any kind of food without any bad effects, and by the time I had taken four I was in perfect health."

Burdock Blood Bitters is manufactured only by The T. Milburn Co., Limited, Toronto, Ont.

No doubt the largest is the municipal landing station at San Francisco. They were very fortunate in the site; the old fair ground was obtained, and the station is within five minutes of the business section of the city. It will be fitted with hangars, machine shops for repairs, gasoline containers and other requirements. On one side is the water, so that there will be a harbor for flying boats. It is really the first complete municipal aerial dock in this country, and I suppose in the world.

"In the beginning, after the war, aerial routes will take the course marked by good landing stations, or aerial docks, and chambers of commerce and other civic organizations in the large cities are already beginning to pay attention to this subject. I am informed, in order that their city may be in a position to compete for a place in the future chart of air routes in this country. The whole thing, the development of the airplane as a commercial and pleasure vehicle depends on the speed with which cities provide suitable landing stations."

"What are considered the average requirements for a municipal landing station?"

"A piece of land 3,000 feet square, within, say, five miles of the business or residential district of the city," said Captain Francis. "It should be convenient to highways and to interurban lines, and in the immediate surrounding there should be an abundance of trees and tall buildings, for convenience of ascent and descent is the important factor in the operation of the airplane. Hangars, gasoline stations, machine shops and small hotels should be provided."

"The number of the privately owned airplanes in a given city will depend on the establishment and convenience of the aerial dock there, as a private landing place in connection with the residence of the city dweller who owns an airplane is not feasible. The why accessibility will be important, in this connection. The owner who at the close of his business now desires to take a spin in the air will not want a machine in a place he can get to readily. At country homes and on farms, I expect to see individual landing stations, and in the future one of the things that will add attraction to the spin of the city flier will be the opportunity of making a ten or twenty-mile run to his friend and acquaintance in the country who has a private landing station. In making such trips I expect to see the airplane used in traversing a distance as short as four or five miles."

"I spoke of the need of small hotels near the landing stations, because there will be many fliers who will want to stop for the night only and be off the next day for the next leg of their journey. An important consideration is to avoid the mistake of a small field as it is worth emphasizing that all the danger of flying is in getting up out of a small field or landing in one."

"What age limit do you think there will be in fliers for commercial purposes or for pleasure?"

"You hear it said," answered Captain Francis, "that a man of middle age can not make a good pilot, but that is not so. A man can make a good pilot up to the age of forty or forty-five; that does not mean that at this age he can make a good combat pilot. It will probably take longer to teach older men to fly, but as they will have reached the age when they have no other experience in their lives. It should have the effect of keeping men young, too, in the necessity of mental alertness."

"The average intelligent person who is able to drive an automobile through the streets of a large city is capable of learning how to pilot an airplane. I think the American is especially well adapted to flying. Our American boys now in training are making the finest pilots in the world, the most accurate. 'The control of the airplane' con-

tinued the captain, with regard to the future use of the airplane, "is simpler than that of the automobile, the motor boat or the motor truck. It is the most comfortable, the cleanest, and is at the same time one of the safest. The number of airplane accidents is less than those in which the automobile is involved. There is one requirement for safety in the airplane—the operator must be cool and collected."

"Out of 200 accidents which I looked into all were caused by the carelessness of the pilot, the most from over-confidence. There is no reason why a pilot should not live to old age, provided he is careful, conservative. He should not play with the air or tease it; by that I mean taking unnecessary chances. The air might be likened to a captured wild animal, and therefore dangerous if one is not watchful. It is likely to turn and bite one who teases it in mere foolhardiness."

"Showing off, unnecessary stunts, grandstand work, it is from these that danger springs. By this I do not mean to minimize the importance, or the necessity, of the aviator going through the training required for a thorough mastery of the machine, so that if he gets in a bad position he is able to get out, but of the accidents I have investigated many of them were because the pilot was trying to show off to the public. It is a question of using good sense, and judgment. The comparison might be made with the driver of an automobile who on a crowded highway tries to squeeze past every body, to take a chance by just grazing the curb—consequence is that sooner or later he figures in an accident."

"An alert mind, of quick decision, is called for while navigating an airplane. There must, for example, be instant decision as to which angle one should approach or at which angle one should rise from a field. There must be judgment of distance, and this while the machine is moving at a high rate of speed. The pilot has no time to stop to think; he must decide right away. The quality points, then, are a strong mind, resting on a good foundation; alert, adapted to get under a high rate of speed. Alertness, the power of quick decision, and qualities of the American mind, and therefore I think we may look forward to the development of flying here, after the war, more rapidly than in any other country, especially as by that time this country will have laid the foundation for a large annual output of airplanes."

—BUT-VICTORY-BONDS—

EVEN UNDER GUN-FIRE

An elderly woman in well-brushed, dowdy black came down the French street toward us, an expression of terror on her face. When she saw me she said: "Well, I've found you. They said you were in town today. Won't you come back to the house with me? Something important. I'm terribly troubled with some American officers. . . . Oh, the war!"

I went, apprehensive of trouble, and

Was Pulled Through

THE TRYING TIME
IN A WOMAN'S LIFE
Mrs. H. Membury, 325 Seaton street, Toronto, Ont., writes:—"I have used Milburn's Heart and Nerve Pills and found them to be of great benefit to me, in fact, I consider they saved my life, and I have told many of my neighbors about them."

Two years ago last November I was in poor health. The doctor said it was change of life, as I was over forty years old, and that I would have to be very careful of myself. Shortly after that I received an awful shock that nearly killed me. The doctor my husband sent for said I would soon be all right, and sent up some medicine, but it only seemed to increase the trouble. I was then taken to the hospital. The doctors examined me, but could not understand my case.

They then sent for a specialist, as they began to think it was my mind. When the specialist came he was baffled for I answered his questions all right. Every day I was getting weaker, and when my husband came he could see that I was going, as I could read his thoughts, but said nothing. Next day a friend came with a cab and took me to her home. They got a box of Milburn's Heart and Nerve Pills, and I started taking them and began to get better, and at the end of two weeks I could walk around the room. I am now well and able to do my own work.

Price 50c. a box at all dealers or mailed direct on receipt of price by The T. Milburn Co., Limited, Toronto, Ont.

found her house, save for a total absence of packing cases, improvised desks, and of window-glass, in its customary speckled and shining order. She took me upstairs to what had been a bedroom and was now an office in the quarter-master's Department. It was filled with serious-faced, youngish American officers, who, in their astonishment at seeing me, forgot to take their long black cigars out of their mouths.

"These," said the woman-with-a-gravestone, pointing to the floor, "just look at that! Just look! I tell them and I tell them, not to put their horrid boxes on the floor, but to keep them on the linoleum, but they are so stupid, they can't understand language that any child could take in. And they drag those boxes, just full of nails, all over the floor. I'm sick of them and their scratches!"

A big gun boomed solemnly off on the horizon as accompaniment to this speech. I explained in a neutral tone to the officers, looking expectantly at me, what was at issue. I made no comments. None was needed, evidently, for they said, with a gravity which I found lovable, that they would endeavor to be more careful about the floor, that indeed they had not understood what their landlady had been trying to tell them. I gave her their assurance and she went away satisfied.

As the door closed on her they broke

SHE COULD NOT

STAND OR WORK
But Lydia E. Pinkham's Vegetable Compound Restored Her Health and Stopped Her Pains.

Portland, Ind.—"I had a displacement and suffered so badly from it that at times I could not be on my feet at all. I was all run down and so weak I could not do my housework, and could not lie down at night. I took treatments from a physician but they did not help me. My Aunt recommended Lydia E. Pinkham's Vegetable Compound. I tried it and now I am strong and well again and do my own work and I give Lydia E. Pinkham's Vegetable Compound the credit."

—Mrs. JOSEPHINE KIMBLE, 935 West Race St., Portland, Ind.

For helpful suggestions in regard to such ailments women are asked to write to Lydia E. Pinkham Medicine Co., Lynn, Mass. The result of its long experience is at your service.

Into broad grins and pungent exclamations: "Well, how about that! Wouldn't that get you? With the town bombardment every night, to think the old lady was working herself up to a froth about her floor-furnishings!"—Dorothy Canfield in Harper's Magazine for November.

—BUT-VICTORY-BONDS—

SATURDAY NIGHT RIOT.

Policeman Hanley, while attempting to arrest a returned soldier, who was under the influence of liquor, on Saturday, was interfered with by a mob which gathered. The policeman started to take his prisoner to the police station but the crowd assembled blocked his way. Another man was placed under arrest, but the crowd succeeded in taking both prisoners away from the police officials. Detective Biddiscombe arrived on the scene, but his inquiries as to the cause of the trouble were greeted with jeers. The crowd rushed the policemen to headquarters and some one in the party threw a stone through the window of the chief's office.

—BUT-VICTORY-BONDS—

A witty girl often a drag in the matrimonial market.

MOTHERS! WIVES!

SWEETHEARTS!
Send your boy "over there" this Xmas, a box of

Ben-Bey Cigars

They are delightfully mild nothing like them on the other side.

At all cigar stores in boxes of 10, 25 and 50.

Parcels should be mailed by Nov. 15th to reach somewhere over there in time for Xmas.

Workmen's Compensation Act, 1918.

Notice to Employers of Labor

Every employer shall, on or before the 15th day of November

Cause to be furnished to the Workmen's Compensation Board at the City of St. John, an estimate or estimates of the probable amount of the payroll of each of his industries within the scope of Part I of the Act, together with such further information as may be required by the Board for the purpose of assigning such industry to the proper class or classes, and of making the assessment hereunder.

And Further Notice

That any Employer neglecting or refusing to furnish such estimate or information is liable to a penalty not exceeding \$20.00 per day for each day of such default, and is further liable for damages, as provided by Part II of said Act, in respect of any injury to any workman in his employ during the period of such default.

NOTE.—Forms for furnishing such information will be supplied on application.

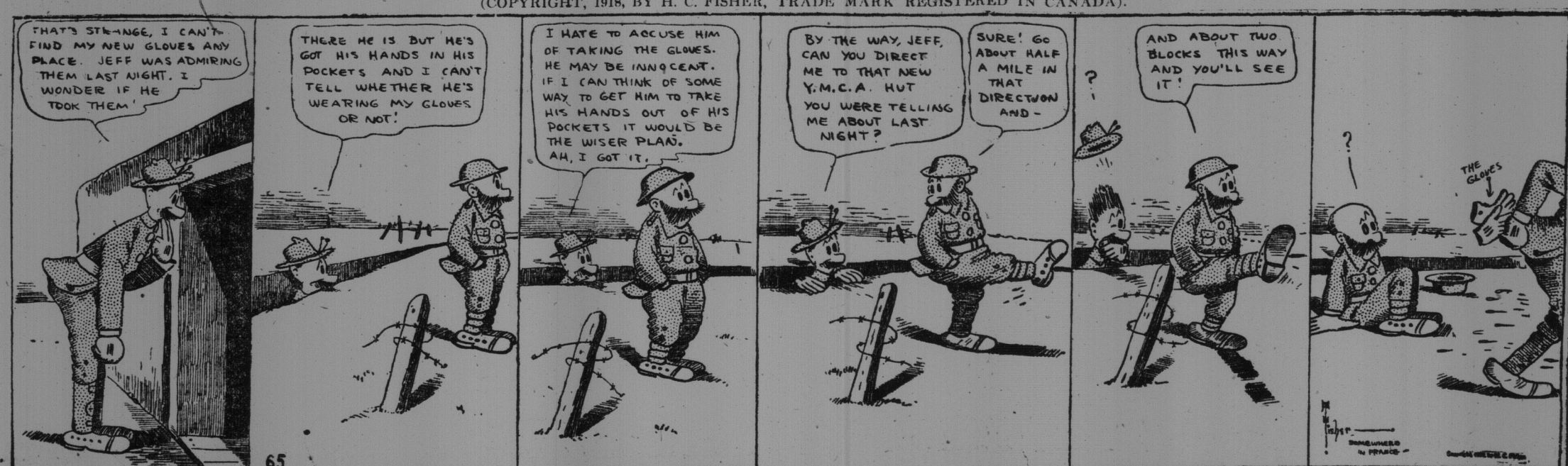
Workmen's Compensation Board

P. O. Box 1318 11-15 St. John, N. B.

MUTT AND JEFF—THE "AROMA" OF A FRENCH CIGARETTE WOULD FOOL ANYONE.

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By "BUD" FISHER



BOYS, THE WAR IS ENDED!

So don't look to the government for your Fall Suit or Overcoat but get it at

Wilcox's 10 Days Sale

Where you can save from 10 to 20 per cent on all the Clothing you buy from now until Saturday 10 p. m.

Men's Suits from \$12.00 to \$30.00, worth from \$15.00 to \$38.00.

Men's Overcoats from \$12.50 to \$30, worth from \$16.00 to \$38.00.

Boys' Suits from \$6.50 to \$14.00, less 10 per cent.

Boys' Overcoats from \$7.50 to \$18.00 less 10 per cent.

It pays to shop at
WILCOX'S
Charlotte Street
Corner Union