

BETWEEN HEAVEN AND EARTH IN A BRITISH WAR-PLANE

THE IMPRESSIONS OF A NOVICE ON HIS FIRST TRIP TO THE CLOUDS—EARTH FROM DISTANCE OF 1,000 FEET A DIMINISHED, HIGHLY WROUGHT, STRANGELY VIVID FAC-SIMILE OF THE REALITY.

The following thrilling account of a war flight in a British aeroplane is written by Mr. E. P. Bell, the London correspondent of the Chicago "Daily News":—

Mounting on tremendous wings, with an almost deafening whirr, from one of the busiest aerodromes in Britain, I had my flight, and I venture to think it was a great flight—certainly one of the most exciting, instructive, and complete that any correspondent ever has been allowed to attempt.

It took place on a warm, misty, sun-spangled day, with occasional great shifting clouds. My companion was Flight Commander Captain G—, one of the most brilliant pilots in England, and a man who has repeatedly met the Germans above their lines at Ypres.

One has read of persons flying for the first time and finding their sensations intensely and unqualifiedly joyous. I know not what sort of flight they took. I have little doubt my splendid pilot, Captain G—, who, for all his culture and urbanity, cannot tell the steel of his temperament, will accuse me of exaggeration—but in this connection I cannot count Captain G— a competent witness. Young as he is, he is so old in the art of flying, that he is as much at ease in his aeroplane as some of us are in our bedroom slippers.

To me this dashing series of movements between earth and heaven was a most searching experience. It was a most thrilling experience. At certain moments, fortunately, fleeting, though it seemed painfully long, it was almost an agonizing experience.

On Full Throttle.

Let us try to go through it somewhat in detail. The 90-horse-power motor, tested on full throttle, is slow down, mechanics hand away the checks before the rubber-tired ground wheels; the pilot, turning the machine round into the wind, opens up the engine, and we skim across the aerodrome like a gigantic swallow. Within a hundred yards, having leapt to a speed of fifty miles an hour, the plane quits the earth imperceptibly. No sooner has it done so than one finds oneself at grips with an invisible opponent. This opponent, exerting a strange oppressiveness on the brain, is the airman's inveterate antagonist—resistance.

As the speed increases, the machine thrusting its nose upwards and resolutely lying over against its long spiral climb, resistance is reinforced. The brain seems in a vice. The very body feels as if it were being mechanically compressed. One wonders if the effort of self-control is worthy to sap the energy one hoped to devote to observation. Then—what has happened? What is the meaning of this comparative softness of sound, this feeling of marvellous lightness, this delicious sense of relief? With some difficulty, in my deep, narrow seat, I turn and look back at the hooded goggles. On his bronzed, definite features is a reassuring smile. All is well. We merely have gained an altitude of 1,000 feet and are enjoying life on an even keel. One thanks heaven that the captain thought of it!

After all, this life in the air is not so bad. Now one can look about a little, unobscured by resistance, and unperturbed by the list that might—let us pass the possibility! We move sweetly in a region of indescribable novelty and appeal. Right and left, and far ahead, loom huge, slow-paced clouds. Everywhere about us, it seems to hold the sun in limp dissolution.

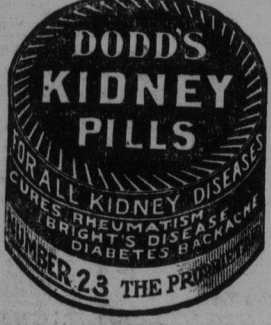
Like Cameos.

I stare at the earth. It is scarcely recognizable—suggests a diminished, highly wrought, strangely vivid fac-simile of what we left a few minutes ago. The villages are tiny, but amazingly sharp—like cameos. The cemetery over which we are passing is so detailed and distinct that it fascinates the eye. The pattern of the fields and meadows is clear and beautiful. The roads are straight and white.

But hark! Again the great propeller blades are beginning desperately to race. Again the nose of the plane is lifted. Once more our old antagonist, coming quickly back, lays a heavy hand on our senses. It is apparent that we are to have our alternations—that that sweet movement of an even keel at 1,000 feet, was too good to last. We rise rapidly—shoot up. Though strapped in, I grip a solid bar in front of me with one hand, and, clinging to the side of my seat with the other.

Whew! Surely this time we are right over! But we are not. Captain G— is merely banking her hard to show how quickly she can turn on an enemy to the right. Then—I feel that I am literally losing my head in the operation—he banks her steeply the other way, to show how swiftly she can double back to meet a flanking foe. Beset by hypothetical adversaries, we climb and dip and curve until your sensibility easily pictures all the universe as a spinning catastrophe of fields, houses, clouds, blue sky, and sun-fused mist. Rough as it is, inexperience, it is magnificent, and it is war!

Banking ceases, and we do a straight climb into the west. So smartly mated in the hooking of the hooks and the ringing of the rings—or whatever these movements are called in the



PROSPECTS VERY BRIGHT FOR FARMERS OF CARLETON COUNTY

Nearly all Crops Above Average in Quality and Quantity and Prices are on the incline.

Hardland, N. B., Aug. 31.—Perhaps never in the history of the county have the prospects been brighter for the farmers than they are the present season. Nearly all crops are above the average both in quality and quantity, while prices continue to soar to such an extent that local consumers are beginning to complain of the strain on their purses. The movement of potatoes has already started, several shipments being made this week with the price to the farmer at \$1.55 per barrel. This is much higher than at the opening of the season last year, and it is possible that before the season closes last year's high prices will be exceeded. The hay and grain crops have been abundant and the problem of storage has become a serious one with many farmers of the county. Go where you will through the country new barns greet the eye and many fields ready for the harvest are still standing. The price of pork has gone up and carloads of live hogs are being shipped from here every week. Lamb is practically out of the season, and the price for the consumer in ordinary circumstances.

Mrs. Horvath Corbett of Lakeville was last week stricken with paralysis and her niece from Philadelphia has been summoned to her bedside.

On Saturday Mr. and Mrs. Milton Anderson of Boston, who have been visiting relatives in Lakeville for some weeks, returned to their home. Mr. and Mrs. Charles Watt of Moncton have been visiting relatives in Greenfield.

Announcement has been made of the engagement of Miss Lena Ritchie, daughter of Mr. and Mrs. Joseph Ritchie, of Greenfield, and Rev. Thomas Parker, B. A., of St. John's, to be married at the wedding to take place at the Episcopal church at Greenfield on September 6.

Mr. S. S. Miller and family have returned from a pleasant sojourn at St. Stephen. Prof. and Mrs. Watson have returned from a trip to Prince Edward Island.

Accompanied her sister, Mrs. Carrie McAlpine, Mrs. Howard L. Cox has returned from a visit with her parents at Sackville.

Having spent three weeks at Grand Falls and towns in Maine, Mrs. Geo. H. Campbell and Mrs. E. A. Caldwell of Mount Pleasant, have returned home.

Invitations for the wedding of Miss Viola J. Greer and Mr. Arthur Clifford of Grand Falls, N. B., were sent out. The ceremony will take place at the home of the bride's parents, Mr. and Mrs. E. W. Greer, on September 6.

Lumbermen have commenced prospecting for the winter's cut and last week Messrs. D. H. Nixon and R. J. Potts were in St. Leonard's for that purpose. An average cut in all sections is predicted.

Mrs. Mary Seeley of Durant, Okla., is renewing old acquaintances here.

CANADIAN PATRIOTIC FUND SUBSCRIPTIONS.

Quarterly: Andrew Jack \$10; Wm. Brodie, \$10.00; G. D. Ellis, \$5.00; Rev. F. S. Dowling, \$5.00.

Monthly: Miss B. W. Steeves, (2 mos.), \$2.00; P. P. Johnston, \$5.00; Mrs. J. Henderson, \$5.00; Mrs. A. Simpson, (2 mos.), \$2.00; Mr. A. B. Sim, (2 mos.), \$2.00; Mr. B. Olive, (4 mos.), \$4.00; Mrs. A. Belyea, (2 mos.), \$2.00; Mr. and Mrs. S. T. Wayne, (3 mos.), \$10.00; Miss P. Rising, Ltd., \$51.00; Waterbury & Co., \$100.00; W. H. Thorne & Co., \$100.00; R. Patterson, \$10.00; J. R. McFarlane, \$5.00; H. O. R. Bealey, \$1.00; A. B. Gandy, \$1.00; W. S. Edgar, \$1.00; A. E. Coles, \$2.00; Mrs. W. C. Smith, \$1.00.

Single: Raised at Beulah Camp by the ladies at a patriotic supper, \$68.15; Miss L. L. Howard, \$5.00; Rotary Club (on account) \$5.00.

MAJOR GOOD COMING HOME

Popular Officer of the 140th Unable to Qualify Before Medical Board—Presentations on Eve of Departure.

Special to The Standard. Quebec, Sept. 1.—Today Major F. A. Good, commanding "C" Company of the 140th, left on his return to Fredericton, having failed to qualify before the medical board under the stringent examination conducted by them. His departure has been perhaps the most regrettable incident since the organization of the battalion and has created very general feeling of regret throughout the ranks.

Last evening Major Good was guest of honor at a dinner given by the officers of the regiment, and on the eve of his departure he was presented with a purse of gold, a cane and address expressing esteem in which all ranks have held him. Under his command the company has attained a very high state of efficiency. He will be succeeded by Major Perley.

NEW FOUR MASTED SCHOONER LAUNCHED AT PORT GREVILLE

Special to The Standard. Parrsboro, N. S., Sept. 2.—The four-masted schooner Ada Tower was successfully launched this afternoon from the shipyard of A. M. Cochrane, Port Greville. The Ada Tower is a fine vessel of 528 tons register, has gasoline engine for hoisting cargo, sails and anchor, all the latest improvements. She is owned by the builder and others, including Captain L. C. Tower, who will command her.

She is a handsome specimen of modern architecture, is all ready for sea and will load deals at Port Greville. The launching was witnessed by a very large crowd.

LUMBER SHIPMENTS FROM PARRSBORO.

Parrsboro, N. S., Sept. 1.—The shipments of deals and scantling from this port to the United Kingdom during August amounted to 6,435,528 feet. This was carried by two steamers and four schooners. One of the schooners is under 150 tons register, and is the smallest vessel that has sailed from recent years. The lumber in the ship was chiefly spruce, but it included a small proportion of hemlock and more than half a million feet of hardwood, chiefly birch.

The exports to the United States during the same period totaled 621,690 feet of spruce and hemlock boards and scantling. More lumber of the same class is awaiting shipment.

A Danish bark and an American stern schooner are loading deals here at present for Great Britain, and several schooners are due to arrive for cargo.

The four-masted schooner now being completed in Cochrane's shipyard, Port Greville, is to be launched tomorrow.

RECENT CHARTERS.

Sch Jas W W Hall, Norfolk to Los Palmas, coal, p. t. Sept. Sch Jeremiah Smith, Hayti to Bristol R. I., with logwood, p. t. Sch Theoline, Turks Island to Philadelphia, with salt, p. t.

RUNNING NOSE COLD CURED; SNEEZING STOPPED INSTANTLY.

The worst of a cold is how suddenly it comes. No time to hurry to the drug store, croup develops, the lungs are affected with pneumonia or tuberculosis sprouts to life. Keep Catarrh on hand, it kills colds instantly. Something magical about the way it cures catarrh and bronchitis. Catarrh is the best remedy because it cures in nature's way; it heats, soothes and restores permanently. Carry a Catarrh inhaler in your pocket, use it occasionally and you will never catch cold, the worst. Beware of dangerous substitutes meant to deceive you for genuine Catarrh which is sold everywhere, large size containing two months treatment costs \$1.00; small size 50c; sample size 25c.

SHIPPING NEWS

MINIATURE ALMANAC.
(The time given is Atlantic Standard, one hour slower than present local time.)

September Phases of the Moon.
First quarter, 5th 0h 26m a.m.
Full moon, 11th 4h 30m p.m.
Last quarter, 19th 1h 35m a.m.
New moon, 27th 8h 34m a.m.

Date	Time	From	To
Sept. 5	5.50	St. John	Halifax
Sept. 6	5.57	Halifax	St. John
Sept. 7	5.58	St. John	Halifax
Sept. 8	5.59	Halifax	St. John

PORT OF ST. JOHN, N. B.
Arrived Saturday, Sept. 2nd.
Sch Mikur, 147, Christensen, Belfast, to load deals.
Stur Kanawha, 2488, Kellman, London via Halifax, Wm Thomson & Co, Ltd.

Arrived Monday, Sept. 4th.
Schr Alvin, Theriault, Barbados, molasses.

DOMESTIC PORTS.
Halifax—Arr Sept 1, schs Susan H Pickering, New York; Gladys and Lillian, Barbados.

BRITISH PORTS.
Glasgow Dock—Arr Aug 29, sch Helen Montague, Balmer, St John, N B via Queenstown.

FOREIGN PORTS.
Cherbourg—Arr Aug 22, sch Bayrie, Montreal and Sydney, C B, for Havre; 26th sch Bayrige, Montreal and Quebec.

Perth Amboy, N J—Arr Aug 30, str Russian Prince, Tampico; schs Ravola, New York; St Bernard, Bridgeport.

Boston—Arr Sept 1, str Saxon, Monarch, Glasgow.

Sid Sept 1, str Canadian, Liverpool; Memphis, Manchester.

Arr Aug 31, schs Annie, Fernandina; Triton, Barbados, Montreal and St John.

Sid Aug 31, schs Ruth E Merrill, Norfolk and Portland, And Reuben, Stonington, Me; Mabel F Goss, Sullivan.

Baltimore—Arr Aug 31, sch Mount Hope, Sargentsville.

New York—Arr Aug 31, schs Emma S Briggs, South Gardiner; Charles W Alcott, Stockton; John R Penrose, Stonington, Me; Nellie Eaton, Calais; Addie P McFadden, South Gardiner.

Rockland—Arr Aug 31, schs Nettie S. J. Charles, St John for New York; Fred B Balano Hillsboro, N B, for New Haven; Willis and Guy, St John, for Boston.

Vineyard Haven—Arr Aug 31, sch Nellie J King, South Amboy for Charlottetown, P E I, (and sailed).

Sid Aug 31, schs Emily F Northam, Long Cove; Ninette M Fowles, Charlottetown, P E I; Rhoda Holmes, Lubec; Eliza Levensaler, Thomaston; Jennie A Stubbs, St John, N B; Crescent, Hantsport, N S.

Delaware Breakwater—Sid Aug 31, schs Charles E Klinck, Camden; Metheseec, Bangor; William Booth, Camden.

City Island—Passed Aug 30, schs W Wynot, Elizabethport for Sydney, C B (anchored); Charles L Jeffrey, South Amboy for Mount Desert, Me; B H Warford, South Amboy for Nantucket.

Sid Aug 30 schs William Mason, from South Amboy for Calais, Me; Sawyer Brothers, from Port Reading for Bar Harbor, Me.

THE FURNESS LINE.

The Furness liner Kanawha arrived Saturday morning from London with 800 tons of freight. She docked at No. 6 berth.

The Furness liner Graciana arrived at St John's, N.B., on Friday en route to Halifax from London.

A SMALL BARQUE.

The Danish barque Martha has arrived at Parrsboro Roads from New York and will load deals for across for J. Newton Pugsley.

LOADS FOR ENGLAND.

The American stern schooner Elvie P. Hall arrived at Parrsboro Roads from Preston, England, and will load deals for across, shipped by J. Newton Pugsley.

TRAVELLING?

Passage Tickets By All Ocean Steamship Lines.

WM. THOMSON & CO. Limited.

Royal Bank Bldg., St. John, N.B.

STEAM BOILERS

On Hand at Our Works and Offered For Sale.

NEW.
1 Inclined Type, on skids, .50 H. P.
1 Locomotive Type, on skids, 20 H. P.
1 Vertical Type, .20 H. P.
1 Return Tubular Type, .45 H. P.

USED.
1 Return Tubular Type, .40 H. P.
Complete details together with prices can be had upon request.

I. MATHESON & CO. Ltd.
Boiler Makers
New Glasgow, Nova Scotia

TRANSPORTATION ADVERTISING

CANADIAN GOVERNMENT RAILWAYS

CANADIAN NATIONAL EXHIBITION TORONTO.

Aug. 29 Sept. 13.
St. John to Toronto and Return.
Going Aug. 31
Returning Sept. 8
Going Sept. 4
Returning Sept. 15
Single Fare \$20.00

Aug. 28 Returning Sept. 5
Aug. 30 Returning Sept. 7
Sept. 5 Returning Sept. 13
Fare and One-third

Aug. 25 to Sept. 4. Returning Sept. 13

DONALDSON

Glasgow Passenger-Freight Service.
From Glasgow From Montreal

ATHENIA Sept. 12th
SATURNIA Sept. 19th

For information apply to Local Agents or The Robert Reford Co., Limited, 162 Prince William street, St. John, N. B.

FORTNIGHTLY SAILINGS

Twin-Screw Mail Steamers
ST. JOHN (N.B.) & HALIFAX (N.S.)

WEST INDIES
Excellent Accommodation for 1st, 2nd and 3rd Class Passengers.
Special Facilities for Tourists.

Next sailing from:
Halifax direct—
St. John via Halifax—
RMS P. August, Sept. 10, 16

By The Royal Mail Steam Packet Co., Ltd.
St. John (N.B.) to Wm. Thomson & Co., Agents.

Canadian Pacific

ST. JOHN-DIGBY SERVICE
C. P. R. S. S. "Empress"

Leaves St. John daily, except Sunday, 7.15 a. m. Atlantic Return same day. Day Excursions and Week-End Tickets Issued Wed. and Sat. \$2.25

ORCHESTRA ON STEAMER.
Table d'Hotel Service.
Breakfast 50 cents. Lunch, 75 cents. Afternoon Tea, 25c.

M. G. MURPHY, D. P. A., C. P. R., St. John, N. B.

CHANGE OF TIME.

GRAND MANAN S. S. CO.
Season 1916—Grand Manan Route.

On and after June 1st and until further notice the Steamer "Grand Manan" will run as follows:

Leave Grand Manan Monday at 7.00 a. m. for St. John via Campbell and Wilson's Beach. Arrive at St. John at 2.30 p. m.

Return after June 1st and until further notice the Steamer "Grand Manan" will run as follows:

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CANADIAN PACIFIC

TORONTO EXHIBITION

Going August 25th to 30th, and September 5th. Limit Sept. 5th, 7th and 13th.

Going August 21st and 28th. Limit Sept. 8th and 13th.

M. G. MURPHY, D. P. A., C. P. R., St. John, N. B.

CUNARD LINE

CANADIAN SERVICE.
MONTREAL TO LONDON (via Falmouth)

ASCANIA From Montreal. Sept. 21st
Cabin and Third Class.

MONTREAL TO BRISTOL (Avenmouth Dock)

From Bristol From Montreal
Sept. 9th

Cabin Passengers Only.
For information apply The Robert Reford Co., Limited, 162 Prince William street, St. John, N. B.

Steamer Champlain Excursion

On Saturday, September 2nd, the steamer Champlain will leave St. John at 2 p. m. for Hatfield's Point and intermediate landings. Returning will leave Hatfield's Point at 1 p. m. Monday, due in St. John at 7 p. m.

R. S. ORCHARD, Manager.

ST. JOHN-FREDERICTON STEAMER HAMPSHIRE

Will leave old May Queen wharf at 8.30 a. m. (St. John time) on Tuesday, Thursday and Saturday for Fredericton and intermediate ports.

JOSEPH WILLIAMS, Managing Owner. Phone M 2701

Crystal Stream Steamship Co.

St. John-Fredericton Route.
The Smr. D. J. PURDY will sail from North End for Fredericton and intermediate points every Monday, Wednesday and Friday at 8.30 a. m., returning alternate days, leaving Fredericton 7 a. m.

The "D. J. Purdy" and "Majestic" can be chartered at any time for Excursions and Picnics.

By special arrangement with the C. P. R., passengers may go to Fredericton on the Smr. D. J. Purdy and return by train same or following day, rate \$2.50, stopover rate \$3.00, also effective good for return until Oct. 31st. This arrangement also applies in reverse direction.

The Steamer "MAJESTIC" will sail from North End for Cole's Island and intermediate points every Tuesday, Thursday, and Saturday at 10 a. m.; returning alternate days, leaving Cole's Island at 6 a. m.

D. J. PURDY, Manager. Warehouse No. 204.

FURNESS LINE.

The following first-class steamers will sail from London for Halifax and St. John, N. B., returning from St. John, N. B., for London via Halifax: S. S. Rappahannock, S. S. Kanawha, S. S. Sachem.

WILLIAM THOMSON & CO. Agents, St. John, N. B.

MANCHESTER LINE.

From Manchester. From St. John. Sept. 2 Manchester Exchange Sept. 16 Steamers marked * take cargo for Philadelphia.

WM. THOMSON & CO. LTD. Agents, St. John, N. B.

Eastern Steamship Lines.

All-the-Way by Water.
INTERNATIONAL LINE.
Steamships "Calvin Austin" and "Governor Dingley"

Leave St. John Mondays, Wednesdays and Fridays at 9 a. m. for Eastport, Lubec, Portland and Boston. Also Saturday nights at seven for Boston direct.

Return—Leave Central Wharf, Boston, Mondays, Wednesdays, and Fridays at 9 a. m. for Portland, Eastport, Lubec and St. John, and Sunday morning at 10 o'clock for St. John direct. (Atlantic Standard time governs departure of steamers from St. John.)

MAINE STEAMSHIP LINE.