

Aerial Supremacy Swayed To and Fro

But Germany Officially Admitted Her Defeat in the Sky in August, 1918.

HUNS STRONGER AT START

Superior During First Two Years' Fighting, Says Capt. Fawcett of Army Air Service.

Whether the Allies or Germany held aerial supremacy during the war has been a debated topic in nearly all of the warring countries. Captain Roscoe Fawcett of the Air Service has written a "post mortem" article in the last issue of the United States Air Service, the official publication of the Army and Navy Air Service, in which he sets forth the varying conditions of aerial supremacy as based on official documents and charts.

The article states that it is definitely known that Germany "figuratively" was "officially" given up the aerial fight on Aug. 17, 1918, for the Hun swan song appeared in several official reports captured or discovered about armistice time.

The article follows in part: "Apparently the Germans found themselves unable to make good, during active conditions, the replacement of personnel and machines destroyed, and bad weather periods came as much welcomed respite as they were utilized to bring the air units back to fighting trim.

"Documents captured by the French in July and August, 1918, gave first evidence of the approaching crisis in German aviation affairs. The Huns attributed this crisis to the heavy losses of the big offensive and also to the unsatisfactory performance of the Pfalz D-III machines and the Fokker triplanes and one or two other types that were aging, such as the Albatros D-III and the D-5, which necessitated the development of newer types.

"The situation rapidly grew worse as the allied pressure increased, and despite the frenzied arrangements of the German air officials that the Friedrichshafen and other factories were to be enlarged immediately and that new materials were to be acquired from Russia and Rumania, late in August, 1918, the German command apparently saw no reason to keep secret the fact that the inevitable had come.

"The writer says that nobody who has seen the 'Hun in his air' has come away with any love for him, but he says that it must be admitted that aerially the Germans were at no time in total eclipse, and that over a long stretch of the four and a third years of the war the Germans maintained an actual aerial supremacy over the combined flying forces of England, France and Belgium.

Our Air Service Just Starting.

"When the war ended, France had something like 102 or 103 squadrons in the zone of operation; England, between 70 and 80, including four on the Italian front; Belgium, five, one of which was a crack squadron; and the United States, 40 or thereabout, with the prospects for an effective aerial force of four times that number of

units in operation early in 1919. The armistice caught the American Air Service just at a moment when two years of uphill struggling against difficulties gave promise of a most gratifying realization. One point will suffice to illustrate: "During the four months immediately preceding the armistice no fewer than 71 American service squadrons were dispatched across the English Channel to France, against the Canadian trained squadrons already on the ground. Further, on Nov. 11 an additional 70 squadrons of enlisted mechanics were ready in the British Isles for immediate duty on the American front.

"A summation of the effective allied strength in the air on Nov. 11 probably would have shown a grand total of approximately 215 or 220 service squadrons. As against this the Germans were credited with 310 identified units, distributed on the various fronts. A great many of these 310 German units of course were flights operating as separate units—not squadrons. Probably the grand total of Hun machines in operation at the time did not exceed 3,000.

"The French had some wonderful individual pilots, and the higher-ups played to such men as Guynemer and Focke. When these officer stars desired to go to Paris they simply waved good-bye. There was not the discipline that existed in the British or the best French pursuit machines were the Squad and the Niépce, the effective bomber the two-seater Iroquois and the best coast machine the Salamander two-seater.

"Undoubtedly the British could have placed as many squadrons at the front as the French, but the British were in the war decided it would be impossible to maintain more than seventy or eighty squadrons at top efficiency, and thus the concentration of the fewer number. This policy, was much simpler for the British than it would have been for the French, because of the difference in the front line mileage held by the two armies. Once a British squadron flew across the Channel to an already prepared airbase it was ready for rough and tumble tactics, and usually was kept ready.

"Considering the condition of the development of the third army consisted of one of the outstanding feats of the war.

"France entered the war with between 500 and 600 fairly serviceable machines, the chief defect in the French corps being the diversity of types. She had a well trained and numerous personnel, however, and good motor cars between 1910 and 1912 there were more builders of successful airplane engines in France than in any other country.

Germany Not Idle. "By no means had the Germans been idle. The late Kaiser's aerial armament, both in numbers and equipment exceeded the combined forces of England and France. Most of the 600 or 700 airplanes were standardized throughout each machine equipped with bomb-dropping devices, speed and altitude recorders, and cameras. The equipment also included automatic engine-starters, 100 per cent. more efficient than those of the Allies. The wireless equipment and the system of wireless stations along the coast and frontiers assisted materially in the Hun aerial supremacy in the early stages of the war.

"Germany's chief advantage lay in the long experience of her engineers and builders. Behind the lines factories were running in full blast to assist, turning out craft to increase German superiority. German aeroplanes were placed close to the frontiers in strategic positions. German flying fields during the first year of the war were superior, it is said, to some of the Allies fields two years later.

"Engine factories, such as the Mercedes, Benz, and Maybach, were standardizing their products while the British and French were experimenting. It is a fact that the entire output of the Benz factory was commandeered for war airplanes one year before the declaration of war, a subtle indication of the late Kaiser having forced the war, it is pointed out that, after having held out of the world's famous automobile races for years, German manufacturers again took the road just before the start of hostilities.

"In the matter of seaplanes there

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was not much to choose between the rival powers, as a very little progress had been made in the development of this craft prior to the war. England and France had a few seaplanes, and Germany had bought the Spanish seaplane and also was developing the Wright seaplane. The French and British seaplanes did good work from the start, laying a heavy toll on Zepplins and doing good spotting for the battleship guns. It was a seaplane that gave Adl. Beatty of Jutland battle fame the first news that the German grand fleet was out.

"With all its skillfulness and intangibility, aerial supremacy undoubtedly had been made in the early stages of the war. During the first two years, up to the first battle of the Somme in 1916, the Germans harassed the over-laid Allies in the air. Fortunately for the British, and the world at large, the Hun had the Russian front to preoccupy, and many of Germany's finest Albatros and Rumpler biplanes were sent there, while Taube-type monoplanes were concentrated on the Western front in an attempt to overwhelm the French.

"With the debut of the combat patrol in 1917 and the appearance of new type English planes, the Allies began to make progress. But the Huns countered late in 1917 with the D-VII, Albatros and a new Rumpler and at no time were in total eclipse until past midsummer of 1918, when every resource had been staked on the great German attempt to break through the British lines to the Channel ports.

The article states that the Allies did not fly late in the war, and undoubtedly had the best pilot. Much credit is given the Germans for the wise manner in which they planned their attacks and handled their squadrons. The article ends by saying that the German air command gave the Allies a "jolt that should serve as a perpetual warning against future butterfly breadwork so far as the development of air service is concerned."

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NEW TRAMWAYS ISSUE.

On page will be found particulars of a most attractive investment security brought out by Messrs. F. B. McCurdy & Co. The issue consists of Three Year Coupon Gold Notes in Denominations of \$500 and \$1,000, bearing interest at the rate of 7 per cent. per annum. It will be noticed that both the Notes and Coupons are payable in New York.

By the recent change of management Messrs. Stone & Webster, the well known firm of operating engineers, now have charge of the company's affairs. They are introducing extensive plans for improvement and extension for which the proceeds of this issue will be used. Their skilled supervision should insure good service to the public and satisfactory returns to investors.

The Notes have been authorized and sanctioned by the Nova Scotia Board of Public Utilities, and the correctness and legality of the issue have been certified to by well known solicitors.

We believe that our readers will find this issue well worthy of consideration.



MAXIMILIAN HARDEN

Maximilian Harden, editor of the Zukunft, of Berlin, probably will be appointed German Ambassador at Washington as soon as diplomatic relations are restored.

WEDDINGS

Newcastle, July 16.—A wedding of much interest to Miramichi friends was solemnized on July 2nd in the All Saints' Pro-Cathedral at Edmonton, Alta., when Miss Marguerite Pielt, daughter of Mr. and Mrs. L. W. Pielt, of Millerton, was united in marriage to Rev. W. G. Challa, of Dodsland, Sask. The ceremony was performed by Rev. E. Pierce Gouling.

The bride, who was unattended, wore a suit of navy blue, with hat to match, and carried a bouquet of Ophelia roses.

The bride was formerly a member of the teaching staff at Moose Jaw. Three of her sisters were present at the wedding, Misses Lillian and Helen Pielt, teachers at Edmonton, and Mrs. Maria Pielt, of the Lethbridge teaching staff.

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THE WEATHER

Maritime—Moderate to fresh south to southwest winds; partly fair and warm, but much fog; scattered thunder showers.

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LITLESS, PEEVISH GIRLS

When a girl in her teens becomes peevish, listless and dull, when nothing seems to interest her and dainties do not tempt her appetite, you begin to wonder what she needs more than good blood that her system is provided with. Before long her pallid cheeks, frequent headaches, and breathlessness and heart palpitation will confirm that she is anemic. Many mothers as the result of their own girlhood experience can promptly detect the early signs of anemia, and the wise mother does not wait for the trouble to develop further, but at once gives her daughter a course with Dr. Williams' Pink Pills, which renew the blood supply and banish anemia before it has obtained a hold upon the system.

OBITUARY

Robert Matchett. Newcastle, July 15.—The death occurred on Tuesday morning of Robert Matchett, eighteen-year-old son of Mr. and Mrs. John Matchett, of Newcastle. Deceased had been ill with spinal meningitis, following an illness with influenza. He leaves his parents and the following brothers and sisters, Mrs. Ralph Clouston, Mrs. Joseph Matheson, Ernest, John, Bernice and Willis, at home. Mrs. James Russell. Newcastle, July 15.—The death of Mrs. James Russell occurred on Monday night at her home here. She had been in failing health for a long time. Deceased was a native of Newcastle.

OBITUARY

Mrs. Louis Grossman. Newcastle, July 16.—The death occurred in St. John on Monday afternoon of Mrs. Louis Grossman, wife of Jay Louis Grossman, Jr., of Newcastle. She was twenty-five years of age, and had been ill for some months. She leaves her husband and three small children. The funeral was held yesterday evening in St. John.

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