

# Destroyer of Seventy-Two Planes, Bishop Ranks as "Greatest of Them All"

## Fearless Canadian Airman Fighting Career in Blaze of Glory

Canada's champion airman has become the world's champion. Since returning to the front as commander of a "circus" little more than a month ago, Major W. A. Bishop, V.C., D.S.O. (with bar), M.C., has brought down his 72nd airplane and won the highest title as an air fighter. He has been sent back to England and will probably be forced to rest on his laurels, having been appointed to administrative duties on the Air Board. He will be stationed permanently in England.

The information as to the total of air victories is contained in a cablegram from Major Bishop to his mother-in-law, Mrs. C. E. Burden, of Toronto, which reads: "Returning to England permanently. My total now 72. Hank's total seven." "Hank" is Mrs. Burden's son, Lt. Harry Burden, who went overseas with the 72nd and has been in France with the Royal Air Force since February.

Major Bishop's wife, who is in England, was the first to send word home that her famous husband had returned across the channel to active service with a "circus." It was since reported that the Canadian's super-squadron of fighters was achieving remarkable success, while its chief had gone beyond the mark of all his rivals in the flying services of both groups in the world struggle.

Although the German method of

clashes with airman besides his daring and terrorizing feats with the machine gun upon bodies of troops below. He returned to be terror of 67 as of 1917. Champion of Britain's airman, whether of R. F. C. or R. N. A. S., he sets a new record for the new Royal Air Force.

The latest Bishop swoop across the Channel involved the adoption by allied arms of the "circus" idea which the gallant, if unsporthan-like, Richthofen introduced to the world. The main difference appears to have been in method and success. It is now circus against circus instead of a German circus against a lone Allied flyer. Press reports more than beat out the cable which Major Bishop sends as to the success of his brother-in-law and himself. The flyers have been wary of their chief, who in the past month has bagged 25 Hun planes. On May 12 the Bishop Circus reached France, and now its organizer and, to give him his official title, Squadron Commander, is recalled to more important functions.

"Friends here are sure that no matter what changes in method the circus idea may involve nothing could change the Bishop spirit, and the technique which expresses that combination of apparently reckless daring with nimble thinking and decision." Major Bishop has been always a fighter and always a versatile fighter as his personal accounts quite artlessly prove. Perhaps it is this adaptability which has put him above the other super-aces whose courage and skill he would be the last to disparage.

### Bishop Takes the Palm

The exuberant energy of the Bishop style of going into battle is in striking contrast with the restraint of a Geynemer who went up above the clouds alone to discharge his duty of ridding France of one more menace and who finally, to preserve unimpaired his reputation, took chances that he knew were too great. Different again was the self-conscious Capt. Ball, who, after his highest honors had been won, he knew that he was a marked man, went up in a plane which was painted like no other, courting combat and the prospect of death.

Germany's great lone fighters, Bolké and Immelmann, having perished, a more German type of leader in aerial combats appeared in Baron von Richthofen. He, too, painted his machine in clownish colors, but being him talked arrogantly a great V of companions in similarly gaudy machines, sweeping the skies and seeking to win by odds. Richthofen's combat mounted as the German's gave credit for machines which fell behind the allied lines, and may reasonably be presumed destroyed. Among Germany's foes it is the rule to give credit to a man for machines which beyond shadow of a doubt are his, downed behind the Allied lines, where examination and verification are possible. There is generous honor for the daring flyer in Germany's way, but when there are two counts of 72 or any other considerable number by the two methods, the Allied airman has the palm. Bishop, whose examination and verification of Owen Sound, Ontario, Canada,

### CHILD'S DRESS.



The little short waisted dress shown in No. 8743 proves that even the little girl may look smart in tailored clothes. The style of the dress is very simple, and yet it is distinctive. The bodice is in double breasted effect and the round collar rolls high at the back. The sleeves in full length style are gathered into strap cuffs, and the shorter ones are finished with turned back cuffs. The one piece skirt with straight lower edge is gathered all around to the short waist. Patch pockets to match the collar may be stitched on the skirt.

The children's dress pattern No. 8743 is cut in three sizes—4, 6 and 8 years. As on the figure the longer size requires 3 yards 27 inch, 2 1/4 yards 36 inch or 2 yards 44 inch material, with 3/4 yard 36 inch contrasting goods.

To obtain this pattern send 15 cents to The Courier office, or two for 25 cents.

### RAILWAY EQUIPMENT RUSTING IN YARDS Scores of Locomotives and Many Miles of Rails Held Up From Shipment

In the old Meadows yards along the Duwamish River in Washington, where once the ponies raced, to-day are idle railroad machinery, equipment and rails upwards of 20 million dollars.

While the railroads of the United States are sorely in need of locomotives and cars, and on the other side of the world the poor Russians are suffering because transportation facilities are lacking to carry the surplus of one district to the almost famine stricken people in another part of the great empire, this material lies rusting.

It belongs to the Russian Government. The Czar's government. The Mikoykoff temporary regime? Kerensky's provisional government? The Bolshevik? The men in charge of the yards shake their heads. They cannot answer.

"How long will it remain there? The answer to that question is another: How soon will the situation in Russia be settled so that the work of the great empire can begin?"

Seventy-Four Locomotives. There are sixty wide gauge locomotives, complete, ready to set up; fourteen narrow gauge locomotives; unnumbered cranes containing parts; car wheels galore; rails to build several hundred miles of track; a compound engine or two; a huge locomotive crane, and cranes and kegs and boxes of other material, besides a huge shed filled with small parts of railroad machinery.

Part of the material was contracted for while Czar Nicholas, now in exile, was still on the throne. Kerensky's provisional government let additional contracts. Both have disappeared.

Who paid the American Locomotive Works and the Baldwin Locomotive Works for the material no one appears to know. Whether it is in aerial combats or in barter with Russian gold or money loaned by the United States to Russia before the Bolshevik uprising turned everything topsy turvy is likewise unnumbered.

### Cars Are Being Released.

Until quite recently a great part of the material was still on cars, but the loss of the American bark James P. Kelly is reported. She and other cranes and their crews have been at work unloading the machinery, releasing sometimes as many as thirty cars a day. There are still about a dozen cars in the yard, and as they each contain one of the immense 36-foot boilers, it may be necessary to use other equipment than that now available before these can be unloaded, and the cars returned to commerce. Some of the crates were broken on their journey across the continent or in unloading and one crew is now engaged in re-creating this material.

In the yards are eight miles of spur track. It is said to be one of the best equipped and arranged yards on the coast. A high board fence, topped with barbed wire, keeps out intruders, and armed guards are on hand day and night. About the yards are ten search-lights, each on a tall pole, with its reflector, shedding a light equivalent to 2,500 candle power, and at night the light is so well diffused that there are few shadows. To get into the yards it is necessary to have a pass.

A. Pevzoff, M.E., representative of the Russian mission of ways of communications, with office in Seattle, is in charge, and at the yards is Ivan Lepitok, a young Russian who has been in this country for five years. The yards, under that there are few shadows, are well kept and the material protected as well as possible.

The material has been accumulating for a considerable period, but was not moved to the present location until last fall. Three months ago part of it was loaded in Russian ships which expected to take it to Vladivostok, but suddenly an order came from Washington announcing that the ships would not be allowed to clear until conditions in Russia were more satisfactory. The great crates were lifted out of the ships.

### ONTARIO RUSHING INTO INSOLVENCY DECLARES SENATOR

## Not Much Difference, He Says, Between Ontario Government and Bolshevik Rule

Ottawa, Ont., June 27.—"The Province of Ontario is going headlong into insolvency," declared Senator W. C. Edwards this morning, during the course of a brief comment on the new lumber limit tariff which the Quebec Government has just put into effect. While admitting that himself and other large lumbermen would be seriously affected by the new tariff, which has increased stumpage and ground rent rates as high as 100 per cent, Senator Edwards was complimentary of the Province of Quebec. After all, he said, "the province of Quebec is the only civilized province of the Dominion because it is the only province that is solvent and the only province that has a stable government."

The interviewer asked: "But what about Ontario?" To which the Senator replied: "There is not much difference between Ontario and the Russian Bolshevik Government, for the Province of Ontario is going headlong into insolvency."

Senator Edwards said the new tariff would have very serious effects. "It may put the lumbering men out of business," he said. "It will mean an increase in the price of lumber eventually," said John Black, of J. R. Booth Company. "We tried to point out to the Quebec Government that the trade could not stand it, but I guess the Government felt that they needed the money. It will be pretty hard for those holding timber limits for speculative purposes."

Many who know of the storage here of the great quantity of railroad equipment, so badly needed at home, were glad that the United States Government does not commandeer it for FRED BAYLESS.

### AMERICAN BOAT LOST

Rio Janeiro, Wednesday, June 26.—The loss of the American bark James P. Kelly is reported. She was just outside the harbor here during a heavy gale, with the loss of several lives. Ten members of the crew, all of them injured, have been rescued.

### RATION CHEAP CIGARS.

(Associated Press.) Paris, June 28.—A seven-cent pig is a luxury and a six-cent smoke a necessity, in the opinion of the French Under Secretary of State for the Finance Department. He makes this distinction in suggesting methods of introducing a tobacco ration, the principle having been approved by the French Cabinet. The Secretary suggests that the ration scheme should apply only to the sale of the cheaper grades of tobacco, cigarettes and cigars, and not to those classed as luxuries. He would give no smokers' cards to women, although the women munition workers are said to have become great smokers.

### You may be deceived some day by an imitation of "SALADA"

and possibly you will not detect this imitation until the tea-pot reveals it. Demand always the genuine "Salada" in the sealed aluminum packet, and see that you get it, if you want that unique flavour of fresh, clean leaves properly prepared and packed.

### SAILORS AND FIREMEN STRIKE

Detroit, June 27.—As a result of a strike, which is said to have been called by the local branch of the Sailors' Union of the Great Lakes, and a sympathetic walk-out of firemen, two steamers of the Detroit and Cleveland Navigation Company are being held here. Union officials claim that the men on the boats holding certificates as able seamen are not receiving able seaman's pay, and officials of the company assert that every department concerned with handling the boats are being manned by union men. The number of men involved has not been given out.

### WON'T ALTER TITLE.

London, June 27.—(via Reuter's Ottawa agency)—Replying to Commander Bellairs in the House of Commons, Mr. Bonar Law stated that the government was of the opinion that there was no reason to alter the title of the colonial secretary.

### Sutherland's Electric Lamps

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Oregon, Ill.—"I took Lydia E. Pinkham's Vegetable Compound for an organic trouble which I could not put my finger on. I was unable to do any work, and as I live on a small farm and have a family, I was in a very bad way. I had heard of Lydia E. Pinkham's Vegetable Compound, brought to me by a friend, and I tried it. It has restored my health, and I am now able to do all my work. I am so grateful that I am recommending it to my friends."—Mrs. D. M. Altman, R. 2, Oregon.

Women everywhere in Mrs. Altman's condition should be helped by her recovery. Write Lydia E. Pinkham's Medicine Co., Lynn, Mass., for advice. It is at your service.

# WEEK END BARGAINS

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