

Take a Trip Says Scribe on Return From "Going Up"

Joys, Thrills and Sensations Over City Are Worth It At Any Price—Crowds Must Learn To Make Way For Machines' Landing.

The joys and thrills of aviation over the West City while acting in the capacity of ballast for Lieut. Maxwell, known as one of the foremost Canadian flying men, were experienced by an Advertiser representative for about 25 minutes around 6 o'clock last evening. To sum up the experience in a word, from the standpoint of the novice, no one should miss the opportunity to fly with this pilot and his companions while they are in the city.

Lieut. Maxwell is commanding the squadron of Curlew planes which are flying under the name of the Canadian Aero Film Company. Brian Irish, a well-known motion picture photographer, who has taken many aerial pictures, is with the company, as well as S. B. Taub, who is especially known for his aerial photography. The latter brought to advertise the Knickerbocker "Buckaroo," appearing at the Majestic. Bookings for passenger flights were arranged with Manager F. W. Logan of the Majestic, where all information will be given and arrangements perfected.

Lieut. Maxwell and The Advertiser man made their flight from the Heights where a large crowd had gathered. According to the people on the ground, it was a pretty piece of work, perhaps not the ultimate in flying as aviators know it, but as a sight and perfect as to take off and landing.

"Going Up."

Adjusting the machine and showing how the safety belt in the back seat closed about once, the time line of the aviator asked the newspaperman if he wanted some more. "I don't want to think I can stand," said the scribe, "but I might as well get it over with now as later. I have a feeling because of the business-like air that marked the pilot's manner, that I should climb to a height of 3,000 feet, brought the plane over the southern section of the city, and then, in a sensation of dizziness, not the "high building" feeling that most people report at a height of 1,000 feet, but the consciousness of a fast forward movement, but the speed indicator necessary.

Flying in a few minutes above the centre of the city, the pilot, in a few minutes, brought the plane over the southern section of the city, and then, in a sensation of dizziness, not the "high building" feeling that most people report at a height of 1,000 feet, but the consciousness of a fast forward movement, but the speed indicator necessary.

As the edges of the city were passed, as a cow could be made starting straight up. The reporter was inclined to ask, "Wonder what a cow thinks about when she sees an airplane?"

Lieut. Maxwell said, "I'm going to do a spin. Have you got your belt on?" There was no doubt about the answer to that question, and then it came.

Just a sensation of diving toward the earth and what? Lieut. Maxwell caught in an eddy of wind—no feeling of dizziness, not yet the sinking sensation that comes when an elevator drops. There is, in fact, when one seizes the master of the game, a quick flash of security and after the drop of several hundred feet, a feeling of safety and a rather chesty notion that he has done something, and wonders if all the people say it.

Lieut. Maxwell also did some spins and a loop. He had his machine banking to the left and even then there was no feeling of panic, or a wild desire to tell the skipper to stop. He was to get out and walk. In fact the rush of the roller coaster, the feeling of charging, to catch on a proper landing, the flashing roofs and fields, the sky below and the earth, the instinctive thought of the machine, the craft-work, all these things came rather than flippant feelings.

The only time the machine seemed to have dropped was when the engine was stalled and the plane sank. That is perhaps the scariest point in giving thrills to the flyer. If he got too much of it he might get a proper landing, or a convenient stopping place on a nearby star.

It's a wonder, too, no matter how one feels before going up. If he expected something worse or something easier, he is coming away with a feeling of having sailed into a vast new ocean that man has learned to navigate in comparative safety. Perhaps the day ahead, when one is up with him and subconsciously trusting him rather than the machine, a little like the feeling of Wells' young air gods, who were only people of the imagination a few years ago, but who today soar to the earth and for miles ascend into the inverted bowl of the heavens.

One can understand why Italy's D'Annunzio felt the affluence while in the air, and there comes a desire to learn more, the belief that there is vocation enough in itself, that it is something away from earth, a sublime isolation that sets the blood tingling and appeals to the romance and the sporting instinct of all sisters and brothers who use a thrill and a pleasure that is wholesome and valiant life, and at the same time not half as foolhardy as some of the undertakings of everyday down-to-earth existence.

Scribe Initials.

The Advertiser's man and the flyer with a pilot, to be the first newspaperman to see his home town from the sky, and to be able to say to others that he would not have missed it at the proverbial any price.

In making his landing at Merwin Heights, Lieut. Maxwell had the greatest difficulty in coming down so as to avoid the crowd which scattered over the field and was directly in his way. He was forced to "zoom" several times before the crowd was warned to give room for a proper landing. His skill in this regard prevented a serious accident twice.

So few airplanes have landed in London while numbers of people were about that some education must be given people to clear a large space the moment they see the general direction in which a plane is coming. The need for a field which will be roped off or patrolled became very evident, and as another airplane was also flying there were several very close calls. It is absolutely necessary, according to Lieut. Maxwell, for people to line up at one side of a field and remain there.

SIX MORE CASES TO COME BEFORE JUDGE OF SUPREME COURT

Two Domestic Suits Up For Hearing.

ECHOES OF EXPLOSION

Alice Wright Asks Payment For Damages Done To Her House.

In addition to the thirteen cases previously entered at the local master, six more writs have been issued, and these cases will be heard by Justice Sir Glenholme Falconbridge at the non-jury session of the supreme court opening in the courthouse Monday next at 2 p.m. (recessed time).

Margaret McRae, through her solicitors, Macpherson & Perrin, claims possession of certain lands in Middlesex County, where she is engaged as a school teacher. Alexander Martin, a tailor of the same county, is the defendant, and he denies through his solicitor, J. M. McEwen, that he is the holder of the lands in dispute.

Robert Pollock of St. Thomas, through her solicitors, Meredith & Meredith, is suing her husband, George F. Pollock, of the same city, for alimony, costs and interim alimony. The plaintiff alleges non-support of herself and children, and non-provision for the support of her husband, with whom she lived happily for years until the alleged non-support began.

The defendant, through C. St. Clair, solicitor of St. Thomas, denies the above allegations, and claims to have contributed at all times to the maintenance of his wife.

The London Iron Metal Company v. R. Cohen Company is also on the docket. The plaintiff claims that the defendant has not received by the local master.

Claims Damages.

Alice Wright of this city, through U. A. Buchner, is suing Fred Mitchell, James C. Park and Maria G. Park, of this city, for damages to her house resulting from an explosion of acetylene gas here on October 1st, 1918. The plaintiff claims that the first defendant was unlawfully engaged in the manufacture of acetylene gas in a building situated in a residential section in London, and that the latter two defendants permitted the gas to be manufactured on their property. The last-named defendants claim that they purchased the property adjoining the acetylene plant from Fred Mitchell, who reserved a small strip for the plant, and it was this strip which was unlawfully manufactured on this section. They have no knowledge of same. Graydon & Graydon are acting for the defendants.

Would Set Aside Agreement.

Leah Pursh of this city, through her solicitors, is suing her husband, John P. Pursh of Aylmer, to set aside an agreement of agreement for separation made on November 12, 1918, and for alimony.

Mitchell Walker, a farmer of Middlesex County, through T. W. Seaton, is suing Isaac Morris, another farmer of the same county, for a specific performance of an agreement regarding a claim. The agreement was not drawn up as he understood it. He also claims costs, and J. M. McEwen will conduct the case.

The court completes the docket for the non-jury supreme court, sitting next week, making a total of nineteen cases to be heard by Justice Falconbridge.

Maurice Goldenberg Charged With Being Cruel To His Horse

Humane Society Inspector Says Animal In Terrible Condition.

George Burgess, Humane Society inspector, testified in police court this morning that Maurice Goldenberg, charged with cruelty to animals, drove a horse on June 3 that was—

Lame.

Blind in both eyes.

Suffering from a shoulder sore, smooth except on one hoof.

Very, very old and thin.

Goldenberg told the magistrate that he was taking the horse to be shod when the inspector happened along.

"I couldn't carry the horse, so I had to drive it," he explained.

His interest sharpened by this dip into humorous seas, Goldenberg recalled that the veterinary surgeon who had been treating his horse might help with evidence. In the course of the hearing, Dr. Wilson, of the branch that Goldenberg's horse had been in agony probably for some time from the effects of the severe sore on the leg.

An intervention was allowed in the case when Goldenberg left the docket. The search of the veterinary surgeon to whom he had referred, but returned to the court, the same day, to say that the horse was not at his office. The case was adjourned until tomorrow.

Car Loses Wheels and Owner Is Set Back \$200

But He Paid This For Having Liquor In The Auto.

When a car driven by a Beckwith victim to the city lost two wheels and other equipment early this morning after speeding a wobbly course down Dundas street, near Burwell street, P. C. McCaughy overtook it, and arrested the two occupants.

Along with the two men in the car he found a bottle of whiskey. The owner of the car was today fined \$200 for speeding, and for having liquor in his possession other than in his own residence, and an additional nominal fine of \$2 for driving a car in an intoxicated condition.

His companion told the court that he might as well plead guilty to being intoxicated in the car, "after hearing the case of these cops swear."

He was fined \$200 and costs.

VOICE OF THE PEOPLE

INFORMATION WANTED.

To the Editor of The Advertiser:

Would someone kindly inform me through your daily paper the reason why a nursing sister, who enlisted from purely patriotic motives, and who at the time of enlistment was the sole support of her mother, cannot receive separation allowance from the time of her enlistment? She was not even aware when she enlisted, that the nursing sisters were allowed the same considerations as the soldiers, and it was after a year and a half of active service in France, that she found this out from some kind officer. She made application for it in June 1917, and received it from that date. If she was entitled to it then, why not from the time of enlistment? She is still in active service, and has made application for it from her side, and has asked her friends here to do what we can from this side. We enlisted the services of the secretary of the Patriotic Association of Norfolk County, who corresponded with the proper authorities at Ottawa, and received the same reply that the nursing sister received in France, and that was that the claim could not be allowed.

Now, six months after her enlistment in Queen's Stationary Hospital at Kingston, went overseas in January, 1915, crossed to France almost immediately on arrival in England, has been on active service ever since, with but one leave up to the signing of the armistice, served not only in No. 7 Canadian general hospital, but also in clearing stations up to the firing line, was bombed by air raids, lost almost everything she had, and endeavored to assist in removing the patients to safety, and with others was mentioned in dispatch by Sir Douglas Haig for efficient service.

It seems strange, Sir, that when this sister comes to deal with the government of her own country, who during the past four years have thrown her into the pockets of the already rich men, she has to fight such a battle to get her just dues. I have had my attention directed to paragraph 1 of the War Service Act, which was amended by 3257, which states that no dependent other than wife or children can claim separation allowances, unless claim is made within 30 days of the officer's appointment. Had the sister known of this, and had her application within 30 days, she would have received her separation allowance from the date of her enlistment. Then why should the government rob her by the above paragraph? I think it is high time that some order-in-council is passed to cover this disgrace, so that when nursing sisters come home they will find that the government, who stood behind the big interests of this country, have also stood true to them. The few hundreds of dollars scattered here and there in the right place will be more appreciated than the millions that have already gone.

The government may not appreciate the services of the nursing staff, but the returned men do, and it would be for the good of the country that these men if they think the nurses are entitled to this allowance or not.

MOON, Port Dover, Ontario, June 1, 1919.

A REPLY TO MR. STEWART.

To the Editor of The Advertiser:

I read Mr. Lush's letter in The Advertiser some time ago, and thought it one of the most rational and sensible letters I ever saw. Rational because based on reason and sensible because of its lack of superstition.

I see by today's (June 6) Advertiser that Mr. Stewart has undertaken to write a scathing article to Mr. Lush, with the unimpaired feelings that he has reached the acme of conclusion. He says, "Lush, in his superficial way, tries hard to injure the credibility of Holy Scripture as an inspired book."

World progress and established facts, and the unchangeable laws of nature, should say Mr. Stewart is far more superficial than Mr. Lush in his reasoning. Mr. Stewart says—"I would like to cite the opinion of real critics and Christian gentlemen, the committee of experts in the field of biblical criticism, to maintain, 'on the Realities, too, these "Christian gentlemen" are not acting as real critics at all, they are merely trying to modernize the Bible without changing its supposed meaning as held by the adherents of orthodoxy. Again, how could Mr. Lush, or any other man, injure the credibility of Holy Scripture as an inspired book. No one, not even an angel from heaven, if he were possible, could injure the credibility of the Holy Book in the minds of such men as Mr. Stewart, and his legion, because such people are so positive and confirmed in their opinion that they are stronger than his. There are a great host of people who believe that Christ was an impostor, but that does not make it true or otherwise, because a mere matter of opinion is not always based on established facts. Gradually a superstitious belief in the eyes of his followers, and it is wonderful why they then do what Christians believe that he is God? Because they have been taught from generation to generation to believe in Jehovah, the God of the Jews, once a golden image called John, and then a memory, and finally a superstition which eventually became the spirit and only God Jehovah."

The same story of the Creation, written in different languages, may be found in the Bible, but it is not the same. It is written in Genesis about four thousand years after the other one is written. It is not the same story, but the original and inspired story.

The sin that stood still at the coming of Christ was the sin of unbelief. The sin that stood still at the coming of Christ was the sin of unbelief. The sin that stood still at the coming of Christ was the sin of unbelief.

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Printed Georgette Fashions

This Store Will Close Today at 1 o'clock

NEWEST AFTERNOON GOWNS

Dainty Georgette, in quaint, softly blending designs, often emphasizing their color harmonies by combining with plain silk or ribbon

girdles or bandings, some softened with black or colored ribbon, velvet or satin and beading forming the new straight line and draped frocks which smart women are wearing at fashion's most exclusive resorts.

Foulards and taffetas too are individualized by bouffant drapery and graceful tunics, while dainty frills and flutings and swirling draperies elaborate these dainty dresses made over silk foundation.

Smart Models Briefly Described

Dainty Dress of Printed Georgette, in tuscany with blue flower, made over tuscany silk, style in straight lines, collarless, sash girdle of copen, blue ribbon velvet, soft draperies finishing back of skirt. Price \$59.00

Dress of Georgette, in white or flesh over silk, waist shows bead trimming; skirt with deep tuck. Price \$42.00

Dress of Georgette in pearl grey and navy combined, style in long tunic with wide girdle, tunic and sleeves shows deep banding of navy embroidered in grey; skirt of grey over silk. Price \$65.00

Dress of Georgette, white with design in mauve, trimmings of black velvet finishing neck and waist, new sleeve with flare, collarless, soft overdrapings. Price \$45.00

Dress of Maize Georgette, waist in surplice style, wide flare sleeve, girdle of moire ribbon, tunic shows two bandings of moire ribbon with beaded banding of georgette between. Price \$72.00

What women are wearing

The Robe Chemise—Paris's way of stating the claims of the new one-piece dress, is loosely belted with a tie belt at a long waist line.

Here, there and everywhere—Sailors of rough straw, some softly drooping, others stiff and straight.

The decorative Beaded Bag—in spite of its many rivals—holds its own. Many pretty patterns in conventional design or French color combinations.

Wide Ribbons—Just the thing for Gilets, not to mention bags and sashes, come in a gorgeous variety of colorings and materials.

Rub-a-dub-dub—Many a dress for the tub of cotton this year. Lovely are the new voile patterns, often imitating the silks.

White Silks and more White Silks seem to be the increasing demand daily. This is to be the greatest season yet for separate skirts of white silk. The list below of newest weaves demonstrates our confidence in white for the coming season. Make your selection before the stock is broken.

"Kumsi-Kumsa," \$8.00 Yard

The genuine Mallinson's stamped make, a beautiful all-white silk in plaid effect, soft crepon weave, 40 inches wide \$8.00 yard

"Dew-Kist Crepe," \$8.00 Yard

Also the genuine Mallinson's make, an all-white silk in crepon weave, with sparkling dew-like finish, 40 inches wide \$8.00 yard

Ruffa-Nuff," \$5.00 Yard

A pretty white raw silk-like weave with heavy threads here and there, sufficient to give that smart irregularity in weave, washes perfectly and is durable, 38 inches wide \$5.00 yard

HIRKA WHITE RAW SILKS.

A most serviceable make of white silk for summer skirts and dresses, a heavy flake-like thread adds to the smartness of these silks, two qualities, 34 inches wide. Per yard \$1.85 and \$2.00

WHITE WASHABLE CHARMEUSE, \$4.00 YARD.

One of the best made, a firm face charmeuse that does not rub up in washing, extra rich in finish, 40 inches wide. Per yard \$4.00

QUEEN QUALITY WHITE TAFFETA.

Famous for its satisfactory wearing qualities, yard wide. Special price \$2.85

WHITE SILK POPLIN, \$3.00 YARD.

Genuine wool-filling prevents unreasonable crushing, rich finish, drapes perfectly, 40 inches wide. Per yard \$3.00

WHITE JAP SILK, 20 inches wide. Per yard 35c

IN THE BASEMENT—Refrigerators, Gas Stoves and Baby Buggies.

New 1919 models.

SHALLMAN & SONS

Visitors—Use the Free Check Room and other store conveniences while in the city. Information Bureau—Main Floor.

SAVE YOUR DOLLARS.

By protecting them with a NATIONAL CASH REGISTER

Julius Madl, Sales Agent, 350 Dundas Street, London, Ont.

RELIANCE Garage

SERVICE Station