

Thrilling Moments In The Lives of British Airmen

Vivid Picture of Squadron In Action On Western Front

Fritz is Always Kept Jumpy by Allies' Daring and Ever Resourceful Flyers, Who Face Death Several Times Daily

(Furnished The New York Sun by the British War Office) The following bombing will be carried out by No. 1 Squadron at night (10 p. m. to midnight and 2 a. m.) At each of these times three machines, each carrying eight 20-pound bombs, will bomb respectively P., C., H., and S. The operation orders read: "The operation orders read one evening in France. Just an ordinary order, too, for bombing is carried out day and night incessantly. Bombing by night is usually carried out on towns and villages known to be resting places of the German troops, and it is part of the work of the Royal Flying Corps to see that the Hun never sleeps."

Then the operation orders read one evening in France. Just an ordinary order, too, for bombing is carried out day and night incessantly. Bombing by night is usually carried out on towns and villages known to be resting places of the German troops, and it is part of the work of the Royal Flying Corps to see that the Hun never sleeps. Fritz does not sleep again. His nerves are jangled and all possibility of sleep is gone. The next day he is in worse condition than after a night in the trenches. This continues night after night. The damage to German morale is enormous.

From the aerial point of view things are different. A pilot warned by night flying takes it as he takes everything else, with apparent unconcern. He realizes that he will have a uninteresting ride in the dark; the danger from "Archie" will be small, for an airplane is a difficult target to hit, and the danger from hostile aircraft will be smaller still. Before very long after soaring from the ground, the target is reached, and the aviator prepares to drop his bombs, usually eight in number. A little before he is over the spot the first bombs are released, for the trajectory of the bomb follows the course of the machine if the latter keeps on a straight course. Then it explodes the airplane still overhead. Down far below will be seen a tiny burst of flame, possibly a large fire blaze up, and the pilot knows that his work is good. He then turns and reports his performance and all his bombs are released, when he turns for home.

Regular tactics are performed in the air by the airmen, who go through drill formation, as do infantry regiments, diving over their objective the men fly low in order to make sure of hitting the mark. One officer on a bomb raid saw his chance in this way, descended to 400 feet under intense rifle fire, successfully bombed the enemy machine, which was just emerging from its hanger, and then tried to make off. Unfortunately at this moment his engine petered out, possibly on account of the enemy's fire, and he had to descend. By skilful planning he managed to descend about three-quarters of a mile away, in full view of the enemy. Instead of giving up the ghost and at once firing his machine, this officer pumped out, utterly unperturbed by the German fire or by the Huns making across country to take him prisoner, commenced to inspect the engine. Luckily he found the cause of the trouble at once, put it right—it was only a trifling slip—adjusted the controls and swung the propeller.

The engine started, he jumped in with the nearest Hun only a hundred yards off, and opening the throttle raced over the ground and into the air, pursued by a futile fusillade of bullets. His engine held out and he safely regained his aerome, after having been reported missing by his comrades. When all bombs have been dropped the squadron returns to its base, and the aviator is a favorite Boche maneuver to detail some of his slow machines to enforce order on the Hun from the main body, and when this has been accomplished, to attack the remainder with Fokkers, which dive from a height of 10,000 feet, only flattening out when close to the ground. When allied and Hun squadrons meet a battle royal ensues, and the airplanes follow out set rules, etc., of air strategy.

During bombing raids photographs of the target are frequently obtained for staff purposes. When it is remembered that a single machine crossing the line is heavily shelled, it may be conceived what an immense concentration of "Archie" is made on the raiders on their return. It is remarkable what feeble results are obtained considering the intensity of the bombardment, but rarely is a machine brought down, though casualties naturally occur occasionally. Sometimes an officer is hit, with remarkable results, and at least one pilot had a remarkably narrow escape when returning from a raid.

THE MIDDLE OF THE RETREAT

Where Will Next German Blow Fall?—Writer Sees Possibility of Attack in Champagne or Alsace

(By F. A. McKenzie, in Sunday Pictorial of March 4.)

Mr. McKenzie, who is one of the soundest of military writers, has just returned from the western front, where he had exceptional facilities for studying the situation at this critical juncture. Why are the Germans retreating behind Bapaume? First, because they have to. Next, because they want to disorganize our plans for a spring offensive. Last, and by no means least, because they are saving men on one part of the field to enable them to strike harder elsewhere.

Do you realize the conditions along the greater part of the western front all this winter? We have been giving the Hun Hell. Do not pretend to be shocked. It is the only way to keep the enemy from retreating. Our artillery, firing regularly at least four shells to his one, searches his rear lines, smashes his convoys, explodes his ammunition dumps and prevents supplies coming up to the front. Our airmen keep us constantly informed of his doings. Day and night with the utmost irregularity, we raid his trenches. Sometimes a company of our men, sent out on a foraging party, seizes a few Fritzies, seizes a few trophies, destroys a few dugouts, and returns to camp. More frequently there are big raids, preceded by heavy artillery bombardments, in which our men, boxed in and screened by a barrage of shells, smoke bombs and machine-gun fire, clear up a defined area, and the Germans, from destroying or removing everyone and everything there.

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The German commanders know this. They also believe that the submarine campaign will be so long, that if they can hold out for a few months longer, they will come to terms. They realize, however, that the submarine campaign will compensate for a tremendous defeat of their armies on land. How is such a defeat to be avoided? They have constructed a new, elaborate line, some miles in the rear of the present front, what is known as the Hindenburg line on the Bapaume ridge. The Germans have no submarines along our front—there is no secret about it—an artillery campaign that is bound to win the moral of the campaign of existence. Guns, munitions and men are ready on a scale never dreamed of before.

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What do they gain out of this? They lose some land, Bapaume and a number of villages, but the surrender of the land is only important because of the morale of the German strength. The shortening of their line saves them at least three divisions of men. If they have a shorter line to defend we have a shorter line to attack. Unless we have a line in which we hope the submarines will do their work.

The Germans believe that there would be two main Allied offensives—by the British on the Ancre and by the French in Alsace. However, this belief was correct I do not know, and if I knew I would not say. If our Allies prepared an offensive on this front, as the Germans believe, the offensive will be delayed, but inevitable. Fresh trenches will have to be dug, fresh gun emplacements constructed, ammunition brought forward, and the roads destroyed. We will find the roads destroyed, and every means of communication wiped out. We can probably shorten the lines, but the Germans believe, but some delay there must be.

But will they have the opportunity? They have accumulated a very considerable force of men. They have been making many experiments with phosgene, the most terrible of all. I should not be surprised if their employment of phosgene was a prominent feature of the spring campaign. But if they have been making big preparations, we have been making bigger. On the British, French and Italian fronts the men who know best what we have done are most assured of victory. The Germans may have temporary success at some isolated points. They may strain almost to breaking a section of our lines. Such temporary success disturbs us none. For we can bring such men and guns, and have so improved the handling of our guns, that a rush will ultimately be held, wherever it is made.

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At 10 a. m. Friday 125 Only Children's Hats and Baby Bonnets Values to \$1.00 For 19c. Each

It's rip and slash now, never mind cost, profit or value. With a determined hand we are forcing this merchandise out at such tremendous price concessions that command the attention of every man woman and child in this city who desires to save money.

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Only about 300 pairs left to sell now. The sizes are 18 and 2 1/2 to 35. The prices are less than half, and about one-quarter what you will pay the coming season. Don't hesitate! Buy them now! While you have the chance. Corsets for children, in sizes 18, 19, 20. Reg. values to 50c. For 29c.

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RECENT DEATHS

William Russell. Newcastle, March 20.—The death of William Russell occurred at his home, Upper Nelson Sunday evening about 6 o'clock, after a three weeks' illness of pneumonia and complications. He was fifty-seven years of age and unmarried. He was a member of the Wesleyan Methodist church. He leaves a wife, Mrs. Russell, and two daughters, Mrs. Geo. Clarke, Chesham, and Mrs. Susan, at home. The funeral will be held this afternoon, interment at Derby; services conducted by Rev. Alex. Hattie.

Marcell Flurry. Paris, March 21.—Marcell Flurry, general secretary of the French Steamship Line, is dead. M. Flurry was 45 years of age.

Mrs. Amy Miller. The death occurred in this city on March 21, at her late residence, 87 Chesley street, of Mrs. Amy Miller, widow of Thos. Miller, in her seventy-first year. She had been ill but a short time, and death came as a great shock to her family and many friends. She is survived by one daughter, Mrs. Fred, and Walter G. of this city; Wm. J. of Winnipeg, and James H. of Calgary; two sisters, Mrs. H. Doney, of Cody, and Mrs. (Rev.) David Patterson, of Hoyt Station. Mrs. Miller was a life long resident of the North end and a valued member of the Portland Street Methodist church. The funeral arrangements have not yet been made.

John McDonald. The death of John McDonald, a well known butcher, occurred yesterday at the residence of his niece, Mrs. James McSherry, 80 Erin street, following a brief illness. Besides his wife he leaves to mourn two sons—William and Edward of Dorchester (Mass.); two daughters, Miss Anne and Mrs. Cochrane, also of Dorchester (Mass.); and one sister, Mrs. C. Kane, Summerside (P. E. I.)

Mrs. Jacob S. Titus. The death of Mrs. Caroline A. Titus, widow of Jacob S. Titus, occurred yesterday morning at her residence in St. Martins. She was eighty years old. One son, Henry A. Titus, who is in business in St. Martins, survives. The funeral will be held on Friday afternoon.

At Prince William on last Saturday, John Burden Scott, died, in the 77th year of his age. He is survived by seven sons, Wm. E. of Dumfries; John A. Victoria B. C.; Harry, Providence, R. I.; Ernest A. Roydale, Alberta, Marsden, Robert and Lee at home, and one daughter, Mrs. Chas. Hamilton of Lower St. Marys. One brother, William Scott, of Prince William, also survives.

W. Wesley Fawcett of Upper Sackville, is dead. He was a son of the late William and Alice Chase Fawcett, was born in 1829, in Upper Sackville and in 1857 he married Margaret Goodwin of Baie Verte. He is survived by his wife, his daughters, Mrs. Secombe, formerly of Lindsay, Ont.; Mrs. George Trueman of Stanstead, Que.; his daughter-in-law, Mrs. Bliss M. Fawcett, and his grandchildren, Mrs. George Fullerton, Mrs. Ashley, Mrs. Frank, Carmca, Margaret, and Angus.

Mrs. William Graves, aged ninety-seven years and nine months, wife of the late William Graves, died at the home of her daughter, Mrs. Israel Bell, on March 8, leaving two daughters and four sons—Mrs. William McCully, Mrs. Israel Bell, John and Andrew, of Church Hill, John and Andrew, of Maine, and George, of Concord, Mass. Her maiden name was Foster and she came from Ireland, at four years of age, to Albert county, and had lived there ever since.

R. Byron Colpitts, died at the home of his daughter, Mrs. Ward, in Moncton, on Tuesday at the age of sixty-four years. He leaves his wife, formerly Miss Annie Peters of Peter's Mills, and two sons of Albert county, and his grandchildren, Mrs. F. S. Peters of Peter's Mills, also survive.

Mrs. Marietta J. Ball, wife of John Ball, died at her home in Oromocto, on Tuesday, aged sixty-four years. She was survived by her husband, one brother, David Allen, four sons, Sam C. Ball and Wm. E. Ball of Aberdeen, Wash.; Allan and Harry at home, and one daughter, Mrs. Ancl D. Courville, Vancouver, B. C., and five grandchildren.

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