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Black Oats!
Just arrived
500 Bags
Black OATS
George Neal

**FEELING OF GERMANS
TOWARDS THE BRITISH
IS OF BITTEREST KIND**

They Blame All Their Miscalculations and Reverses On Great Britain

PRISONERS SPAT AT UNION JACK

Says Correspondent Who Saw the Fighting at the Great Battle of the Marne

London, Sept. 15.—Tonight, Monday, I am back in London after two days of hard travelling from the extreme right of the British position.

To-night, too, is issued Sir John French's official report, which happily releases all I have seen and gathered along the swiftly advancing line of the Allies.

Before I left Flamboin, I heard with official confirmation that British cavalry had already entered Rheims. That was Saturday morning. We also heard at Sezanne that the rout of the Germans has been complete, and as I suggested in my message yesterday, General Joffre and General French have "out-Sedanned" the Kaiser's scheme of another 1870.

On Historic Ground.

These battles have been fought on historic ground. Friday night I slept at Montereau. In the room beneath me at the Hotel Grand Monarque was a bed in which Napoleon rested and dreamed his schemes exactly a century ago. That night British staff officers occupied mahogany beds as their first stop on the way back to headquarters with official reports of the great victory of the Marne.

What I have ascertained is that the German invaders have not only been outwitted and defeated, but they have also travelled far ahead of their supplies. They are short of ammunition and food, and the terrible advancing pressure of the Allies has demonstrated the morale of the force and has left them without stomach for fighting.

A Striking Contrast

Yet each hour I have seen them from Melun and Fontainebleau and Versailles come fresh, well-fed and favored regiments of the khaki-clad fighting men of the Empire, keen to get into the firing line and keener still to meet the enemy steel to steel. If Europe's great war depended on organization alone, Britain would quickly be a certain winner. Each day, for day's past, I have climbed into hedges and ditches to let judiciously striped motor wagons, some of them obliterated with bushes and great furniture or coal wagons by the score and by hundreds even, pass me. Sometimes they have broken down, but always there was a substitute, and it was immediately loaded, was transferred, and sent forward almost before the dust had settled. If there was really a bad smash marmalade and tea would ooze out of broken packing cases.

Imagine these coming smoothly to the front where Europe's fate is being fought out field by field and trench by trench! Then picture the stories of German prisoners who told me that they had had nothing to eat for five days but tabloids and what could be stolen from the enemy's country.

Humanity Beats Machine

It is a triumph of humanity against a machine. British soldiers are treated as loyal men, the Germans are part of a huge military machine with the cogs hopelessly out of place.

When I left the region of the Marne I knew there had been a victory for the Allies, but imagination was warped and I could not hope that the rout of the enemy had been so complete.

Tonight London is rejoicing over the concise, clear, official report of General French. Don't let us boast but having been in that maelstrom of battle, let me send you this message: "Rejoice far more than even the official reports would tempt you. There is more in store than any censor would allow to pass. It is not the beginning of the end by any means, but it is the first great battle to us."

The Enemy Confident.

German officers I have spoken to, though prisoners, laugh and say, "Wait." Even in adversity they have confidence. One afternoon, with a friend who could speak German, I found Lieutenant Forstner, of Zaberu fame. He was a prisoner of war, but still defiant, and tears of anger rolled down his cheeks as he reviled not the French but the British, until the blue-coated officers of General Joffre's staff drew sword and threatened him. Germany never reckoned on Britain in this great Armageddon, and now

Britain's brave soldiers have turned the Teutons' victorious sweep into a rout. They are more determined than ever that Britain shall pay the penalty in the end.

Spat at Him

All through my wanderings among the French and English lines, I wore a Union Jack in my buttonhole, and German prisoners—officers and men—whether wounded or not, often spat at me in hate. It is Britain they blame for frustration of their plans.

On the north bank of the River Marne, I came upon a French doctor, who had strayed to the extreme left of his lines, attending to the British wounded arriving in Red Cross wagons, direct from the firing line, only about three miles away.

Was McGill Professor.

He spoke perfect English, and much to my surprise he turned out to be the well known McGill University lecturer, Dr. G. Morlod. I shared his lunch, and left him with reluctance early in the afternoon when the wounded told us that the enemy's flight continued, and there was a chance of gaining Rheims that night. Our guns were then southwest of the city, and we could hear the deep boom of the heavy German siege guns far to the northeast.

Every house was a smouldering ruin; parts of fields were crossed were strewn with accoutrements, and behind one mound were two mitrailleuses sunk deep in the mud. The retreating enemy had blown off the breech locks.

Soldiers Ate Oats

German prisoners often passed us, and one British escort told us that they said they were starving, and had been feeding on oats for several days.

Some of the returning British wounded told a remarkable story of having actually been taken prisoners by the Germans, but the flight had been so swift and demoralized that after fifteen hours they had been told to shift for themselves. The Germans, they said, suffered terribly in the cold rain on Friday night and Saturday. One Hanoverian regiment had left all their kit in the trenches at Sezanne and were physically in a terrible plight. They refused to even turn and fire on the advancing Allies' officers, according to one of the Cheshire sergeants who had been a prisoner for a short time. The Germans shot their own men right and left, but could not stay the retreat. The main German army, in its retirement, burned every farmhouse and destroyed all stores and the rearguard was in a terrible plight.

On Sunday morning we got the gladsome news of the complete route of the Germans as far along the line as Verdun.

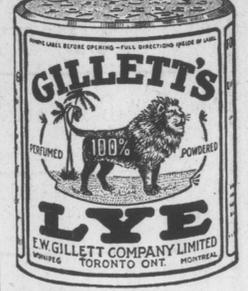
While we were rejoicing an English staff officer caught us. He was returning to the base at Coulommiers and we travelled, at his request, with him for five hours.

Later we were scuttling for Paris and were warned that banishment to England would be the penalty for our appearance again in British lines.

F. A. MEWS,
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**AEROPLANE
"AMERICA"
FOR BRITAIN**

Stated That the Big Flying Machine May Be Offered the Authorities For Use in the War

Hammondsport, N.Y., Sept. 16.—

It is accepted here as a fact that the aircraft America, built at the order of Rodman Wanamaker to commemorate the centenary of Anglo-American peace by a flight across the Atlantic, is destined to become an important adjunct of the British navy for use in the European war.

Since hostilities broke out there have been several efforts by individuals to buy the America. It has become common talk here within the last few days that a millionaire sportsman of New York city had negotiated the purchase for \$25,000.

Will Sell to Canadian

From his hands, without any technical violation of neutrality, the giant flyer is expected to pass to another individual, who will be a citizen of Canada.

Lieut. John C. Porte, the British navy air pilot who was preparing to fly the America from Newfoundland to Plymouth via the Azores when war was declared, now is organizing the British flying reserve at Hendon, England. His new rank is squadron commander.

Great Secrecy

At the Curtis aeroplane company plant, the greatest secrecy has been maintained during the last few weeks. Extra men are said to have been employed on rush orders for machines and motors.

Nothing has been given out as to the progress on the reconstruction of the America, which was agreed on when the transatlantic flight was postponed in July, until Oct. 1. About the village it is well known that the America is being rushed into shape for shipment, and that four duplicates of that giant machine are being constructed.

Might Benefit Aviation

The price of \$25,000 is thought to be approximately the amount that Rodman Wanamaker would need to have paid as backer of the transatlantic expedition had the craft been delivered for the ocean flight on Oct. 1st.

It has been suggested that Mr. Wanamaker's scientific purpose of conquering the Atlantic passage, could not be set back by such a sale; that in fact the flight might profit by selling the America and embodying all that was learned in the experimental work of this model in the craft that shall be built later.

Hammondsport has been peculiarly favored by war. It is more prosperous than ever before. The two industries of the valley are aeroplanes and wine. The aeroplane plant has been a hive of industry since war opened.

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