

Aeroplanes Fly From England to France In Eight Minutes

(By Frederick Palmer, Associated Press Correspondent at British Headquarters.)

With the British Armies in France, via London, Oct. 8th—Never were such numbers of planes employed, and never did they play such an important part as in the battle of the Somme. The wastage of British planes at the front has been supplied by new planes flown across the Channel from England where, after coming from the factory, they are tested out at a home aerodrome. The record time in crossing the Channel at the narrowest point, where the distance is twenty-two miles, is eight minutes.

When the Associated Press correspondent, who was in London for a day's leave from the front, asked a certain general at the War Office for permission to fly back instead of going by steamer, train and automobile, the answer was: "Perfectly easy, and to prove it he called up the commander of the flying corps and in five minutes all was arranged over the telephone.

"What about my baggage," asked the correspondent.

"On take it along and strap it on," replied the general. "A plane that carries 150 pounds of bombs will not be bothered with a dress suit case."

A dozen machines, one after another, were due to go to France that day as the wire said a storm on the other side of the Channel had passed. The correspondent slipped into a wadded jacket for protection against the wind, which would also act as a life-buoy if he happened to fall into the Channel, and took his place, a position usually occupied by the observer, who also mans the machine gun.

"She's a good and steady bus," said the pilot. "They flew her down from the factory three days ago and she's tuned up and ready for her part in the big show on the other side. You must not expect any fancy stunts or thrills. My business is to fly her to France and deliver her in good condition, ready for work."

Made 30 Crossings.
She was immaculate in her fresh varnish and reassuring in her staunchness. This pilot had made thirty such crossings and was proud of the fact that he had never come down at any of the way stations. Before the war he had been ranching in South Africa and was one of the thousands of men who knew nothing about flying, but have been made expert aviators.

It was as straight as a line drawn on a map, following a plotted course of land objects for the route, from the aerodrome the machine left to the aerodrome at the front. After forty minutes in unvarying steadiness of speed above the pattern work of the English hedges, he turned at a given point for the Channel crossing. Usually the crossing is made at a height of ten thousand feet. This allows of more leeway to descend to the nearest shore or to a steamer in the Channel in case of engine trouble.

"Our object is not to take any unnecessary risks," said the pilot, "but it is needed and will have risks in plenty over the battlefield."

On account of thick weather he took the Channel this trip at a height of four thousand feet. As the white surf beat against the chalo just under foot, the correspondent looked at his watch. Beneath were all the patrol ships that guard the Channel, which were lost as the machine ran into a cloud. Neither the shore nor



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the surface of the water was to be seen. Then the pilot stopped the engine, and the machine slid for a thousand feet until the sea floor, dotted with the white flecks of wave crests, appeared, and ahead, as the engine took up its refrain again, was the white edging of the surf at the foot of the chalk cliffs of France. As the machine crossed the tape the correspondent looked again at his watch and saw that the time elapsed was 11 minutes. The flight had not been made over the narrow part of the Channel. The fastest steamer would have required an hour and a quarter and, travelling that way, the passage would have been rough, as a heavy sea was running.

Now over the broad spaces of the hedgeless land of France, with the fields so many patchwork squares stretching between soft green clumps of wood and on toward the section of the front and the battle line, so well known to the correspondent. Then, finally over a cathedral tower and down on the green floor of the aerodrome, where a score of other new planes fresh from England had been marshalled in ranks after their arrival. When storms have prevented migration for a period, fifty have come in from England in one day.

"Good night," said the pilot, after he had reported his arrival to the aerodrome office and before getting into an automobile. "I am off to catch the steamer and bring back another 'bus' to-morrow.

Musical!

Bacon—I understand your new neighbors are musical.

Egbert—Are what?

"Musical."

"Who said that?"

"Oh, I heard it. Is it not so?"

"Well, I reckon he likes to fiddle and his wife likes to yell, it that's what you mean."

To Help Him Out.

His Trouble.
"Had a vacation yet?"
"No. Just paid my taxes. That's what makes me look so gloomy."

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Will Prevent Many Amputations

American Ambulance Shows Way to Hastening Wounded to the Hospitals

PARIS, Oct. 10.—Dr. Alexis Carrel to-day announced an impending reform in the methods of surgery throughout France, which is likely to result in a vast diminution of amputations and fatal wounds. He said:

"Grafting of the tissue of the bone and flesh hitherto has been next to impossible, owing to the difficulty of transporting the wounded from the field to the hospital before gangrene or infection has set in. The American ambulance has demonstrated the possibility, with an efficient transport department, of getting the wounded soldier from the battlefield to the hospital within ten hours. Heretofore the average time has been twenty-four hours, which entailed much loss of life and many otherwise needless amputations.

"The French army medical service frankly recognizes the splendid methods of the American hospital and has decided to speed up its transport everywhere and generalize the use of Daken solution for the washing of suppurating wounds, thus rendering possible a vast campaign of grafting which will result in enormous progress in that branch of surgery."

Slow.

Edith (sighing)—Oh, dear! Tom hasn't proposed yet.

Marie—Well, what can you expect of a chap who never runs his auto over ten miles an hour?

Ladder Needed.

Lady—We always keep the hose ready in case of an Zeppelin raid.

Visitor—But surely, my dear, it would never reach them at the height they fly.

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An Invitation.

Flub dub—That's a bad cold you have Guzzler. Are you taking anything for it?
Guzzler—Thanks old man. I don't care if I do.

Ladies' Underwear

Stanfield's Wool Unshrinkable Vests and Pants, only 85 per Garment.

Pure White Fleece Lined Vest and Pants, only 40c. and 60c. per Garment.

Pure White Fleece Lined, extra special quality, at 70c. per Garment.

Pure White Jersey Vests and Pants, 35c., 42c., 50c. per garment.

Men's Suspenders

All prices, from 10c. to 60c. pair.

Police and Fireman's Suspenders, 25c. and 40c. pair.

Fine Suspenders, good elastic stretch, at only 30c. and 35c. pair.

Special line Men's Suspenders, one pair in fancy box, very suitable for presents, only 35c. pair.

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Wool Blankets, \$3.00, \$3.70, \$4.50, \$5.20, \$5.80 pair.

Brown Blankets—Job Lot—\$2.50 pair.

The Fleece Blankets are of extra weight and finish, while the Woolen are a Job Lot.

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Job Lot at 49c., 50c., 70c. each.

Khaki Working Shirts—The "Wurthmore," 85c.; the "Chieftain," 85c.; Grey "Chieftain," 65c.

Job Cream Twill Shirts—The "Fearless," only 45c.

Job Black Twill Shirts—The "Wurthmore," 80c.

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Girls' Waterproofs in Fawn shades—\$3.80, \$4.60, \$4.10, \$5.00, \$5.20, \$5.50, \$6.00.

Boys' Waterproofs in Fawn shades—\$5.60, \$5.80, \$6.00.

Boys' Black Oilcoats, very strong for hard wear—\$2.20, \$2.50.

Safety Razors, "The Dime," only .10c. each

Ornamental Statues.....18c. each

Good Quality Tooth Powder.....14c. can

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Gold Seal Perfumes.....15c. bottle

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Metal Cigarette Cases, only..... 15c. each

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Just received a specially cheap line of Kimonas in Cotton and Flannelette, figured effects, varied flowered patterns to choose from. Price: 37c., 40c., 65c. each.

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In flowered designs. The quality and pattern are exceptional. Price only 35c. each.

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Special in lovely patterns of soft shades, one Blanket in box, \$3.80 each.

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In Plush and Velvet. All the best liked shades and colours produced from best dyes. This is a Real Bargain secured recently by our buyer in New York and the kind of a Hat you would have to pay double the price for in normal times. 70c. to \$2.50 each.

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Men's Pipes, all perfect in make, 30c. up.

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Miners' Belts—30c. each.

Leather Belts—15c., 25c., each.

Purses—8c., 15c., 18c., 35c., and 40c. each.

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Khaki Handkerchiefs, only 14c. each.

Ladies' Hemstitched Handkerchiefs from 5c. up.

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