

Learning to be a Flying Man

Elliot Lyon Morris Writes Very Interestingly of the Work in France.

Somewhere in France, September 3rd, 1917.

Dear Mother:— I just received your letter written on August 14th and am glad you now know I have the money. We do not receive our commissions until after our brevet, (or in English, license.) I will then be a first lieutenant. Now we are kind of like cadets, not quite officers. Still address my letters to Mr. ....

This is surely a wonderful game with a new experience and thrill each day. I have passed my first flying class and am now in the landing and starting class. We make seven landings in 15 minutes. Was lucky enough to be among the first few to be sent to this class. You see we are sent from one class to another. As soon as we learn how to do one thing we are sent on to another school. If we have good weather and nothing happens I will fly alone this week, then the danger, if any, starts. We make several straight flights up and down the main field, several circular flights, then go to the spiral school, next make our altitude test and then make a triangular flight around the country. Then we are breveted and sent to another place for aerobatics. I hope to get through, everything favorable, by October. Our landing field is about 45 minutes ride from camp and it is a beautiful ride. This morning I drove over to the field with our Monitor, who is a Frenchman and does not speak a word of English. He is a wonderful flyer and a peach of a man. We drove in the aeroplane and had one of the best times of my life. It was very calm so the machine almost flew itself, but when we started to descend and land the field was completely hidden by a dense mist and fog. We skimmed along over the top and it looked just like the ocean. You couldn't see through it and you couldn't even see the wings of the machine; and not even the ground until we were within twenty feet of it but we took a chance and landed. Three of the other machines tried to land but were afraid and started up again.

We have a very strict censor and there are lots of things I would like to tell you but cannot. I am glad you are sending me the "Watchman" as news from home is mighty welcome. I am writing this in the afternoon and as I look around the room nearly every bunk is crowded with some fellows asleep. This just shows you how we all sleep in all our spare time, you can't seem to get enough of it in this game.

September 8th, 1917. I haven't heard from you now for about two weeks. I guess your letters must have been lost but the mail is very uncertain at best.

I have had about forty landings and I start to fly alone on the 12th or 13th. It would be just my luck to start on the 13th, wouldn't it? Only one of our fellows has flown alone so far. I was sick in bed with a cold for the last two days but I didn't miss any flying as it rained. We have two surgeons here to look out for us and one is always on our flying field.

Our days are being filled up more and more and now we not only have lectures but work in the shops and drill. I am acting as second in command of our company but we all take turns at it. I am the youngest fellow here. There sure are some nice fellows with us, mostly college graduates.

We are supposed to get our first pay to-day and if so you can bet I will get a big dinner in .... We can go there any time at all when not flying. We learn everything in the shops from making wings to engines. We get our eleven pilots, or student pilots, badge to-day. It is the French insignia and consists of a wreath with one wing and a star at the end of the wing. When we are breveted we will have one with two wings.

This morning I drove the machine from camp over to our landing field with the instructor in front of course, but now they won't even touch any of the controls but make you do everything. We crossed the .... river and I climbed to 500 meters, 1500 feet.

The instructor then told me to let go of the controls and he began a double spiral which lasted about 30 turns and then drove for the house his girl lives in. He came nearly on top of the house and we waved and yelled to her. It sure was fun.

Then I took it again and went on to our field. I am very lucky as I am first in our class and most always fly over in the morning. It certainly is wonderful to fly about 5 o'clock in the cool morning air and watch the sun come up over the horizon. The sunsets here are beautiful too. I am having some experience and I would not trade with any boy in the States.

One of the boys I told you about in Paris, Walter Reno, has just gotten his first German plane. He wrote me all about it and I will send you a copy as I think you will enjoy it. Remember me to all my friends.

September 17th, 1917. I suppose now you have heard from me several times since I have been here. I certainly do like it but the food is nothing extra. I always go

down to .... for at least one meal a day. We have a Packard truck which takes those fellows having permission.

Yesterday morning I took my first flight alone and, believe me, I am sure glad it is over. I was scared to death when I first got into the machine but once started I forgot all about being scared. Everyone dreads their first flight alone as you can't tell what you will do. We make our first flight in a straight course and only at 50 meters. Now we make circles around the field and this class is the most exciting of all. There are smash-ups there all the time, but not fatal, just wreck the machines in landing. You have to keep moving all the time as we don't know how to judge our distance very well and land most anywhere. I'll be glad to get out of this class but it's fine to fly alone.

September 22nd, 1917.

I am glad you know I am in the U. S. aviation. I was second in command of our platoon but now I have charge of a new bunch of fellows who just arrived, so you see I am only an acting Sergeant. I get \$36.00 a month, so any you can send me I can use. I get my commission as First Lieut. just as soon as I am through here. If nothing happens I will be through here in two weeks. I have had an hour's flying by myself so far and now I should make several hours a day. We go all over the country and lots of the fellows have landed at the chateau and have wonderful times. I am now living with a boy named Winant, who was an Ivy man at Princeton and later an instructor at St. Paul's, and a boy named Brewer, whose father is one of the greatest surgeons in the world. We fly all day now and it is very rough in the middle of the day. The old boat rocks and jumps until you are all shaken up.

Don't forget to send the "Watchman." I enjoy it very much. Give my best to all my friends and let me know what they are doing.

With love for you all BUD.

Telephone Co. Announces Big Subscription to Liberty Loan. The American Telephone and Telegraph company and its associated companies, forming the Bell system, announce a subscription in behalf of themselves and their employees, for \$5,000,000 of the second Liberty Loan.

This subscription is to be allotted to localities or sections of the country, as nearly as may be, in proportion to the quotas assigned by the Treasury Department to the various federal reserve districts, so that each such district will get credit for its proportional share of the total sum. The actual subscriptions will be made in each locality by the associated company operating in such locality.

There is also announced the adoption of a plan whereby employees of the companies above mentioned may purchase Liberty Bonds through these companies, paying for them in weekly or monthly installments, by deduction from pay.

Volunteers Needed for the U. S. Army.

At the present time men are needed as volunteers for the regular army: Infantry, cavalry, hospital corps, quartermaster corps (cooks and bakers, chauffeurs and stenographers) and the aviation section of the signal corps.

The following special men are needed for the aviation section. Aero-enthusiasts, blacksmiths, buglers, boat builders, cabinet makers, chauffeurs, clerks, cordage workmen, carpenters, draftsmen, electricians, engine repair men, engine testers, gas works employees, lithographers, machinists, mechanics, magneto repairers, motorcycle repairmen, metal workers, moulders, propeller makers, photographers, packers, pattern makers, painters, plumbers, radio men, riggers, skilled and unskilled laborers, sail makers, stenographers, stock men, saddlers, tailors, vulcanizers welders.

The following special men are needed for engineer regiments of the new national army: Artists, axemen, agents, blacksmiths, boiler-makers, bridgemen, camouflage men, carpenters, carriage men, chainmen, chauffeurs, clerks, concrete foremen, construction foremen, compressor men, cooks, crusher operators, dinky runners, draftsmen, drillers, runners, edgers, electricians, engineers, fitters, foundrymen, handymen, instrument men, linemen, lithographers, machinists, masons, miners, painters, photographers, plumbers, railroad workers of all kinds, riggers, saddlers, sawyers, steam fitters, stone cutters, storekeepers, surveyors, stenographers, teamsters, tinsmiths, tanners, dressers, transit men, truck drivers, wood bosses, wreck derrick men, yard foremen, zincographers.

Going and Coming.

Two Americans visiting London went to see the fire station and, seeing one of the firemen, said: "Do you know in America we use a nine-inch hose for fires, not a skinny three-inch like you have." "Oh," replied the fireman, "we only use this for washing down the station. This," he said, (holding up a twelve-inch hose), "is what we use in case of fires. When we want to send a man to the top of a building we place him on the hose, turn on the water, and he's up there in no time." "Ah!" said one of the Americans, "but how does he come down?" "Well," said the fireman, "he puts his arms around the jet of water and slides down."

A Natural Query.

"Mexico to be normal again in six months." Is this report circulated by pessimists or optimists?—New York Evening Post.

A Caution to War Knitters.

The thousands of women and girls one sees nowadays working with their needles on socks and stockings for the soldiers are doing a patriotic and necessary service, but some of them are doing it wrong. The question of foot covering in extreme winter weather has always been a vexed one with our people. Most of them have seemed to think that if you wore socks or stockings of the heaviest weight wool obtainable, it naturally followed that you were making your feet as comfortable as they could be made in extreme weather. Many of our knitters have the same idea.

This is not so. If you clothe the feet with too heavy covering you are merely providing an over-dressing which will cause perspiration. This perspiration will freeze in extreme temperatures and will give the sensation of cold and discomfort. The wearer will then be tempted to add even more covering, which will aggravate the condition. Those who have not been exposed to the severe weather of our northernmost climate will perhaps not be able to appreciate this thoroughly. I was a member of the Commodore Peary committee on his first exploration in Arctic circles. Our idea of the right thing to do was to stock the kite with plenty of heavy clothing. The result was that many of the men had frozen feet, and the cause was found to be what I have described above. The same thing occurred on our relief expedition, as its members, of course, had had no opportunity of learning the experience of the first party and profiting by it.

The conditions which our own soldiers and those of our allies will have to face next winter will be, judging by the history of the present war's previous winter campaigns, almost as taxing in many instances as those arctic parties have to face. Therefore, we must consider carefully what is best for them.

I do not mean to say that socks and stockings and other clothing must not be heavy enough to provide the indispensable warmth, but I be-

lieve a word of caution is necessary to those who believe that piling on weight of material is all that is required.

The lesson is just as important for those of us who are at home. Experience has demonstrated that the dressing of the feet and limbs require the nicest adjustment which will provide warmth but not induce perspiration.

No Middle Road.

Our feeling of abhorrence toward a nation which has cast aside all the traditions of civilized warfare, that puts arsenic in food, that places ground glass in food, that hurls broadcast disease germs for man and beast, that hands out poisoned candy to trusting children, that intentionally bombs hospitals filled with sick and dying, that tortures its prisoners of war, that marches its school children with waving flags on a special national holiday when a "Lusitania" filled with helpless women and children goes down—this feeling does not apply to those who themselves, or whose parents, though born in Germany, are loyal, true Americans. Special honor to all those who have already volunteered to fight under the Stars and Stripes to rebuke such wrong, or who have taken a pronounced stand against such iniquity! It remains, however, for many others who call themselves German-Americans, to come out squarely and unmistakably and thus render impossible any suspicion of disloyalty. The resident here of whatever foreign descent owes it to the country of which he is voluntarily a citizen, and to himself, to do this. If he cannot do this, he should either return to that other country whose citizenship he places above ours or expect here the same treatment which his preferred foreign country is accustomed to administer in such cases.—H. H. Windsor, in the November Popular Mechanics Magazine.

—Manners are the happy ways of doing things.—Ralph Waldo Emerson.



Procrastination

IN the affairs of the alert business man, procrastination is an unknown quantity.

However, when it comes to the matter of securing that new Fall Suit or Overcoat, he is only too prone to put off its purchase until the season is not only far advanced but until best selections are no longer to be had.

Apply the principles of good business to the purchase of your Fall wardrobe. Do it now and do it here! You will secure 100 per cent. service, style and value for every dollar you expend.

HIGH-ART-CLOTHES

loom large in the assortment. They are the choice of so many men, we are confident they will meet your requirements.

FAUBLE'S.

Allegheny St. 58-4 BELLEFONTE, PA.

LYON & COMPANY.

If you are in need of a Coat or Suit and want to see the largest assortment of exclusive models, greatest values, in Bellefonte, visit our ready-to-wear department

Splendid values in Children's Coats, ages 6 to 14, all colors and the new weaves at Lowest Prices.

Wool Dress Fabrics.

Our line of Wool Dress Goods is very complete. All the new plaids and stripes in French Serge, rich colorings and beautifully blended at prices to suit the economical buyer.

New Silks and Satins.

We have again replenished our Silk stock with new stripes and plaids and the much wanted satins, all the new shades, Taupe, Plum, Russian, Green, Golden Brown, Wisteria, Black and all the light evening shades from \$1.35 up.

Blankets and Comfortables.

The cool nights will make you want Blankets and Comfortables. We are prepared to fill your wants in all Wool Blankets, Wool and Cotton mixed Blankets at prices less than cost to manufacture to-day.

Underwear.

Men's, Ladies', Misses and Children's Underwear, all Wool, wool and cotton, and all cotton, these were bought at prices less than today's cost of the mill. Pajamas and Cosy Sleeping Garments in all sizes.

Shoes

Shoes

Don't forget we can save you big money on Shoes—Men, Women and Children's.

Lyon & Co. Bellefonte.

Use



It will give you more satisfaction per gallon, better light per lamp and greater heat per stove. All the impurities that cause smoke, smell and charred wicks are removed. All the qualities that give a clear, mellow light and a steady, even heat are retained.

Perhaps you've thought that kerosene is kerosene and that's all there was to it. There's a lot more to it. You should see our expert chemists testing and experimenting to produce the highest refined kerosene in the world. And they have succeeded. That's why it is called Rayolight Oil—to distinguish it from ordinary kerosenes.

Besides heat and light, Rayolight Oil has many other uses in every home, such as cleaning bathtubs and windows, polishing furniture, etc. Hundreds of thrifty housewives have told us their experiences with Rayolight Oil and we have put all these helpful suggestions in an attractive, illustrated booklet for the use of our customers. A copy will gladly be sent upon request.

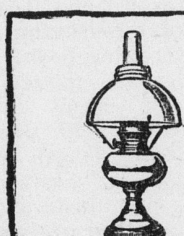
The next time you need kerosene look for the store with the sign: "Atlantic Rayolight Oil for Sale Here." Then ask for it by name. The dealer won't charge you a cent more than for the inferior, nameless kinds.

THE ATLANTIC REFINING COMPANY Philadelphia and Pittsburgh



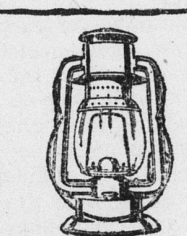
PERFECTION Smokeless Oil Heaters

Never smoke, soot or cause unpleasant odors. Keep any room in the house warm and comfortable with its cheerful radiating heat. Ask your dealer. Price, \$1.50 to \$3.50.



Rayo Lamps

For perfect results, always use Rayo lamps. The ideal light for all purposes. Made of best material. Designs for every room. Ask your dealer. Price, \$1.00 up.

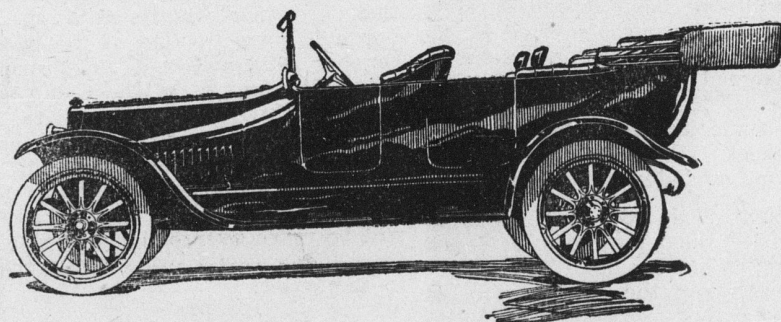


Rayo Lanterns

Your best friend on dark, stormy nights. Never blow out or jar out. Construction insures perfect combustion. Ask your dealer. Price, 50c up.

Studebaker

STANDS FOR POWER, EFFICIENCY AND DURABILITY.



PRICES HAVE ADVANCED AS FOLLOWS: Four from \$ 985 to \$1050 Six from \$1250 to \$1385

GEORGE A. BEEZER, AGENT,

North Water St. 61-30 BELLEFONTE, PA.