FRIDAY EVENING.

## Letters From the Front **TELLS REAL THRILLERS OF AVIATION SCHOOLS**

Through the courtesy of Mrs. C. E. Shaffer, of Harrisburg, the Tele-incidentally the fastest. Mail how those boys do travel and as light as a feather. • The Weird Decorations What aroused my curiosity was the fantastic way in which they were painted. One had buiterfiles paint-is dated from Pau, France, but the identical spot of the big training camp is not mentioned. The most listless patrict will thrill with this young man's straightaway account of an American under the training of those a dept French moniteurs. There are touches in Shaffer's nar-rative worthy of a master writer The Weird Decorations What aroused my curiosity was the fantastic way in which they were painted. One had butterflies paint-ed all over it in white and black on a pink background. Another that struck me as strange, indeed, was painted with black cats chasing each other on a green background. They were in all kinds of attitudes, one sitting on the tail licking his chops, another chasing its tail along the fuselage (body), while on the top of the wings were two more as big as There are touches in shafters har-rative worthy of a master writer and nothing has been published in this country which tells so specifical-ly and yet entertainingly exactly what the novice must go through.

There are touches in Shaffer's mar-rative worthy of a master writer and nothing has been published in this country which tells as opecifical-ly and yet entertainingly exactly what the novice must go through. Pau, France, Nov. 22, 1917. Dear Mother: This school rushes one along so fast that I cannot keep up with the time, for so much happens to me in such short periods of time it keeps one guessing how to explain the to short periods of time it keeps one guessing how to explain the to how periods of the time looking over these var-ied-colored planes. There must have been some gamblers among the bunch, because spades and diamonder the ten-liorsepower Nieuports in my hast letter and tried valuly to ex-plain the beauties of flying above the clouds and flying through them to see the sun rise. Becomes an Air Acrobat Well, the next day I was sent to the acrobatic class, the most talked-of class in the school. Every once in so often some one gats killed in this class, so I approached it with the frabatic day ar arobatic, be-cause al stunts are begun at 1,000 meters at least. So they put us in a dummy machine with controls the same as other planes and taugh-the school was considered the figh-rationes, I twas still cloudy, the sum the sumburg, supersonable day supersonable days, the clouds being only 300 meters high-This prevented any acrobatic, be-cause al stunts are begun at 1,000 meters at least. So they put us in a dummy machine with controls the same as other planes and taugh-the subcolar decoded to my cheer-sary to perform the stunts. This illustrated explanation was given to everyone before he was sent up to the the hold was the clouds, the shore the towold set one of the off sharing illustrated explanation was given to everyone before he was sent up to the the hold was the clouds, the shore the shore the shore the shore the shore shore of the off shore sary to perform the stunts. This illustrated explanation was given to everyone before he was sent up to the the hold was considered the high-shore of

t in the windy element. It ad me to find out that the acro-school was considered the high and that I had been attend-trough the clouds, have him do his trough the clouds, have him. This trough the clouds him. This trough the sure set stunts and found out what not know. But I am away of myself. The machines for acrobatics are 12-m. Nieu it primary? I was quite sure was the latter when I tried some



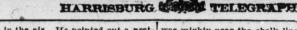
Don't stay stuffed-up! Quit blowing and snuffing! A dose t "Pape's Cold Compound" taken very two hours until three doses are aken will end grippe misery and aken will end grippe misery and stuffed-up! sick headache, dullness, feverishness, sore throat, sneezing, soreness and stiffness. "Pape's Cold Compound" is the quickest, surest relief known and tacts without assistance, tastes nice, and causes no inconvenience. Don't passages; stops nast; nose running: relieves

head, chest, body or limbs. It promptly opens clogged-up nos-

An After-Christmas

Sale of Odds & Ends

of Good Furniture



with him. And it was just this very thing that happened, for a French-man went aloft, went into his vrille, went through the clouds still spin-ning and never did come out until he came to twenty-five meters from the ground. Naturally, he pulled on the stick, because he was in a straight nose dive. There was a stone wall in front of him two feet thick, and you will get an idea of his tremendous speed when I tell you he smashed the wall flat. The strange part of it was the machine was smashed to splinters and the pilot not even scratched. Yankee Filers Are Game

was smashed to splinters and the pilot not even scratched. **Yankce Fliers Are Game** It's saying a lot for the Ameri-cans that when the moniteurs called for volunteers to do their vrilles above the clouds they were the first ones to ask for the chance. I'll hand it to the Frenchmen, though, for they were right with us on the vol-unteer stuff. They like the Amer-icans because they will try anything once, if they never do it again, so they gave an American the first crack at it, but I was not the lucky one. A Frenchman came next and he came out all right. Gee whiz! I had just about given up hope of getting a chance, because my name was clear on the end of the list. Sure enough, the whole morning g passed and I sat and watched others tumbling around and out of the ing the others' mistakes, but I was ing the others' mistakes, but I was ing the others' mistakes, but I was i avound taking in the sights. They it were many, I assure you, for some-it thing was happening every second. I clauss the original rubberneck i class, for it was always a question I what a student would fall into when i were principal actobatic stunts is

## Funny In the Stomach

y I had just about given up hope of getting a chance, because my name was clear on the end of the list passed and I sat and watched others it umbling around and out of the ge course, I was learning from watch-e ing the others' mistakes, but I was anxious to have a try at if, even if I was just feeling at home sitting around taking in the sights. They were many, I assure you, for some-thing was happening every second. It sure was the original rubberneck class, for it was always a question which they require of one, and they are the vrille, retournement and vertical virage. One is sent up to do them in the order named. It shows how well they understand this game that the trille is given up first, because that is the usual thing one falls into when he first tries the redournement, which is by fai the hardest. These last two stunts don't require so much altitude, so, while we newcomers were doing vrilles above the clouds.

Airmen Rough Jokers Yes, indeed, that acrobatic class sure was the most interesting and amusing. Honestly, those Moniteurs would laugh if a fellow killed him-self. When that Frenchman came walking in the gate with only a bump on the head, from knocking over a stone wall with the plane, not the head, it was the biggest joke of the day. For a man to get sick and vomit, that was the prime joke of all, for he sure didn't get much sym-pathy. They even had a good laugh at me for shedding one of my coats when I went up for the "ver-tical virage." I was warm, believe me, for I had tried so hard to do that retournement that I was sweat-ing when I came down. No, it wouldn't admit it to the lieutenant that I was feeling groggy after my try at the retournement. I was that tournements and vertical virages un-A Complicated Stant Before I go any further, I better xxplain a retournement. The idea is o, come out of it in the direction op-posite from which you went in, to come out of it in the direction op-posite from which you went in, doubling on one's tracks, so to speak. It is done by diving a little to gain speed, pulling up to a forty-degree angle, then kick the foot far over on the side which you wish to turn, that twists you over on your back. Then one is supposed to shut off his motor, bring the feet back to center and pull back on the stick. Sounds that way here, imagine we poor, is-norant boobs trying to do all these things at the right time, going around 120 miles an hour. I assure you one gets all balled up and comes out every which way. Fainted in the Clouds that I was feeling groggy after my try at the retournement. I was that, but I went up for the vertical virage just the same.

Merit Has Its Reward

Fainted in the Clouds Fainted in the Clouds That afternoon the Frenchman that I told you about in the above who came out at twenty-five meters much against the wall—and his wishes, the clouds were very low when he went up about 200 meters, Mcrit Has Its Reward I really believe these critics con-sider one good if they see him try hard, and I sure did that. The mechanics are as interested in we pilots as the Moniteurs, and no one feels prouder of a pilot than a mechanic who sees him make agood landing, "catch" his engine and roll back to the starting point in a straight line. This rolling, or tax-ing, along the ground takes a nice sense of collaboration of speed, dis-tance and the feel of your plane, for a plane on the ground is a most wobbly bird and is given to all the queer quirks and twists of a woman's mind. They also keep a book which every pilot signs, with any remarks he may think of at the time-also five frances for the privilege. There are some famous flyers' names in-scribed in that book, and many Americans among them. Some of reading, "Falling down from Heav-en to Hell will never worry me at al." Another who realized the chances he had just taken came arcoss with this gem: "By the Grace of God we still have with us, James H. Parker." One that may appeal to those who look on the wine when it is red, runs like this". "All the sensations of the 'night before' with none of the after effects." The last sure is aptly put judging from my observations of the royenes. Sury I would not read the many French-men's attempts. Some were quite artist, going in for poems illus-trated prose and what not. **A French Art Wonder** wishes, the clouds were very low wishes, the clouds were very low when he went up about 200 meters, and foggy the rest of the way. He soon disappeared in the clouds with the moniteurs and twenty minutes later the moniteur landed with the information that the Frenchman had gone into his vrille, made fourteen turning. A little later one of the mechanics heard a crash and mann-tained he had seen a machine off to the left immediately before the crash. So the moniteur salled up again in the direction of the sup-posed smash, and while he vas out hunting for our unlucky convade, who we were lamenting as lost and remarking what a nice fellow he was, in walks the Frenchman hin-self with a story of fainting while who we were an ice fellow he was, in walks the Frenchman hin-self with a story of fainting while going through the clouds. They gave him no more training here, but sent him to Avord for training on a different type plane. That did not hold work up any, though, as that afternoon they were at the same stunt--vrilling above the clouds. You remember how I compared the scene above the clouds to a little bit of heaven; no, that don't mean Ireland. Well, I was pretty well pleased that I was going to get a chance to begin my "high school" education in such a beautiful place. A Thrilling Ride

A Thrilling Ride A Thrilling Ride A Thrilling Ride Sure enough, my turn soon came and they gave me the Italian plane for the purpose. They sure did strap me in tight. Two big belts were buckled around my chest, one being so tight that I had to exhale a lot of wind to enable it to be brought together. You see how chesty i am getting! The way these me-chanics buckle one in is sure amus-ing. One would think they were tieng up a bag of sand the way they handle one while fastening the belts. After they were through I was quite sure it would take 'more than a mere stone wall to knock me loose. A French Air Wonder The Moniteur in charge was cer-tainly a wonderful man with a well developed sense of humor. Some one said he was so blind he could not see a brick wall two feet in front of him, a stary that was soon disproved when he went aloft in the plane with the black sats painted on it and put th A French Air Wonder

dive, start it again. Getting itsure did get wobbly as she lost stopped dead was quite a job in it. speed, but the propellor finally self, since one had to hold his plane neak—stood her richt on her nose with

--with a little turn to th I soon had it going agai run over the "cliff" ett just a little past the ci (Lights too bad to write either, going circle again.



In order to effect a quick clean-up of all Odds and Ends remaining after the heavy holiday selling, we have made a drastic price cut on a number of articles.

Many of these are floor samples and cannot be duplicated.

We list but a few of the many items offered at---

## **One-Half Price**

North Market Square

1 only, Mahogany Serv-ing Table, Chippendale design. regularly \$12.50 \$25.00. at ..... 1 only; Inlaid Mahogany Folding Table Tray, regu-larly \$25.00, \$12.50 at 1 only, Inlaid Mahogany Sideboard, Sheraton style; 66 inches long; regularly \$125.00; **\$62.50** 5.00; **\$62.50** 1 only, Jacobean Oak onsole Table and mirror; \$57.50, at .... \$28.75 1 only, Jacobean Oak nest of Tables; 4 to the set; regularly \$13.00

1 only, Fumed Oak Breakfast Table; drop leaf; gateleg styles; very large sise; regularly \$18.75

1 only, Fumed Oak Desk Limbert Make, regular \$16.00, .00, regularly **\$8.00** 1 only, Queen Anne Fire-side Chair, reg-, ularly \$35, at \$17.50 1 only, Inlaid Mahogany Folding Top Table; regu-larly \$35.00, **\$17.50** at ..... 

1 only, Walnut' Chiffo-robe, regularly **\$25.00** 1 only, Ivory Enamel Dresser and Chiffonier, regularly \$86.00. at ..... \$43.00

1 only, Ivory Enamel Chiffonier, reg- \$15.00 **GOLDSMITH'S** 

It and put the black cat through I was quite inter they were through I was quite after they were through I was quite a like the could before reaching the tore of clouds before reaching the tore through I did; so, not finding him and reaching 1,800 meters, I started to py shutting of the motor, started the virille, anyway. This was done by shutting of the motor, started the virille, anyway. This was done by shutting of the motor, started the virille, anyway. This was done by shutting of the motor, started the rudge I and the the 'vicille' so, not finding him and reaching 1,800 meters, I started to some the rudge I and start as if considering in some and the the 'vicil'. The similar data is considering in the clouds. But I and between a rotad and a white we would start any it constant the spin several hundred meters and there the spin several hundred meters in the there were supposed to land so a designated spot without we days for this stint, as the clouds with the spin I started to spin the clouds, but I over-controlled and fusted of strangth there were supposed to land so a design the there was a write circle near the white line. It surred the the vicille, so top before were supposed to land so a design the there was a write circle near the white line. It surred that there was a rotad and a white the drawn across the field. There was a write circle near the white line. It surred the the was tread diver were supposed to land so the spin this diver were not straight fit he feet are not straight fit a soler were would be the spin the spin the clouds were supposed to land so the white line. It surred the white line the the white line is the spin the spin the spin the spin the clouds were spin the clouds were spin the spin the spin the spin the sp him. Now For the Retournement The lieutenant in charge asked C me smilingly, if was tired and look-ued closely for signs of sickness, for a this causes many men to vomit. With a laugh I told him I felt great t and when did I get a chance at the next stunt? That tickled him and his esteem for the Americans went up another notch. So he put me in the "dummy" plane again. and explained the movements for the "retournement." It was very simple so he said—only seven distinct move-ments. It took me some little time to get it even in the dummy, and then was sent aloft to have a try at **Rely On Cuticura For Skin Troubles** 

Soap 25c. Ointment 25 and 50c

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