FLYING WITH SHAFFER

"OVER THE LINES"

LETTERS FROM A DAUPHIN BOY TO HIS MOTHER

Two of your

Army

ugh for nothing ompar with shining brightly down, get water I know days because

could fly e could fly as fast, but nteresting things serve time very quickly. The received looked very

HEADACHES YIELD TANLAC

ffered With Them For Years and Got No Relief Until He Tool Tanlac

up in two shakes of a Headaches and every just melted away; my

I sleep like a log and

sold at the Gorgas e P. R. R. Station;

say, how old will]

ember while flying in a owing to my ignorance her one, yesterday. got in Dutch again, tain_himself was lea

oro, Clarence Croft's chanicsburg, H. F.

big, but when one considers that 20 of that "goes in the pot," as they say when the escadrille buys extra food besides army rations, and say 10 more to buy flowers for dead pisallow complexion. I had never up this high before, and it ots, it don't loom up so big. Sure, it's just my luck to land in time to

10 more to buy flowers for dead pi-source of the other, and I imagine low help the same. My pictures to have given you the im-both ave given you the im-to have given you the im-both ave given you have in the pi-to of it. You know, I am realiz-to fireging my nose yesterday. I fying over the lines at 5,000 it will write you about that trip later, just now I want swer your letters. In have been at Avord train-th have been at Avord train-th in vieuport and I sure did have-of hard luck there, some of fault and i some the man brid. It's in landing where it and i use did have-to have given your letters. I will write you about that of hard luck there, some of fault and some the man denger of that luck there, some of the danger is, for if one is not of hard luck there, some of the danger is, for if one is not the strapped in and upsets he is in a spetty brack the way. However, I have a very brack aver. How way. However, I have a very brack aver your letters. How have generated the man dupsets he is in the strapped in and upsets he is in the big idea was, but they kept zig ging up and down and across. ence for several weeks, so we don't a come in on any glory. Dangers of Landing You don't shave to tell me it's the vi-little things that count, because I know it from experience. Luckly, I the experience has very seldom been r bitter. And I don't forget to fasten I my safety belt any more, although I one is in very little danger of fall-ling out while flying. It's surprising j how-many stunts one can do with i the danger is, for if one is not strapped in and upsets he is in a t bad way. However, I have a very z good belt now, adjusted just to suit a me, and the two belts which pass y which go around my waist most cer-tainly make me a part of the "zang" (airplane). The beauty of all these I safety belts are that they can be re-leased instantly by pressing a but-tom-just like pressing the nigger I for the button is right over one's r dinner basket. Prayer Helps Him Considering how great is your be the big idea was, but they kept zig zagging up and down and across, and every which way for all the world as if they were being shot at with shrappel.

with shrapnel. Lost In the Clouds Naturally I followed suit, although I could see nothing to dodge as I saw no shrapnel breaking anywhere, although several times I did feel myself bounced up as if by a sud-den explosion beneath me—and then ny engine

Prayer Helps Him ays because Considering how great is your be-seems im-lief in prayer, I am surprised my as fast, but description of the happenings at Pau caused you any uneasiness for me. Anyway, here I am still kicking

and explosion beneath me-and then my engine began missing something fierce, and I feared it would stop. "Well," thinks I, "I'm pretty high, and I might make camp, at least I work fall in the trenches." So I turned right about and with the motor giving about half her power, started down in the general direc-tion of Rheims, for I was not quite sure where I was, and I knew if I found Rheims I could find camp. II soon found that city, got my direc-tions from land marks below and headed home. All this had taken but a few moments, and no sooner had I noticed a plane high over the city being shrapneled to a far-u-well. Apparently, he was headed my way, so not knowing whether he was friend or foe it occurred to me it Anyway, here I am still kicking, hanks to my own hustling around, nd maybe your prayers. Whether was more of the latter than the ormer I don't know, but the com-ination seems to have worked retty well to date, so I'll keep ustling and you keep praying and re'll see how quick we can end this ar. The way I talk you might hink I was the whole army, rouldn't you? Was wondering thether those cards I sent from Pau it was more of former I don't bination seems so not knowing whether he w friend or foe it occurred to me ose cards I sent from Pau be a bad idea to g y. This was quickly get there. The sad they did not do the sad part of wouldn't scenery gun ready. by shoving a safety lever which con

ected the gun with the motor, so much in so short a time not be hit. s rather amusing about and mumps breaking out in the soldiers must be rather

doggone thing would actual; Nothing like trying it so poli-the general direction of Gerr pulled the trigger. She wor right, and then I looked again for the suspicious pla Whiz the way you write. hoping I nd noble still a little boy, ho ow t obe a good and that I am due to it had disappeared n and I'll nicking

be anyhow It's long I've forgotten the date graphy of I will do my best to please you though, but just now I am so busy trying to learn the rules of this fly-ing game without the aid of the French language that I have no time for anything else. There are an remember while flying in formation, number of little things to remember the rules of the second and the time I had one can't meters, and number of anything to nor remember the second and the second anything to nor the sec curious drawn on my map, but I'll be dog-goned if I could find them. All this time I had been coming down, since one can't see anything from 5,000 meters, and was getting a line on a number of towns, picking oads and big

them up until they came to the "lines" should be, but could find no well-defined " By the time I had reached ce the still

Everything went along lovely, and I stayed in my allotted position quite satayed in my allotted position quite gan missing again and from the way is sounded was going to die any. inters and then I began to get minute. There are nine cylinders on mighty chilly. First one finger got stiff, and then another, and pretty soon I only had three or four us-ful ones leff. But orders were to follow and I kept right on follow-ing, despite the fact that my face, and nose particularly, were begin-ning to feel rather numb. This didn't worry me any, since I thought it was merely getting that healthy glow I recommended for the girls sallow complexion. I had never been provide the fact the source of the source of the source of the source to hand the source of the source of the source of the source to hang to speak of, I knew I woul append to see me, so I kept a sharp lookkut, as I had been doing fered with the work of observation planes, which direct artillery fire.

no engine to speak of, i knew 1 would be easy prey for any German who happened to see me, so I kept a sharp lookiut, as I had been doing all the time, and finally reached camp all right, only to find I had busted another rule on the calendar, for the Cortein was sume able as his asis for the Captain was sure on his ear and wanted to know from American comrades whether I had been drinking the night before, and was I all there in the head, for he sure thought I was lost. Not me re thought I was lost. Not me ough, I had a compass, map and e sun. And I'll say I had quite interesting hour and a half all my lonesome. The thing that tde the Captain so sore was the it that I had left the patrol with-t giving any signal of distress, and en to crown it all had stood right my nose in my anxiety to reach anxiety rst was ignorance owing owing to ignorance on my since I did not know what the of distress was, but the latter I was of distress was, but the latter I was not guilty of, and it turned out later it was another plane. The latter was caused by the Captain's anger, be-cause he had called me down once before for peaking too steeply. This morning I made it a rule to have all the mult turnel to the atter at

before for peaking too steeply. This morning I made it a rule to have all the rules translated for me, although I could read some of them myself. And this afternoon a number of typewritten papers in English were given us, which sure helped a lot since it told me a lot of things I never knew before. Indeed, it's no wonder time files so swiftly since I am always guessing as to what I am supposed to do. Now that the pap-ers have been given me, I know, and can devote more time to learn-ing the French language. ing the French language.

Walter.

Somewhere in France.

Dear Mother: It sure is cold here, there being six inches of snow on the ground. Also, since it's so cold you can im cold it is at three four miles cold it is at three or four miles above it. I say you can imagine it, but I know, for that's the height I have been flying the last three times over the lines. The first time, I froze my nose and now there is a little black spot on each side of my nose where the goggles rested. If you didn't know I was an aviator, you would think I was a school teacher and had left my iron-bowed spectacles on my nose too long. The second time I froze two fingers abthe propeller 3.000 meters. that height my hands warm up out they always do. rem that trip motor went bad and goes up, decided d this of the effect on the much air is since so much air is required to mix with the gasoline to give the requir-ed power. Naturally, one must so regulate his, motor as he climbs higher so as to get the necessary amount of aid. This I find very hard to do, but hope to get the hang of it soon. 2,000

a baby hanging onto its moth apron. No, I did not break any that trip, but I did break the bent an axle, for most awful landing I ever my life, leveling out ten in my life, iew and hove the ground and both whee

field at I had done this, eled around and saw the Cap sitting below waiting for a m I'll land right beside him stalling the n

FEBRUARY 28, 1918.

step behind and climbing over the endgate as any normal person would do-what do you think he did? Actually made the driver come to a would-be nurse had been practicing from 5000 meters, shooting a on him. He had been up at 5000 lead stop while he board. carefully

Frozen Hands While flying the other day one of he pilots froze four of his fingers so adly he had to have medical aid. You should see him with his hands ll bandaged up, looking

on him. He had been up at 5000 meters for an hour with only one pair of gloves on, so I don't wonder ognize him, although I have flown he nearly froze. The wonder is some 14 hours over the lines. How-there were not more frozen. Fortu-and one feels nice and comfy at that height, although not safe, for the way they chuck shrapnel at one is a caution, not to mention the danger of a Boche come pouncing down either. WAI/TER.



OTTOT STORE OPENS 8:30 A. M.-CLOSES 5:30 P. M. TOTO

-there were eight of us, Sky Climbing (All new pilots at the front). neters I was right over where the 'lines'' should be and then I nearly **These City Physicians Explain** Why They Prescribe Nuxated Iron

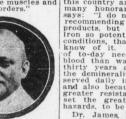
To Make Healthier Women and Stronger, Sturdier Men NOW BEING USED BY OVER THREE MILLION PEOPLE ANNUALLY

ood and creating thousands of new red blood cells, it ofen issues, and pallid checks of weak, anaemic men and women strength of delicate, nervous, run-down folks in ten days' into a glow of health. In time in many instances.

atively estimated that any preparation I have ever used for illion people annually creating red blood, building up the alone are taking Nux- nerves, strengthening the muscles and b astonishing results correcting digestive disorders."

of the letters





it ofen quickly transforms the Dr. T. Alphonsus Wallace, a phy cian of many years' experience this country and who has been i many honorary titles in Eng says: "I do not make

I don't know whethe I don't know whethe ke or not. At least, the calling down I e coming down fr joke or not. the calling

w him how to make a good

ures and naturally get bombarded o a far-u-well, not to mention being hased by Boches sometimes. Have not been lucky enough to go on one of these protecting trips yet, but now that our escadrille is organized hope to soon have a chance. One of our men was killed the ther day while on one of these 'missions'' being shot in the back by Boche Badly wounded or be more Boche Badly down in meters and n cool-headed was awarded the "military Croix de Guerre," but unf but unfortunately had lost so much the hospital soon accident makes my the German much me

that Boche uck was with him bought him a crown of flowers, five francs of which I do not grudge. The saddest part of death, I think, was the fact seven letters arrived for him the day he died.

And now the last candle has gone out, so 'll have to stop, as one can't very well write by the aid of an open fire place. Received a product open i Rec Misses

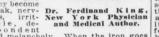
open fire place. Received a package from the Misses Kelker yesterday, which cer-tainly was a surprise as well as appreciated, especially the "Wash-ington coffee." None of your pack-

ages have showed up yet Somewhere in Fra Jan. I flew Dear Mother: was very bad we

her at that, the clouds being veneration of the second low. First we have have title snow and then a little ra hunting loppy work. hunting in m

tobails in the solo o as with the arr t my feet dry the have some fire no pilot joined the watch him shiver with c ate in our fireless dining grown used to it, which ge can get used to anything if he

You should have out hunting wood to-day. He was a most ardent hunter indeed and shivering as much during of yore. However, after



When the iron goes of women the roses

tor women the roses common foods of tarches, sugars, table ckers, biscuits, maca-tapica, sago, farina, orn-meal, no longer is d. Refining processes the iron of Mother se impoverished foods, ods of home cookery, wn the waste-pipe the hour vegetables are ponsible for another 5.

s. ou should supply the in your food by using organic iron, just as salt when your food salt."

gh sait." ewman, late Police Sur-ty of Chicago and form-rgeon, Jefferson Park ago, in commenting on says: "It has been my ty during the past six sist in keeping Chi-cago's five tho us and hule coat s

ally equip-ed to with-and all anner of orms and

the Surgeon of Chicago House Sur

n Park Hospital, Chicago,



<text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text> with his feet resting in the ashes of a dying fire, in a vain attempt to warm them—the feet, not the fre. A Queer Bird The saying that aviators are queer birds is certainly proved by one of cur members, who is learning to toot the flute in his spare time, of course we have other music also, but that occurs regularly twice a day and I have grown used to it, but I will suffer from the flute. Fortunately, the cold freezes up his tooter when he has no fire, and since his bed fel-low refuses to furnish any more wood, we haven't heard from him for sometime. Indeed the man him-self presents an interesting study to me, for I never have seen a more timid man and my wonder grows as to how and why he ever entered aviation. Just an instance: We live some two miles from camp, and one day, he, another man and I were starting for camp, when a truck came along, stopping nearby to un-load something. Naturally, we asked for a lift and got in. We had climbed aboard and the truck was getting under way when the slin-dard gotten some distance behind as he picked his way over the slip-pery road, instead of jumping on the

