

H. G. WELLS EXPOSES MYTHICAL EUROPEAN AIR SERVICE

Poor Planes Make Flying Big Hazard

British Writer Says Transportation Companies Fail to Maintain Schedules They Boast Of. Forced Landing Frequent

By H. G. WELLS.
Author of *The Outline of History*.
Special Cable Dispatch to The Omaha Sunday Bee.

London, Oct. 27.—It is probable that the first adequate and successful inauguration of air transport will be in North and South America, but it is in Europe that the needs and possibilities are greatest, and were it not for the short-sightedness and petty competitiveness of the Europeans, it is in Europe that flying might first become the usual method of travel for distances over 300 miles. Europe is so cut up by channels, sands, bays, Zuyder Zee, Adriatics and Baltic seas and the like, she has so clumsy and ill-planned a railway network, planned upon national lines to restrict too ready movements across frontiers, that she calls aloud for the airplane to soar over these wet obstacles and tangled confusions.

But the chief intent and occupation of European administrators nowadays lies in spoiling the efforts of other Europeans, and naturally flying presents itself to them chiefly as a provocation to international sabotage. Most of the air services we hear about in Europe are hopelessly inadequate to the needs of civilized people who want to travel conveniently and healthily. They are uncomfortable, unpunctual, dangerous, ridiculous and in view of what might be pitiful.

It is as absurd to think of an air tour of western Europe as it would be to think of an automobile tour of the Balkans and Asia Minor. The countries concerned are not sufficiently civilized to allow of such methods of transport.

Maps of Air Routes.
Occasionally one sees maps in the newspapers showing the most wonderful network of air routes all over Europe, London to Moscow, Manchester to Constantinople and the like. Any travel bureau will hand the credulous enquirer neat little handbills of air services showing how they may breakfast in London and dine in Berlin, and so forth. Let the credulous inquirer try these services. He will find a few tired and badly overhauled machines, run by companies with entirely insufficient supplies, plying in a mood of hectic uncertainty over some of the routes. On others the only thing he will find soaring will be soaring promises. And he will find very little hope in the future of any better services.

I tried an air tour of Europe this summer. I did not warn any of the new companies concerned that I meant to write about them. I went as an ordinary passenger. Let me tell my experiences very briefly.

I started with a ticket for Berlin from London and my first flight was to Amsterdam. I started on a perfect day for flying. But as we approached the channel it became evident that we were not going to cross the water, but that we were swerving round to Lympe. Something had gone wrong. We landed at Lympe. The aviator apologized, he had an engine leakage. Matters were patched up and we got up again and flew to Amsterdam. There the oil leakage was worse than ever and we could not have gone much further. A headwind or a sudden storm might have got us into serious trouble. We had been flying in a machine that had not been sedulously overhauled, an overworked machine.

No Berlin Machine.
Next day I should have flown on to Berlin. When I went to the Amsterdam office to start I learned that no aeroplane had come from Berlin for two days—though it was admirable flying weather—and the office could not tell me when a machine would be available. Apparently there had been some financial dislocation of the German service. I had to set round to various European towns I wanted to visit by means of the shabby disheathered railway services of central Europe.

Returning, I did secure tickets for Paris from Prague by the Franco-Roumanian Air company, which professes to run a swift and regular service from Bucharest to Paris. At the Prague aerodrome there is a vainglorious monument, an obelisk, to commemorate the foundation of this company. That and the office in Prague, where I got my money back, was as much as I saw of the Franco-Roumanian company. Thanks to certain fortunate chances which made me independent of private enterprise aeroplane companies, I had had some beautiful flying in Czechoslovakia. I made three delightful flights on three separate days and on two of these days the French machines were not going to Strassburg "on account of the weather."

The real trouble of that particular company, however, was not the weather, but a shortage of machines. The company has no understanding with the German government and its route lies over German territory from Czechoslovakia to Strassburg. Badly overhauled machines are never safe to get to their destination and I was told, 11 Franco-Roumanian aeroplanes are independent of private enterprise and were being used to transport the German army and to deposit the passengers there to go through to their destinations as well as they could, but there was nothing going on to Strassburg. I got to Prague from Paris by train via Amsterdam. That is the present route between these two places, and I suppose it will remain so until our great-grandchildren, if any, see what is left of the French removed from what is left of the Ruhr valley.

Start for London.
From Paris I started by an English service for London. We started with an air of tremendous punctuality and efficiency from the Hotel Grillon at 3 in the afternoon. I reckoned we should be up by 2:30 and that I should dine in London at 7:30 or 8. But we muddled about at the aerodrome of La Bourget until nearly 5, booking luggage, fooling with passports, packing the all too big and clumsy omnibus machine. I sat in a seat with a lot of valises and boxes tied up precariously with strings, swaying in front of my nose. The saloon had a worn and weary look; it was not nearly so pretty as it is in the advertisement pictures. We made a fairly good flight to the coast, except that now and then the engine popped a little.

We rose over the water, as usual, to about 5,000 feet. Then as we came within distant sight of Dungeness, one engine began to miss badly. I noticed that we were dropping rapidly. However, we escaped a ducking. We crossed the coast line while still at nearly 2,000 feet and landed at Lympe. Apologies. The defective engine, we were told, was in a hopeless condition and the company must send us passengers on in cars to a rural railway station and so by train to London, to arrive at heaven knows what hour. There was no attempt whatever to bring up a reserve aeroplane from Croydon; I presume because the company has no reserve aeroplanes available. I had the good luck to find a friend at Lympe who took me to his house for the night and turned my misfortune into a pleasure, but my fellow passengers were not so fortunate.

French Plane Crashes.
Luckily I was not a passenger in the French Goliath which crashed at West Malling in August last. I have flown successfully on one occasion from Paris to London in a French Goliath and on another have started from London to Paris and had a forced landing at Lympe. Their Goliaths are quite good machines but they seem to be unlucky ones. That West Malling disaster was only another such story of "private enterprise" flying as I have told but carried to the pitch of tragedy. The unfortunate machine was being used in a shocking condition of maladjustment. It had already been down at Lympe for patching. It was going on to Croydon. The radiator of the port engine had been leaking. Then as it went on to Croydon the starboard engine failed completely. You have always been told, perhaps untruthfully, that even if one engine of their double engine machines fails, the other suffices to carry on to a safe landing. The port engine was still going. The aviator declared at first that there was a panic among the passengers and that is why he crashed in a quit place. I doubt about the panic. But at any rate, here again was a machine in use in a condition quite unfit for passenger traffic, so that it needed only a momentary nervous failure to destroy it.

The moral I draw here today is to repeat exactly what I maintained up on the British Civil Air Transport commission in 1918. "Private enterprise" cannot run successful European air services. However, it is impossible to control the air services of Europe on national lines, each country trying to wreck the air services of the other. Europe must be one area for air transport under one control, or there can be nothing but a few sorry services in operation. One comprehensive European air trust with hundreds and presently thousands of aeroplanes in daily flight and two or three in reserve and under overhaul for every one in the air would prove in the end an enormous profitable organization. But Europe today is as morally incapable of producing such an organization as central Africa. These risky trips made with machines and these flowery prospectuses of defective services, are as much organized public lying as this generation is likely to see in Europe.

Married 60 Years.
Pawnee City, Neb., Oct. 27.—Mr. and Mrs. D. C. Stratton, who have been residents of this county for more than 50 years, celebrated their 60th wedding anniversary at their home. Mr. and Mrs. Stratton were married at Germantown, O., during the civil war and following their marriage he left to join the union forces, serving until the end of the war.

When they first came to Pawnee City he operated a grocery store for 10 years, after which they moved to their farm where they lived until they retired a few years ago. They have since resided in Pawnee City. During the afternoon and evening of their 60th wedding day friends and neighbors were calling continuously to offer congratulations and best wishes. Members of the I. O. O. F. lodge, the W. R. C., and the elders of the Presbyterian church called at the home in a body.

Quinn Returns to Frisco.
San Francisco, Oct. 27.—John H. Quinn, newly elected national commander of the American Legion has returned to San Francisco from his ranch at Delano, and officially embarked upon his new duties. He found piles of congratulatory telegrams and letters from virtually every state in the union awaiting him.

Chinese Steamer Looted.
International News Service.
Shanghai, Oct. 27.—The Chinese steamer Changan, carrying a big consignment of silver dollars, was mysteriously looted today, en route from here to Hankow. Fifty thousand dollars is missing, the captain reported.

FINEST IN THE MIDDLE WEST
One of the Beauty Co-Operative System
BEAUTY'S Henshaw Cafeteria In Henshaw Hotel.

FREE! FREE!
Ten Lessons With Any Teacher You Choose
We make this extraordinary offer to every purchaser of a celebrated J. W. York & Sons Saxophone. The only instrument of this kind that is sold with a bonafide guarantee. Old instruments accepted as part payment and easy terms arranged to suit you.

Only \$70

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For Grip, Influenza
COLDS
Think, how many persons you met this summer who recommended Dr. Humphreys' Remedies, especially "Seventy-seven" for Colds.
Small vial of pleasant pellets, fits the vest pocket.
Medical Book mailed free.
Price, 25c and \$1.00, at Drug Stores, or sent by mail for 25c. Parcel Post.
Humphreys' Homeo. Medicine Company, 155 William Street, New York

OPEN A CHARGE ACCOUNT
Schmoller & Mueller Piano Co.
NEBRASKA'S OLDEST & LARGEST MUSIC HOUSE
114-16-18-Dodge St. - - Omaha

Ex-Premier and Hughes Confer
Lloyd George Sees Hopeful Sign in Plan to Let Experts Fix Debt.

By Associated Press.
Washington, Oct. 27.—While David Lloyd George, wartime premier of Great Britain, devoted yesterday his second day in Washington, chiefly to pilgrimage to Arlington National cemetery and Mount Vernon, and to a call upon the disabled soldiers at Walter Reed hospital, public questions did not escape his attention.

The reparations situation, in the light of latest developments, attracted his interest and tonight he conferred with Secretary Hughes at the latter's home for an hour.

Invited to Mr. Hughes' residence an hour in advance of others who attended a dinner given in honor of the distinguished visitor, the two had opportunity to discuss questions in which they are mutually interested. Although no statement was made concerning the conversation it was assumed that the latest phase of the reparations question, as well as other matters of public interest was discussed.

Throughout the day the reparations situation held the interest of the former premier. Walking from his hotel suite to breakfast with William Jennings Bryan, he remarked to friends that "these are remarkably interesting telegrams from Lord Curzon and Secretary Hughes in the newspapers."

In conference with newspaper correspondents he spoke hopefully of the situation and indicated that on the basis of latest advices from Europe he believed a distinct advance had been made toward a solution of the problem. Once an investigation is begun into Germany's capacity to pay, he declared, he would be hopeful of a successful outcome.

There is no necessity of going outside the Versailles treaty in reaching a solution, Mr. Lloyd George asserted, adding that if France desired to keep the question within "the four corners of the treaty," he saw no objection to such a course.

There would be no substantial difference, he explained, whether the investigation was conducted by an independent commission outside the treaty, or by an impartial commission under authority of the reparations commission, so long as the investigation body was composed of business

Two Much for a Kiss.
New York, Oct. 27.—Setting aside a verdict of \$5,000 for a stolen kiss, awarded by a Brooklyn jury last Tuesday to Mrs. Alice Mercer against Louis Goodman, Supreme Court Justice May said the testimony of Mrs. Mercer and her husband was unimpaired by the report that the jury had been influenced by the woman's youth and attractiveness. A motion for a new trial was granted.

New Sweater Coats
Just the types that are most sought by the young fellows who want "something different" Four-pocket models, all colors and combinations. . . Sweaters with piles of good style.

\$3.50 to \$15.00
FOR MEN

Two Farnam Street Stores— 1509 Farnam 1908 Farnam

The Weighing of the Large Sack of Pillsbury's Flour
Will take place in the window of the BERGESS NASH CO.

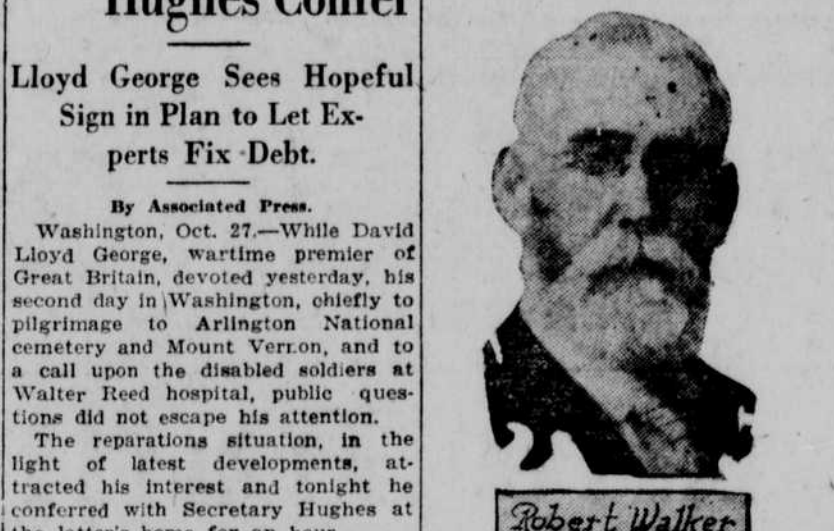
Monday, October 29—12:30 P.M.
Under the personal supervision of City Clerk Claude F. Bossie.

Howe Scales used will be furnished by the American Machinery and Supply Co. Scales will be inspected by city inspector of weights and measures. The sack was filled in the window and weight is unknown.

Judges of Contest
Hon. James C. Dahlgren, Mayor.
Bert A. Wilcox, Vice President, Omaha National Bank
Robert S. Trimble, Chairman of Executive Committee, Omaha Chamber of Commerce.

Winners will be announced as soon as audit is completed by the Omaha National Bank.

Pioneer Resident of Gibbon (Neb.) Dies



Gibbon, Neb., Oct. 27.—Robert Walker, 84, an early settler in this community, was buried here Friday.

Mr. Walker was born in Ireland and brought to Ontario, Can., by his parents when very young. He married in 1863 and to this union were born eight sons and three daughters. He brought his family to the United States in 1881.

He and several sons homesteaded farms in Custer county, but he eventually located in Gibbon.

He is survived by his wife and 10 children. The children are Dr. W. H. Walker, Omaha; A. C. Walker, Omaha; Dr. A. W. Walker, Riverside, Cal.; Robert Walker, Mason City, Ia.; John Walker, Mason City, Ia.; Miss Lila Walker, Santa Monica, Cal.; F. D. G. Walker, field secretary of the Illinois state Christian Endeavor union, and J. G. Walker, S. A. Walker, and Mrs. J. W. Walker of Gibbon.

men or experts of proven ability who actually represented the powers and who had the confidence of the world. The moral force of any report prepared by such a group, he contended, would give it a momentum that could not be successfully resisted.

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Boys Nabbed by Police for Alleged Hallowe'en Pranks.

Council Bluffs police received several calls last night from persons who complained that gangs of boys were prematurely celebrating Hallowe'en.

Rollin Covalt, Al Overton and Ohio Knox were arrested near Elder and Court streets on complaint of residents in the vicinity.

Fred Heath, 419 North Seventh street, told police boys were throwing bricks against his house. They fled before police arrived.

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A Queer World
Judge Steps Down Off Bench and Testifies Plaintiff for Damages Against Tramway Is Faker.

Los Angeles, Oct. 27.—Superior Judge J. Perry Wood stepped down from the bench yesterday to testify against an aged widow who was suing a street railway company for \$50,000 damages in his court.

After hearing the plaintiff, Mrs. Marion Boggs, testify that she could not turn around without the aid of crutches, as a result of injuries received here last August in alighting from a street car, the judge swore he had seen the plaintiff moving about without crutches. Then re-suming the bench he characterized the case as the "plainest open and shut," but of fakery we have ever seen.

The jury returned a verdict for the street car company.

Now in Those Days.
Cleveland, O., Oct. 27.—A fish head six feet long and which Prof. Jesse E. Hyde, head of the department of geology at Western Reserve university, estimates must have been part of a fish that attained a length of 20 or 30 feet, has been unearthed near here.

This became known last night with the announcement of Prof. Hyde that excavation for remains of fish which lived in the ocean that covered the vicinity of Cleveland centuries ago have been in progress since May by the Cleveland Museum of Natural History.

The six-foot head belonged to a type known as the Titanichthys (or giant fish) of the artkhdrida group. Prof. Hyde said. The fish lived and died in what geologists call the Devonian period of the earth's geological history and was the largest animal that ever lived upon the

MONDAY--
the Season's Greatest Sale
Brand New Hats



A Special Sale Embodying All That is New
Satin, Duveltynes, Brocades, Velvet With Brocade and Tinsel Combinations

Sensational Values—Hats that should sell regularly at from \$7.50 to \$10.00. Our price for this one day—only

\$3.75

Brocade Hats
Satin Hats
Fur-Trimmed Hats
Metallic Cloth Hats
Duveltyn Hats
Flouer-Trimmed Hats

Hindu Turbans
Russian Turbans
Matrons' Hats
Off-the-Face Hats
Dainty Poke Hats
Large, Dressy Hats

Orkin Bros.
Conant Hotel Building

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face of the earth up to that time, 200,000,000 to 40,000,000 years ago.

The Titanichthys failed to survive in the struggle for existence. Prof. Hyde said, "and there is nothing living today of which the Titanichthys can be considered the progenitor by any stretch of imagination."

Costly.
San Francisco, Oct. 27.—What is hailed as the most costly wedding bower of flowers ever assembled for a nuptial ceremony, will surround Miss Mildred Taylor, writer and feminist of New York, and Blanding Sloan, artist, when they are married tonight at the California fall flower show. Special flowers for the occasion have been received from florists all over California, and added to the mammoth display, which has been on exhibition during the last week. The ceremony will be performed by Judge Lile T. Jacks, and will be public.

"Producers must get down to brass tacks in the matter of production costs," said Mr. Lesser, "and I for one, am glad to see one of the biggest in the field taking the first step."

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Two pairs of glasses is a loss of time and patience. Use our Bifocals (two-in-one) and save time, patience and money.
Lenses only \$7.00
Large Round Shell Spectacles for near work, special at \$6.00
Same Service in Our South Side Store—24th and N.—M.A. 6754.
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