

FUTURE WARS TO BE FOUGHT IN AIR DECLARES CAPRONI

Famous Italian Inventor of Bombing Planes Makes Prediction Armies and Navies Will Be Helpless Before Squadrons That Will Be Built; Giant Airships Soon to Come.

By Associated Press.

Paris, July 29.—"Airplanes, carrying a hundred men and equipped with engines equal in power to those in a medium sized steamship, will be developed within three years," said Gianni Caproni, inventor of the Caproni bombing planes, in an interview today.

"The bombing planes now in use," Signor Caproni continued, "will be mere dwarfs compared with those to be developed. There is a surprise in store for the Germans. Instead of the 40 and 50 machines necessary to start on a bombing expedition, it will be possible to do the same work with a new machine as powerful as the whole squadron."

Will Be Great Saving.

"The new machines will be much more efficacious and will prove a great saving in operation. A trip across the Atlantic could be accomplished with the present day machines during July, August and September and probably October. The weather situation would be unfavorable during the other months of the year. Heavy fogs make aerial navigation impossible. Aviators are unable to guide themselves in a fog as it makes everything black. A trip across the ocean at this time would have to be made by way of New York, the Azores and Portugal.

"The development of an aerial code similar to the maritime code will be necessary before there can be general navigation. There must be international signals like those at sea, aerial laws and a whole volume of regulations for aerial transportation.

"The quick development of larger machines is inevitable. At the beginning of the war the largest bombing machine was of 100 horse power. Now the largest bomber is of 1,000 horse power.

Liberty Motor O. K.

"The Liberty motor will do. We want them now in large quantities. I have seen them work and they are satisfactory for bombing machines. Finer engines made with much more intricate and specialized parts like a watch cannot be made in large quantities but the Liberty motor can, which is a big advantage.

"War of the future lies in the air, for when the big commercial planes are developed they can easily be turned into fighting machines with powerful offensive propensities. England was able to defend herself with a large navy but it will be necessary in the future for nations to have large aerial forces.

Air Supremacy.

"Battleships will be no match for the new aerial machines, which will revolutionize warfare both on land and sea. The activities of the fight forces will be transferred to the air. Armies and navies will be unable to battle with the immense bombing machines of the future.

"The world will look to America for great developments in aviation because she has unlimited resources while European countries are impoverished by long years of despoliation and destruction. America will manufacture large commercial machines. They will be speedy and able to carry a hundred tons instead of a thousand pounds as now."

Signor Caproni is in Paris on government business. He expects to visit America, probably after the war. His whole time is now devoted to war purposes. He is not developing commercial machines.

Window Snipers Appear In South Philadelphia Riot

Philadelphia, July 29.—With the sa-sons in the affected area closed by police orders and nearly 400 patrolmen on duty, comparative quiet prevailed tonight near the place where three persons have been killed and scores injured since early Sunday morning in race riots. The police were augmented by four companies of home reserves.

The only disturbance tonight occurred when a negro shot a white woman in the arm. Immediately a crowd gathered and threatened the negro, but the police managed to get him safely to the police station.

Sporadic outbreaks, in which one negro was shot to death and others badly beaten, occurred during the day. A large number of arrests were made. The majority of the 48 prisoners arrested yesterday were held in jail on charges of inciting to riot. Assistant Superintendent of Police Mills said tonight if sniping from windows continued he would break into and search every house in the affected area.

Will Ask McAdoo to Have Keokuk Line Run to Omaha

Keokuk, Ia., July 29.—As a result of a meeting here today of prominent Iowa and Illinois business men with Judge F. T. Hughes, former president of the old Keokuk and western railroad, a committee will be appointed to present a petition to Director General McAdoo in an effort to have the old line put in condition, extended and improved for a through route from Logansport, Ind., to Omaha. The object is to relieve rail congestion.

Godsol, Alleged Profiteer, Out on Habeas Corpus Writ

Lynn, Mass., July 29.—Several thousand employees of the General Electric company who had been on strike here two weeks went back to work today. When strike pickets tried to persuade the men not to return, several encounters resulted. The police were obliged to use clubs in several instances and one man was taken to a hospital.

The strike has seriously crippled important war work.

State Employee Leaves.

Lincoln, Neb., July 29.—(Special.)—Miss Anne Tracy of Omaha, who has been one of the stenographers in the office of Governor Neville, has been appointed to a position with the bureau of agriculture in connection with the government at Omaha.

Commander In Great Drive of Allies



GENERAL MANGIN

General Joseph Mangin, who is in command of the Franco-American forces in the great counter-offensive in the west. General Mangin was sent into temporary obscurity in the early part of last year by a clique of disloyalists, after the big French spring offensive between Soissons and Rheims. Premier Clemenceau restored General Mangin to important commands and he is directing the brilliant fighting of the Franco-American forces between the Aisne and the Marne.

Baker and Senate Probing Criticism Of De Haviland Plane

Washington, July 29.—Criticism by General Pershing and others of the De Haviland airplane—now the principal output of American factories—are being investigated simultaneously by Secretary Baker and the senate committee inquiring into the aircraft production.

After Secretary Baker's statement last week to senate committee members that General Pershing had sent a cablegram criticizing De Haviland machines sent from this country suggesting changes and disapproving features both of design and construction, the senate committee arranged to reopen its hearings tomorrow for further inquiry into the De Haviland type.

Three army officers in charge of testing De Haviland machines made at the Wright plant at Dayton, O., have been subpoenaed to appear tomorrow. Weakness of the wing fabric, which is said to have caused several fatal accidents; weakening of structural parts by excess of steel bolts, and deficient fuel capacity are known to be some of the objections raised against the American design.

Convoy System Efficient.

London, July 29.—As an evidence of the efficiency of the convoy system, it is pointed out that the proportion of ships lost to those convoyed has been 59 per cent. In other words, only one ship out of nearly 200 has been lost.

AMERICAN AND FRENCH TROOPS PUSH FORWARD

Hammer Blows Against German Positions South of Soissons Indicate New Pincers Movement.

By Associated Press. Washington, July 29.—French and American troops still were pressing forward vigorously today the campaign that had up to this time succeeded in ejecting the enemy from more than half of the Aisne-Marne salient. Belated announcement from Berlin that further withdrawals had been in progress since last Friday night left it greatly in doubt as to where the German high command plans to make a stand.

The majority opinion among officers here, however, was that a strong line could not be set up short of the Vesle river and that even there the Franco-British positions about Rheims would keep the German left flank in constant danger. There was a strong feeling that the eventual line resulting from General Foch's bold counter blows would be along the heights of the Aisne.

As the line stood, according to the last available reports tonight, it appeared certain that the evacuation announced by the enemy had not been completed. The salient has been reduced until it no longer has anything of the old wedge shape. The apex has been driven in so that an irregular line roughly paralleling the Soissons-Rheims base has been created.

Bitter Fighting. The most bitter fighting recently reported is along the center of the irregular line that now forms the front between the enemy flank positions. Franco-American forces were fighting fiercely with enemy rear guards here at last accounts, and a crack division of Prussian guards had been hurled against the American positions in a counter attack to check their progress.

This suggested to observers here that General Foch was seeking to force a wedge into the very center of the enemy's retreating lines, planning to take the strong flank positions in the rear and force an even more precipitate withdrawal. There were signs that a definite minor pocket was being created by this thrust which promised to crumple up the German position west of Perre-en-Tardenois. At the same time hammer blows against enemy positions south of Soissons indicated the beginning of a pincer movement there as well.

Officials are elated at the fine showing which is being made by American troops. The report that the Prussian guard division had met a stone wall defense, that gave not an inch to the assault of these picked troops, added to that feeling.

U. P. Earnings Jump.

New York, July 29.—Gross income of the Southern Pacific company and subsidiaries for 1917 amounted to \$193,971,490, an increase of \$30,544,067, or 18.69 per cent, exceeding all previous records according to the detailed report issued today.

BAKER PLANS ON ENLARGED ARMY AS GERMANS FLEE

Good News No Cause for Letup in War Preparations; Crowder Reviewing Man Power.

By Associated Press. Washington, July 29.—Secretary Baker, following today's announcement of the valiant work of the Americans on the Aisne-Marne salient, indicated that the War department has no false conception of the importance of present victories, encouraging as they are. It is fully realized that the war is just beginning, so far as the United States is concerned, and that no effort must be spared to speed up war preparations.

"The progress of the allied armies in the Soissons-Rheims salient is continuing," Secretary Baker said today. "Substantial gains were made on both Saturday and Sunday.

"It is fortunate our people are accepting this success with a true measure of its significance. It is, of course, a cause for congratulation and rejoicing, but would by no means justify any relaxation of our effort. It means that we must redouble our effort."

In support of this view there are indications that Mr. Baker will discuss with chairmen of the house and senate military committees probably this week his enlarged army project, upon which he has been laboring for some weeks.

Plans Not Complete.

Mr. Baker said today that his plans were not quite complete. The plans include primarily extension of the age limits for draft liability, additional appropriations and an army mobilization on an enlarged scale. Already six new divisions have been ordered formed in the United States and others will be created at an early date to supplement the flow of men through the replacement division machinery.

A careful review of the man power situation has been made by Provost Marshal General Crowder as the basis of the recommendations on draft age

Order Sounds Death Knell For U. S. Men In England

London, July 29.—The death knell of the sombrero type of hat which has been a great favorite with American soldiers in England is sounded in a general order issued by American headquarters. The order states that all officers and enlisted men on duty in England will cease to wear the service hat after August 1 and will turn in such hats to the quartermaster.

The regulation headgear in the future will be the "overseas cap," similar to that worn by British aviators.

changes Mr. Baker will make. General Crowder is credited with believing that all men between 18 and 45 years should be brought within the draft, but it appears probable that the formal plans of the War department will not go quite to that limit in either direction. The age limits most generally set by those endeavoring to determine in advance Mr. Baker's attitude are 19 to 36, inclusive. Lowering of the draft age is expected to meet with opposition in congress, although raising of the age is said to be generally favored.

Hobby Has Great Majority In Race for Texas Governor

Dallas, Tex., July 29.—Six democratic congressmen had been renominated on the face of returns received tonight from Saturday's democratic primary in Texas. Latest figures of the draft age is expected to meet with opposition in congress, although raising of the age is said to be generally favored.

C. A. Collins of Beaumont was leading in the second district; C. S. Briggs had a favorable margin of more than 3,000 votes in the seventh; the election of Carlos Bee in the fourteenth was virtually certain and in the sixteenth Z. C. Cobb had conceded the nomination of C. B. Hudspeth.

W. A. Johnson maintained his lead for lieutenant governor and late returns failed to cut down the 170,000 majority of Governor W. P. Hobby over former Governor Ferguson.

Celebrates 100th Birthday.

Beloit, Wis., July 29.—George B. Deyer celebrated his 100th birthday today. He was born on a farm near Hartford, Conn. A daughter, Mrs. Josephine G. Lowe, 78 years old, resides at Washington.

\$200,000 Worth of Cars Entered in Auto Races Today at Mitchell, S. D.

Mitchell, S. D., July 29.—Ten drivers with machines, the value of which totals \$200,000, arrived here today to compete in the automobile races to be held here tomorrow.

Eight events will be staged, including an Australian handicap race at 10 miles, in which all cars passed are eliminated. Drivers entered include Lampskin, Boyd, Dashbach, Allen Epperson, Davison, Henderson Young, Lecoq and Buchanan.

A feature of the program is a match between John Boyd, a millionaire oil man of Tulsa, Okla., with a twin six Packard and R. Burr Lampskin of Chicago with his Sun Ray roamer.

Another feature will be the Australian handicap race, in which there are four starters, starting at the four equal points of the track. As a car is passed it is eliminated and race is limited to 10 laps of the one mile track. The purse for this race is \$100.

The Weather

Comparative Local Record.		1918.	1917.	1916.	1915.
Highest yesterday	.....	77	104	85	85
Lowest yesterday	.....	64	82	77	68
Mean temperature	.....	70	81	84	75
Precipitation	.....	T.	0.00	0.00	0.00
Temperature and precipitation departures from the normal:					
Normal temperature	.....	71			
Deficiency for the day	.....	2			
Total excess since March 1	.....	581			
Normal precipitation	.....	12			
Deficiency for the day	.....	12			
Total rainfall since March 1	.....	3.33			
Deficiency since March 1	.....	8.71			
Deficiency for cor. period, 1917	.....	2.24			
Deficiency for cor. period, 1916	.....	8.36			
Reports from Stations at 7 P. M.					
Station	State	Temp.	High.	Low.	Rain.
of Weather, 7 p. m.					
Cheyenne, clear	.....	74	87	61	0.00
Davenport, clear	.....	76	84	65	0.00
Des Moines, clear	.....	82	84	71	0.00
Dodge City, part cloudy	.....	76	76	60	0.00
Harold, part cloudy	.....	84	86	66	0.00
North Platte, clear	.....	80	82	60	0.00
Omaha, clear	.....	76	77	71	0.00
Pueblo, part cloudy	.....	80	82	71	0.00
Rapid City, clear	.....	80	80	71	0.00
Salt Lake, clear	.....	92	94	60	0.00
Santa Fe, cloudy	.....	72	76	61	0.00
Sheridan, clear	82	88	60	0.00
Sioux City, clear	74	74	60	0.00
Valentine, clear	78	78	60	0.00

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Iowa Motor Truck Chassis are designed to convert power plants of all standard makes of automobiles (excepting those with rear axle transmission) into complete trucks.

There is nothing unusual or untried in this accomplishment. The load-carrying capacity of passenger cars is the distinguishing difference between trucks and passenger cars. This is taken care of by the Iowa Commercial Chassis, which is constructed to bear the load. Then the gear ratio is changed to give greater pulling power.

The Iowa is constructed with a full knowledge of trucking problems by men who know how to solve them—men who have made this work a life study.

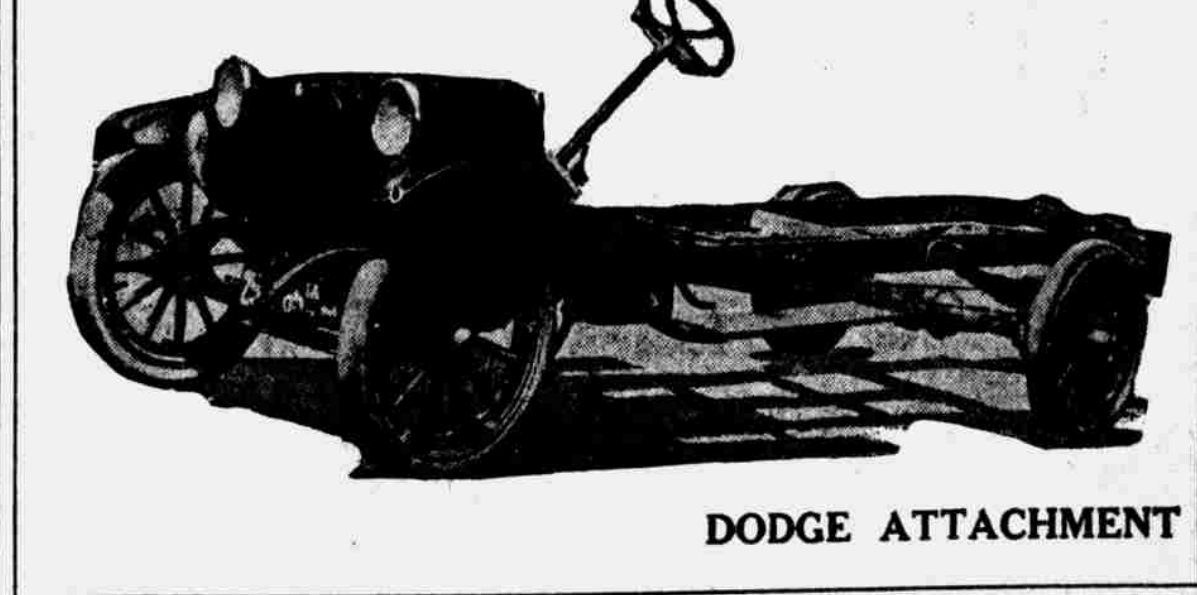
The least you can do is allow one of our dealers to demonstrate the Iowa. This entails no obligation and may save you a lot of money.

Prices of Dodge, Ford and Universal Units

1½-Ton Model E, Dodge Unit, 140-inch Wheel Base, 32x3½-inch Tires, at	\$500
2 or 2½-Ton Model O, Dodge Unit, 140-inch Wheel Base, 34x4-inch Tires	\$600
1-Ton Ford Unit, Model E, 116-inch Wheel Base, 32x3½-inch Tires ..	\$450
32-4-inch Tires and Wheels, \$25 additional.	
1½-Ton Model E Universal, Internal Brakes, 130 to 140-inch Wheel Base, 32x3½-inch Tires ..	\$460
2½-Ton Model O Universal, Internal Brakes, 130 to 140-inch Wheel Base, 34x4-inch Tires ..	\$575

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"So Much for so Little"

This nutshell the popular verdict—and goes further. It actually typifies the spirit of the whole Briscoe organization and the ten mammoth factories at Jackson, Michigan.

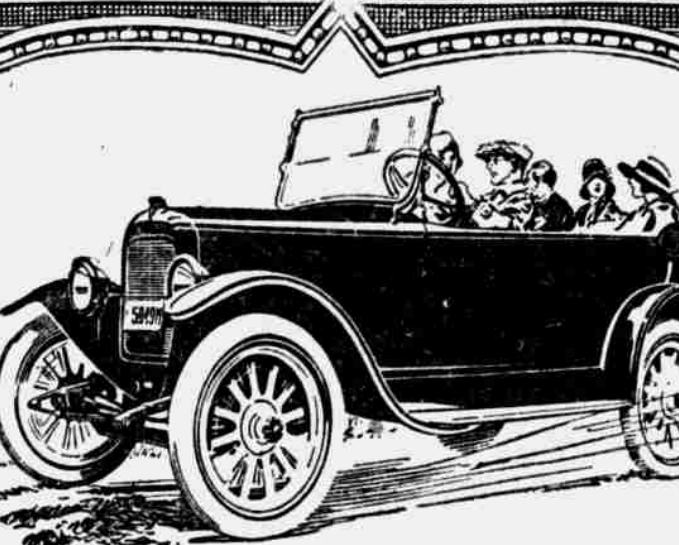
Think of a motor in a \$825 car being given an individual test and examination in a silent room. Transmission gears are run in with ground glass to make them noiseless. We cut, grind and heat-treat every gear blank. Every Briscoe frame is made in our own plants and hot riveted to prevent rattling and pulling apart. You are offered a car that is 99% factory built. This means that you get a better car for less money—because profits that would otherwise go to parts makers stay in the car.

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