

# Thirty Thousand Omahans See Battle in the Clouds

## IMMENSE CROWDS ARE THRILLED BY AERIAL WARFARE

### General Lee, Only British Flyer in Party, Provides Added Attraction by Landing in Field Club Golf Course and Then Sailing Off Into Space Again.

By ROBERT J. HORTON.

Thirty thousand people watched a mimic air battle fought in the skies over the Field club golf course yesterday afternoon by members of the British-American touring squadron and gasped or cheered as the airmen twisted and turned in a series of amazing convolutions.

#### PATRIOTIC CROWD.

It was a patriotic crowd, strewn about over the fairways, below the greens, and on the grounds about the clubhouse—a throng that had bought Liberty bonds and war stamps and sent its sons to war, and it was there to see further tangible evidence of the skill which is fast making America supreme in the air.

Shortly after 3 o'clock a speck was seen in the sky far to the northwest. There was a shout of welcome. The speck grew larger, approached at lightning speed, and almost before the spectators realized it was circling high overhead, the red, white and blue circle of the Royal Flying corps showing plainly against the drab surface of the planes.

A great roar of applause was suddenly hushed as the pilot dipped steeply into a close spiral and spun slowly toward earth; it broke loose again from thousands of throats as the airplane righted and swung its head once more into the wind.

Many who were there were getting their first look at an airplane in action. Hundreds of others were sectioned for the first time the antics about which they had read, and which all pilots who would be fighting pilots must learn before they can command a battle plane.

The flyer climbed again and looped, once—twice—three times! They were graceful loops, so well executed that the crowd forgot to be frightened. Then came a spinning nose dive, with the machine twirling on its nose. No doubt now about the disposition of that huge audience. It was tickled to death and showed its cheer as the cheers swelled into a veritable roar of approval.

And then the thing happened that everyone had wished for and none had been led to expect. The aviator came down!

It was General Lee, the intrepid Britisher, ranking officer with the touring squadron, who was flying that plane.

General Lee knew that the heart of his big audience was longing to see him make a landing and he did not want to see them disappointed. It was big-hearted generosity which prompted his decision to fulfill the wish of those below.

He swooped down in a wide spiral, swung into the wind, vaulted between the trees and made a perfect landing on the fourth fairway, on the west side of the course. It was pretty work and nervy.

The crowd unfurled upon the liberal grassy stretch of the fairway like a banner. Soldiers, quick to take in the unusual situation, rushed forward and surrounded the plane, keeping the spectators at a distance.

General Lee laughed delightedly and waved his hand as the crowd showed its appreciation in cheer after cheer.

He did not leave his machine, nor did he stop his engine. Under his shouted instructions the soldiers turned the big mechanical bird around and guided it to the lower end of a long declivity. The pilot motioned them off, threw open his throttle, sailed up the little hill, above it, crept slowly back into the skies and was gone.

Learn Lesson of Air. They talked, then—the people in that crowd did. They realized—had had it driven home—that air work was an actual and indubitable factor in the war. And they were glad that that pilot had shown them.

Soon three more planes appeared. They seemed larger—perhaps they were not—they seemed so. And it was not a case of "straight" flying with this trio, either. They spiraled, looped, dipped, spun, and fell for short distances like a leaf in an autumn wind. And then they, too, hurried off into the west leaving little ribbons of smoke that trailed behind like a swirl of water behind a boat.

The crowd came to itself for the moment. Some rubbed their necks and others their eyes—but none frowned. They were satisfied. They moved about. From the wide veranda of the Field clubhouse came the strains of a band. It was a good band. Why not? Was it not the Great Lakes Naval Training school band? This splendid organization—part of the largest band in the world and trained by the March King himself—had been taken to the clubhouse in big motor trucks with improvised seats by soldiers from Fort Omaha. The sailor bandboys had volunteered to do this. They wanted to do their share in making it a real occasion and they succeeded. Few there were who listened that had heard a better band.

Fly In Battle Line. The real sensation arrived when six planes, flying in battle formation, came racing toward the grounds. The machines were first in the formation of two ahead, one on each side, and two behind, but as they swung over the course they changed so that one was ahead, then one on each side and one behind. This, it was understood, is the best battle formation for six planes.

After circling above the grounds two of the planes—the scouts—darted away and took to the high skies.

## ARMY FLYERS GIVE OMAHANS A TASTE OF HIGH LIFE IN AIR

### Zoom at Violent Angles, Make Falling Leaps, Barrel Rolls and Nose Drives.

(Continued From Page One.)

pumped Connell full of machine gun bullets.

A falling leap was executed by the pursued in an effort to throw off his enemy. Then he did five Immelmann turns in succession. This consists of turning the machine over upside down, turning it sideways and finally righting it again. Several "barrel rolls" and "falling leaps" were executed also by the two lieutenants, and they provided a good program of thrills for the thousands below before they sailed off to the other "audience" at the Field club, which was being entertained by General Lee.

Omaha Officers Fly. Four other machines were in readiness by this time, all of them Curtiss Hispano Suiza machines with room for pilot, gunner and four machine guns. Three officers from Fort Omaha went up with the pilots in these machines. The Fort Omaha passengers were Colonel Hersey, Major Van Nostrand and Lieutenant Case.

The four machines took the air one after the other at about half-minute intervals, piloted respectively by Lieutenant Kelleher with Colonel Hersey as passenger, Lieutenant Battles alone, Lieutenant Stanley with Lieutenant Case as passenger, and Lieutenant Davidson with Major Van Nostrand as passenger.

After getting into the air they disappeared behind the hill to a "rendezvous" where they got into V-shaped battle formation and then sailed back over the starting field.

Just at this moment General Lee appeared from the east coming back from giving the multitude at the Field club a series of thrills. He came down from a high altitude in a thrilling "tail spin" until he was only a few hundred feet from the ground. Then, being right over some trees, he "side-slipped" to get over them and then came down on the field.

Fly Over Fort. Along came the four planes from the "rendezvous" in battle formation and at the same time the two scout planes were seen at Fort Omaha flying around the observation balloons there. They stayed only a short time and then flew back to the starting field in about three minutes, a distance of six or seven miles. They joined the four in battle formation and performed stunts for both crowds of spectators.

After an hour and a half of flying the machines returned to the starting field, their youthful pilots cutting up all sorts of capers in the process of coming down and landing as light as a feather on the big meadow.

The young aviators take their profession with the greatest nonchalance. It is real sport, they say, and not dangerous.

Safer Than on Street. "We feel no more nervous when we are up in the sky than when we are walking along the street," said Lieutenant Earl Carroll. "In fact, I rather think we are safer in the sky."

And say, don't the ladies love the aviators! Well, the fair young dames were out there in their prettiest clothes looking at the handsome chap and talking and joking with them and inviting them to dinners and parties!

Two of the flyers wore, each on his head, a green silk stocking, wore it in place of a cap, wore it for good luck and because a girl somewhere had asked him to wear it.

So it seems that, though flying may be what the flyers say it is, a humdrum, easy sort of thing, there is plenty of romance in the lives of the young knights of the air.

About eight men are required to take care of each airship. There are 154 men in a squadron of the American air army and a squadron consists of only 18 flying machines.

Each squadron has a sign that is all its own. The one to which the flyers who visited here belong has a picture of a big, black cat in the act of making a flying leap through the air. This is painted on the side of all the fuselages. Each machine bears the large circle painted on the wings, a circle red on the outside, blue next and a white dot in the center.

American Red Cross Cares For Wounded From Ussuri. Vladivostok, Aug. 26.—Thirty-eight wounded French and Czechoslovak soldiers have arrived here from the Ussuri fighting zone. The men were transported by the American army medical corps, which overcame the greatest obstacles to obtain a sanitary train to move them to Vladivostok. They were turned over to the care of the American Red Cross.

Adventurous Scribe Seeks Sky Ride With Flyer, But General Says "Nay, Nay" It is not an easy thing to get a ride on an aeroplane these days. This was discovered by a reporter for the Bee in negotiating with Gen. C. F. Lee, of the Royal British Flying corps. The reporter applied early but the general crushed his hopes, gently but firmly.

## Some Gossip Heard Among The New-Made Air Fans Who Saw the Army Aviators Fly

The weather was just right for the big show in the air. Clear, still and not too hot.

The aviators will all leave today for Minneapolis, where they fly Monday.

Several theater parties were arranged for the aviators last night by Omaha society young women. Each officer, it is said, had several invitations.

It takes "nine tailors to make a man" and it takes about eight enlisted men of various kinds to take care of an airship and keep it in proper flying trim.

Lt. F. K. Meany, who was ill at Des Moines since Thursday, arrived in Omaha by train at 1 o'clock Saturday and joined his comrades at the starting field. He did not fly. He had indigestion, resulting from too many good "eats."

Roofs of Omaha's skyscrapers were popular yesterday afternoon. Swarms of people dotted every roof and here and there a sky gazer was startled to see some daring and hasty youth skinning up a fire escape to a place of advantage.

Thousands of people came in by automobile and train from a radius of 75 miles around Omaha to see the great flying exhibition. The Lincoln highway from the starting field to Fairacres was one long procession of cars going in both directions, country people going home and city people trying to get to the city from the starting field.

A business man—or rather a newspaper man—was sitting in his kitchen about 2 yesterday afternoon when his chickens began to run wildly for the henhouse. He was puzzled for a moment and then—

American Aviators Increasingly Active in Aerial Raids on Huns By Associated Press.

With the American Army on the Lorraine front, Friday, Aug. 30.—American bombing machines this morning successfully attacked railway yards and buildings at Conflans. Several direct bursts were observed and enemy pursuit planes followed the invading Americans back to their lines but did not attack them.

At noon American airmen dropped bombs on the railway yards at Longuyon, scoring several direct hits. Late in the afternoon Conflans was again raided but poor visibility made it difficult to ascertain whether the bombing was effective. Enemy anti-aircraft guns were active against the American raiders in all three of the day's excursions. All of our machines returned.

One lone American aviator today attacked a German, who was diving at a French balloon. Despite the fact that there were six German machines above him, the American forced the German machine into a nose dive. The six other Germans then attacked the American and forced him to descend. He landed behind the American lines uninjured.

Americans, Including Consular Officers Are Sent From Moscow Washington, Aug. 31.—Ninety-five Americans, including all consular officers except Consul General Poole and the personnel of the Young Men's Christian association and Young Women's Christian association, representatives of the American bank and a number of private citizens left Moscow for Petrograd on a special train the evening of August 30. American interests previously had been turned over to the Swedish consulate.

With the Americans were the Italian military mission, a party of 1 persons. This news was transmitted today through the Swedish government.

Grieves Loss of Husband And Tries to Kill Self Mrs. Frank Jackson, 501 William street, attempted suicide at 7 o'clock last night by shooting herself with a .32-caliber revolver. She was removed to the Lister hospital and probably will recover. The bullet entered her left breast dangerously near the heart, plowed downward through her lungs and was extracted from just under the armpit on the right side of the spine above the kidneys. She was attended by Police Surgeon A. J. Edstrom. Worry over the loss of her husband, who was killed about four months ago, unbalanced her mind, it is thought. Neighbors say she has been acting strangely and talking of suicide for some time.

See the CADILLAC at the STATE FAIR Lincoln, Neb.

As for pride in his profession, he said: "I'm only a lieutenant, but if any one were to offer me a colonelcy in any other branch of the service I wouldn't hesitate a minute to state that I would remain as I am."

There is a great esprit de corps among the flyers. When they met at the Fontenelle after flying from Des Moines they shook each other by both hands, hugged and almost kissed each other.

There is no spirit of nervousness in the air, General Lee said, only the anxiety to get to where they are going.

## Birdman to Decorate Grave of Comrade of Army "Flying Circus"

Sioux City, Aug. 31.—(Special Telegram.)—Flowers will be dropped from the sky tomorrow forenoon on the grave of Maj. William R. Ream, killed in an airplane fall while flying with the United States army "Flying Circus" across Illinois, August 24, and whose body was buried yesterday at his old home near Homer, Neb.

Aviator Carroll will circle over the grave at a height of about 200 feet and drop bouquets sent by the members of the squadron.

In a full club during the exhibition at the Field club golf course a little girl was heard to exclaim: "Look, mamma, the airships have sailed away like the birds."

Whether this was indeed the truth or not it is a fact that there was not a bird in sight during the flights. Possibly his was due to the fact that nobody was looking at the ground for birds, but several remarked the coincidence.

The big crowd did some damage out at the Field club yesterday. Just how much damage was done could not be estimated last night. People crossing the greens, despite the ropes put about them to prevent it, and hundreds of others who climbed up and down the bunkers, and some even who opened the wire doors and tramped across the tennis courts, left their mark on the grounds which will have to be put in shape again. But, as one member put it, "the club won't kick." They consider it is another "bit" in the work of winning the war.

Jeffers Speaker at Session of Travelers A. W. Jeffers, republican candidate for congress, was the principal speaker Saturday night at the session of the Travelers Protective association at the Chamber of Commerce. The travelers have a membership drive at present and the various teams made reports of good progress.

Draft Men May Attend Naval Officers' Schools Men in the draft will be granted releases from local draft boards to enter naval officers' schools, according to official bulletins just received by board members. Persons interested may consult Ensign Condit of the navy recruiting station.

Will Observe Labor Day. Labor day will be observed as a general holiday in railroad headquarters and offices in Omaha for the first time in history.

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