Major Sykes Tells How the Aerial Game, Developed in War, Will Be Followed Up.

Maj. Gen. Sir F. H. Sykes, chief of the British Air Staff, in a recent address before the London Chamber of Commerce drew a word picture of the prospects of "commercial aviators in the light of war experience." He said, in part:

"Aviation in any form is but a dozen years old and there is something very striking and even pro-phetic in the perfect sequence of events, when we consider that the problem of flight should have been solved just in time to have rendered possible not only the great part which aviation has played in the struggle and victory we have just achieved, but also to profit by the rell-nigh incredibie impetus which the stress of war has given to its de-

peaceful and useful employment to miles of fog around Newfoundland, which they, unlike tanks, for instance, are also adapted. They constitute a means of undertaking public and political work of the highest value. They can be employed in opening up far distant and inaccessible portions of the empire, in sursupplements of the standard of the standard of the standard of the standard of the development of the dev vey and mapping, and in postal and of Ireland. other communication services in

it along right lines. or unscrupulous persons. steps are necessary, and no attempt must be made to achieve the im-

There is the technical aspect Here we shall pit the brains of our inventors and engineers against those of the whole world, and we ave no reason to fear the issue. In aviation we have gained for ourselves the foremost place in design and technique of aircraft and en-

on clearly indicate that a considerble proportion of the accidents occur are due to higher war raining in aerial fighting and formion flying and to the the arduous onditions under which this trainng is carried out. Even under these onditions fatal accidents have been surprisingly few and the average has now reached the high figure of 1,170 ours per fatal casualty. Since Jan-ary, 1916, 3,340 officers have been sary, 1916, 3,340 omcers have The strenuous nature of the fighting is vell known, and nearly all these have been due to battle and only a proportion to accidental caus-The total flying done during same period has been close on 1,000,000 hours, equal to 114 years.

Transatlantic Flight. Major General Sykes, referring the prohibition of civil flying durg the war, said that the air ministry fully recognized the necessity of early action, so that the present restrictive orders might, as far as possible, be removed. It had now been found that the private and dothers will be telephoning to nearby mestic legislation which, as Lord Weir had announced, was being prepared, depended for its character on the findings of the international contents and ordering out their machines to convey them to Paris or Brussels, or some other point. Well, weather, navigation, machinery, and there is really no reason why this speed in his hones. Though not

York and Birmingham, and there was not a single case of a crash occurring to any machine with passengers on board. On one occasion two D. H. 4 machines were required two testing the possibility of tringing aerial reinforcements from the tringing ion to render all possible assistance to Paris and back on the same day in four hours and 20 minutes. One of the problem is not so much ne of endurance of the machine and the pilots of this squadron, who is over 40 years old, has now flown across the channel as cilct 297 times. sonnel, but of navigation, mete- across the channel as pilot 287 times, rology, and wireless. As regards he first, you will appreciate that a day and by night, in thick or cial purposes the airship is adapted for long-distance journeys involvad direction it is difficult to gauge the absence of any fixed points of has the inherent advantage over the ference. For instance, a small aeroplane that there is practically ror in bearing may easily be suf-clent to miss entirely so small a vided it can be made large enough.

upper air conditions in the mid-tlantic; and, secondly, to the fact that the prevailing winds in this not be built capable of completing tlantic is large enough for a comof measurable at the sides;

GERMAN YOUNGSTERS BESIEGE AMERICAN QUARTERS FOR SWEETS.—Major W. E. Marble, division ordnance officer, photographed with a group of German kiddies at the American headquarters at Speicher, Germany. The youngsters daily besiege the American quarters for sweets, knowing that their pleadings for Yankee chocolate will not be denied. Note the cast-off army clothing worn by most of the youngsters. German fatigue caps, spiral puttees and even the heavy army boots. The two youngsters on he right appear to have also acquired a taste for cigarettes.



Group of German kiddies at Speicher, Germany

velopment. So it comes about that in most countries aviation is today a child of war and a military development pure and simple.

"A large quantity of meteorological data exists for the mid-Atlantic, but of the future and the taking of them velopment pure and simple.

"A feature which distinguishes it is all founded on mariners' reports in and out of their sheds in anymilitary aircraft from other forms of of conditions from sea level. There warlike preparation lies in the is generally a belt of 200 or 300 sible that these difficulties may be

districts as yet unreached by private demands an organization capable of immediate present. Its possibilities enterprise. Aviation is now on the centralizing at the starting point should, however, not be forgotten, threshold of a new existence in the all information about the immediate Some day, perhaps, when the probrealms of civil and commercial life. weather conditions all along the The opportunity is unrivalled, the route, in order that the rare opporconditions ideal, and we must guide tunities when suitable conditions exist may be seized. The fact, coupled "Above all, its progress and de-velopment must inspire confidence existing machines, even if navigated on the part of the public and the with extreme accuracy, have a very usiness community. There must small margin of endurance beyond e no flash in the pan or exploita- the distance to be accomplished, has should not be undertaken lightly and should be viewed at present as a demonstration rather than a comquered, there is very little doubt. tion of a new industry by ignorant led to the conclusion that this flight or unscrupulous persons. Sure should not be undertaken lightly and mercial proposition.

As regards overland projects, Force meterological stations in the among the many branches of the United Kingdom alone, and there subject one of the greatest importance will be the selection and grounds must be provided and con-spicuous marks and indications given teorology and wireless telegraphy may safely be trusted to maintain The stopping places must be linked where skilled personnel is available. may safely be trusted to maintain and improve their position. State assistance in design and research work must continue. A policy of "safety" must prevail and the aerial "Plimsoll" line and the "A-1 at Lloyd's" must brand every British aircraft with the hallmark of quality and security. (Cheers.)

The risk and danger of flying is in reality very much less than is often supposed. The improvements in the design and construction of aeroplanes and engines have brought

The stopping places must be linked up with the centers of distribution of postal and other merchandise and arrangements made for the control of traffic both by day and night.

Here it is that private enterprise will derive the greatest benefits from the work that has been done by the governments of the countries during the war. The greater part, however, still remains to be done. To take an example; you have probably all read of the recent overland flights between Egypt and India. Here I

Flying and the Press.

ance of copy, stereotypes, photo-graphs, and so on between such cen-all routes. ers as London, Paris, Glasgow and Dublin, for use in the simultaneous publication of identical issues of

in their newspapers.

I should like next to say a few words on the prospects of individual passenger services between large centers separated only by a heir newspapers. large centers separated only by a courage is and a much nigher type of few hundred miles of distance. We agree than for any form of land ference, and to avoid delaying the commencement of private flying in this country a preliminary set of regulations had been drafted and would come into force during the first few weeks of the new parliament. Proceeding he said:

This brings me to the subject of some of the competitions which have been discussed, and particularly to the magnificent offer of the Daily Mail of £10,000 for the transatlantic flight. With the enacting of the interim regulations I have referred to, this flight will, as far as Great Britain is concerned, be made open to all comers, including our friends in America. It has long been under consideration at the air ministry—

The form the numbers of officers who have been transported to France by aeroplane in machines going out as reinforcements, we established, in the summer of this year, a small organization, called the Communication squadron. It was organized on to squadron. It was organized on the summer of this year, a small organization, called the Communication squadron. It was organized on the summer of this year, a small organization, called the Communication squadron. It was organized on the summer of this year, a small organization, called the Communication squadron. It was organized on the summer of this year, as mall organization, called the Communication squadron. It was organized on the summer of this year, as mall organization, called the Communication of the works of the qualifications which go to make successful seamen and horsemen. I could imagine the ideal pilot for important commercial work would be cone who, having served his apprenticeship in a sailing vessel, passed in nis bones. Though the course who have been transported to France by aeroplane in machines you aeroplane in machines going out as should possess the faculty which enables ment to make mental calculations or to reason rapidly from cause to effect. In other words he qualifications which go to make successful seamen and horsemen. I consider the qualific

frequently in bad weather. Airship and Airplane. It may well be that for commer ing non-stop flights. The airship The meteorological difficulties are an embryonic stage, but sufficient has already been accomplished to

There need not necessarily be the center without being disjourneys as are unsuitable for heav d this not only adds to the dan-lier-than-air craft, One of their ob-

for commercial purposes may be The acomplishment of this flight long to the future more than to the lems are solved and subsidiary organization has been built up, it may be possible to run a continuous altship service between England and

America. One of the most important of the attendant problems to be solved is is exceedingly anxious to meet the the influence of the weather on the operation of any flying service. At there are at present 31 Royal Air seems every likelihood of this number increasing rather than decreasequipment of aerial routes. Landing ing. It is to my mind essential teorology and wireless telegraphy Repair facilities must be established should take place along broad imperial lines. British aircraft will soon be as widely spread as the to leave the covenant out of the British empire.

The development which will be of carried in aircraft for ascertaining latter, as the Morning Post puts it, the bearing of ground wireless transmitting stations. This method is at league down the throat of the present secret and was developed in American senate by coating it with the service during the war. It will the sugar of peace." probably be one of the greatest facin the design and construction of acroplanes and engines have brought as to a position in which, with prudence and judgment, the risks of flying are very small, apart from the danger attached to the process of the training of pilots. Even here the records of our training organization and the process and above clouds. Aircraft so equipped can fix their position frequently, can report to their base at any moment when these long range and special flights have been undertaken has been in order to blaze the trail and gain experience.

Flying and the Press. stations are, in fact, a form of aerial Although it is in connection with lighthouse or beacon unaffected by long distance work that aviation has fog, and with a range of visibility most to offer, yet it is well not to of 600 or 700 miles. Their cost overlook the possibilites of such would be high, perhaps in the neighouts as London to Dublin and Lon- borhood of £60,000 or £70,000 per don to Glasgow. In the former case station, but for aircraft they are the distance is 288 miles, and in the primary requirements. They would, latter, 360. Study is now being moreover, be useful for news transgiven by the air ministry to these in mission and also be a help to shipconnection with their possibilities ping in foggy weather, and when for urgent mails and newspaper astronomical observations are imwork. Newspaper proprietors may possible on account of clouds. An easily find it advantageous to use other indespensible adjunct to high-speed aeroplanes for convey-aerial navigation will be the prep-

One frequently hears the opinion expressed that in the future the pilot aircraft than for any form of land transport. A pilot is something more than a mere driver; he must be something of an engineer, using the

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British Change Views and League of Nations May Be Arranged After Treaty Is Signed.

By WILLIAM J. BUTLER. Staff Correspondent of Universal Service. (Special Cable Dispatch.)

London, March 21 .- Great Britain wishes of America but she believes peace should be concluded immediately and the league of nations

That is the logical summary of the British attitude, judging from the press comment and expressions obtained in British officialdom though, for obvious reasons, names cannot In some circles it is true there pre-

vails a view summed up by the Daily News thus: "It would be a profound mistake

On the other hand there is a wildthe greatest use for enabling ma- eyed element shouting about an open chines to fly all weathers is the break between Lloyd George and direction-finding wireless apparatus President Wilson and dubbing the

But the general British attitude is expressed by Lord Robert Cecil in an interview with the Daily Mail's Paris correspondent in which he declares his belief that the league will not figure in the peace preliminaries. Lord Cecil added the British delegates were "most anxious to please their American friends" but that he felt "the practicability of including the league in the peace treaty depends rather on the extent to which it is proposed to place the league on a working basis and to elaborate the details.

(This is the first intimation that Lord Robert Cecil, chief British champion of the league idea, doubts the inclusion of the covenant in the peace treaty. This conflicts with a Paris dispatch from Naboth Hedin indicating Lord Cecil was confident it would be included.)

"Persons here in close touch with American opinion attach special imon in the United States senate to the league idea and regard as highly significant the prediction of the New York World that the senate will reject the league proposal in any form," says the Daily Chronicle.

"It may only be intended as warning to Mr. Wilson to moderate his views so as to render them acceptable to his critics. On the other hand, many believe the president has

From a Future History.

The end of the war had come. The kalser had been consigned to his St. Helena and finally after a few years he died. The reichstag, convened in special session, received a message sent by the guard in charge of the island.

"Withelm dead," said the message; "shall we have him embalmed cremated or buried?"

The reichstag spent three days in considering the matter behind closed doors and then sent this reply;

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Say Alleged "Vamp" AVERS GLASS

Predicts Greatest Success in Financial History; Omahan Makes Address at Chicago Meeting.

Chicago, March 21.-Secretary of the Treasury Carter Glass, in several appearances here before Liberty loan organizations, financiers, editors and publishers, today gave assurance that the fifth, the Victory loan, wiuld be the last popular loan. He confidently predicted that the American people "will make it the greatest success in the financial history of the world."

tory of the world."
"The Victory Liberty loan should be subscribed by the people from their savings and earnings, he said, adding that the people in one way or another must meet the government's obligations.

"They may on the one hand lend to their government and receive their capital with interest," he con-"or the government will have to raise funds by direct taxation which takes the funds entirely from the people.

War Not Yet Over, Says Odell. Among speakers at the loan organization gathering were Maj. Gen. Leonard Wood, Lafayette Young, head of the loan publicity in Iowa, and Frank G. Odell of Omaha, all of whom emphasized that the war will not be over until all soldiers and sailors were brought home and military obligations paid. Mr. Odell, referring to the or-ganization workers, said:

"Most folks remember us chiefly as a persistent, inquisitive, meddlesome bunch of patriots who lined everybody up at the call of the gov-ernment and did our best to make every man do his full share. For this somewhat thankless task we need make no apology, nor need we crown ourselves with any self-bestowed laurels.'

Tonight Secretary Glass was

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Will Bare Relations With Business Man



Alice Costello, 16-year-old girl, aleged to have been seduced by J. L. lofues, salesman for the Murphy-Did-It auto truck factory, it is understood, will bare her relations with Hofues when the case is heard

soon in district court. In police court Thursday Hofues was held for the district court after a preliminary hearing of the case before Judge Fitzgerald.

Hofues' friends say the "vamped" him. The girl and relatives say she was seduced.

guest of honor at a banquet,

ully 1,500 persons present.

Boys "Over There" Brand Another Hero Tale Untrue

Private Hugo Enholm Says "Hot Stuff" a Certain Omahan Told Bee Readers Makes it Look as if He Alone Did All the Fighting and Won the War.

Early home-coming heroes of the interview was printed was read the great war should confine them-selves strictly to facts in relating incidents of their own heroism. If they don't, some of their own over- the rest of the battalion gracefully seas companions may give the lie grouped themselves and gazed with to their statements. is not the case, and records will

Omaha boys with the ordnance show that the company of which he detachment, Three Hundred and was a member, saw the least action Forty-first machine gun battalion, of any in the battalion, so that it with the Army of Occupation in events to occur," wrote Private En-Bleialf, Germany, delegated Hugo Enholm to write The Bee, in protest of some of the exploits related by balance of the Omaha boys who are returned men of this battalion, one not so well equipped with press in particular. The paper in which agents."

League Covenant Dangerous, recognize the league covenant, he

Declares Colorado Senator Denver, Colo., March 21 .- United States Senator Thomas of Colorado, in an address on the league of na-

"The covenant as now drawn is dangerous to the United States." posed covenant.

644 Doughboys Win Crosses

in Fighting at Belleau Wood

Washington, March 21 .- Six huntions here today before the Denver dred and forty-four distinguished Civic and Commercial association, service crosses have been awarded to men of the American Second division, who stopped the Germans at Senator Thomas said he thought Belleau wood. A War department the senate would amend the pro- statement today shows that of decorations awarded infantrymen of The Advertiser who uses the Bee Want Ad columns increases his business thereby and the persons who read them profit by the opportunities offered.

"From what I heard in Washington with the division up to March 17 the Fifth regiment (marines) won 206; the Sixth (marines), 137; the Ninth (regulars), 124, and the 23d (regulars), 66.

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