

# FLYING IN PEACE IS FORECAST BY BRITISH CHIEF

### 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 aviation 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 prophetic 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 played in the struggle and victory we have just achieved, but also to profit by the well-nigh incredible impetus which the stress of war has given to its development. So it comes about that in most countries aviation is today a child of war and a military development pure and simple."

"A feature which distinguishes military aircraft from other forms of warlike preparation lies in the peaceful and useful employment to 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 survey and mapping, and in postal and other communication services in districts as yet unreached by private enterprise. Aviation is now on the threshold of a new existence in the realms of civil and commercial life. The opportunity is unrivaled, the conditions ideal, and we must guide it along right lines."

"Above all, its progress and development must inspire confidence on the part of the public and the business community. There must be no flash in the pan or exploitation of a new industry by ignorant or unscrupulous persons. Sure steps are necessary, and no attempt must be made to achieve the impossible. There is the technical aspect. Here we shall pit the brains of our inventors and engineers against those of the world, and we have no reason to fear the issue. In aviation we have gained for ourselves the foremost place in design and technique of aircraft and engines, and British manufacturers may safely be trusted to maintain and improve their position. Such assistance in design and construction work must continue. A policy of "safety" must prevail and the aerial "Pillsoll" line and the "A-1 at Lloyd's" must brand every British aircraft with the hallmark of quality and security. (Cheers.)

## 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.



Group of German kiddies at Speicher, Germany. © U.S. Forces Europe

gers of actual flight, but also complicates the navigational problem. A large quantity of meteorological data exists for the mid-Atlantic, but it is all founded on mariners' reports of conditions from sea level. There is generally a belt of 200 or 300 miles of fog around Newfoundland, and unless a strong westerly wind is blowing, the weather is always changeable, so that it may generally be predicted that when the wind is assisting the flight westward, the weather is stormy, with thick cloud and with rain and mist on the coast of Ireland.

The accomplishment of this flight demands an organization capable of centralizing at the starting point all information about the immediate weather conditions all along the route, in order that the rare opportunities when suitable conditions exist may be seized. The fact, coupled with the complementary fact that existing machines, even if navigated with extreme accuracy, have a very small margin of endurance beyond the distance to be accomplished, has led to the conclusion that this flight should not be undertaken lightly and should be viewed at present as a demonstration rather than a commercial proposition.

As regards overland projects, among the many branches of the subject one of the greatest importance will be the selection and equipment of aerial routes. Landing grounds must be provided and conspicuous marks and indications given. Repair facilities must be established where skilled personnel is available. 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.

Flying and the Press. Although it is in connection with long distance work that aviation has most to offer, yet it is well not to overlook the possibilities of such routes as London to Dublin and London to Glasgow. In the former case the distance is 288 miles, and in the latter, 360. Study is now being given by the air ministry to these in connection with their possibilities for urgent mails and newspaper work. Newspaper proprietors may easily find it advantageous to use high-speed aeroplanes for conveying the copy, by teletype, photographs, and so on between such centers as London, Paris, Glasgow and Dublin, for use in the simultaneous publication of identical issues of 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 few hundred miles of distance. We have all been told in the papers how, before very long, business men and others will be telephoning to nearby aerodromes and ordering up their machines to convey them to Paris or Brussels, or some other point. Well, there is really no reason why this should not come about. Quite apart from 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 comprehensive lines, and consisted of two flights of D. H. 4's, with Rolls-Royce engines, and a few other machines, with a personnel of 21 officers and men. Between August and November there were made no fewer than 279 passenger cross-country flights, such as to Paris, Nancy, Dunkirk, Manchester, York and Birmingham, and there was not a single case of a crash occurring to a machine with passengers on board. On one occasion two D. H. 4 machines were required to transport Mr. Paul Cravath and Mr. Crosby, to the American mission, and a record trip was made to Paris and back on the same day in four hours and 20 minutes. One of the pilots of this squadron, who is over 40 years old, has now flown across the channel as pilot 287 times, frequently in bad weather.

Airship and Airplane. It may well be that for commercial purposes the airship is adapted for long-distance journeys involving non-stop flights. The airship shows that with increased capacity there is no reason why they should not be built capable of completing the circuit of the globe. There need not necessarily be competition with the aeroplane, and the aim should be to undertake such journeys as are unsuitable for heavier-than-air craft. One of their ob-

## VICTORY LAST POPULAR LOAN, 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, would 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."

"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 their capital with interest," he continued, "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 organization workers, said: "Most folks remember us chiefly as a persistent, inquisitive, meddlesome bunch of patriots who lined everybody up at the call of the government 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 crowd ourselves with any self-bestowed laurels."

Tonight Secretary Glass was expected to appear at a banquet, with fully 1,500 persons present.

The advertiser who sees the Bee Want Ad columns increases his business thereby and the persons who read them profit by the opportunities offered.

## Say Alleged "Vamp" Will Bare Relations With Business Man



Alice Costello.

Alice Costello, 16-year-old girl, alleged to have been seduced by J. L. Hofues, 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 girl "vamped" him. The girl and her relatives say she was seduced.

## 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 great war should confine themselves strictly to facts in relating incidents of their own heroism. If they don't, some of their own overseas companions may give the lie to their statements. Omahan boys with the ordnance detachment, Three Hundred and Forty-first machine gun battalion, with the Army of Occupation in Bleialf, Germany, delegated Hugo Enholm to write The Bee, in protest of some of the exploits related by returned men of this battalion, one in particular. The paper in which the interview was printed was read by the boys in Germany.

"From the amount of 'hot-stuff' he told, your readers will imagine this fellow did all our fighting while the rest of the battalion gracefully grouped themselves and gazed with wonder on such Trojan feats. Such is not the case, and records will show that the company of which he was a member, saw the least action of any in the battalion, so that it would be impossible for all these events to occur," wrote Private Enholm.

"I voice the sentiments of the balance of the Omahan boys who are not so well equipped with press agents," he declared.

## 644 Doughboys Win Crosses in Fighting at Belleau Wood

Washington, March 21.—Six hundred and forty-four distinguished service crosses have been awarded to men of the American Second division, who stopped the Germans at Belleau wood. A War department statement today shows that of decorations awarded infantrymen of 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.

## LEAGUE AFTER PEACE, LATEST BRITISH VIEW

### 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 is exceedingly anxious to meet the wishes of America but she believes peace should be concluded immediately and the league of nations be handled later.

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 be revealed.

In some circles it is true there prevails a view summed up by the Daily News thus: "It would be a profound mistake to leave the covenant out of the terms."

On the other hand there is a wild-eyed element shouting for an open break between Lloyd George and President Wilson and dubbing the latter, as the Morning Post puts it, "an autocrat proposing to force a league down the throat of the American senate by coating it with the sugar of peace."

British Attitude. 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 other 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 importance to the developing opposition 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 a 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 the mass of public opinion behind him and that he will ultimately prevail."

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