

AVIATOR DROPS FROM AIRPLANE WITH PARACHUTE

WITH THE AMERICAN ARMY IN FRANCE, Aug. 1.—(By the Associated Press.) Captain Sarret, a French aviator, has carried out the first experiments on record of falling from a moving airplane with a parachute.

Captain Sarret dropped 500 yards with an umbrella 12 yards in diameter and landed safely. He fell from the observer's position, but similar experiments for the pilot will be undertaken soon.

The aviator crawled out of his seat and hung by his hands with the parachute firmly attached to his body and lightly attached to the airplane. When he jumped the parachute opened perfectly and bore him gently to the ground.

Experiments in the past have been made with sand bags, which were cut loose at various heights.

Altho Captain Sarret's trial was made at a height of 800 meters, it is declared there is no obstacle to jumping a greater distance, since the parachute has even a better chance to open. When successful, the employment of parachutes will enable airmen to leave their flaming machines and not meet death as did Major Raoul Lufbery on May 19, Captain Sarret was in the air about three minutes after he had cut loose from the airplane. He was completely composed upon landing and wrote a brief message describing his sensations during his descent.

SAN ANTOIO, Tex., July 31.—Rodman Law has jumped from a moving airplane several times and landed safely with the aid of a parachute at Kelly Field, the last time from a height of 6000 feet at the time of Secretary McAdoo's visit to Kelly Field.

The plane was driven by Edward Stinson and an ordinary balloon parachute was used.

AUSTRIAN WANT ADS ASK FOR FOODSTUFF

ROME, Aug. 1.—The scarcity of food in Austria is revealed by the columns of "want ads" in Austrian newspapers.

Valuable art objects, furniture, jewelry, clothing and articles of all kinds are offered in exchange for food.

Here are a few of the advertisements appearing in Trieste newspapers that are typical of those in all the Austrian papers:

"Iron bed, pair of black trousers, and coat offered in exchange for foodstuffs."

"New novels, large selection, in exchange for five pounds of food."

"Finest stockings, lady's colored, in exchange for sugar or fat."

"Linen sheet wanted to make into a dress, for cash or maize meal."

"Yellow canary in exchange for a rabbit, Japanese vases for fat or beans."

"A business suit offered in exchange for one pound of fat."

"Two and one-fifth pounds of unroasted coffee offered for a single bed and mattress complete."

SOCKEYE RUN IN FRAZIER A FAILURE

SEATTLE, Aug. 1.—Reports reaching State Fish Commissioner L. H. Darwin indicate that the run of sockeye salmon on Puget Sound this season will be a failure. Mr. Darwin estimates that the catch will be about one-fourth that of last year, which was also a disappointment to canneries. An unusual feature of the fishing season has been the appearance of many hump back salmon in the traps, when normally the humpback would not be expected to run.

It's in the Air
Windblown pollen, carrying the bacteria that inflame nose and throat and cause hay fever, is abroad in the land. One remedy is known to give relief and comfort from choking, gasping asthma and tormenting hay fever. That reliable remedy is Foley's Honey and Tar that spreads a healing, soothing coating on the inflamed membranes, stops irritating coughs and summer colds. Any one who has once used this standard cough and cold remedy will accept no other. Sold everywhere.

GERMANS PLAN TO SEND ARMY TO CONQUER EGYPT

Nation's Full Military Strength to Be devoted to Campaign.

AMSTERDAM, Aug. 1.—After France is crushed—Egypt! That is a nutshell is the German scheme of conquest now being planned.

Although not quite so confident as they were before the spring offensive, the Huns still hope to capture Paris and occupy the seacoast from Dunkirk to Havre.

That accomplished, a Greek army will be sent to help the Turks seize the Suez canal and place all northern Africa under German control.

"Win the East"

This campaign is made plain by articles in government inspired German newspapers, written by junker leaders, who emphasize the fact that Germany can never become a world power so long as she is shut up in Europe. Due to the failure on the western front, the German public is being taught that the war will be won in the far east and in Africa.

To allay the fear that no German land victories can force the British naval blockade and give Germany access to the sources of raw materials, it is maintained that the Germans will be able to strike successfully not only at Egypt, but through Persia and Afghanistan to India.

Dr. Paul Rohrbach in a recent article in "Deutsche Politik" gives this expression of the German plan:

"There must be a complete reversal of the situation on the Egyptian and in Palestine as soon as we can effect a great increase in our strength there. The English may accumulate in Egypt whatever they like; they are lost as soon as the war in Europe ends, we come to help the Turks with all our strength."

"Suffocate in Europe"

"England cannot seriously risk a collapse in Egypt. If her life line running from Gibraltar through the Suez canal to India is successfully attacked, England is lost. Here we have the possibility of realizing peace."

And Dr. Hans Ebermberg, writing on the same subject in the "Vossische Zeitung," says: "The German people must realize that if they do not win their struggle for world position they will be 'thrown back upon Europe to suffocate there.'"

"Possession of the coast of Hainburg," he adds, "could not make Germany free as against America or the Anglo-Saxon combination. To escape from that position we must gain a secured outlet to the ocean, and to that end it is not enough to possess Constantinople; it is also imperative to gain control of the Suez canal. This would give Germany a ledge of victory in the future great naval and colonial war."

ITALIANS FOIL HUNS NAVAL OFFENSIVE

ROME, Aug. 1.—It has become known here that the Italian admiralty is greatly relieved by the destruction a few weeks ago of three Austrian dreadnaughts by Italian torpedo boats.

The absorption of the Russian Black sea fleet by Germany had brought about a naval situation in the Mediterranean which was regarded with apprehension by both the French and Italian admiralties.

It was known that the central powers planned a naval raid with the Russian fleet, manned by German sailors and augmented by the Goeben and other Turkish vessels which were to sail from the Dardanelles and be joined by the Austrian fleet from Pola.

This action would have constituted such a menace to Mediterranean shipping and supply bases operating between France, Gibraltar and the Greek ports that it would have taken practically the whole allied naval strength in the Mediterranean to combat it.

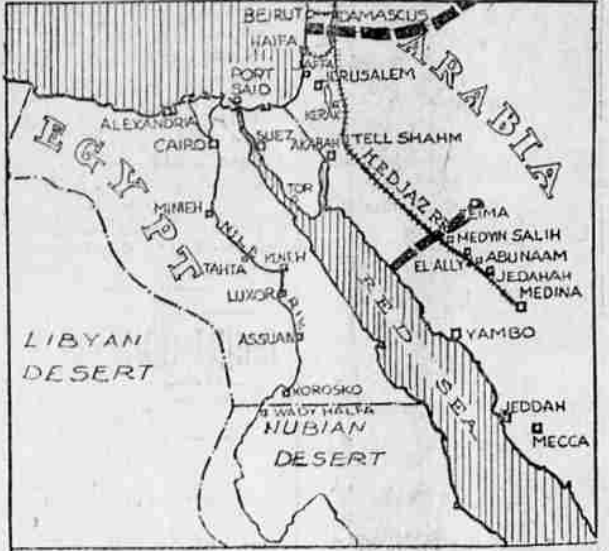
The loss by Austria of three dreadnaughts, however, has relieved the situation.

When war was declared Austria had two completed dreadnaughts with two hullings, with three older ships that could have been used in the line. There were also six older and slower vessels whose use in battle was questioned.

Unless Austria has built first line ships much faster than Italy naval men believe, the loss of three capital ships crippled her severely.

Bolsheviki have abolished the calendar and church holidays in Russia and confiscated church property to the extent of billions of rubles. One Bible taken from a Moscow church was studded with precious stones and was worth \$1,000,000.

HUN MENACE TO EGYPT.



This map shows how the Germans and Turks plan to advance on the Suez canal from Palestine and Arabia. The dotted lines south of Damascus and cutting the Hedjaz railway are the present battle lines, where the British and Arabians are slowly driving back the Turks.

PERSHING'S REPLY TO CRITICISM IS AIRPLANE ORDER

WASHINGTON, Aug. 1.—Widely published reports that General Pershing had criticized the American design of the De Havilland bombing airplane and requested that no more be sent to France, led Secretary Baker to make public the fact that the general had just asked for immediate shipment of a large number of the machines.

Mr. Baker said the order had been given earlier by the department, insuring quick transportation. More than four hundred of this type had been sent to France before the new requisition was received.

Investigation of the criticisms of the De Havilland planes was begun today by the senate military subcommittee. Major H. C. A. Mühlenberg and Captain R. W. Schroeder and J. M. Foote, aviation officers in charge of testing this type of plane at Wright Field, Dayton, Ohio, were examined for several hours behind closed doors.

The committee planned to call several other officers. It was understood that the American commander-in-chief had suggested modifications and improvements in the plane.

OREGON CALLED ON FOR 2200 DRAFTED MEN FOR AUGUST

The district exemption board has received a letter from Adjutant General Williams in which it is stated that Oregon will be called upon to furnish 2200 more men during that month. The text of the letter follows:

"The provost marshal general advises by telegraph that August calls upon this state will be as large as the July ends and that approximately 2200 white men will be called. Some of the August calls have already been announced but the allotments have not been made upon all boards on account of local agricultural conditions.

Local boards are hereby directed to refuse releases to the navy, marine corps or the emergency fleet to all registrants of the 1917 or 1918 classes who have been or will be classified in class one until a sufficient number of class one registrants physically qualified for general military service are in sight to fill promptly and properly all calls up to August 31 with generous allowances for physical rejections at camp. This applies whether or no registrants have been finally classified or examined physically.

Reports reaching this office indicate that the 1918 class has not been finally classified and examined physically, although boards were directed on July 8 by circular 242 and by telegraph on July 14 to proceed to classification of new registrants and to calling those finally classified in class one for physical examination. Local district and medical examination boards are urgently requested to exert every effort to make a sufficient number of men available to fill August calls. Medical advisory boards are especially requested to speed up examination of registrants as yet unexamined. The needs of the army are imperative and there must not be further delay in making the class of 1918 registrants available for service under August calls."

SWISS SUFFER FROM SPANISH GRIPPE

PARIS, Aug. 1.—Reports from Switzerland say the epidemic of Spanish grippe in that country has grown to alarming proportions. Entire families have died. Funerals are held at night and graves are forbidden to follow to the grave. The bodies of the dead turn black.

The epidemic is thought to have emanated from Austria or Germany.

LANSDOWNE RENEWS PFCE OFFENSIVE

LONDON, Aug. 1.—In a letter written by the Marquis of Lansdowne, former minister without portfolio in the British cabinet, he says he is convinced that there is a "deep seated desire for a further explanation as to conditions upon which we are prepared, not to make peace, but to open a discussion which might lead to peace."

RAILROAD SHOPMEN WAGES ARE RAISED

WASHINGTON, Aug. 1.—Railway employees were told by Director General McAdoo in announcing details of the wage increase for more than 500,000 shopmen that the nation expected new energy from the workers in return for pay-increases and improvements in employment conditions and that strikes and other labor disturbances must be eliminated during the war.

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AIR WAR AFTER END OF CONFLICT TO BE DREADED

LONDON, Aug. 1.—The development of the fighting airplane during the war will make it necessary for all nations to prepare after this war against gigantic surprise air attacks, which might be launched suddenly and without warning by any unscrupulous nation.

This is commented upon here by John Steel, an authority on aeronautics, who points out the danger of such attacks particularly to Great Britain.

Steel points out that while the mobilization of large armies or navies requires at least a week or two, a huge air force could be mobilized in a brief period and launch an offensive warfare which, unless anticipated, might determine the ultimate outcome of hostilities.

"An air fleet built ostensibly for commercial purposes could be converted into a belligerent fleet in a comparatively short time and without attracting notice even in the immediate vicinity of its mobilization," Steel writes.

"Within a few hours the fleets would be ready for a gigantic offensive, and before the country to be attacked could be warned the squadrons would be on their way fitted to destroy arsenals, supply bases, naval bases, aerodromes and return for refueling without serious opposition."

It is believed in London that allied nations have already planned permanent air-war defenses for after the war.

Aeronautic authorities declare that development of aerial navigation after the war would not protect even such distant countries as Canada and the United States from such surprise raids.

GERMAN AVIATORS DESTROY EACH OTHER

WITH THE AMERICAN ARMY ON THE AISNE-MARNE FRONT, Aug. 1.—(By the Associated Press.) After daylight Tuesday two German aviators with machine guns aboard flying low, attacked an American supply train south of Seroy. They were driven off by anti-aircraft guns. The Germans later attacked a dressing station. Word of this having been sent to the aerial commander, an American aviator soon arrived and,

single handed, attacked the Boches from above. In trying to get away their machines locked, causing their machines to fall, both gunners being killed. The wings of