

SCHROEDER'S ALTITUDE RECORD 28,900 FEET

First World Mark in American High Flying Since Beachey's Chicago Feat in 1911.

NEW YORK, October 5.—Capt. R. W. Schroeder's world-record-breaking altitude flight at Wilbur Wright field near Dayton, Ohio, September 18, was certified at 28,900 feet in a statement by the Aero Club of America here today. Scientific tests of the aviator's records resulted in their complete verification, it was reported. The previous world's record, made in 1912 by G. Lezardoux in France, was 20,258 feet, and the former American record by Caleb Bragg, who climbed to a height of 20,259 feet at Mineola in 1917.

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BULGARIAN COLLAPSE DOESN'T THRILL YANKS

Too Busy Fighting Germans to Be as Jubilant as Folks in America.

Cablegram to The Sunday Star and Chicago Daily News, Copyright, 1918.

WITH THE AMERICAN ARMY AT THE FRONT, October 4.—While the folks at home in America and the other allied countries are jubilant over the news of the Bulgarian collapse, the fact could not arouse the same enthusiasm among the hardy men of the first American Army holding back the desperate counter attacks of the Germans when it was flashed to them. Peace may be weeks or months in the future and therefore they do not look upon it as a present prospect. What the man who is caked with mud, cold and soaked to the skin realizes most thoroughly is that he may be dead before the dawn of a drizzly tomorrow.

So far the Bulgarian news has not diminished the number of shells and bullets turned on our men who are stubbornly fighting and advancing northwest of Verdun. That is the American soldier's immediate problem in hand and what concerns him concerns the home folks. Obviously the German soldiers and civilians have not been informed of the defection of their eastern ally, but for the time being the result appears to stiffen "America's" war with German kaiserism and added to the determination that the fight must go on until Germany is whipped.

Those who have been at the front today realize that the fighting is as deadly as ever," said a far-sighted American. "Military strategists foresee much from the Bulgarian situation, but in the trenches, in which a real American Army, after five days of fighting in the coldest and wettest weather of the season, is opposing desperate attacks, the fine points of diplomacy cannot be followed just now."

Capt. Raymond, Aeronaut, Dies. PARIS, October 5.—Capt. Raymond, commander of the famous Stork Escadrille, has died in a hospital at Chalons-sur-Marne of injuries received in an accidental fall. He had the reputation of being one of the best group leaders on the western front.

GARAGE OF THE AMERICAN RED CROSS DISTRICT OF COLUMBIA MOTOR CORPS AT 16TH AND M STREETS.



RED CROSS MOTOR CORPS AN AID DURING INFLUENZA EPIDEMIC

Woman Members Devote Special Attention to Girl War Workers Stricken With Illness—Instance of Valued Service.

The doctor found a girl war worker suffering from Spanish influenza. She was living in a rooming house, three flights up—homeless, as war workers are in this city. He phoned to the garage of the American Red Cross Motor Corps and in a few minutes an ambulance, driven by a woman, drove to the door. The driver, in Red Cross uniform, ascended the stairs with the woman stretcher bearer, and after the patient had been placed on the stretcher, an attempt was made to carry her down.

The twisting, winding stairway prevented this, and so the driver took the sufferer upon her back, carried her downstairs and into the ambulance. It was in the day's work, and the volunteers who man the motor corps of the local Red Cross have done that "day's work" since Mrs. J. Borden Harrison organized the corps in April, 1917.

Corps Numbers 45 Workers. The motor corps has its garage at 16th and M streets. There are six ambulances and a runabout ready for instant use. In addition, each member has given the use of her private car to the corps.

Ready for Emergency Calls. So insistent has the call of duty become of late that every night four or more members sleep on cots in the garage, ready for emergency calls. The War and Navy Departments are counting the services of the corps constantly and it is at the beck and call of any department in need of help.

There is still a great need of additional members and cars. All are should call up Mrs. Harrison at 9722. The telephone number of the garage, in case of need, is Franklin 1372.

The garage is open night and day, and any one needing an ambulance need not hesitate to phone.

MILES OF RAILROADS ABANDONED BY HUNS

Allies Have Big Task Connecting Systems Across No Man's Land. Use Portable Roads.

Cablegram to The Sunday Star and Chicago Daily News, Copyright, 1918. WITH THE AMERICAN ARMY AT THE FRONT, October 4.—The Germans in their hurried retreat abandoned many miles of narrow gauge railroads behind their lines connecting the supply bases with the original trenches which they occupied for four years. Some of these lines even extended into Luxembourg. The American engineering regiments have been busy connecting these tracks, after bridging former trenches and swamps in no man's land with similar lines behind the former French trenches.

The German tracks were considerably torn up by the shells from our barrage. These breaks have also been repaired. Connecting the gaps between the French and German systems is a stupendous task on account of the nature of the country, but the work has progressed at the rate of two miles a day.

Portable Roads Used. Portable sections with steel rails and ties already fitted are being used. Colonel R. Boehme, senior of the famous general, made an inspection of the various connecting links Monday and reported that they were sufficiently stable for operation.

The running of trains on these roads will relieve the congestion on the highways, as ammunition supplies, for the artillery, which now have to be sent forward on trucks, can be transported by rail.

Special attention was paid by the American expedition to the matter of narrow-gauge railroads. Not only were several engineering regiments raised for the purpose of laying and operating such railroads, but an immense assembling plant was erected in another part of France. Hundreds of the cars were built, hauled on the standard railroads and unloaded back of the lines.

Make Roads Out of Swamps. As soon as the offensive started men began the work of building highways, which is a big problem on account of the mud, swamps and New York and Philadelphia pioneer regiment, built two miles of road at Montfaucon under constant observation of Maj. Dan M. Ellis of Johnson City, Tenn. Maj. Mathew C. Addison of Brooklyn, N. Y., and Maj. Claude M. Congdon, of Kansas City, Mo., alternated in directing the working squads. Progress was not halted day or night until the work was completed.

JAMAICA CONSERVES FOOD. Cablegram to The Sunday Star and Chicago Daily News, Copyright, 1918. KINGSTON, Jamaica, October 4.—It is the intention of the government to appoint a food controller. The governor will issue a proclamation against the exportation of cloth. He already has issued regulations against the export of locally grown products, foodstuffs, poultry, birds, animals, alive or dead, if suitable for food.

U. S. AIRMEN LIKE CHOCOLATE

Take It to Nibble on in Flights in Place of Tobacco.

Correspondence of the Associated Press. WITH THE AMERICAN FORCES IN FRANCE, September 15.—American aviators who use tobacco take with them in flights cakes of chocolate to nibble upon in the place of smokes. A few prefer chewing gum, but some form of sweets accompanies nearly all Americans when starting on a flight of any duration.

William E. Brotherton of Guthrie, Ill., an aviator who is credited with at least one boche airman, said recently that in August during an encounter with several German fliers in the region of the Vesle he was chewing chocolate as he fought.

AIRPLANE WONDERS GROWN WITH WAR

British Air Gunners Now Said to Excel the Germans at Least Three to One.

DEMORALIZE THE TURKS

BY EDWARD PRICE BELL. Cablegram to The Sunday Star and Chicago Daily News, Copyright, 1918.

LONDON, October 5.—Air fighting claims many of the most striking features of the present allied advance on all the fronts. Nowhere have the airmen done better work than in Palestine. Gen. Allenby's fliers covered his cavalry turning movement, completely making its success absolute. Enemy retreating columns, debouching from Tulkeram, Messadis and Nablus, were machine-gunned and bombed from the air until the survivors abandoned their vehicles and the whole plan of retreat collapsed.

Turks retreating from Nablus to Baisan, attacked as described, ran away from their guns, motor lorries and horse-drawn transports, their seven-mile-long column dissolving and everything falling into the hands of the British. Three days of such fighting resulted in Gen. Allenby losing only five men killed, six wounded and three missing. Having regard for the results achieved, this is about the most economical warfare that could be imagined.

Flash-spotters in the air have been doing great work for the British, French and Americans during their fierce onslaughts against the German defences. The flash-spotters appear at dusk, flying swiftly toward the enemy lines, bidding good night as they go to the artillery observation fliers returning to the airfield after long and risky vigils in the air.

Locating Batteries Hard Task.

Remarkable feats continue to be performed by the various fighting and observation groups of the royal air force. One of the hardest tasks is that of locating hostile batteries. Flash-spotters in the air have been doing great work for the British, French and Americans during their fierce onslaughts against the German defences.

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Boy Who Felt "Slapped All Over" Benefits by Treatment.

BY EUNICE TIETJENS. Correspondence of The Sunday Star and Chicago Daily News.

WITH THE AMERICAN ARMY IN FRANCE, August 27.—Into a station a short way back from the battle lines two orderlies half support and half carry a boy shaking like a fox terrier on a frosty day. His whole body jumps and jerks; his teeth strike together furiously.

This is the second stop of the wounded between the first aid dressing station and the evacuation hospital. It is too near the front for protracted treatment and is really a relay station where the men are made as comfortable as possible for the rest of the journey. And here the shelling shock cases, which should properly be called concussion cases, receive their first real attention.

The dingy little rooms in a half-destroyed village, converted from the kitchen of a peasant cottage, are not much to boast of, but they seem sufficient. On a stretcher, in a corner, two orderlies lay the shaking boy.

"Josh" the Patient.

The doctor arrives in a major's uniform. He is dark, with piercing deep-set eyes and a compelling personality. He has great success with these cases. In the afternoon an artillery observation machine goes up and aids the guns in demolishing these positions. Thus German batteries are shelled one day after day from their camouflaged pits.

Stalled engines are a common thing in the air, but a stalled engine is by no means necessarily fatal. Most machines, when the engine stops, take a gliding angle naturally and the pilot can keep the plane at this angle easily. Assuming that the machine is 5,000 feet up and has a gliding angle of one in seven, the pilot has at least a seven-mile glide in which to find a landing place. If only 1,000 feet up he can glide two miles.

In a certain part of France where hops are cultivated on a large scale the engine of a plane stalled dead 200 feet above the bristling tops of the hop poles. By a piece of perfect airmanship the pilot slid his machine between two rows of poles and saved himself to the observer and the plane.

Machines are often forced to land just behind the trenches, where the ground is full of shell holes. One landed intact in the market place of a French town, though fortunately not on market day.

Night Flying Marvelous.

Nothing could well be more marvelous than the feats of observation achieved by the night airman. The daylight flier has many landmarks, but in the best of circumstances much skill is required to make sure of these landmarks. As for the night flier, he has precious few landmarks he can depend on recognizing in conditions of average visibility. He must read the lights and the lights are numerous and confusing. They vary.

Stalled Engines Glide to Safety.

The next morning these positions are photographed and the prints carried to the countless battery officers. In the afternoon an artillery observation machine goes up and aids the guns in demolishing these positions. Thus German batteries are shelled one day after day from their camouflaged pits.

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NORSE SHIPPING STOCKS IN SENSATIONAL DROP

Numerous Heavy Holders Reported Ruined by Collapse Abruptly of Infated Shares.

STOCKHOLM, Sweden, October 4.—Information received here from Christiania shows that the biggest slump in the history of Norwegian shipping stock is proceeding and that already numerous heavy holders of the stock securities have been ruined. The stock sold on the Christiania bourse showed a drop in value of nearly 100,000,000 crowns (\$250,000,000). There were also heavy losses on other stocks. The course is very nervous because of the fact that owing to the many unearned fortunes made in Norway by owners of shipping stock the stock of several concerns has been inflated to an absurd degree.

It is now expected that before long the entente tonnage will be released for competition, and this knowledge will lead to a further depreciation of value. Swedish and Danish shipping stocks are also sinking, but especially in Denmark, big losses are being incurred by heavy holders.

CHINESE RECOGNIZE CZECHS.

The State Department was advised yesterday that the Chinese government had joined with the United States and the allies in the recognition of the Czech-Slovak National Council as the governing body of the Czech-Slovak nation.

FREEMASONRY FOR A LASTING PEACE

Pledged to Stand by Principles Laid Down by President Wilson.

What is believed to be the first official announcement of the position of Freemasonry in connection with the terms laid down by President Wilson for world-wide peace was made yesterday at the House of the Temple of the Ancient and Accepted Scottish Rite by Secretary General John H. Cowles of the Supreme Council for the Southern Jurisdiction of the United States.

At the special session of the Supreme Council for the thirty-third and last degree of the Ancient and Accepted Scottish Rite for the Southern Jurisdiction, in St. Louis, Mo., last week, Capt. Cowles stated, "The Supreme Council pledged itself unreservedly to the principles announced by the President of the United States, as the only basis upon which our country will consent to the restoration of peace."

Temporary Peace Depreciated. "Continuing the resolution recites: 'There can be no peace worthy of the name unless it be permanent. Any agreement between the warring nations which would mean but a temporary cessation of hostilities must be deprecated. Military despotism must be crushed and obliterated and the peoples of the world have full assurance that they are forever relieved of that unholy ambition which brought on the present war and which looked to universal dominion throughout the world. We condemn any and all movements and propaganda which seek peace on any other terms or conditions than those announced by our President. The blood shed for liberty and the rights of humanity in this terrible war must not be shed in vain.'"

The Washington which peace is entirely independent of the subscription of the various bodies in thirty-three states and territories owing allegiance to the Supreme Council for the Southern Jurisdiction. These bodies in Washington have already subscribed nearly \$40,000 to the several bond issues and war savings stamps, including the fourth liberty loan issue.

Every day of the desperate fighting now in progress reveals new wonders in the way of an airplane's power to withstand punishment. Wings are holed until they resemble sieves, struts are splintered, wires are severed and nacelles are badly pierced, yet the pilot flies the machine to the home airfield and lands it safely for repairs.

Air fighting is close fighting, most gunners holding their fire until they are less than 100 yards from their enemy, and the bulk of the fighting is done at from forty to fifty yards. British gunnery in the air exceeds that of the Germans by careful computation at least three to one.

A neutral who has just returned from Germany says the central part of the main-railroad station in Frankfurt-on-the-Main was so badly damaged by British bombs during the recent air raids that trains are no longer able to enter, being operated from provisional tracks hastily constructed, wood on arrival and departure platforms at some distance from the station. This witness says the population of Frankfurt is in an extraordinary state of nervous excitement. At the least unusual noise the inhabitants retire to the cellars and do not dare to sleep in their apartments.

Investigations show that woman operatives on drill presses and milling machines are from 25 to 50 per cent faster in their work than men operatives.

MISS MARION TRUMBULL. Daughter of Mr. and Mrs. J. R. Trumbull.

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Advertisement for Uncle Sam, appreciating every bond you buy from him, with a list of services provided.

Advertisement for Drebbacher's High Grade—Not High Priced dresses, featuring various styles and prices.

Advertisement for Carroll Electric Co., featuring electrical appliances and a breakfast on an electric grill.

Advertisement for Obey War-time Orders and Conserve Coal, featuring electrical appliances and a breakfast on an electric grill.

Advertisement for Family Shoe Store, featuring men's and women's footwear.