SECOND SECTION

Bridgeport Evening Farmer

PAGES 13 to 20

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FRENCH ADMIT SUPERIORITY OF GERMANS AVIATION FACILITIES

Teutons Were Preparing For War, Say Paris Officials, While Other Nations Took Up Flying As Sport—Captured Biplanes Showed That Monoplane Was Outclassed.

Paris, Feb. 11—French aviation authorities agree that Germany has been able to entirely transform its aviation service since the war began, making improvements of a most important character, while it possessed certain advantages over the French flying corps at the outset.

The reasons for the superiority of the Germans in what was considered before the war a French specialty will perhaps become public in the parliamentary debate that is imminent. One aviator attributes the difference to the fact that while the French followed aviation as a sport, the Germans took it up seriously for practical application to the requirements of the army. He points out that the Germans were flying at night long before the war began, while the French began their nocturnal trips only after the war was several months old.

The same authority warns against the assumption that the results obtained by the French flying corps are negligible. Whatever may be the foundation for criticism of this branch of the service, he says, the results obtained in some ways have been done far more appreciable than what the Germans have done. He recalls that during the battle of the Marne, September 8, 1914, aviators destroyed half of the artillery of the 16th German army corps in the region of Triaucourt.

This exploit was all the more remarkable since the French had never appeared to arrive at any results in experiments made with the combined maneuvers of artillery and flying machines before the war. One of the last notable attempts made in 1912 during the maneuvers resulted in the theoretic capture of the opposing army of an entire flying corps. During the French maneuvers of 1913, the flying corps, used under modified conditions, acquitted itself more creditably, but the experiments gave no hint of the utility of the corps in actual warfare. Consequently, as compared with Germany where it seems the experiments were more significant, aviation as a service in the army, was apparently neglected. The idea of protecting flying corps with steel armor, at one time considered, was abandoned and was only taken up again after German armored flying machines had been captured.

The French also stuck to the monoplane until they had captured enough of the German biplanes to give them demonstrative proof that they were superior for most different kinds of air work. The French also learned from the Germans that security at great height is fallacious. Fragments of shells reach them even at a height of 3,500 yards, while at 1,800 yards it is often more difficult for the gunners to get the range. The fire at that point is generally too high.

Again, at the beginning the French aviation service used the same type of machine for all kinds of missions. All at once they discovered that the German machine that made a raid on a metropolitan center or military point was not the same as the machine that regulated the fire of the artillery. The result of this was the beginning of a classification of aircraft with reference to special adaptibility.

There was also at the beginning a marked difference in the tactics employed by the German and French airmen. The former appeared to avoid contact with the latter, either with a view of concentrating their efforts upon other objects than individual combats or with the idea that the encounter might not be equal. The explanation now given by a competent authority is that the Germans lost their best aviators at the very outset of the war. This fact was disclosed by the notebook of a German aviator killed near Verdun, February 4, this year. As early as September, 12, 1914, the Germans had lost Fürstenair, Neumann, Dallurg, Beaulieu, Gresch, Jahnow, Koch, Blutgen, Heyden and Baudissin. This is further confirmed by a German aviator, made prisoner, who said that they had found the greatest difficulty in replacing these men killed or captured.

This seems to explain the French claim that with less efficient material French aviators accomplished more tangible results, such as the destruction artillery, the blowing up of ammunition depots, destruction of Zeppelins, and Zeppelin sheds, and damage to the enemy's field works. The French army is said to have ample proofs to this effect in orders of the day issued from the German general headquarters, impressing upon the officers and men carefully studied ways of avoiding dangerous arms of the French flying corps.

There seems to be more esprit de corps among the airmen than in any other branch of the service and greater mutual courtesy between officers of the different armies. The most recent manifestation of it was the dropping by Corporal Kandulski of the German flying corps, of a wreath upon the spot where he har brought the celebrated Pegoud to earth, bering this inscription: "To Pegoud, our enemy, who died like a hero. Signed, his adversaries."

In September, 1914, a German pilot established this precedent by dropping in the French lines a courteous notice to the effect that Lieutenant Fouret had been made prisoner at the camp of Chalons. Later on a German aviator dropped behind the French lines a letter from the pilot Senoque, who had been captured by the Germans. In May of this year when Thauron and Blancpain were brought down by the German artillery, a German aviator flew over the lines and dropped a paper giving the circumstances, and terminating with these words: "Thauron and Blancpain died the death of the brave. Military honors were accorded to them." When the well known artist Daniel de Losques was killed in an aerial combat during the return of his squadron from the attack upon Sarrebuck, one of the enemy's flotilla dropped a notice stating "De Losques and his pilot fought bravely. They are buried at Harburg near Blamont. Their papers will be sent back to France by way of Switzerland."

The present crisis in French aviation is said in some quarters to be a simple conflict of individual preferences on the part of leading officials of the service. It does not mean, they say, that the flying corps is not in shape to continue efficient work. The question is as to a further development and strengthening of the service, so as to do much better work.

OAK ST. FOLKS WANT BETTER CAR SERVICE

Petition Circulated Among Merchants and Residents Along Line.

Residents and business people in Oak street and vicinity are circulating a petition asking for better trolley service in that section. Cars formerly were operated in this section on a 10 minute headway. At that time the Oak street cars ran over the East Main street line. Now they are sent over the Seaview avenue line making a dead stop at each terminal of the run. The cars are now operated on a 15 minute headway, but for a few hours in the morning and in the early evening. General Manager C. H. Chapman of the Connecticut Co. said today the headway of seven and a half minute is maintained.

In the petition it is alleged that there is often a half hour headway in the running time of the cars, especially in wet or stormy weather made. It is alleged that one "Pay as you Enter" car is operated on the line and the other cars are the oldest in the company's service and very often without heat in the coldest weather.

Those who are circulating the petitoin are divided in opinion as to whether it should be sent the Connecticut Co., the common council or the public utilities commission. Manager Chapman of the Connecticut Co., said today that he had heard nothing of the petition.

He said he felt that under the present schedule cars were run as frequently as the traffic in that section warrants. He said, due to breaking down of the heating apparatus, cars were sometimes temporarily without heat on all lines. He said this was remedied as quickly as the crews of the cars reported the matter. He denied that the oldest cars are run over the Oak street-Seaview avenue line.

When asked what the Connecticut company intended to do about the resolution offered in the common council by Alderman Malcolm MacFayden requiring them to remove their tracks in Broad street, Manager Chapman said he had heard nothing about the resolution other than what he had read in the newspapers. The resolution has been referred to the streets and sidewalks committee of which Alderman MacFayden is chairman and will be favorably reported at the meeting of the council on February 28. Manager Chapman said he did not know what action his company would take if the resolution is adopted by the council.

James H. Corkran, veteran of the Mexican and Civil Wars, died at Denison, Ohio, aged 99.

Can't Find Dandruff

Every bit of dandruff disappears after one or two applications of Danderine rubbed well into the scalp with the finger tips. Get a 25-cent bottle of Danderine at any drug store and save your hair. After a few applications you can't find a particle of dandruff or any falling hair, and the scalp will never itch.—Adv.

EVEN CROSS, SICK CHILDREN LOVE SYRUP OF FIGS

If feverish, bilious, constipated, give fruit laxative at once.

Don't scold your fretful, peevish child. See if tongue is coated; this is a sure sign its little stomach, liver and bowels are clogged with sour waste.

When listless, pale, feverish, full of cold, breath bad, throat sore, doesn't eat, sleep or act naturally, has stomach-ache, indigestion, diarrhoea, give a teaspoonful of "California Syrup of Figs," and in a few hours all the foul waste, the sour bile and fermenting food passes out of the bowels and you have a well and playful child again. Children love this harmless "fruit laxative," and mothers can rest easy after giving it, because it never fails to make their little "insides" clean and sweet.

Keep it handy, Mother! A little given today saves a sick child tomorrow, but get the genuine. Ask your druggist for a 50-cent bottle of "California Syrup of Figs," which has directions for babies, children of all ages and for grown-ups plainly on the bottle. Remember there are counterfeits sold here, so surely look and see that yours is made by the "California Fig Syrup Company." Hand back with contempt any other fig syrup.—Adv.

DANIELS FAVORS ADMINISTRATION NAVAL PROGRAM

Says Policy For Continuing Upbuilding is Best Yet Presented.

MERCHANT MARINE NEEDS ARE URGED

Tells Chamber of Commerce That U. S. Needs Ships To Feed World.

Washington, Feb. 11—Secretary Daniels, of the navy, defended the administration naval increase program and advocated immediate building up of an adequate merchant marine in a speech here yesterday before a session of the chamber of commerce of the United States, devoted to discussion of national preparedness.

"We can no longer live unto ourselves," said Mr. Daniels. "On our farms we grow more than the republic can consume. We must feed much of the world. We have the right, also, to have a large share in clothing the world and supplying people in very clime with whatever is manufactured in our mills and factories. But how can we fill our larger mission? What avails teeming harvests and large production in factories without adequate and reasonable water transportation? The securing of an adequate merchant marine is a pressing problem and it is so tied up with the enlarging and strengthening of our navy that the two cannot be wisely separated.

"The naval program offered by the administration is a constructive, progressive one, and if built according to the continuous five year program—the first continuing program ever proposed by an administration—it will give us by the year 1921 thirty-three capital ships of the first line and twenty-five battleships of the second line, with ten armored cruisers, 108 destroyers, 175 submarines and smaller craft in proportion."

Mr. Daniels declared himself to be a disciple of Benjamin Franklin on the question of preparedness.

"This philosopher-statesman declared that 'there never was a good war not a bad peace,' but he did more to prepare for the impending revolution than any other man," he said.

"No man in the revolutionary period could be preferred before him in preparations for defense. His achievements for preparedness may well be studied by the people of this day and generation."

SIX ENTERTAINMENTS ON CHAUTAUQUA LIST

Six splendid entertainments and seven interesting lectures are included in the program for the seventh annual midwinter assembly of the Bridgeport Chautauqua to be held next week at the Casino in State street commencing Monday evening and closing Friday evening. Two concepts will be given by the Edna White Trumpet Quartette of New York, one the opening concert Monday evening. The quartette will be assisted by Miss Lucille Collette, violinist, Miss Myrta K. Gilkinson, soprano and reader, and Miss Florence McMillian, pianist. Other entertainments include the reading of "Samson and Delilah" and "The Helpmate" by Miss Maud Scheerer, assisted by a contralto solist and instrumental trio, and entertainment for the children by Miss Edna Kimball, and the closing concert by the Criterion quartette of New York.

Included among the lectures Dr. James S. Kirtley will tell of the problems of boyhood in "Over the Rockies to Manhood." Albert Leonard Squier will give two illustrated lectures "South America Today" and "South America Tomorrow," Rev. Wallace H. Finch, D. D. of Stamford will lecture upon "Scotland's Chiefest Ornament of Song," Rufus E. King upon "The Almighty Dollar" and "The New Age, or the Seven Wonders of the Modern World, Right Rev. William A. Quayle of Minneapolis will lecture upon "Shakespeare's Tragedy of Greatness." In all there are 13 hours of entertainment and instruction. A few excellent reserved seats for the course may still be obtained at a moderate cost.

RIGHT IN THE MIDST OF FEBRUARY SALES

At this season of the year bargains are being advertised of exceptional value by the Caesar Misch stores. In view of the situation of the difficulty in getting dyes probably for some time to come there will never be prices as low as are being asked now.

In a talk with the management of the Caesar Misch stores they stated that while in view of the existing conditions owing to the war that their prices seem foolish. Nevertheless they have decided to maintain their strict policy of never carrying goods from one season to another no matter what the demand. That is the reason that you will find the clearance so universal in this store as nothing is held back, but all men's, women's, children's and boys' apparel is marked at quickly moving prices.

In addition the spring of 1916 is making its first bow on Saturday as a few of the advanced styles in women's suits will be on exhibition and for sale.

That the Caesar Misch sales are not exclusive events is proved by the great crowds who have attended them and the willingness of the Caesar Misch stores to give cheerful credit to all who ask for it.

Britain has started enforcement of the conscription law. All eligible bachelors between the ages of 20 and 30 years were ordered to report for service beginning March 3.

To Cure a Cold in One Day

Take LAXATIVE BROMO QUININE Tablets Druggists refund money if it fails to cure. E. W. GROVE'S signature is on each box. 25c.

FORMER SWISS PRESIDENT AND LIBBY PRISON INMATE, NOW DIRECTS TELEGRAPH COMBINE

Heads System By Which Communication By Mechanical Means All Over the World is Regulated From Central Point—Learned English As Confederate Captive.

Berne, Switzerland, Feb. 11—Emil Frey, former president of Switzerland, is one of the notable men of the country, who, since retiring from the presidency, has become head of the international union by which the telegraph, cable and wireless systems of the world are regulated at this central point. But while Mr. Frey has risen to the highest office in his own country, he feels that he is about half American, for he was in the American Civil War from start to finish as a member of an Illinois regiment, was captured at Gettysburg and held as prisoner for 15 months at Richmond, met and knew such war figures as Grant, Sheridan, Lee and Longstreet, and ater on returned to Washington as Swiss minister, where he renewed the acquaintance with Sheridan and others made in war days.

When a friend remarked on the correctness of his English, he said:

"I took my lessons under rather novel conditions in Libby prison at Richmond. My prison companions could speak nothing but English so that after being with him for 15 months I had acquired a good knowledge of English."

Mr. Frey was held as a hostage against a Southern prisoner, Captain Gordon, held in the North under sentence of death, and as a result he also was under sentence of death until Gordon was released. When Gordon died later some of the Southern papers had the picture of Gordon and Frey as the two whose lives had been paired against each other. But few knew this Northern soldier, Frey, was the President of Switzerland.

The International Cable and Telegraph Union, which Mr. Frey directs, is one of those world-organizations administered here in Berne. It is rather strange that Switzerland, far from the sea and without any cable connections, should be chosen to direct the vast ramifications of the world's cables, to which has now been added the world's wireless systems, and all the telegraph of Europe and the Orient. But it is largely for the reason that Switzerland has no direct interest in these huge systems, and stands at one side as a neutral observer, that she is chosen to carry on this intricate service. Mr. Frey's offices occupy a large building, with an extensive personnel at work on cable and telegraph tariffs, the adjustment of disputes between countries over rates and procedure, the preparation of cable, telegraph and wireless maps and printed volumes embracing every point the world over that can be reached by any of the modern methods of quick transmission.

"This union is unique in one respect," said Mr. Frey, " as it is the first realization of the idea of a world-administration. Before it was created in 1865 the different nations had passed similar laws, and uniformity was secured by treaties and conventions under these laws. But the International Union actually realized a world- administration which is now carried on for nations all over the globe with the same regularity as any administration of a state or private organization."

The war has had a paralyzing effect on cable and telegraph transmission—greater in its restrictions and interruptions than anything in the history of electrical transmission. This affects chiefly the belligerent countries, all transmission between them being at a standstill, while the transmission between neutrals and belligerents, and between two neutrals, is very much restricted and subject to new and round-about routes.

The latest list of interruptions compiled by the International Union covers 16 closely printed folio pages—a first list of 12 pages and a supplement of four pages. Thirty complete interruptions of all communication between countries are recorded, while the rest of the list is made up of the numberless restrictions on cipher telegrams, admissible language, etc., each country having put out a mass of regulations as a measure of military emergency. For example, the first page of the list shows the following complete interruptions: All communication between Hungary and Russia, between Austria and Russia, between Belgium and Germany, between Berlin, Petrograd and Teheran, between France and Luxerbourg, between Austria and France between Austria and Montenegro between Hungary and Serbia between Bisnia-Hrezogovinia and Serbia between Turkey and Russia between Constantinople and Odessa between Constantinople and Tenedos between Italy and Austria, between Bulgaria and Serbia, between Rumania and Serbia, etc.

This is only one page, and each subsequent page gives its mass of interruptions, complete or partial. Austria has put out a great number of restrictions, and so has Turkey and Hungary. But Germany is the one country making no restrictions, apparently seeking to increase rather than restrict its communication. person sends a cablegram from Berne or Paris or Berlin, to Japan, he knows it will go through exactly the same process of delivery as a cablegram from Japan to Europe. This gives an assurance to the public in communicating to various remote points, besides the administrative control over the network of cable and telegraph wires stretching around the world. However the control is made automatic as far as possible. For instance, when a despatch is sent from Spain to Turkey it passes through many countries and over many lines, the first country taking out its portion, according to the Union's schedules, and passing the balance to the next country; and thus passing along continuing until the terminal portion is finally received by Turkey.

War interruptions of wireless is separately compiled, and makes four printed pages. Singularly the restrictions of the United States form the larger part of this, its restrictions being one-fourth of the whole, and greater than that of any of the belligerents.

But while war has thus paralyzed the cable and telegraph facilities, none of the fighting countries has withdrawn from the International Union; every one of them paid the last regular assessment; and the Union is continuing its work of carrying on this world inter-communication as far as possible under the limitations imposed by censorship and laws completely stopping communication.

Some idea of the tremendous growth of the cable and telegraph in peace times is given in the last list of stations published by the International Union, compared with their first list in 1868. The first list gave 10,750 as the total number of telegraph stations throughout the world; the last list gives the number as 175,000. The Union prepared the first list of cables in 1877, when there were 420 government-owned cables, 149 private-owned totalling 118,700 kilometers in length. The last cable list shows a four-old expansion, viz., 1692 government owned cables, 412 private-owned, in all 2,104 cable lines having a length of 469,973 kilometers, or about thirteen times around the world.

Just now it is the wireless which is making the most rapid strides, and Mr. Frey finds it difficult to keep up with the sweep of this new medium of communication to the remotest islands of the seas. Each government gets up a list of its own stations, but the Union consolidates the lists of all government, the American section, for instance, showing all army, navy and private wireless stations, all boats with wireless, including even the yachts of Vincent Astor and others with wireless equipment.

The telephone, which is also administered by the Union, shows how this civilizing process is being carried into uncivilized regions. For example, the Ivory coast in Africa has 82 telephone stations; Senegal 173, Dahomey 88, Gabou 77, Madagascar 369. And there is hardly a people in the world over so low in the scale of civilization as not to be in touch with the outer world in some of the many modern means of quick communication.

Mr. Frey has seen cable and telegraph rates go down as the extent of the systems has gone up. The rate from Berne to Berlin used to be 15 francs ($3 for twenty words; now it is 2 1-2 francs (50cents). The rate to Petrograd has fallen from 35 francs to 8 francs; to Bombay from 100 francs to 50 francs; and from Bere to New York from 540 francs ($108) for 20 words in 1885, to about 30 francs ($6) today.

One of the chief ends of the bureau is in establishing absolute uniformity of cable and telegraph service throughout most of the world, with the exception of the telegraph in the United States, where private control and diffrence in rates to various states has made uniformity impossible. But in most civilized countries the same identical system prevails, so that if a person sends a cablegram from Berne or Paris or Berlin, to Japan, he knows it will go through exactly the same process of delivery as a cablegram from Japan to Europe. This gives an assurance to the public in communicating to various remote points, besides the administrative control over the network of cable and telegraph wires stretching around the world. However the control is made automatic as far as possible. For instance, when a despatch is sent from Spain to Turkey it passes through many countries and over many lines, the first country taking out its portion, according to the Union's schedules, and passing the balance to the next country; and thus passing along continuing until the terminal portion is finally received by Turkey.

The Skipper of The "Sunbeam"

Lord Brassey, the famous British yachtsman who, in spite of his advanced years, offered his services to the government at the outbreak of the war and was given the task of transporting wounded men from France to England, was born eighty years ago today, Feb. 11,1836. The venerable peer, who was created a baron thirty years ago, has visited nearly every port of the world in his famous yacht Sunbeam, which was transformed into a hospital ship and placed under the command of Lord Brassey early in the conflict. The Sunbeam's wanderings over ocean and river pathways probably constitute a record, the distance traversed being over 400,000 nautical miles. During her career she has visited many places far from the usual coures of private yachts. Lord Brassey has paid many visits to the Americas, and some years ago spent some time in Canada studying immigration problems. Lord Brassey became a master mariner in1872, receiving his master's certificate after undergoing the regular Board of Trade examination. He was educated at Oxford, and began his public career as a member of the House of Commons more than half a ce[illegible] was civil Lord of the [illegible] Secretary to the Admi[illegible] and was the founder [illegible] of the Naval Annua[illegible] war Lord Brassey was one of the most ardent workers for an Anglo-German entente, and a personal friend of the Kaiser. A few weeks before hostilities commenced he was arrested as a spy by the Germans for sailing in "verboten" waters, but was speedily released, and due apologies extended.

CALIFORNIAN GETS POST

Washington, Feb. 11—Alexander T. Vogelsanz of San Francisco was nominated by President Wilson yesterday as solicitor of the department of the interior, succeeding Preston C. West of Oklahoma.

Dr. Anton Van Gijn was appointed Minister of Finance for Holland.

CHEERFUL CREDIT — Caesar Misch Stores — CHEERFUL CREDIT
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Time is getting short and values are correspondingly greater. Don't put if off until it is too late, but come NOW for these wonderful Cheerful Credit bargains. Every department crowded with wearing apparel you want priced so low that you save money by buying.

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Entire balance of our wonderful assortment of beautiful, up-to-date models. Were priced from $15 to $42.50 in three great assortments.
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Styles that will be serviceable for many days to come. Were $8 to $27.50 divided into three great value giving lots.
$3.69 $8.95 $12.95

UNLOADING FURS At Sensational Price Cuts

Fur Coats
$35 to $75 Russian Pony Skin Coats .....$19.95 to $39.50
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$100 Hudson Seal Coats...$67.95

Fur Sets
$22.50 Black French Coney Sets $12.85
$30 Black Fox Sets.....$18.65
$15 White Iceland Fox Sets $8.85
$8 Black Martin Muffs $3.79

ALL OTHER FURS REDUCED 33 1-3% TO 50%

Unloading Girls' and Children's Clothing
$3.50 to $10 Coats $1.49, $3.85, $5.65
Dresses 89c, $1.98, $2.98
$2 Hats 29c

Unloading Women's Silk Dresses
in taffeta, full skirts, new colors, also poplins. Were $16.75 ..... $7.85

ADVANCE SHOWING
Come and see the new styles in spring suits for women and misses'—quite a few are here.

Unloading Men's and Young Men's SUITS and OVERCOATS
This is a genuine clearance. Suits and overcoats in our own stock at genuine mark down prices. No job lots or undesirables are here. That we guarantee. Values $12.50 to $30 divided into five great lots.
$6.50 $11.45 $13.65 $16.45 $19.65

A Women's Bargain List—Read Every Item
Women's and Misses' Sweaters. Were $1 to $10 .....69c, $1.95, $4.95
Women's Trimmed Hats. Were priced up to $6.98.....$1.00
Women's and Misses' Skirts. Corduroy and all-wool serge. Were $3.50 .....$1.95
Women's and Misses' Pussy Willow Silk Waists. New colors. Were $3.50 .....$1.79
Women's and Misses' Silk Petticoats. Taffeta, new colors. Were $3.50 .....$1.95
Women's and Misses' Corsets—P. N. Models. Were $1..69c
Women's Bath Robes Were $3 ..... $1.59
Women's Silk Hose. Were 25c 17c

Unloading Men's Furnishings
$1 and $1.50 Shirts. New negligee models, stiff cuffs....67c
Men's 50c Underwear.....39c
Men's $1.50 Flannel Shirts..89c
Men's 75c Flannel Shirts...44c
Men's 59c Work Gloves.....43c
Men's 10c Hose 7c
Men's Silk Neckwear. Was 25c to 75c.....19c, 29c, 44c

Unloading Boys' Clothing
Suits and Overcoats. Was $3.50 to $10.....$1.95, $3.95, $5.95
$6 to $9.50 Mackinaws .....$3.95 to $4.95
75c Knee Pants 39c
50c Caps 29c
75c Shirts and Blouses.....39c
50c Underwear 37c
75c Gray Sweaters 33c

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