

**FOR SALE**

FOR SALE—Several tons of this year's hay at barn on Moore farm, Vito Plantieri, North Bennington, R. F. D. No. 1. 645\*

FOR SALE—The Amos Aldrich homestead at Woodford Hollow. Suitable for residence or summer camp. Running water in house. Apply to George Aldrich or George A. Mathers, administrators. 645\*

FOR SALE—One 1915 Ford Touring car equipped with shock absorbers, robe rail, and other extras. Bennington Garage, E. W. Williams. 624\*

FOR SALE—30 horses. We arrived August 5th with 30 head, all kinds from a 800 pound to 1700 drafts. Several pair and some nice mares. All show work, not fat and ready to work. You will find a good assortment here every time. All horses warranted as represented. Gilford & Wood Horse Co., F. J. Wood Prop., Shelburne Falls, Mass. 57112

FOR SALE—Building lots on Scott and Safford Sts. Double house, 201 Scott St., House 318 Pleasant St. Inquire of Henry D. Fillmore, Homer H. Webster, executors. Estate of Olin Scott, Bennington, Vt. 36425

FOR SALE—Farm of 20 acres, all tillable good land, suitable for market gardens and small fruit located less than one mile from North Bennington on main road, good 9 room house, 3 good barns. Price \$1800. Nash & Hutchins. 611\*

FOR SALE—A carriage in good condition with extra heavy wheels. Inquire at 128 Scott street. 621\*

FORD FOR SALE—Owing to complete loss of health, wish to dispose of my 1913 Ford Touring car. It is in excellent condition, recently varnished and over-hauled. Fitted with \$22 Atwater-Kent Ignition System and electric lights. Licensed for 1916 and fitted with about \$75 worth of extras, most of which have never been on car. First reasonable offer takes it or would accept a young, sound driving horse in part payment. W. C. Stanley, Arlington, Vermont.

FOR SALE—1 nine h. p. Fords gas engine. In good condition, also 1 six h. p. Badger engine, new. Apply W. J. Hicks, Bennington. Tel. 431 M. 131\*

FOR SALE—Arthur W. Rockwood offers for sale 25 building lots located on Gage street extension near all the upstreet mills and trolley cars and all modern improvements; price and terms are reasonable; 12 lots 60x140 each at Allen Dale Park. Price from \$75 to \$150 per lot, terms easy or long time lease with only one year's interest in advance, 25 lots located at Fairview Park, lots 60x120 each. Price \$50 to \$100 each. Easy payments or long time lease. Nash & Hutchins. 531\*

FOR SALE—Standing grass on 13 acres of fine meadow land. This grass will make hay of first quality and is exceptionally easy to get off. Mrs. Mary C. Fillmore, R. F. D. 3. 364\*

FOR SALE—Modern house, 8 rooms, modern plumbing, bath and toilet, barn, hen house and store house, lot 60x120—all in splendid repair, good location. Quick sale price \$2500. Nash & Hutchins. 511\*

FOR SALE—Two seated buggy cost \$350 and is in good condition. Will sell cheap, also set of light harness. Apply to John Laflamme, 201 South St. 264\*

FOR SALE—One 1916 Ford Runabout body, top and windshield and one touring car body, top and windshield. Bennington Garage, E. W. Williams. 621\*

FOR SALE—License place on trolley line from Bennington to Hoosick Falls, 2 miles from North Bennington. Doing \$35.00 business a day. Inquire of E. A. Hathaway, Chicken Coop Inn. 211\*

**TO RENT**

TO RENT—A furnished room. Apply to 128 Scott street. 651\*

TO RENT—A desirable store from September 1st for particulars apply to Charles N. Powers. 646\*

TO RENT—Three furnished rooms suitable for light housekeeping. Inquire 45 West Main street. 6316\*

FOR RENT—From Sept. 5 cottage on ocean front, all modern improvements. Apply Mrs. H. M. Ritchie, Hunkerock Beach, Mass. 6316

TO RENT—Stores, offices, tenements, shops, stables, individual garage, individual storage lockers, furnished apartments and rooms all centrally located. Geo. M. Hawks, 438 Main St. 721\*

TO RENT—Room formerly occupied by Christian Science church, corner Park and Scott Sts. Suitable for light manufacturing, club or society room. Apply at Cooper's Machine Works. 331\*

**Monumental Work**

I have received direct from the manufacturers and all ready to be lettered, one 4 ton and 2 smaller granite monuments, also granite and marble grave markers and corner posts. Will put inscriptions on work you may have already erected in the cemetery, call and see work. Also for sale 6 grave lot in the Center cemetery. Address Lock Box 424, Phone No. 295.

**E. E. Estabrook**  
Manufacturer's Agent  
Shop on Grandview St.  
Corner of South

**A Question of Beauty**  
is always a question of complexion. With a perfect complexion you overcome nature's deficiencies.

**Gouraud's Oriental Cream**  
restores to the skin a clear, refined, healthy white appearance—the perfect beauty. Healing and refreshing—Non-greasy.

Small 10c. for trial size.  
FRED T. HOPKINS & CO., 27 Great Jones St., New York

**AUTO SERVICE**  
WITH CHEVROLET CAR  
Will go anywhere at any time day or night  
Telephone 327-M. Charles A. Becke

**DR. ROLLIN D. JENNEY**  
**DENTIST**  
Gas and Oxygen given  
Manchester Mondays. Phone 277-W

**NEW TAXI SERVICE**  
Day or night calls.  
MAXWELL TOURING CAR  
Tel. No. 12  
**JOSEPH PERROTT**

**WET WASH LAUNDRY**  
**WET WASH 50c**  
**EDW. F. RILEY, PROP.**  
Tel. 151-M - 201 Safford Street

**DANGEROUS TO DIRT**  
We are ready to do all kinds of housecleaning, window washing, etc., on short notice.  
Save your strength and let us get the blisters.  
Telephone us and we will come and carry off your dirt.  
**BURGHART & MEAD**  
122 Putnam St.  
Telephone 271-M

**SOMETHING ELECTRICAL FOR ALL**  
Is just what you will find in our superb showing of things electrical. You would be surprised to view many of the little articles in everyday use, that can be attached to the current.

**ELECTRICITY SAVES TIME**  
In every one of these specialties, and decreases the cost. It's time you considered purchasing. Perhaps an iron, heater, drop light, or chafing dish is what you need—at any rate, come to our store and look around.

**NICHOLS & WARREN**  
**ELECTRICAL SHOP**

**LOST**  
LOST—An old fashioned gold brooch with cross in center, between Gage street and opera house. Finder please leave at Banner Office and get reward. 646\*

LOST—On August 14 a black pocket book containing checks. Owner's name on book. Reward given. Finder please call 96 Bennington telephone. 611\*

**WANTED**  
WANTED—Winchester Rifle 1894 model in good condition. Ira Adams, North Bennington, Vt. 644\*

WANTED—I want to hire a house to occupy Sept. 1. Would be willing to take one in the outskirts of the village. S. Jensen, Care C. W. Peterson, Main St. 6416\*

WANTED—Man for hoeing, cutting corn, etc. George E. Davis, near Haynes Corners. Tel. 221-3. 641\*

WANTED—Young man to work in kitchen. Must furnish good references. Apply Soldiers' home. 631\*

WANTED—Woman to do kitchen work in restaurant during day also young man waiter for evening work. Apply LaFortune's restaurant. 481\*

WANTED—Woman. Apply at the Soldiers' Home. 401\*

WANTED—Pupil Nurse, male and female, wanted at the Taunton State Hospital Training School for Nurses. For particulars, address Dr. Arthur V. Goss, Supt., Taunton State Hospital, Taunton, Mass. 641\*

TEACHERS WANTED—High school and grade positions; rural schools. Apply Hathaway Teachers' Agency, Bennington, Vt., phone 226-W. 651\*

**POWNA CENTER**  
Mrs. F. R. Brown of North Adams spent Saturday with her mother, Mrs. E. E. Towselee.

Miss Edith Sibley of Bennington spent Friday afternoon with Miss Jane Holt of Carpenter Hill.

Mrs. Ida Douglas, Mr. and Mrs. Harry Breese and little daughter Isabel of Bennington called upon relatives here Sunday.

A reunion of the Peckham family in the nature of a clam bake was held Friday evening in Peckham's grove.

Ernest Murray, who has been employed for the past few months in Pittsfield, has resigned his position and expects to start Wednesday for Detroit where he will enter the Ford automobile factory.

Mr. and Mrs. John Burke of Stamford were guests of Mr. and Mrs. Colonel Sweet Sunday.

**ARLINGTON**  
The Arlington Board of Trade will hold a public meeting in the Town hall, Tuesday evening, August 22, 1916, at 8 o'clock. Harry H. Sharpe of the Bennington County National bank, a gentleman well versed in banking affairs, will outline the best method for Arlington to secure a bank that will meet the requirements of this growing township. This being a public meeting, an invitation is extended to every person to attend, that should be interested in such a movement, regardless if they are members of the Board of Trade or not.

**NOT AN ISOLATED CASE**  
Many Similar Cases in Bennington and Vicinity.  
This Bennington man's story given here is not an isolated case by any means; week after week, year after year, our neighbors are telling similar good news.

James P. Toomey, South and Elm Sts., Bennington, says: "I have never had any serious case of kidney trouble but for some time I was bothered by dull pains across my back. My work aggravated the trouble. I had seen Dean's Kidney Pills so highly recommended by Bennington citizens that I sent to Cole's Drug Store and got a box. They helped me from the start and soon drove the pains from my back and made me feel better and stronger."

AFTER A LAPSE OF FIVE YEARS, Mr. Toomey said: "It is a pleasure for me to once again endorse Dean's Kidney Pills. They did me so much good that kidney trouble and I are now strangers."

Price 50c. at all dealers. Don't simply ask for a kidney remedy—get Dean's Kidney Pills—the same that Mr. Toomey has twice publicly recommended. Foster-Milburn Co., Props., Buffalo, N. Y.

**J. R. Wilson, M.D.**  
PRACTICE LIMITED TO  
**Eye, Ear, Nose and Throat**  
GRADUATE OF  
NEW YORK POST GRADUATE  
UNIVERSITY OF VIENNA  
VIENNA POLYCLINIC  
OFFICE HOURS  
10:30 to 12:00; 1:30 to 4:30; 6:30 to 8:00  
SUNDAYS BY APPOINTMENT  
TELEPHONE - 392  
201 Union Street Bennington

**Home Again**  
—and—  
**Ready for Business**  
To those who have waited for me to have their eyes fitted, and to all others in need of glasses, repairs, etc. I will say that I am ready with the best facilities, a clear head, and guarantee to give the LATEST first-class, up-to-date service, obtainable anywhere.

**DeWitt E. Lewis**  
O. D., O.P.H. B.  
Next to Y. M. C. A.

**Our Optical Work**  
—IS THE—  
**Standard of Excellence**  
It is in accordance with the best accepted scientific methods.

**J. E. MATTISON**  
603 Main St.  
Next Baptist Church  
Phone 457-M

**THE STANDARD OF EXCELLENCE**  
Illustration of a person in a military-style uniform with a hat and medals.

**GEMANY'S PRISON CAMP**  
English Captives Confined at Limburg-on-the-Lahn  
Four Limburgs dot the map of Europe," says a war geography bulletin issued by the National Geographic society of Washington, D. C., but the probable location of the German camp for English prisoners, where the execution stir in diplomatic circles recently, is of two Irish soldiers created a great Limburg-on-the-Lahn. The other Limburgs are: the smallest of the nine provinces of Belgium; the smallest province of Holland; and Limburg-on-the-Lenne, also called Hohenlimburg. Of course, there should be no confusion of these places with the Gallician city which is spelled Lemburg.

"Limburg-on-the-Lahn is one of the oldest towns of Germany. It is situated in the principality of Hesse-Nassau and is 32 miles east of the important Rhenish city of Coblenz. As a prison camp it has the advantage of being comparatively near the battle fronts of France and Belgium, yet sufficiently far removed to be out of the danger zone of possible raid and rescue. It is at least 150 miles in an air-line northeast of Verdun, the nearest important point of conflict at the present time, and lies 100 miles directly east of Malmédy, a town on the German-Belgium frontier. Germany's great cathedral city, Cologne, is 65 miles in an air-line to the northeast.

"At the outbreak of the war Limburg was a town of slightly less than 10,000 inhabitants, and its chief interests were tobacco factories, soap and pottery works, machine shops and breweries. To the east along the Lahn extends the Limburg Basin, for three or four miles, and it is probably in this plain that the English prisoners are confined.

"One of the exasperating features of being a prisoner in Limburg must be the recollection to many of the English unfortunates that at this very season of the year in peace times they were wont to flock to the famous baths of Ems, just 20 miles down the river. Ems was accustomed to entertaining 12,000 visitors during July and August, and the sufferers from pulmonary troubles gathered there from all parts of Europe and the British Isles.

"Another interesting town in the vicinity of Limburg is Nassau, 17 miles to the west. It was here that the great German statesman, Baron Stein, was born and spent his youth. Stein was largely instrumental in saving Prussia after Napoleon had imposed the drastic terms of the treaty of Tilsit, for although he had only a short time before been dismissed by his sovereign as a refractory, insolent, obstinate and disobedient official, when the critical moment arrived the baron was the pre-eminently strong figure to whom Frederick William could turn.

"During the middle ages Limburg belonged to the counts of Langau, but early in the 15th century this line became extinct and the city passed under the jurisdiction of the Electors of Treves, who governed the city for nearly 400 years.

"The most interesting building in Limburg is the famous seven-towered cathedral, whose history dates back to 909. It was founded by the powerful Salk Count of Niederlahngau, Conrad Kurzbold, the remains of whose castle adjoins the church. The present structure was erected in 1213-42, and was restored during the last quarter of the 19th century.

"One of the most famous bridges in Germany is the one which spans the Lahn here. It was built in 1315 and stands as a remarkable monument to the engineering skill of six centuries ago. A few miles up the river, perched on a rocky eminence is another ancient structure, the famous old church of Dietkirchen, built in 801.

"Limburg is esteemed in the history of Austria as the place where Archduke Charles defeated the French under Jourdan in 1796.

"One of the most highly prized possessions of this city is the famous Limburg Chronicle, or Fests Limpurenses, a source for the history of Rhineland during the 14th century and especially valuable on account of the light it throws on the German manners and customs of that period and for its preservation of old German folk-songs.

"It is a common error to think of this city of Limburg as the place made notorious by a certain brand of odoriferous cheese, but the dairy product the subject of many jests, originated in the province of Lattich, Belgium, in the neighborhood of Herve and was first marketed in Limburg, Belgium. Its manufacture has spread through Germany and Austria and large quantities of it are made now in New York and Wisconsin."

**The Proof of the Pudding is in the Eating.**  
What the sick want is to get well. They do not care whether they are cured by the most scientific physician or the most unlearned neighbor—they don't care how they are cured, if only they get well.

For forty years women suffering from female ills have been taking Lydia E. Pinkham's Vegetable Compound and have been getting well; and because they have got well, that great medicine continues to have a sale equalled by that of few proprietary preparations.

**Safeguard Your Child**  
If your child is pale, dull, at times flushed, irritable and fretful you should attend to this condition at once as the chances are your little one is suffering from worms. Kickapoo Worm Killer is what you should get. This well known remedy in lozenge form is pleasant to take and expels the worms at once, the cause of your child's suffering. Only 25c., at all druggists.

**AVIATION ILLNESS.**  
**Facular Distress That Comes to Many Aerial Navigators.**  
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They Should Also Be Young, Resolute and Cool Headed, With Sight and Hearing and Nervous and Vascular Systems Perfectly Sound.

Those who are up into the air in flying machines as well as those who go down to the sea in ships are troubled by peculiar and unpleasant physiological disturbances which may at times be of grave moment. This is especially true of aeroplane pilots or passengers and to less degree of those who ascend in balloons or dirigibles. The tremendous importance of aviation in war lends this subject peculiar interest, and Larousse Mensiel (Paris) devotes a special article to the topic. The author, Dr. Laumonier, states that the symptoms vary according to the period of ascent, of descent and of landing.

In ascending an acceleration of the respiration and pulse are frequently noted at from 1,200 to 1,500 meters altitude, accompanied by a slight headache located in forehead and temples and by indefinite discomfort without vomiting or nausea. At 1,800 meters there is a diminution in the keenness of hearing; at times there are hallucinations and finally an "asthenic" condition which prevents the muscles from obeying the will with adequate rapidity.

On descending the palpitations of the heart become violent and are accompanied by a sensation of anguish, the headache is intense, the aviator has an increasing sensation of heat of the skin, especially of the face, and a desire to sleep, which is sometimes so strong that the eyes involuntarily close as he approaches the earth, in spite of imminent peril.

Strange to say, on landing these troubles are augmented. Besides the headache and the somnolence, hyperemia of the conjunctive (conjunctives) is observed, with cynosia of the extremities, acceleration of the pulse and constant increase of arterial pressure. The aviator often falls asleep as soon as he lands, and this sleep is troubled and nonrefreshing, while the headache may persist for many hours or even several days.

The ascent symptoms recall those of "mountain sickness," but are produced at a less altitude, because of the nervous tension, the cold and above all the relative rapidity of ascension. What distinguishes aviators' sickness from mountain sickness is that the symptoms persist during descent and are aggravated after landing. There are besides vasomotor reactions with hypertension which are peculiar to this malady and give it, according to Crochet and Moutnier, a sort of neuro-graphic autonomy. However, these troubles are not felt with the same intensity by all aviators. Some find they diminish with experience, as in the case of seasickness. It appears to be true that their intensity depends principally on the rapidity of the descent.

The causes to which are ascribed these symptoms include cold and physical nervous and moral fatigue. While cold may provoke the imperious need of sleep, it cannot be the sole cause, since the somnolence increases on descending into warmer air and after landing. Analogous objections are made to fatigue as a cause.

The most important of the determining causes, according to the authorities quoted above, is speed, not horizontal, but vertical speed, which causes rapid decompression and recompression in ascending and descending. At Pau Legagneux ascended to 3,200 meters in twenty-eight minutes, whereas it would have taken an Alpinist eleven hours to ascend the same distance on foot. At Varenne-sur-Allier Vedrines descended in three minutes from a height of 3,000 meters. The difference of gaseous tension is too great for the organism to regain its equilibrium in so short a time.

Since these symptoms are not morbid they disappear naturally in a few hours or at most a few days, their cessation being favored by rest, sleep and moderate warmth. Nevertheless they are of grave importance because of the dangers to which they expose aviators.

Hence it is highly advisable that fliers should be young, robust, resolute and cool headed men, with sight, hearing, nervous and vascular systems perfectly sound. And there should be rigorous elimination of candidates who have a tendency to heart trouble, epilepsy, tuberculosis, hardening of arteries, nervous troubles, etc. They should have methodical and progressive training, a diet nourishing, but not bulky, and as little fermentable as possible. They must abstain from alcohol and not abuse tea or coffee.

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**Where the Blame Lay.**  
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**Public Opinion Indorses**  
this family remedy by making its sale larger than that of any other medicine in the world. The experience of generations has proved its great value in the treatment of indigestion, biliousness, headache and constipation.

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The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of *Chas. H. Fletcher* and has been made under his personal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but Experiments that trifle with and endanger the health of Infants and Children—Experience against Experiment.

**What is CASTORIA**  
Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It destroys Worms and allays Feverishness. For more than thirty years it has been in constant use for the relief of Constipation, Flatulency, Wind Colic, all Teething Troubles and Diarrhoea. It regulates the Stomach and Bowels, assimilates the Food, giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.

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Bears the Signature of  
*Chas. H. Fletcher*  
**In Use For Over 30 Years**  
The Kind You Have Always Bought  
THE CENTAUR COMPANY, NEW YORK CITY.

**Electric Wiring**  
All kinds of wiring, contracting, re-pairs—either old or new work—REASONABLE PRICES—  
**MAURICE E RUDD.**  
EL442-M 111 GRAND VIEW

**\$25000.00 For the Week.**  
Rutland Fair, September 4, 5, 6, 7, 8, offers \$25,000 for racing, premiums and free attractions. Monday, first day \$600 for two horse races; \$250 for running horse race; \$500 for horse race; \$100 for hub to hub race. \$2500 vaudeville every day.

**New Fall Hats**  
It is a real treat to see the splendid new stock of men's Stiff and Soft Hats now ready for your inspection.

There is a hat for every face and in a very large variety to select from at prices bound to please.

**Stiff and Soft Hats**  
\$2.00, \$3.00, \$4.00 and \$5.00  
**C. H. CUTTING & CO.**  
North Adams Since 1870

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I have received direct from the manufacturers and all ready to be lettered, one 4 ton and 2 smaller granite monuments, also granite and marble grave markers and corner posts. Will put inscriptions on work you may have already erected in the cemetery, call and see work. Also for sale 6 grave lot in the Center cemetery. Address Lock Box 424, Phone No. 295.

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**Home Again**  
—and—  
**Ready for Business**  
To those who have waited for me to have their eyes fitted, and to all others in need of glasses, repairs, etc. I will say that I am ready with the best facilities, a clear head, and guarantee to give the LATEST first-class, up-to-date service, obtainable anywhere.

**DeWitt E. Lewis**  
O. D., O.P.H. B.  
Next to Y. M. C. A.

**Our Optical Work**  
—IS THE—  
**Standard of Excellence**  
It is in accordance with the best accepted scientific methods.

**J. E. MATTISON**  
603 Main St.  
Next Baptist Church  
Phone 457-M

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Illustration of a person in a military-style uniform with a hat and medals.

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**MAURICE E RUDD.**  
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**THE STANDARD OF EXCELLENCE**  
Illustration of a person in a military-style uniform with a hat and medals.

**AVIATION ILLNESS.**  
**Facular Distress That Comes to Many Aerial Navigators.**  
**FLIERS SHOULD BE ROBUST.**  
They Should Also Be Young, Resolute and Cool Headed, With Sight and Hearing and Nervous and Vascular Systems Perfectly Sound.

Those who are up into the air in flying machines as well as those who go down to the sea in ships are troubled by peculiar and unpleasant physiological disturbances which may at times be of grave moment. This is especially true of aeroplane pilots or passengers and to less degree of those who ascend in balloons or dirigibles. The tremendous importance of aviation in war lends this subject peculiar interest, and Larousse Mensiel (Paris) devotes a special article to the topic. The author, Dr. Laumonier, states that the symptoms vary according to the period of ascent, of descent and of landing.

In ascending an acceleration of the respiration and pulse are frequently noted at from 1,200 to 1,500 meters altitude, accompanied by a slight headache located in forehead and temples and by indefinite discomfort without vomiting or nausea. At 1,800 meters there is a diminution in the keenness of hearing; at times there are hallucinations and finally an "asthenic" condition which prevents the muscles from obeying the will with adequate rapidity.

On descending the palpitations of the heart become violent and are accompanied by a sensation of anguish, the headache is intense, the aviator has an increasing sensation of heat of the skin, especially of the face, and a desire to sleep, which is sometimes so strong that the eyes involuntarily close as he approaches the earth, in spite of imminent peril.

Strange to say, on landing these troubles are augmented. Besides the headache and the somnolence, hyperemia of the conjunctive (conjunctives) is observed, with cynosia of the extremities, acceleration of the pulse and constant increase of arterial pressure. The aviator often falls asleep as soon as he lands, and this sleep is troubled and nonrefreshing, while the headache may persist for many hours or even several days.

The ascent symptoms recall those of "mountain sickness," but are produced at a less altitude, because of the nervous tension, the cold and above all the relative rapidity of ascension. What distinguishes aviators' sickness from mountain sickness is that the symptoms persist during descent and are aggravated after landing. There are besides vasomotor reactions with hypertension which are peculiar to this malady and give it, according to Crochet and Moutnier, a sort of neuro-graphic autonomy. However, these troubles are not felt with the same intensity by all aviators. Some find they diminish with experience, as in the case of seasickness. It appears to be true that their intensity depends principally on the rapidity of the descent.

The causes to which are ascribed these symptoms include cold and physical nervous and moral fatigue. While cold may provoke the imperious need of sleep, it cannot be the sole cause, since the somnolence increases on descending into warmer air and after landing. Analogous objections are made to fatigue as a cause.

The most important of the determining causes, according to the authorities quoted above, is speed, not horizontal, but vertical speed, which causes rapid decompression and recompression in ascending and descending. At Pau Legagneux ascended to 3,200 meters in twenty-eight minutes, whereas it would have taken an Alpinist eleven hours to ascend the same distance on foot. At Varenne-sur-Allier Vedrines descended in three minutes from a height of 3,000 meters. The difference of gaseous tension is too great for the organism to regain its equilibrium in so short a time.

Since these symptoms are not morbid they disappear naturally in a few hours or at most a few days, their cessation being favored by rest, sleep and moderate warmth. Nevertheless they are of grave importance because of the dangers to which they expose aviators.

Hence it is highly advisable that fliers should be young, robust, resolute and cool headed men, with sight, hearing, nervous and vascular systems perfectly sound. And there should be rigorous elimination of candidates who have a tendency to heart trouble, epilepsy, tuberculosis, hardening of arteries, nervous troubles, etc. They should have methodical and progressive training, a diet nourishing, but not bulky, and as little fermentable as possible. They must abstain from alcohol and not abuse tea or coffee.

The clothing must be very warm, but not heavy enough to restrict movement. The wearing of goggles, putting cotton in the nostrils and greasing face and hands will be sufficient protection against cold. Finally they are advised to mount as slowly as possible and to descend even more slowly.

**Where the Blame Lay.**  
The Duke de Montausier, precursor to the dauphin, son of Louis XIV., being told by the King that he had pardoned a man who had killed nineteen persons after having been pard