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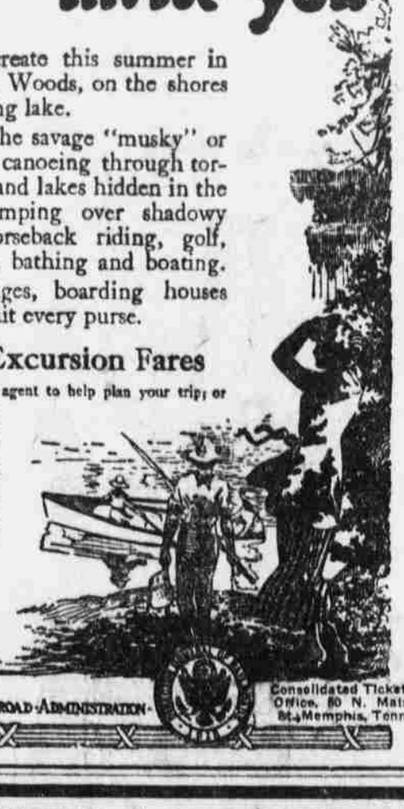

Summer Excursion Fares

Ask the local ticket agent to help plan your trip; or apply to nearest Consolidated Ticket Office; or address Travel Bureau, U. S. Railroad Administration, 646 Transportation Bldg., Chicago; 143 Liberty Street, New York; 602 Healey Bldg., Atlanta Ga.

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Industrial Bank & Trust Company

28 North Second Street.

MUST REORGANIZE U. S. AIR SERVICE HIGH OFFICERS SAY

(Continued From First Page.)

army. These men have to be resigned and trained."

"We were getting a good air service developed during the war," said Senator Thomas, of Colorado.

Better Planes Needed.

"The material is being saved," explained Gen. Mitchell. "The only thing we have in this country in the way of airplanes is the De Havland plane with the Liberty motor. Now for work in this country and in Mexico we can use it until we get something better."

"Is it desirable to get something better?"

"Yes, sir, just as soon as we can get it."

"Now other branches of the army," insisted Senator Wadsworth, "have managed to survive the process of demobilization such as the infantry regiments, artillery regiments, cavalry regiments—why could you not have managed the same way with the airplane squadrons?"

"In the first place, Senator," replied Gen. Mitchell, "when you bring them back to the United States—"

"We have no organization then?" interrupted Senator New.

"The necessities for demobilization" was the answer, "were so great that the men had to be gotten rid of, that is to say, the personnel, before new ones were organized. That is the only way we can account for it. This question came up before I came back, but every effort is now being made to get the personnel and organize them according to the project which has been submitted."

"What would you do," asked Senator Wadsworth, "if you get an order to put a squadron in the service?"

"If it was for the Mexican service we would go to the school that are down in that neighborhood and take anything we could get—it would be something similar to what the squadron was that was sent there before."

Aviators Scattered.

"Do you mean to say we have not so far as possessing means of fighting in the air—that that is all we could do?"

"The personnel which has been trained as a result of this war is largely scattered throughout the country. We have a wonderful basis of personnel returning from Europe but they had to go home—the great majority of them would not stay in the service because it looked like a hopeless future for them, as very little encouragement for an air service of any importance in the near future was held out."

Gen. Mitchell discussed in a very interesting way incidentally the use of airplanes to protect the United States against attack by hostile warships.

"I have been investigating the work along the coast from the standpoint of coast defense. We can organize aviation to be used against an attacking navy in combination with our land defenses so that their chance of either demolishing our forts preceding effort to land forces will be practically out of the question. They can not conceal themselves, are very easy to attack, and of course comparatively slow of speed. Take, for instance, the areas which have to be defended on the east coast—the Boston area, the New York area, Delaware area and Chesapeake bay area. We can concentrate aircraft in any one of these localities from any place on the Atlantic seaboard in this area in 30 hours, if we have an organization fit for service."

Combine Air Forces.

"I believe today if you equip an air service adequately and combine it with your land forces, in case of an attack against the coast by a hostile navy convoying an army or a navy alone, that you will get more out of it from the air service than you will from anything else in proportion to the financial and personnel ivestment made. They can not get away from you. With any kind of visibility you can see them for miles. I believe that even in a heavy fog, with a dirigible and everything quiet on the dirigible you can hear them. You can always manage a dirigible in any kind of weather outside of a hurricane. Your directional wireless locates you every time. The combination of heavier-than-air craft and lighter-than-air craft working together tactically is a very difficult thing to get around."

Gen. Mitchell pointed out that, while some excellent equipment was available, it was scattered in all parts of the United States.

"In France," he declared, "you can send in an automobile and get things from one end of the country to another, but in a country as large as this they should be concentrated at convenient points, but with hundreds of miles separating the stations, it is almost impossible to keep any lines. This country during the war was used to send things to Europe, where they were brought together or organized into units for use. They sent machine shop trucks from one place, guns from another, airplanes from another, motors from another. Now we must get all these things under one division. In other words, we should aim to get tactical units, whereas we have instruction units."

"What are you going to do with all those De Havilands?" asked Senator Sutherland, of West Virginia.

"I think," replied Gen. Mitchell, "they can be used for school purposes and the purposes along the Mexican border."

"If they are dangerous, should they be used?"

System Badly Needed.

"The principal trouble was a service plane in Europe. The Liberty motor is a good motor at a low altitude, but the plane was especially bad on account of its gas tank not being protected from fire caused by bullets and the fact that the pilot and observer are too far apart. For those reasons it was not a good ship. It was not a good day bombardment ship nor a good observation plane. It was an old type, and none of us liked it."

"Well, did you send any over the front at all?" asked Senator Thomas, of Colorado.

"Yes, we had 11 squadrons the day the armistice was signed. We worked with them all the time."

"You had 11 squadrons?"

"Yes, we had 196 ships in those 11 squadrons on the day of the armistice."

"What was the biggest aerial concentration in any operation of the war?"

"The largest concentration was in the St. Mihiel operation. That was the biggest air concentration ever had on the western front, about 1,500 ships."

"That was under your command?"

"Yes, sir."

"What percentage was American?"

"We had about 850 ships there."

"American?"

"Yes, manned by Americans."

"Did you lose heavily in that attack?"

"No, but later we lost very heavily in the Argonne. We were just beginning to get our system going well when the armistice was signed. What we need is a system."

Gen. Mitchell concluded with a plea for an independent air service dependent neither on the army nor navy for supplies, but organized as a unit for national defense. America has excellent material, but today it is disorganized and scattered. That is why congress today is more than ever responsible for the future of aviation.

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No mug, no slimy soap, no germs, no free alkali, no waste, no irritation even when shaved twice daily. One soap for all uses—shaving, bathing and shampooing. Doubles razor efficiency, not to speak of value in promoting skin purity, skin comfort and skin health due to its delicate, fragrant Cuticura medication. Largest selling skin soap in the world.

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Register a "kick" against summer's hot, sultry weather and keep on with your good work. It's easy to keep Mr. Temperature from hindering you. Just regulate him to suit yourself with a breeze of cool, fresh air from a—

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Made by the General Electric Company, the largest electrical manufacturers in the world. If properly cared for a "G-E Whiz" fan will last you a lifetime. Buy now for a full season's use. Standard 9-inch "G-E Whiz", $10.

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ALLEGED SHAM GROOM WILL BE PROSECUTED

CONWAY, Ark., June 30. (Spl.)—Hervie Gibson, the Greenbrier young man accused of having eloped with Miss Eula May Freeman to Morrilton, where he went through a sham wedding with her, has made bond of $1,000 for his appearance before the grand jury on charges of seduction. Gibson's examining trial was held before Justice G. M. Easterwood, and a large number of witnesses testified as to the action of the defendant. Gibson is said to have left the girl the morning following the sham wedding.

TO BUILD HOTEL.

CONWAY, Ark., June 30. (Spl.)—Plans for the immediate erection here of a modern four-story hotel are being worked out by a general committee appointed by the Commmercial club and composed of Jo Frauenthal, G. L. Bahner, E. L. Hinton and Wyatt Newbern. Plans for the hotel already have been drawn by Thomas Harding, the well-known Little Rock architect, and a stock company will be organized for the purpose of underwriting the cost. Promoters of the venture have practically closed arrangements for the purchase of the Harton lot, east of the Missouri Pacific station, as the site of the structure. It will cost in the neighborhood of $100,000.

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No C. O. D., telegraph or telephone orders filled. No exchanges. We have added a large number to our regular staff of expert salespeople, and though we found it impossible to wait upon all who came today, we will make a special effort to give each customer better service tomorrow.

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The Second Day Will Be As Great As The First

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TODAY has been a wonderful day—simply breath-taking in its magnitude and magnificence. But tomorrow you'll find hundreds of garments just as wonderful, because the large stocks here could not be seriously depleted in a single day! We will rearrange the garments—get them back into order ready for your leisurely choosing tomorrow, and with more system, more salespeople to bid you welcome tomorrow morning to the sale unlike any other—greater—all-inclusive—bona fide—amazing!

Complete Clearance of All Suits, Dresses, Gowns and Wraps, Skirts, Waists, Blouses, Petticoats

Wonderful Bargains in Millinery, Footwear, Silk Underwear, Fancy Goods, Hand Bags, Rufflings, Hosiery, Neckwear, Handkerchiefs, Jewelry, Fans and Silk Novelties.

MARRIAGES

Robertson-Dickerson.

BLUE MOUNTAIN, Miss., June 30. (Spl.)—Thursday evening in Lowrey Memorial Baptist church President W. T. Lowrey, of Blue Mountain college, united in marriage William Lon Robertson and Miss Ethel Valeen Dickerson, two of the most prominent young people of Blue Mountain. The groom, who is the son of the late Matthew Robertson, of this place, is one of the leading local merchants and contractors. The bride is the daughter of Mayor and Mrs. Samuel Allen Godwin.

Brown-Tanner.

HELENA, Ark., June 30. (Spl.)—Stately palms, pink roses, tulle and greenery were used profusely in the decoration of St. John's Episcopal church Wednesday at high noon at the marriage of Miss Jean Alexander Tanner and Warren Crenshaw Brown, of Montgomery, Ala., with Rev. Charles F. Blaisdell officiating at the impressive ring ceremony. The bride was born and reared in Helena and attended school at Mount Vernon in Washington several years and is very popular in social circles. She is the only daughter of Mr. and Mrs. Albert N. Tanner. Mr. Brown recently returned from overseas service and is the only son of Mr. and Mrs. Warren Brown, of Montgomery, Ala. At the opening of the season he will become engaged in the cotton business. Mr. and Mrs. Brown left for an extended trip to West Point, Washington and Atlantic City, and upon their return to Helena will be at home with the bride's father and mother, 807 College street.

Brasfield-Johnson.

HICKMAN, Ky., June 30. (Spl.)—Mr. and Mrs. W. N. Brasfield, residing near Woodland, seven miles east of here, announce the marriage of their daughter, Mary Lou, to Dr. Walter E. Johnson, of Paducah, Ky., the wedding taking place in Louisville, Ky. After spending a few days in Louisville, Akron, O., and Chicago, they will be at home to their friends in Paducah, Ky., where they will reside.

A Medicine That is Especially Prepared or Just One Thing.
Just try one bottle of LAX-FOS WITH PEPSIN for Habitual Constipation. 50c. adv.

KILLED IN FRANCE.

MARIANNA, Ark., June 30. (Spl.)—Word has been received by A. S. Hunt to the effect that his son, Pruit, a well-known Lee county boy, was killed in a motor truck accident in France.

DRESSMAKER SAVED FROM OPERATION

By Taking Lydia E. Pinkham's Vegetable Compound in Time.

Ithaca, N. Y.—"Three years ago I suffered from pains in my right side, so severe that I could not raise my feet from the floor. Pains would shoot down my limbs and through my back, and the doctor said I had an abscess. I was in bed two weeks with an icebag on my side and expected any day that I might have to go to a hospital for an operation. A friend came to see me and told me of your wonderful medicine—Lydia E. Pinkham's Vegetable Compound. I began taking it, and after taking six bottles I feel well and strong, do my own work and do dressmaking for others. I cannot speak too highly of your medicine and recommend it to others who suffer with female trouble. It is a Godsend to ailing women, and you may use my name at any time."—Mrs. PRAMILLA HULSIZER, 218 E. Fall St., Ithaca, N. Y.

Women who suffer from any such ailments should not fail to try this famous root and herb remedy, Lydia E. Pinkham's Vegetable Compound.

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The roof that will turn the severe attacks on railroad buildings will triumph over every ordinary, and every extraordinary condition your roof must face. Consult us about your roofing problem now.

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