CAVALRY PLAYS A BIG PART NOW

General Foch Used French Horsemen to Advantage in Big Drive.

PROVE GOOD FIGHTERS AFOOT

Rides 80 Miles in Day and Relieves Hard-Pressed British in Flanders —Makes New Place for Self in Warfare.

Washington.—Skillful use of French cavalry has marked General Foch's tactics ever since he took over control of the allied armies as supreme commander, according to information reaching military circles here. The horsemen have played an important role in the whole battle of 1918, as the struggle which began March 21 with the first German drive has come to be known.

The employment of swift-moving columns in the present counter-stroke from the Aisne-Marne line has been noted in the dispatches. Again General Foch took advantage of the great mobility of the mounted arm to throw it in wherever his advancing infantry units threatened to lose touch with each other in the heat and confusion of the contest. No gaps have been left where the enemy might strike back, for always the horsemen came up to fill the hole until the infantry line could be rectified and connected in a solid front.

The same tactics marked the first use of French cavalry in the battle of Picardy, when the French took over 55 miles of front from the British to permit the latter to mass reserves at seriously threatened points of the line farther north.

Cavalry Fights Afoot.

A French cavalry corps complete with light artillery, armored cars and cyclists arrived first on the scene in Picardy and relieved the British. They fought it out afoot until the heavy French infantry arrived and took over the task.

Three days later the horsemen were on the move again, this time hurrying to the front, where the enemy was hitting hard at the Lys line. The cavalry rode hard as the advance guard of the French infantry columns marched toward St. Omar. In the first 24 hours, despite the long strain of fighting in Picardy, they covered 80 miles without losing a man or a horse on the way. In 66 hours they had transferred their whole corps over 125 miles and arrived east of Mont Cassel.

"It was a wonderful sight," writes the chief of staff of a division. "The horses were in fine condition; the men were cheerful and went singing, in spite of the sufferings and privations they had to endure.

"In truth, our boys looked a little tired, but they were all very proud that such an effort had been asked of them and all were bearing it cheerfully."

The cavalry corps stood in support of the British for ten days in April after the enemy had forced the line held by the Portuguese division. It maintained communication between two British armies and organized the ground from Mont Cassel to Mont Kemmel, while the French army moved up behind it. As the French infantry came into line the cavalry was drawn off to the left in the Mont Kemmel region, and for five days the horsemen, fighting afoot with two infantry divisions, withstood the terrific assaults of the Germans who sought to hammer a way through behind Ypres at any cost.

They stood steady bombardment for days, and when the infantry was hemmed in on top of Mont Kemmel, the cavalry drove forward in counter-attack and held off the shock divisions of the enemy while the French gunners got their pieces away.

Later, at the battle of Locre, the cavalry also shared fully with the infantry, blocking gaps in the line, and the final definite occupation of the town for the allies was accomplished by a cavalry battalion. A sergeant and a handful of dragoons drove 40 Germans out of the town, and at another point a cavalry officer and 20 men backed up the infantry at a critical moment, the officer waving a pistol in one hand and a shovel in the other as he led the dash which restored the situation.

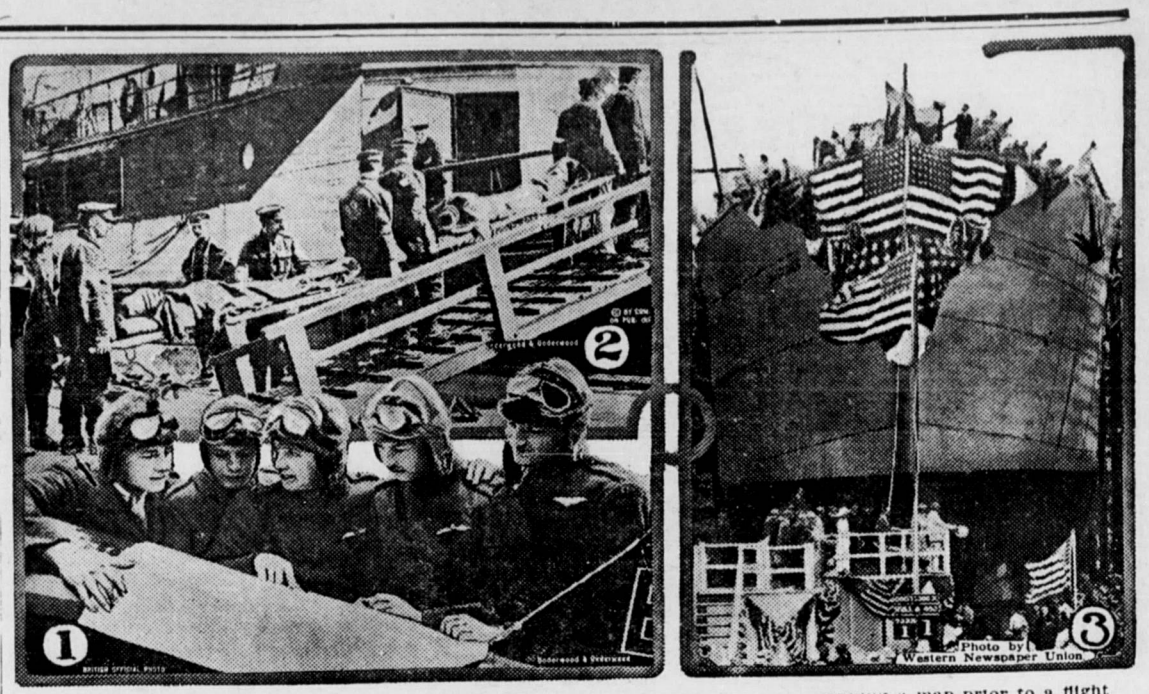
Defend Compeigne.

A few days later the same cavalry, after another long ride, met the enemy advance against Villers-Cotterets woods in the Aisne sector, where the fighting today is waging fiercely, and where the horsemen again are engaged. When the Germans drove forward in their effort to get around the forest to Compeigne, the horsemen blocked the road between the wooded region and the River Ourcq.

In view of this record for swift and dashing attack afoot, the cavalry appears to have established a new place for itself in modern warfare. They are the light reserves; the men who are always hurled first into the point of danger to hold until the slow-moving infantry arrives. They have learned trench warfare completely, and General Foch is making use of them in any move that insures them a glorious chance when the day comes for the allies to drive back all along the line.

FIDO'S BATH AND 3 MEALS ASSURED

Spokane, Wash.—One thousand dollars to provide three meals a day, a bath and a bed for her pet dog is a provision of the will of Mrs. Quincy Burgess, recently admitted to probate. When the dog dies the will provides that it shall be buried beside its late owner. A "nice casket" is to be used and the dog's grave is to be properly cared for.



1—American, English, Canadian, New Zealand and South American aviators examining a map prior to a flight over the German lines in France. 2—Hun prisoners being made useful in carrying wounded British soldiers aboard a hospital ship. 3—Steamer Quisconck, first vessel built at Hog Island yard, being launched, the president being present and Mrs. Wilson christening the ship.

DEFECTS SPELL DEATH IN FLYING

New York.—Considerable concern has been expressed at the large number of fatal accidents reported from our American military and naval aviation training camps. Considering the risks the novice necessarily takes and the very special physiological and psychological factors that enter into the science of flying, these fatal accidents are few in proportion to the number of men undergoing training, and they are not more numerous than those on the training fields of Great Britain, France and Italy.

A perfect knowledge of all the rules of the game of flying will not save a man who lacks confidence in himself and is inclined to hesitate. A half-second of indecision may be fatal. Initiative, the sporting instinct and a certain irresponsibility, qualities inherent in American youth, have been found of far greater value in the air than the logical, scientific, severely disciplined character of the Germans, and account for the superiority of the allied aviators in general.

The most eminent of British scientists have devoted special study to the psychological and physiological aspects of flying.

One authority says that good eyesight, normal hearing, good "muscle sense" and equilibration are indispensable qualifications. But most important of all is the right temperament—not an easy thing for a medical board to examine. Of the types—the imaginative and the unimaginative—the imaginative youth is said to make the better pilot if he can keep his imagination under control.

Surgical Operations No Bar.

In the British air service previous history of wounds and disease is thoroughly investigated. Persistent headaches, vertigo and easily induced fatigue are serious defects. But sometimes even a serious surgical operation is not regarded as important. Thus a doctor recently passed as fit for flying a man who had quite a large piece missing from the frontal region of the skull. It is much more important that a man should have both arms intact than both legs. A clever pilot who was killed on the western front was Lord Lucas, who had an artificial leg.

Considerable importance is attached to the respiratory system. In addition to good, healthy lungs and vital capacity, the would-be pilot must pass a breath-holding test. This gives an indication of his capacity to stand the strain of flying at high altitudes, where the air is rarefied and breathing is difficult. No man with a weak heart can hope to pass the tests.

Self-balancing is another test. The candidate has to stand on one leg with his eyes shut and his hands on his hips. There is also the old test for sobriety—walking a straight line heel to toe with eyes open and then turning round and walking back without losing balance. The importance of this test can be understood, seeing that an aviator flying in a dark cloud or in a fog becomes unconscious of his position and sometimes the machine is actually upside down. It is essential that he should not lose a second in recovering his balance.

The throat, nose and ear are carefully examined, for any defects might seriously handicap a man during the great strain that all flying imposes. With regard to the eyes, it is considered that pilots should have perfect color vision, in order to pick out the color or marking of hostile machines, and in recognizing signal lights and in judging the nature of landing grounds.

Air Sickness Rare.

A candidate who suffers from seasickness or train sickness would not be rejected on those grounds alone. Air sickness, caused by the rolling and pitching of the airplane, is a very rare complaint, and sickness usually occurs immediately after landing.

An unstable nervous system suggested by fidgety movements of the hands, feet or face, or biting the nails is a poor recommendation.

FRENCH 155 FIRING FROM A COURTYARD

This French 155 gun is shown firing from its place of concealment in the courtyard of a country house.

MUSTARD GAS WORST

Most Horrible Invention Huns Use in War.

It Brings Tears and Causes Painful Skin Diseases Among Soldiers.

Washington.—The most dangerous kind of poison gas used by the Germans is "mustard gas," or dichlorodiethysulphide.

Mustard gas has a distinctive but not altogether unpleasant smell, more like garlic than mustard. It is heavy and oily as a liquid. It boils at 217 degrees centigrade, and thus has properties whereby it can be distributed in the form of a spray on the impact of a shell.

Mustard gas is a powerful producer of tears. After several hours the eyes begin to swell and blister, causing intense pain. The nose discharges freely, and severe coughing and vomiting ensue.

Direct contact with the spray causes blistering of the skin, and the vapor penetrates through the clothing. Gas masks, of course, do not protect against this. The symptoms are similar to pneumonia — high fever, heavy breathing and often stupor.

The damage done by mustard gas is a slow and insidious development. The breaking down of the affected tissues is slow, the height being reached from five to ten days after the burn is received. The painlessness is also a marked characteristic. Healing is slow.

Mustard gas besides being used in direct attack, is also used for "neutralization." For instance, where supplies and ammunition are being brought up, a few mustard gas shells will result in dangerous confusion and delay. A part of the infantry is "neutralized" by having food and ammunition cut down. If the shell hurts as well as neutralizes, so much the better.

The American mask to fight mustard gas is of the box respirator type. The hood is of rubber. Breathing is through the mouth, pincers shutting off the nostrils. The gas-charged air enters through the bottom of the canisters, where by means of neutralizing chemicals, it is purified. From the top of the canister the air is drawn into the lungs.

There is a one-way shutter valve in the hood through which the air comes out This mask is designed to last ten hours. For artillerymen the war department has made an oil suit which encloses the soldier bodily.

Rob Sewing Machine Bank.

Sharon, Pa.—Mrs. James Rasci waited two weeks to report that someone had stolen $1,300 from her sewing machine drawer bank.

Mine fatalities in British Columbia for the first quarter of the present year totaled five, compared with seven in the corresponding three months in 1917.

NEWS REVIEW OF THE GREAT WAR

Prince Rupprecht's Armies Are Driven From Amiens Salient With Heavy Losses.

FOCH'S SECOND GREAT BLOW

Allies Force Crossing of the Vesle River in Face of Strong Resistance—Plans for Siberian Expedition —March States American Army Program.

By EDWARD W. PICKARD.

Having thoroughly whipped the armies of the German crown prince and driven them back beyond the Vesle river, Foch, now a marshal of France, turned his attention in the middle of the week to the forces under the Bavarian crown prince, Rupprecht. At dawn on Thursday the British Fourth army and the French First army, under command of Field Marshal Haig, began an offensive on a wide front in the region east and southeast of Amiens. The front under attack was about twenty-eight miles in length, from Albert south to the vicinity of Montdidier.

Within 24 hours the allied forces had penetrated the enemy lines to points from six to seven miles beyond the start, had taken more than 10,000 prisoners and great quantities of material and many guns, and had occupied numerous towns. Their own losses were remarkably light. Tanks led the infantry in the attack and did wonderfully good work.

On Friday Haig's forces drove rapidly forward south of the Somme beyond Chaulnes and its very important railway junction. North of the river the Germans put up their stoutest resistance the British, with whom an American division was operating, had a bitter fight. However, they finally smashed through the enemy and took the whole of the Chipilly spur, driving the Huns toward Bray. In this struggle the Yankees acted with the gallantry that has characterized them in every fight they have had. They had to make a forced march to go over the top at the appointed time, and went into the battle on the run. The day's operations brought the number of prisoners to more than 17,000.

By this time the two German armies in the salient were in grave danger of capture or annihilation, and General von Hutier was making every effort to extricate them from the trap. Then, Friday night and Saturday morning, Marshal Foch delivered another great blow. The French First army launched a tremendous attack south of Montdidier and that town, which had been a German base of supplies, was soon enveloped and captured, together with many prisoners and great quantities of material. The First army did not stop there, but, in conjunction with another French army on its right and the British Fourth army on its left, followed closely after the retreating Huns. By Saturday night the Amiens salient had been reversed so that its point was directed toward the Somme south of Peronne, Roye was imperiled if not actually taken, and the armies of Crown Prince Rupprecht were in full flight. Also the fighting had spread northward from Albert almost to Arras, with decided gains there for the allies. In the three days the allies had taken some 35,000 prisoners and quantities of material so vast they had not been estimated, together with more than 400 cannon, and had recovered a large territory and many towns. Perhaps most important of all, they had regained possession of vital lines of communication and had relieved from menace and the Paris-Amiens-Calais railway.

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An outstanding feature of the offensive was the great use made of tanks and airplanes. Instead of a long bombardment which would give warning of an attack the light, swift tanks in hitherto unequaled numbers led the way, clearing the ground for the advance of the infantry. Thus the invaluable element of suprise was obtained, and the terrain was not torn up by shells in a way to make the progress of the troops difficult. In fact, the allies were able to carry their artillery right along with them, despite the rapidity of their movements. The airmen went into the fight in great numbers and more daringly than ever before. Big squadrons flying low over the retreating Boches continually harassed them with bombs and machine gun fire, throwing them into utter disorder and smashing their transport trains. The aviators also directed the movements of the tanks and often brought them ammunition. The service rendered by them, however, wast costly, for in the first three days more than fifty British planes were reported missing, most of them being shot down from the ground.

If one may have confidence in the opinion of trained observers, there is every reason to be exultant over the results of the two offensives directed by Marshal Foch. He is following out his policy of hitting continuously and hard and shows no intention of permitting the Huns to have any rest, now that he has them on the defensive. The war isn't over by any means, but the advantage has gone over to the allies and they propose to keep it. To do this requires that our efforts be sustainer and greater than ever. There must be no relaxation at home, as there will be none in the war zone. Shouting over the victories won will not help to win those that are necessary in the future.

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The defeated but not disorganized Huns between Soissons and Reims, as was predicted, gathered their strength for a pause in their retreat between the Vesle and the Aisne. Their guns were brought into play from the plateau in that region which commands the Vesle valley. The Germans, indeed, made strenuous attempts to prevent the French and Americans from crossing the Vesle, especially in the vicinity of Fismes, but numerous relatively small units forced the crossings and held onto their new positions despite furious counter-attacks. These operations were mostly between Braisne and Fismes. Up to the close of the week Marshal Foch had not tried to send any very large forces across the river, probably waiting until his artillery could drive the Huns from the nearer hills to the north. The Germans were using only medium caliber guns, which was taken to mean that their heavier artillery was being placed north of the Aisne to defend that line; for there seemed little doubt that they would be forced that far north before very long. Their position south of the Aisne was said to be really untenable though seemingly strong. At the west end of the line the French and Americans were steadily pushing east along the Aisne, and at the east end immediately north of Reims the French made considerable advance between the railways running to Laon and Rethel.

The city of Fismes, which was so gallantly taken by the Americans, was as gallantly held against all attacks, though the Germans deluged it with explosive and gas shells. The machine gun and rifle fire of the Yankees was so accurate as to arouse the admiration of their allies.

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Authorities admit that the kaiser's strength is still prodigious and that he has large reserves, but all unite in asserting that he has passed beyond the high point of power and efficiency and can never regain numerical supremacy, nor can he ever again have the opportunity to achieve a victory that was his two months ago. Those of his people who know the truth now admit that his ultimate defeat is a certainty. The more fearless papers of Germany and Austria do not hesitate to say this plainly. The military and pan-German leaders are held responsible, and as their only hope lies in administering to the allies the crushing blow so long promised by them, it is reasonable to expect another great Hun offensive before long. That is, if Marshal Foch gives them a chance, which doesn't seem to be a part of his present plans.

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Arrangements for the American-Japanese expedition to Siberia have been going forward rapidly and the Czecho-Slovak forces over there will soon have the active support of a small but competent body of allied troops. It is announced that two regiments now in the Philippines will form part of the American contingent, and that it will be commanded by Maj. Gen. William S. Graves until recently assistant chief of staff of the army. Later it will be determined whether he will command the entire expedition. At Vladivostok the Americans will be joined by an equal number of Japanese and probably they will first drive from the Amur branch of the trans-Siberian railway the bolsheviki and the Teuton war prisoners who were armed to aid them.

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Conditions in northern Russia are very encouraging. The allies have been driving the bolsheviki south from Archangel, and a new government has been established in that city embracing half a dozen districts. Volunteer detachments of White guards are assisting the allies. M. I. Terestchenke, minister of foreign affairs in Kerensky's cabinet, has been assassinated in Poltava.

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The submarine pirates continued their depredations in the western Atlantic, torpedoing a number of merchant ships and fishing boats and sinking the Diamond Shoals lightship off Cape Hatteras. This last-mentioned exploit may be part of a set plan of destroying important navigation signals in order to hamper shipping. The doings of the U-boats, however, no longer cause the allies extreme anxiety, for it is evident they are on the decline. Addressing the house of commons, Premier Lloyd George said 150 submarines had been sunk by the British navy, and the British admiralty announces the output of merchant ships by the allies and neutral nations for the three months ending June 30 exceeded the losses from all causes by 296,696 gross tons. The American yards are now turning out vessels with extraordinary rapidity. The launching of the first one from the great government yard at Hog Island was attended by President and Mrs. Wilson.

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Our war department's army program was partly revealed to the senate committee on military affairs by General March, chief of staff, when he appeared before it to urge all possible haste in passing the bill extending the draft age limits to eighteen and forty-five years. Concisely stated, the program is as follows:

Ninety-eight divisions — 3,920,000 men—to make up troops obtained under existing law.

Eighty divisions—3,200,000 men—to be sent to France.

Eighteen divisions—720,000 men—to be held in reserve in the United States while additional recruits are being trained.

An army when completed of 5,000,000 men, minimum strength.

Troop movement to France at the rate of 250,000 men a month until cold weather sets in, meaning over 1,000,000 more men abroad before the first of the year.

An expeditionary force of almost 2,500,000 men in France by January 1.

General March told the committee the United States can end the war by getting 4,000,000 trained troops, fully equipped, into France, and he intimated that Marshal Foch is only awaiting the arrival of the Americans in full strength to hurl the entire united military strength of the allies at the Huns on the western front. This tremendous blow, he intimated, was due to fall next spring. The chief of staff said he did not believe it would be necessary to send the eighteen-year-old class to the firing line, but that the government wants these young men trained and in readiness. He said it would be satisfactory if the bill were passed immediately after congress resumes the transaction of business on August 26.

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The federal trade commission has recommended that the government take control of all the principal stockyards, cold-storage plants and warehouses and of refrigerator and cattle cars, in order to destroy the monopoly which it declares is exercised by Swift & Co., Armour & Co., Morris & Co., Wilson & Co., Inc., and the Cudahy Packing company. The commission accuses these concerns of illegally and oppressively controlling and manipulating the meat and other food supplies of the nation, and of profiteering.