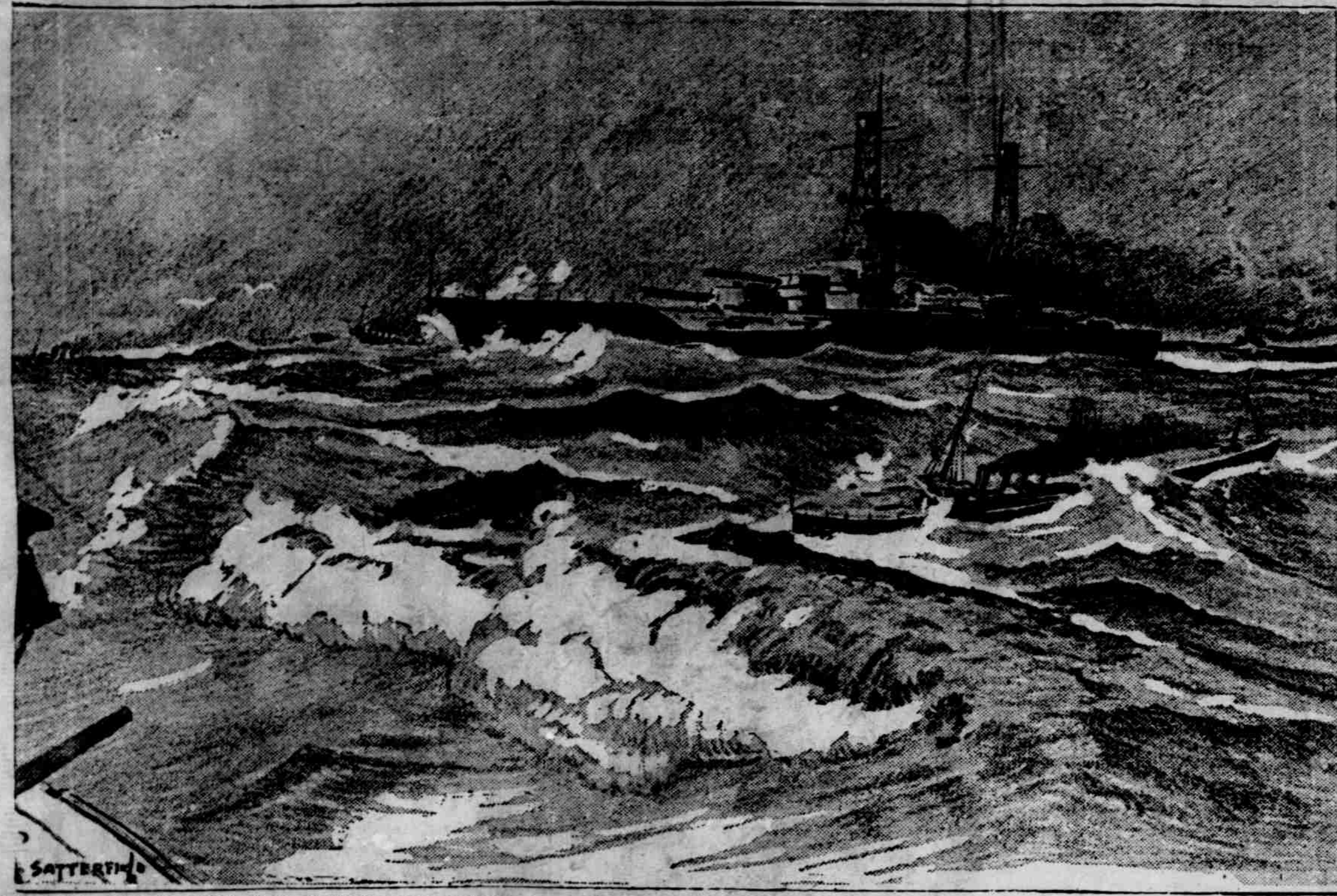


Photographers With United States Pacific Fleet Want Recruits to Join Them



OFFICIAL PHOTOGRAPH U. S. NAVAL AIR SERVICE.

Naval Aviation had received very little publicity up until the time the Trans-Atlantic Flight was accomplished by this branch of the Government Service. A big work was being carried on during the war, however, (both on this side and the other side of the Atlantic) with very little noise resulting from same. Twenty-eight Patrol and Training Stations were being operated in Europe by the U. S. Naval Air Service when the Armistice was signed. In addition to these, several Lighter, and Heavier-than-Air Patrol and Training Stations had been established on our own coast, and an efficient Patrol Station was being operated by the U. S. Naval Air Service in the Canal Zone.

The European War has thoroughly demonstrated the value of Naval Aviation for defensive and offensive purposes in time of war. Valuable peace time uses of this Arm of the Government Service have also been developed from which U. S. Tax Payers will derive benefits in addition to the military protection of their homes.

Aerial Photography is one of the greatest by-products of the World War, and the U. S. Naval Air Service is now utilizing this new profession in connection with general coast-line and military mapping, and also for Fleet purposes. Aerial Photography will be developed in time of peace, by Naval Aviation, and in addition to its military uses it will be utilized in every possible manner in conjunction with the various Government Mapping Departments for correction of the present maps and charts and in the mapping of uncharted territory. This work has a big field and provides an interesting and valuable employment for those who desire to take it up.

Photographers are needed at this time to carry on this work for the United States Navy. Men enlisting in this branch of the Service will receive instructions at a Naval Training Station covering a period of approximately two months, and then will be sent to a School of Aviation Photography where they will be taught how

to make all kinds of photographic exposures on the ground, from speed boats, and from Naval seaplanes. They will be taught the theory of the various branches of photography, will receive practical instructions in the mixing of chemicals, in general laboratory and outside photographic work, will receive instructions in Aerial Photographic Mapping, and be developed into efficient all-round photographers. Graduates of the School will be given a Petty Officer's rating and sent to duty with a Fleet Aviation Detachment or to one of the U. S. Naval Air Stations.

The U. S. Naval Air Service also has openings at the present time in the following ratings: Machinist's Mates (A), Machinist's Mates (A) (Instrument Makers), Quartermasters (A) Seaplane and Dirigible, Carpenter's Mates (A), Shipfitters (A), Blacksmiths (A), Coppersmiths (A), Gunner's Mates (A), Special Mechanics (A), Electricians (A) (Radio and General), Enginemen (A), Molders (A), and Pigeon Men (A).

Men serving with the U. S. Naval Air Service have an opportunity to see the World both from Ships of the Ocean, and from Ships of the Air. The following is one of the many incidents which take place in the lives of Naval Aviation men and shows that this life is anything but the humdrum, monotonous kind, and is that which naturally develops initiative, decision, and careful judgment on the part of each individual.

Three Naval Aviation Photographers, E. L. Windenburg, C. R. Kromer, and C. J. Nassano, are accompanying the writer on the cruise of the New Pacific Fleet from Hampton Roads, Va., to Seattle, Washington. Upon arrival at the Panama Canal we left the New Mexico and proceeded immediately in one of the Ship's boats to the Naval Air Station near Colon for the purpose of flying over the Canal and photographing the Fleet as it passed through.

Three Liberty-Motored Flying Boats were placed at our disposal and we

immediately commenced our first Ocean to Ocean flight. Both motion pictures and still photographs were made of the ships and points of interest along the route. We flew over the edge of Colon, then over Limon Bay, and entered the Canal Zone proper. After a short flight we passed over the Gatun Locks and saw below a dreadnaught entering one of the locks with another passing out into the lake. To our right was the Gatun Spillway which we circled several times before passing over Gatun Lake. After passing over Tiger Hill in Gatun Lake, and photographing the U. S. S. Arkansas and Texas which were taking on coal from lighters below us, we flew on at a speed of about eighty miles an hour and soon passed Monte Lirio on our left.

The scenery was becoming more interesting as we flew towards the Pacific. On our left hand, several hundred feet below we sighted Bonie Soldado, Buena Vista, San Pablo, and the Darien Radio Station. The Paja and Baila Minos Rivers were below us on our right, and soon we saw the Charges River and the little town of Gamboa in the distance at our left. We now approached the most interesting scenery of our flight from the Atlantic to the Pacific. Directly ahead of us was the famous Cuiebra Cut rising almost vertically from the waters of the Canal. Two of Uncle Sam's mammoth dreadnaughts were carefully wending their way through the narrow cut below. After sighting them we soon began to have our troubles in the holes and whirlpools of the air over the Cut. It took real work to combat these air disturbances with our Flying Boats, but they were soon passed through safely and the Pedro Miguel Locks sighted in the distance.

Other Naval Battlecraft were going through these locks, and we photographed them as we passed over. Below us now lay the little lake of Miflores with the Miflores Locks at its outlet. In these locks we saw the Fleet Flagship New Mexico and the Division Flagship Wyoming passing

through with the New Mexico slightly in the lead. We circled them several times and then passed on to the skirts of Corozal, Ancon, Balboa, and Panama City. Ancon Hill rose up behind the cities at our left while the waters below were dotted with destroyers and other battlecraft at anchor. Now in the distance as far as the eye could see was spread in beautiful deep blue tones the tranquil Pacific.

Our flight from the Atlantic to the Pacific had been accomplished in less than an hour with the motors of all three seaplanes faithfully performing the functions required of them. However, soon after circling Panama City the second time a water leak was discovered in the cooling system of our motor, and we glided to the calm waters below in order that the necessary repairs could be made before commencing our return trip. After a short time we had the leak mended but found the water in our radiator to be very low. No fresh water was available so, as a temporary make shift we used our helmets as buckets and dipped water from the Pacific to replace that lost, in order that our motor might be kept cool on our flight back to the Atlantic.

The return trip was made by all three planes without mishap, and early the following morning the operation was repeated and the flight from the Atlantic to the Pacific and return made without a stop.

With the aerial photographic mapping of all U. S. coastline, and the coastline of all United States' possessions awaiting us, and with Fleet Aviation being constantly developed and existing for duty with Naval Aviation are assured of seeing a good portion of the world both from below and above, while serving with this branch of the Government Service, and at the same time know that they are being of real service to their Country.

W. L. RICHARDSON, Officer in Charge of Naval Aviation Photography.

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and Alex K. Season, Cordell, Ga., president of the Georgia Landowners association, among others.

Arrangements have been made to carry on a campaign in Mississippi, beginning with a meeting at Hattiesburg, September 3, called by F. E. Blakeslee, of Grafton, Miss., president of the Mississippi Centennial exposition, for organizing landowners, homebuilders, bankers, business men and others into a state organization that will affiliate with the Southern Settlement and Development organization. Mr. Ucker will be an active spirit in this campaign, which is designed to place Mississippi in line with other progressive southern states in the empire building movement that is going on in the south with the cooperation of federal and state authorities, business organizations, railroads and progressive people in all walks of life.

Later on, in October, there will be a campaign in Florida to enlarge the scope of the affiliated organization in that state. Mr. Ucker will participate in this campaign also. The Florida organization, known as the Florida Cattle Tick Eradication committee, has done much good work during the past three years. Largely through its influence, the state legislature created a state live stock sanitary board and passed a county option cattle dipping law; vats for cattle dipping have been built in every county in the state and a majority of the counties have voted in favor of systematic and compulsory dipping of all cattle. This work has progressed in a very satisfactory manner, it is stated, with the result that much of Florida has been cleared of the cattle tick.

It is proposed to organize a Florida Landowners association on a broader basis than that of the cattle tick eradication committee and that this association, as said by Dr. W. F. Blackman, secretary of the anti-tick committee, "will undertake to promote a number of movements vital to the future of the state, especially along the lines of agriculture and immigration, such as the development of improved and better forage crops, the introduction into the state of registered breeding stock, the conservation of forests and a better system of fire control, the more adequate support of the state agricultural college and experiment station; the enrichment of rural life, especially by means of better schools, good roads, circulating libraries and community activities."

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**RURAL LIFE TO BE BETTERED IN THIS STATE**

Washington, Aug. 22.—Plans for improvement and development work throughout the south were discussed at a meeting of the executive committee of the Southern Settlement and Development organization held in Washington this week and action was taken looking toward rapid extension of the activities of the organization and its affiliated state associations in several southern states.

It was decided to hold a meeting of the board of directors of the south-wide organization in Savannah, Georgia, between November 15 and 30 at which meeting general business of the organization will be transacted and definite plans for next year will be mapped out and approved.

Besides transacting routine business, the executive committee referred a number of matters to a conference of the executive vice-president of the organization which was constantly developed by the several state affiliated organizations of landowners, at the Grunewald hotel, New Orleans, September 4-7, for consideration and report back.

The general outlook for the development organization held in Washington this week was considered by the executive committee and the feeling was expressed that it is good and that the merits of that section of the country are becoming more widely and favorably known than ever before. The committee adjourned subject to the call of the chairman.

There were present at the meeting S. Davies Warfield, of Baltimore, president of the Southern Settlement and Development organization; Clement S. Ucker, vice-president of that organization; F. L. Pinkens, of Wilmington, N. C., and Washington, D. C., president of the North Carolina Landowners association,

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