

FRENCH HERO OF AIR A SUPERMAN

Guyener Leaves Record of Daring Deeds on High.

BROUGHT DOWN 53 PLANES

Meets Fate When Fleet Under Von Richthofen Attacks Him—Turned Down by Every Branch of Service He Finally Gets Into Aviation Corps—Honored Many Times.

Guyener! As you form the syllables with every breath you begin to realize that even the name, the sound of it, contains a phantasm of a hero. Guyener! You say it, and the crystal of your mind reflects a romance of duty, of faithfulness, of altruistic bravery and of battles in the upper air, where all is pure and fair—where the fittest of the nations drive driving mechanical birds to the shock of battle. You picture stern-eyed complete men, very serious and very much tanned, who have a habit of looking over the heads of ordinary humans in a far-off self-contained manner that seems to anticipate all things—and, above all, seems to have that perplexity known as life, measured to a nicety; and knows there are things, principles, if you please, that transcend in virtue



Captain Guyener.

even the life of a man. And a man is a man, indeed, who has eaten the steel of an enemy in the upper air.

As these he men so Guyener, the republic's hero of the air, was a superman. We cannot qualify the expression—and would not.

When the furies released the coxwains of hell in the fatal months of August in the year 1914, the colors of the French republic seemed in a line of steel from the Vosges to the sea, to save the civilization so laboriously won by the blood of Frenchmen at Verdun and at the Marne. It was against the Hun that the Frenchman gave a fair fight.

They Came Too Late. Once engaged with the Abatrosses, Guyener started about cleaning up the air. He was progressing very well with the Abatrosses when the whole "Travelling Circus" under von

Richthofen, came dashing down from a high altitude like vultures to carion. Guyener, no doubt, noticing the trap, promptly sailed into the squadron and engaged them in lively battle. A Belgian squadron began to come in from the right to create a diversion that they might save the Frenchman. They were too late, for Guyener had been already hit. When last seen his plane was dropping gently to earth. It was not safe, nor did it seem to be out of control, but exhibited every evidence of being hit.

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There seems to be one very significant point about the whole thing. Although the French war office reports him officially missing, there is no authentic news of his death. There is a curious custom in the chivalry of the air. Upon an aviator's death the enemy reports with a wreath and a written condolence weighted and dropped to earth over the hero's comrades. Thus far, as regards Guyener, the custom seems to have been neglected by the Germans. The odds seem to be that the noble aviator has met his death, but in view of the circumstances the case will rank with that of Lord Kitchener, who many persons believe is even now a prisoner among the Germans.

Lead "Stork Escadrille." It was Guyener who led the famous "Stork Escadrille," formed early in 1916. In fact, he came on the scene just at the time the squadron formation was becoming popular with both armies. After a short time as leader of fighting alone. Ever after his fighting was done alone. He had his own guns and managed his own controls. His brother officers considered him perfectly safe as long as he had not more than ten adversaries.

He traveled in his own automobile and carried his own chef. He was free to go to any front, though he accepted the advice of the officers in regard to his presence on sectors where his action might be strictly needed. All the valor awards the French army conferred were his, including the Legion of Honor. There were no honors he could further attain. But he knew the admiring and thoughtful hearts of many a French youth and many a French cottage were praying for him and were happy, indeed, in the thought that their France produced such a hero.

There was in the German flying corps an excellent aviator named Lieutenant Honendorf. Before the war he was a pilot for a French airplane factory. He knew French machines. He had destroyed twelve of them. He met Guyener one day above the clouds. In several minutes the pilots were curiously removing a wrecked plane from one of their narrow gauge railways. The machine had fallen on the tracks. On each wing was a Maltese cross.

At the beginning of September, 1917, Guyener's record was fifty-three enemy planes destroyed, though experts credit him with at least twenty-five others, which were not officially recorded.

And now we must write his name. Germans Have Hero. Parallel with the career of this Guyener's singular career was being carried out on the German side of the line.

Baron Captain von Richthofen, a young German aviator, had attained a record of seventy-three allied planes shot down. His tactics, however, were quite dissimilar from those of the Frenchman. Therein lies the claim to distinction for Guyener as "King of the Air." Guyener fought alone. Von Richthofen commands a squadron and he fights an easier game.

It is this Baron Captain von Richthofen who is responsible for the death of Guyener.

The German authorities endeavored to match von Richthofen against Guyener many times. When news came that Guyener had moved to a certain portion of the French front, von Richthofen was promptly transferred to meet him. The last meeting came only after an amazing series of evolutions behind the lines in an endeavor to have von Richthofen on a certain spot when Guyener would appear. They knew they must overtake him.

On September 11, 1917, Guyener set out from Dunkirk on a reconnoitering expedition over the Flanders front. Von Richthofen was ready. To lure the brave Frenchman five Abatrosses went aloft to give him battle. Ordinarily they would be amusement for him, but this time there was no intention of letting the Frenchman have a fair fight.

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ONE AND ONE

By H. W. THOMAS.

As the Empire State express rumbled out of the Utica station a traveling man for the Buffalo Flat Ware company lay back in his seat and wondered if that train had ever carried anyone so happy as himself. For the twentieth time he took out the dainty missive of Dora Hildebrand, unfolded the letter and read the dear words. "Of course I love you, my dear Dora. Why didn't you ask me before I left Buffalo? I shall count the minutes until the twenty-first."

DR. ALEXIS CARREL NOW TEACHING ARMY DOCTORS



This is the very latest photograph of Dr. Alexis Carrel, who is now busy these days at the Rockefeller War Department hospital that he set on an airplane a few minutes of his time in which he stepped from Doctor Carrel is at present engaged in teaching United States army doctors the latest methods of dressing wounds on the battlefield.

BREAD PRICES VARY IN DIFFERENT SECTIONS

Need of Standardization Shown in Reports to Food Administration.

Reports on bread prices made by consumers to the United States food administration show 52 points in all sections of the country show a wide variation for the same size loaf and emphasize the need for bread standardization.

In Rock Falls, Ill., a 16-ounce loaf of bread was selling for six cents. This was the lowest price record reported for the United States. A 16-ounce loaf was reported selling for 10 cents in Rock Falls, Ill., Eastport, Me., Red Bank, N. S., Mount, Ohio; Chippewa, Pa.; Nashville, Tenn.; Lagrange, Wis., and Newport, Conn. But the high price record went to Paragould, Ark., where 20 cents was being charged for a 16-ounce loaf.

In Eagle Pass, Tex., a 16-ounce loaf sold for 75 cents. It sold for eight cents in Lansing, Mich., Houston, Tex., and Chippewa Falls, Wis., and for 15 cents in Grinnell, Ia., West Point, Miss., and Lowell, Mass. A 14-ounce loaf sold for six cents in Rock Haven, Pa., and Nashville, Tenn.; for seven cents in Winfield, Kan., Grafton, W. Va., Evansville, Ind., and Ann Arbor, Mich.; for ten cents in Jefferson, Ia., West Point, Miss., and Corvallis, Ore.; and for 15 cents in Paragould, Ark., Ridgewood, N. J., and Abington, Mass. A 12-ounce loaf sold for five cents in Rock Falls, Ill., Brownsville, Tex., and Douglas, Ariz.; for six cents in Santa Monica, Cal., Annapolis, Md., Westminster, Md., Camden, N. J., and Reno, Pa.; for ten cents in Paragould, Ark., Ridgewood, N. J., Gloversville, N. Y., Lock Haven, Pa., Herrin, Ill., Peru, Ind., Mountsboro, Pa., and Nashville, Tenn.; and for 12 cents in Laramie, Wyo.

NEW BREED OF LEGHORN

Ohio fancier expects big things of New Chicken. By crossing a black leghorn with a white leghorn nine years ago, Paul E. Gibbs of Canton, O., is well along on his plan to produce a new breed of egg-laying chicken, a breed which he believes eventually will outstrip all others. In ten years, he says, the fowl will be as well developed as a perfect new strain. The chicken he is developing is called the barred leghorn, the feathers being black and white, and barred as is the barred-rock. It resembles the leghorn in height and weight.

TO CO-OPERATE IN RESEARCH

British Plan on Method of Bringing About Best Possible Results for Various Industries.

Realizing that many industrial firms are barred from the benefits of scientific research into their particular lines of activity by the great cost, reports Consul Franklin D. Hale, Huddersfield, England, the Committee of the Privy Council for Scientific and Industrial Research proposes the introduction of the co-operative idea. In this way a firm that is unable to bear the entire expense of research could contribute to the cost and share in the benefits accruing to an industry as a whole. It is planned to establish trade research associations in England to be formed as needed for each industry or group of industries, and aided by certain funds which the committee has in charge. One association is about to be organized for the cotton industry, and others will be formed as soon as possible for the wool, flax, oil, and photographic industries.

The work that has already been accomplished through the committee's efforts, according to Mr. Hale includes the discovery of three kinds of optical glass, the investigation of light alloys for use in aircraft, and the production of a new hard porcelain from purely British raw material. Researches into the recovery of tin are expected to save that industry a very large amount each year.

BUILD SHIP IN FIVE MONTHS

Others of British Standardized Type to Be Turned Out in About Sixteen Weeks Time.

The first of the standardized merchant ships built to order for the British government recently went through successful trials of a very exhaustive character, says the Scientific American. The type has been designed to provide a good cargo-carrier, in the shortest time, and with the least expenditure of material. The keel of this ship was laid last February, and in less than six months the ship was completed, loaded and ready for trial.

The standardized vessels, which are of 3,000 tons capacity, are built in two types—one a single-deck cargo steamer and the other a double-deck cargo steamer. It is also intended to build similar types of 5,000 and 7,000 tons carrying capacity. Not only the hulls but the engines are standardized. They have extra large hatchways to facilitate quick loading and discharging—a most important feature. The first vessel was built in five months' time, and it is expected that future vessels will be turned out in from four to four-and-one-half months.

Women as Jockeys

Since jockeys from the race courses in England have gone, almost to a man, to the firing line, women have professed themselves as eager to take their places. Some already are trained for the purpose, among them not a few who, in more prosperous and less intelligent days, rode to hounds over English fields and meadows. Many of these, confident in their riding ability and skill have petitioned the stewards of England's governing race club, the riders of the turf, to grant them jockeys' licenses. Recent reports show the information that the stewards are giving the petition serious consideration and that there is strong probability of their granting it.

Knew Teddy by His Teeth

Col. Theodore Roosevelt has objected at all times to being referred to as a one-time president; but a lady who found advertisements in his name in some sections may be even worse. It was at a church where he was on the program that an elderly woman approached the doorman and asked if "that there man" was going to speak. "What man?" asked the attendant. "I can't remember his name," was the reply, "but it's the chap I always thought would make a good advertisement for a dentist. He's got wonderful teeth, and always shows them." "Yes," answered the doorman, "he's going to speak."

Target Balloons

In training aerial marksmen to shoot straight the British government makes use of small target balloons which are manufactured in large quantities, says the Scientific American. Double target balloons are made in two sections, so that when one section is punctured by a successful shot from the gun of the aerial apprentice the balloon remains in the air, permitting a second hit and thus doubling the life of the target. An electric air pump is being used to fill the balloons.

Just a Mouthful

Mrs. Brewster was entertaining her club and the ice was being served. Presently the hostess observed that one of her guests had eaten all of her serving of cream, whereupon she hastened to her side. "My dear Mrs. Glover, do let me give you some more ice cream." "Well, thank you, Mrs. Brewster, I will take some more, but just a mouthful, please," replied the young woman. "Mmhm," announced the hostess, "all Mrs. Glover's plate."

Rabbit Hair for Hats

Rabbit hair is supplanting wool in the felt hat-making industry of Australia, where there are 30 factories in operation at present making use of rabbit fur for this purpose. It is said to be superior to the finest merino, and millions of rabbit skins are made use of annually.

WAKING UP!

By LOIS MERTON.

It was like going into a new world for Jasper Fairfax to have a vacation. For 12 years he had been cooped up in a gloomy room fronting a blind court, poring over the books of Morton & Co. His routine had never known a break. At eight in the morning he got up on his high stool, at twelve he ate a small lunch, at five in the afternoon went to a cheerless apartment in a cheap boarding house, and at nine to bed.

His salary was a liberal one, and he saved money. What he was living for except to provide for his old age, he never tried to figure out. He was shut away from the brisk, varied bustle of the counting room. Perhaps the only person he spoke to during the day was his stenographer, Miss Ethel Thorpe, who occupied a wire box of an office adjoining his own. He spoke to her now. It was early in the morning, and Miss Thorpe regarded him with wonder as he appeared, the discovery of three kinds of optical glass, the investigation of light alloys for use in aircraft, and the production of a new hard porcelain from purely British raw material. Researches into the recovery of tin are expected to save that industry a very large amount each year.

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