

CITY ITEMS

In the list of New Year's honors awarded by h's majesty the king appears the name of Ernest Potter, of Port Arthur, who has been raised to the rank of flight lieutenant of the royal navy. Hitherto Potter has held the rank of flight sub-lieutenant. A lieutenant in the navy holds a rank corresponding with that of captain in the army. Ernest Potter, who has been several times mentioned for daring work in connection with aviation, is a son of Mr. and Mrs. W. H. Potter, 210 Tupper street, Port Arthur, being before the war in the Winnipeg branch of the Molsons bank, having been transferred there from the Port Arthur branch.

ERNEST POTTER, PORT ARTHUR BIRD MAN LEADS FAMOUS AIR RAID ON OBENDORF

**Is First To Drop Four 65 Pound
Bombs On Mauser Rifle
Factory**

FASCINATING EXPERIENCES

How Flight Sub Lieutenant Ernest Potter, of the Royal Naval Air Service, son of Mr. and Mrs. W. H. Potter, 210 Tupper street, led the great attack on Obendorf, October 12th and from his aeroplane dropped the first four 65 pound bombs on the Mauser rifle works, is graphically told in a letter received by W. H. Potter, November 8th. The letter goes on to say that at the conclusion of the aerial bombardment the place was practically demolished. On his return trip he states that, though darkness overtook the air squadron, he was able to lead his flight into safety, though others were not so fortunate. Many German birdmen were encountered, but they turned tail immediately his squadron open fire. Nearly five tons of 65-pound bombs were dropped during this raid. "I am sorry for the people who lived near the factory," Ernest writes the

young officer, "as they came in for some of the badly aimed bombs, but of course that kind of thing cannot be helped. We aimed solely at the factories." His course took him over the Vosges mountains, across the Rhine valley and over the Black forest to the plains beyond, where Obendorf is situated, on the River Neckar. They were in the air nearly four hours.

Some Thrilling Escapes

That all is not "beer and skittles" while aloft is proved when in one of his letters he says that many a time his engine has failed and left him in many a tight corner.

But his experience while taking a new machine from Brooklands to "a place called X" in France surpasses all. He started. "orders are orders, and must be obeyed." When within about 20 miles of Manstone, in Kent, which was to be his first stopping place, he flew into a violent thunderstorm, and for 10 minutes it was touch and go, but he finally made a safe landing with the propeller badly cut by the rain drops which, while the machine was going at 100 miles an hour, he said "hit like a bullet." He

was then ordered back to Brooklands for another machine, and next morning started for Dunkerque. When half way across the channel the magneto burned out and the engine stopped, but the wind being in his favor he made the beach at Fort Vert, about eight miles from Calais. He had a new magneto put in and, after some delay started off for Paris, but had barely reached Paris when the oiling apparatus went wrong, the engine overheated and was completely ruined. As the nearest place to get a new engine was London, he was held up in Paris for a few days. "I do not know," he says, "how much of the original machine will reach X, but as long as the original pilot gets there, we should worry."

Personal History

The young flight lieutenant is only 24 years of age, and four years ago was ledger-keeper in the Port Arthur branch of the Molsons bank, for three years being in the Winnipeg branch. In June, 1915, he left for Toronto to join the aviation school and in less than three months obtained his pilot's certificate, from there going over to England. He has another brother, Sergeant Horace Potter, who left with the 94th being transferred to another battalion for the front. Sergeant Potter was wounded in the leg September 27th and is now back at the base, having been in hospital at Havre. Another brother, Corporal Harry Potter, well known in local athletic circles, was killed July 6th.

PORT ARTHUR BOY DROPS FIRST BOMBS IN THE BIG AIR RAID ON OBENDORF

Horace Potter Let Go First Explosives Which Did Great Damage--- Wonderful Experience

"Yours truly opened the procession," says Sub-Flight Lieutenant Ernest Potter, of Port Arthur, in a letter home describing the great allied air raid on the Mauser factories at Obendorf, Germany, October 12, when millions of dollars damage was done. This brilliant young aviator is son of Mr. and Mrs. W. H. Potter, 210 Tupper street. Before enlisting he was employed with the Molsons bank at Port Arthur and Winnipeg.

The letter goes on to say that at the conclusion of the aerial bombardment the place was practically demolished. On his return trip he states that, though darkness overtook the air squadron, he was able to lead his flight into safety, though others were not so fortunate.

Many German bird men were encountered, but they turned tail immediately his squadron opened fire.

Nearly five tons of explosives were dropped during this raid.

What the Bombs Do

The young flight officer goes on, in his letter, to explain that one of the sixty-five pounders makes a hole twenty-five feet wide and fifteen to twenty feet deep. So its effect inside a factory can be imagined. "I am sorry for the people who lived near the factory," naively writes the young officer, "as they came in for some of the badly-aimed bombs, but of course that kind of thing cannot be helped. We aimed solely at the factories." The aviator concludes his most interesting letter by telling of his course while on his way to this raid, saying that his trip took him over the Vosges mountains, across the Rhine valley and over the Black Forest to the plains beyond, where Obendorf is situated, on the River Neckar. They were in the air nearly four hours.

A Romantic Life

Mr. W. H. Potter, the father of this interpid aviator, permitted the News-Chronicle to see some of the letters written by his son since his entering upon the career of an aviator. The letters, describing his experiences when flying in England, read like veritable romances. Full of interest, they describe his feelings away from all human contact, away up, above the clouds. One in particular described his taking a flight in the early morning while the country was wrapped in darkness. He flew up 8,000 feet and found himself in brilliant sunlight, the world below being in darkness. "The machine must have appeared," he says "like a golden model." Other letters tell of his flights in Kent, across country to Canterbury. "I flew quite low," he said, "to within a thousand feet of the earth, to get a view of Canterbury Cathedral."

Some Thrilling Escapes

That all is not "beer and skittles" while aloft is proved when in one of his letters he says that many a time his engine has failed and left him in many a tight corner. Once, while over London, his engine failed and he fear-

ed he might land on the dome of St. Paul's or in "some other equally trying place." Wind currents were a trial, too, on many an occasion.

A Wonderful Experience

But his experience while taking a new machine from Brooklands to a "place called X" in France surpasses all. He started: "Orders are orders, and must be obeyed." When within about twenty miles of Manstone, in Kent, which was to be his first stopping place, he flew into a violent thunderstorm, and for ten minutes it was touch and go, but he finally made a safe landing with the propeller badly cut by the rain drops which, while the machine was going at 100 miles an hour, he said, "hit like a bullet." Every bit of varnish and the trademarks had disappeared from the 'struts' of the machine, and the violence of the air currents had twisted the wings completely out of shape, and the machine was then absolutely useless. He was then ordered back to Brooklands for another machine, and next morning started for Dunkerque.

Crossing the Channel

When half way across the channel the magneto burned out and the engine stopped, but the wind being in his favor he made the beach at Fort Vert, about eight miles from Calais. On landing he was seized by French guards in mistake for a German spy but shortly afterwards released. He had a new magneto put in and, after some delay, started off for Paris, but had barely reached Paris when the oiling apparatus went wrong, the engine overheated and was completely ruined. As the nearest place to get a new engine for this particular machine was London, he was held up in Paris for a few days. These machines, says the aviator, were as a rule very reliable, but that one must have been "a bad actor." "I do not know," he says, "how much of the original machine will reach 'X,' but as long as the original pilot gets there, we should worry."

Some History

The young flight lieutenant is only twenty-four years of age, and four years ago was ledger keeper in the Port Arthur branch of the Molsons bank, for three years being in the Winnipeg branch. In June, 1915, he left for Toronto, to join the aviation school and in less than three months obtained his pilot's certificate, from there going over to England. He had still further training in England, flying machines of all kinds, learning gunnery and practising bomb throwing. He has another brother, Sergeant Horace Potter, who left with the Ninety-fourth, being transferred to another battalion for the front. Sergeant Potter was wounded in the leg September 27, and is now back at the base, having been in the hospital at Havre. Another brother, Corporal Harry Potter, well known in local athletic circles, was killed July 6.

LT. E. POTTER STILL BOMBING FACTORIES

Port Arthur Aviator Tells How Big Munitions Plant Near Metz Destroyed

Bombs Demolish Factories Where Six Thousand Men Employed

How Flight Sub-Lieutenant Ernest Potter, son of Mr. and Mrs. W. H. Potter, of Port Arthur, led an aerial squadron in destruction of a big munitions factory near Metz is described in a letter home under date of October 28, as follows:

"Just a few lines to let you know that all is well with me. Lately I have been moving all up and down the country. We are attached to the French army and when they want anything battered down we do it for them. Two days ago we blew up some steel works at Habanningen, north of Metz. It was very clear and we could see the effect of our bombs. I was the leader and my first bomb landed square on a factory about 400 feet long by 200 feet wide. It was a delay fused bomb which does not explode until a quarter second after it had hit. It went through the iron roof and exploded inside. The whole building just flattened out like a house of cards and burst into flames. My other bombs all got home, but without such spectacular effect. One of the bombs from one of the other machines fell in between two immense smoke stacks and blew their bases clear away. They fell in opposite directions smashing everything in their path. When we were finished not a thing was left. It was our lucky day. Not a bomb was wasted and not a machine was lost.

"These factories employed about six thousand hands and supplied all the front near here with guns. They were also supplying the Bulgars.

"When we went through Nancy the people were wildly enthusiastic about it, and of course we had a good time."

PORT ARTHUR AIR MAN IS DECORATED BY GENERAL JOFFRE

Mr. and Mrs. W. H. Potter, 210 Tupper street, have received word that their son, Flight Lieutenant Ernest Potter, has been decorated by General Joffre with the white whistle cord in recognition of his services as an air man on the west front. Others of his squad who have been doing great work in bombing German positions, have also received this decoration, which is given only to air men. The cord is worn around the left shoulder and the mark of distinction is its whiteness in contrast with the color usually corresponding with the uniform.

Port Arthur News Chronicle
November 30, 1916

CITY TOPICS

Mr. and Mrs. W. H. Potter, 210 Tupper street, have received word that their son, 'Flight Lieutenant Ernest Potter, who has been in several notable aerial exploits and been decorated by the French government, is sailing for home from England on two months' leave.

Port Arthur News Chronicle March 30, 1917

LIEUT. POTTER IS AT ST. JOHN, N. B.

**Daring Port Arthur Airman
Expected to Reach Home
Sunday Evening**

**Other Notables in Big Party
Which Has Returned
From Front**

St. John, N.B., April 11—In a party of Canadian overseas military men who landed here today from England were ten men with distinguished records in the French army. The big transport brought, besides her passengers, 2,000 bags of Canadian mails, and 1,300 bags of overseas mail. The civilian passenger list totalled seventy-two.

The large number of French uniforms in the party struck a new note, as khaki has heretofore predominated. Twenty-one days seems to be the regulation leave of the soldier of La Belle France coming to Canada.

Lieut. J. V. W. Phillips, of New Westminster, was a member of the party. He belongs to the royal flying corps. He went overseas as a despatch rider, and saw service long ago on the western front.

Lieut. E. Potter, Port Arthur, Ont., of the royal naval air service, also

debarked. Lieut. Potter has been decorated by the French government with the Croix De Guerre. He has been engaged in raiding German positions for many months. It was during a particularly bit of brilliant work in raiding the Zeppelin sheds at Dusseldorf, Germany, that he received his French decoration. Lieut. Potter is home on a short leave.

Mr. W. H. Potter has received a telegram from his son in which he indicates that he will reach Port Arthur Sunday evening next.

Port Arthur News Chronicle
April 12, 1917

CROWDS WELCOME LIEUTENANT POTTER

**Big Crowd Gathers at Depot
to Greet Returning Port
Arthur Airman**

**WEARS UNIFORM NEVER
BEFORE SEEN HERE**

**Carries Ribbon of the Croix
de Guerre—Some of His
Experiences**

With outbursts of cheering and suitable airs by the Port Arthur City Band, Port Arthur welcomed home last evening one of her returned heroes in the person of Flight Lieutenant Potter, of the Royal Naval Air Service, who has received the Croix de Guerre (War Cross) from the French for his services at the front.

The band concert in the Colonial theatre was dismissed in time for the audience to be at the depot to welcome Lieut. Potter, and over 1,500 people were at the C.P.R. depot when the train from the east arrived.

Back from the war zone and all the horrors of war, Lieut. Potter's first thought on his arrival in Port Arthur was of his mother. "Where is mother?" he asked his sister, Miss Edith Potter, who met him on the platform. By way of reply, she led him to the auto in which his parents awaited him.

On seeing him step from the train prolonged cheers were given by the crowd while the band played "See the Conquering Hero Comes." Pushing his way through the big crowd of people, all desirous of seeing and greeting him, he entered the car and went home with his parents.

Bombs Munitions Plants

"The work in which I have been engaged has been principally flying over munitions plants and blast furnaces, and endeavoring to destroy them by means of bombs," said Lieut. Potter to the News-Chronicle today.

Attired in a natty uniform of blue with gold braid, he bears himself quite modestly despite the honors and praise which he has received. Although published in orders to receive the Croix de Guerre, he has not been presented with it. However, on his breast he wears the green and red ribbon signifying that it has been conferred on him. Once the president of France and once a general of the French army were in the British lines to present him with the cross but, owing to duty calling him away, he was unable to receive it. The decoration is not for any particular action, but for general service in leading and assisting in aerial attacks.

In September, 1915, Lieut. Potter left the aviation school at Toronto for

England, having been successful in passing his tests. In England he was engaged in coast defence work until June, 1916, when he went to France. Owing to the air service being somewhat of a separate branch of the forces, he saw no local boys while overseas. He was attached to number three wing of the naval air service. Great progress has been made in the construction of aircraft since the commencement of the war and the machines now used are very different from those used two years ago, he stated. The Allies now have remarkable command of the air and ten of their craft go over the German lines for one Hun raider which comes over the lines of the Allies.

Blast furnaces, where the crude material is located, and munitions works, where the finished product is stored, are the chief objects of attack by aircraft, which drop bombs upon them. Chief amongst the raids was one on Hagendengen, at which place forty aircraft dropped bombs upon huge steel works, destroying the plant, which is still out of commission. There was not a single casualty amongst the aviators who took part in the raid. At Oberndorf forty-five aircraft took part in a flight as a result of which considerable damage was done to the Mauser rifle works.

The Airplanes

A majority of the craft in which he was flying carry about sixty-five gallons of petrol and have a speed of about ninety miles per hour. Sometimes two men are carried, and sometimes only the pilot. These machines are built for carrying bombs. The fighting machines have more speed, but not the carrying capacity. When a flight is made over the lines of the enemy it is seldom much resistance is met until returning to the base. By this time the German craft from the entire affected district will have concentrated. They do not, as a rule, attempt to break up the formation of a squadron, but endeavor to cut off and destroy all stragglers.

"If the engine of any machine works poorly, the crew is in wrong, unless fighting machines can be left to assist them," said Lieut. Potter. He says that a certain spirit of good fellowship prevails amongst the aviators of the opposing forces and believes that this is occasioned by the fact that the combats in which they engage are mostly of a man-to-man nature and consequently there is more respect engendered for opponents.

Optimistic About the War

"Optimism regarding the outcome of the war is very high in England and France is especially optimistic. It is generally conceded that the Allies are starting a big push with great success. If they can continue to drive the enemy it is believed that the Huns will not last more than three or four months. A short time ago

I ran across a batch of one hundred Germans taken by the French. Of these there were but five normal men, and they towered like giants above the others, who were mostly boys and old men," said Lieut. Potter.

THRILLING STORY BY LIEUT. POTTER

PORT ARTHUR AIR MAN ENTER-
TAINED BY BOARD OF TRADE
AND CANADIAN CLUB

PRIVATE HAROLD WOODSIDE
IS ALSO AN HONOR GUEST

Experiences in the Air and Hospitals
Are Detailed Before One Hundred
Business Men of City Who Show a
Keen Interest in Returned Soldiers

At a dinner, given last night in the Y.M.C.A. by the Board of Trade and the Canadian Club, in honor of Flight Lieut. Ernest Potter, R.N., croix de guerre, and Pte. Harold Woodside, C.A.M.C., about one hundred representative business men of Port Arthur were held in rapt attention by narratives of Egypt and France. Mr. John A. Oliver, president of the Board of Trade, and Major H. B. Dawson jointly presided. Mayor Cowan and Ald. Marrigan represented the City Council. The dinner was provided by the Red Cross and, like everything else provided by those ladies, was all that could be desired.

Mr. Oliver introduced Lieut. Potter and then was heard one of the most interesting stories of flying that has been heard in Port Arthur. For a short time Mr. Potter spoke of his experiences while learning to fly, of his mishaps and accidents. After six weeks' training he was considered fit to handle a machine and was given charge of one to take to France. Crossing the channel, something went wrong and they were forced to land on a beach. On French gendarmes coming to the scene, Mr. Potter became excited and, believing that he had landed in Germany, spoke in German, the speaking of that language being one of his accomplishments. The result was that he was arrested as a spy. He obtained permission to telephone and through some lucky chance his wire became crossed with an anti-aircraft station. On explaining his predicament to them, they visited him, discovered that everything was all right, and he was released.

Explains Art of Flying

Mr. Potter explained the different manoeuvres and how they are done, and told of a fight with four German planes. The Germans had been waiting for one of the entente squadrons and Mr. Potter ran into them. After a fight in which he was successful in bringing down one of the hostile machines, he was forced to land. On examining the plane it was found that it contained eighty bullet holes. His gunner had had his revolver shot away from his belt.

Mr. Potter was on several bombing raids. The planes fly at a height of 12,000 to 15,000 feet and at so fast a rate do they travel, together with the distance from the ground, that it is necessary to drop the bombs when they are a mile from their objective.

"After a time one obtains a taste for war work," said Mr. Potter. "And while I am glad to get back to Port Arthur, I will be glad to get back to my work." He paid high tribute to the men in the trenches. "While we have all the dangers of the men in the trenches, we have none of the hardships they have," he declared. Mr. Potter made a flight over the German lines as late as March 25. He is to return on May 31.

Pte. Harold Woodside

Major Dawson then introduced Pte. Woodside, who gave an interesting address on hospital work, how the men are attended to and other things connected therewith. The biggest thing the hospitals had to contend with in Egypt, according to the returned soldier, was dysentery, but, after experimenting, a method was obtained by which the disease could be dealt with effectively. He described different scenes in French hospitals, the wounded and their wounds and their treatment.

Prior to enlisting, Pte. Woodside was a student at Queen's university, Kingston, and he, with a number of other men in the medical corps, was returned to Canada in order that he may complete his training. His plans for the coming summer have not yet been promulgated but he will be in Port Arthur for another week at least.

Yesterday afternoon Mr. Potter was an interested visitor to the icebreaker James Whalen. A party accompanied Mr. Potter and they spent some time in examining the ship and watching it plow through the ice.

Port Arthur News Chronicle
April 24, 1917

LT. POTTER, PT. ARTHUR, IS HOME ON SHORT LEAVE

Canadian Military Party and Big
Mails Arrive In St. John
N. B.

LOCAL BOY IS DECORATED

(Western Associated Press)
ST. JOHN, N.B., April 12. — In a party of Canadian overseas military men who landed here yesterday from England were ten men with distinguished records in the French army. The big transport brought, besides her passengers, 2,000 bags of Canadian mails and 1,300 bags of overseas mail. The civilian passenger list totalled seventy-two.

Frenchmen on Leave

The large number of French uniforms in the party struck a new note, as khaki has heretofore predominated. Twenty-one days seems to be the regulation leave of the soldier of La Belle France coming to Canada.

Lieut. J. V. W. Phillips, of New Westminster was a member of the party. He belongs to the royal flying corps. He went overseas as a despatch rider and saw service long ago on the western front.

Raided Dusseldorf

Lieut. E. Potter, Port Arthur, Ont.,

of the royal naval air service, also debarked. Lieut. Potter has been decorated by the French government with the Croix de Guerre. He has been engaged in raiding German positions for many months. It was during a particularly brilliant bit of work in raiding the zeppelin sheds at Dusseldorf, Germany, that he received his French decoration. Lieut. Potter is home on a short leave.

Was at Suvla Bay

Sergt. Jack Mulvaney, Irish fusiliers, a Toronto man home on leave. Sergt. Mulvaney was with his unit when it was almost wiped out at Suvla Bay, during the Dardanelles operations. For the past few months he has been with his unit on the Somme front, and was until March 24 in the front line trenches. He has been wounded three times.

Fought at Verdun

Sergt. G. Rux of the French army, a Manitoba man, on leave. Clad in the regulation blue of the French army, Sergt. Rux returned yesterday. For twenty-nine months he had been in the trenches. For months he was at Verdun, when the crown prince was making his desperate assaults upon that French stronghold. He is a member of the 241st regiment and wears the Croix de Guerre. He was wounded three times.

Daniel Valentine, 159th French regiment. He was wounded four times during the heavy fighting about Verdun. He is on twenty-one days' leave.

Stationed at Fort Vaux

Corp. Emmanuel Rochereau, son of

the French consul at Toronto. He has the Croix de Guerre. He was born in Canada. When asked if he was a Canadian he said: "No, I am a Frenchman. I am proud of the fact that I was born in Canada, but prouder still that I am a Frenchman and have fought with my brother Frenchmen in France." Corp. Rochereau fought all through the desperate battles about Verdun and was stationed at Fort Vaux. Through all this he came out unscathed.

Secon' Lieut. S. B. Lee of the R. F.C. He was on the western front for several months. In a desperate fight with an enemy machine, after he was shot through the leg several times, he finally worsted his opponent. It was found necessary to amputate his leg. He went overseas as a despatch rider.

The body of Captain O. H. Paulin, of Simcoe, Ont., was on board the ship, he having died recently in England, while on active service.

Fort William Daily Times Journal
April 12, 1917

LIEUT. POTTER IN ADDRESS TO CANADIAN CLUB

Tells Of Adventures, Serious and
Humorous, That Fall To the
Lot Of An Airman

VERY LARGE ATTENDANCE

Flight Lieut. Ernest Potter, holder of the French croix de guerre, for aviation exploits, held the rapt attention of the Canadian club at noon today, while he recounted in a modest and intensely interesting manner his experiences as a bird man.

The luncheon was at the Avenue hotel and the attendance was almost a record. The president, D. Smith, introduced Lieut. Potter in a few words and the guest commenced by a short description of his early lessons in flying.

He said that no man yet has discovered the real reason for our being able to fly, but improvement of details has made it more and more successful. Two years ago he himself got the ambition to learn to fly and when he left the Curtiss school in Toronto he had been up once alone. When he reached England he was again set to work in a school, and he told two amusing stories of break-neck adventures, one of which took him through the roof of the airdrome, and the other tumbled him through the bottom of a big cumulous cloud.

His first trip across to France was not without its humorous side, since his magneto was burnt out and he had to land on the French coast and fell into the hands of a Normandy coast guard who held him prisoner till he got to a telephone and was bailed out by a detachment of an anti-aircraft squad of Frenchmen. The first experience of being shelled was a strange one, especially when a high explosive shell burst under the tail of the machine and almost made it dive down. He and his gunner both decided that the other needed cheering up, with the result that two of the sickliest smiles he had ever seen were exchanged between them.

With a few exceptions the Germans will not fight in the air unless they have at least an advantage of two to one. There is something lacking about most of them, but one exception was a man who flew a big yellow machine and who seemed always ready to tackle any number of British planes, and seemed to bear a charmed life. The daily life of an airman consists, in fine weather, of flying high on bombing raids, and, in dull weather, in lower down work. Lieut. Potter told an amusing story of a man who was detailed to paint a captive balloon red and green, to make it invisible, and whose balloon, when he was on top of it, was disturbed by the shock of a big French howitzer, so that he was tossed in the air and was finally extricated from the balloon covered with red and green paint, and asking if he was invisible.

Alluding to the casualties among airmen, he said that one did not seem to notice them, but the other day he read of the death of Fleming, of Toronto, and realized that he, himself, was now the only one left of the eight who left the school together.

In conclusion he urged that Canadians should encourage a Canadian flying corps, and asked that it be kept as a flying corps, and not as a political adjunct.

At the close of the address, which was loudly applauded, the president conveyed the thanks of the club to Lieut. Potter, and introduced to the club the new American consul at Fort William, E. A. Dow, who thanked him for the introduction and said that the United States now being an ally of Canada, he had instructions to give every assistance possible in the matter of supplies, and asked Canadians to avail themselves of his services.

PORT ARTHUR AVIATOR BROUGHT DOWN BY CUPID'S DARTS, AND SURRENDERS

**Flight-Lieutenant Potter, R. N.,
Married This Morning To Miss
Edith Leaney Of Winnipeg**

AN INTERESTING MATCH

"Take me up, up, up with you dearie,
Away up to the sky.
Sail around the moon for a quiet
spoon,
Just the parson, you, and I;
Let us float, float, float through the
air
And have a bit of fun,
We'll go up, up, up as two
And then come down as one."

That the shafts of the little god cupid can find their marks unerringly, even when they have to be aimed high, was proved to be the case this morning, when at 10.30 at St. John's church, Port Arthur, Rev. F. W. Colleton, locum tenens, united in matrimony Flight Lieutenant Ernest Potter, R. N., croix de guerre, France, and Miss Edith Merle Leaney, elder daughter of Mr. and Mrs. W. J. Leaney, of 114 Evanson street, Winnipeg. The bride, who was unattended, looked charming in a handsome traveling costume, with fashionable picture hat to match. She wore a boa of white fox fur, with a corsage bouquet of mauve orchids, and in her hand she carried an ivory-white prayer book. Prior to the ceremony, H. S. H. Goodier, organist and choirmaster of the church, played appropriate music on the organ, and, while the register was being signed, de Koven's "O Promise Me."

The bride was given away by her father, who with her mother arrived from Winnipeg by Canadian Northern train an hour before the service. Only the immediate relatives and friends of the contracting parties were present at the wedding, which was quiet owing to the recent death

of the bridegroom's brother at the front. At the conclusion of the service, as the newly-wedded couple walked down the aisle, Mendelssohn's Wedding March pealed from the organ. Lieutenant and Mrs. Ernest Potter motored from the church direct to the Canadian Pacific railway station, where they boarded train number four for Toronto. Lieutenant Potter, who is one of Canada's foremost flying men, is en route overseas to resume his aviation duties, as his leave has expired. He has been home for one month.

Blew Up Mauser Rifle Works

The feat for which he was decorated with the croix de guerre was in particular for being the leader of a fleet of planes from which bombs were dropped on the famous Mauser rifle works in Germany, completely demolishing them. The first bombs were dropped by Lieutenant Potter from his machine. The decoration was bestowed by the French government also for the general brilliancy of Lieutenant Potter's work. On the ribbon of his decoration is a gold laurel wreath, which is a special award for commendable services which caused him to be mentioned in despatches.

Lieutenant Potter is one of three brothers who have all been at the front, one of whom has made the supreme sacrifice, and another is now at the front.

Lieutenant Potter's hosts of friends at the head of the lakes will join the Times-Journal in wishing him all sorts of good luck in his new and latest "flight" in the matrimonial aeroplane. He has made many new friends since his return from the front, and his clever speeches and modest demeanor while talking entertainingly of his wonderful exploits have made a deep impression upon those who have had the privilege of hearing him. He very recently made a very interesting address on war aviation before the Fort William Canadian club.

Mrs. Ernest Potter was born in Port Arthur, where her parents lived for many years before moving west to Selkirk, and later to Winnipeg.

FLIGHT LIEUT. POTTER AT FORT WILLIAM

Port Arthur Airman Dined by Canadian Club, Tells Thrilling Story

Keeping the attention of his auditors for more than an hour, Flight Lieut. Ernest Potter, croix de guerre, delivered an address that will long be remembered by those who attended the Canadian club luncheon in the Avenue hotel, Fort William, at noon today. Mr. Potter told of incidents of his flying career from the day he enlisted until he left to return to Canada. The spacious dining room of the hotel was filled and not one man left until Mr. Potter had concluded his address.

The speaker was introduced by Mr. D. Smith, of Fort William, who, after introducing Mr. Potter, introduced Mr. Dow, the newly appointed United States consul.

LIEUT. POTTER HOME AFTER SHORT ABSENCE

Flight Lieutenant Ernest Potter, R. N., croix de guerre, France, arrived in Port Arthur this morning by Canadian Pacific steamer Assiniboia, and will visit at his home, 210 Tupper street, till tomorrow night, when he leaves for Winnipeg, where Mrs. Ernest Potter has been staying with her parents, Mr. and Mrs. W. J. Leaney, since the young flying officer has been overseas on his last visit. It will be remembered that Lieutenant Potter was married on May 17th in Port Arthur, and left for the east the same day on his way overseas, as he was in Canada only on temporary leave of absence.

Reported For Duty in London

After spending some time in the east, though he put forth every effort to obtain home duty, he had to obey orders and return to England to report for service. He was only there nine days, when he had orders to return to Canada, being told that further instructions would be sent to him in Winnipeg. "I really know nothing about my plans," said Lieutenant Potter to the Times-Journal this morning. "All I know is that I expect orders are awaiting me in Winnipeg now. I was only in England nine days altogether, spending most of the time in London. I went down to Torquay to see some friends, however. I came across the Atlantic in the same ship with Colonel H. A. C. Machin, who commanded the 94th battalion." Lieutenant Potter, while in Toronto, visited Mr. and Mrs. D. C. Walton at their summer home on the island. Mrs. Ernest Potter is a niece of theirs.