

R-34 SAFELY IN MINEOLA AFTER PERILOUS TRIP

Voyage Ends Early Sunday Morning; Aircraft Arrives With but Enough Gasoline for 90 Miles

tip end of Long Island was reached it was decided to go on to Mineola. With the goal almost in sight, the R-34 flew majestically above the island and headed straight down the center of it for Roosevelt field, 100 miles away.

As she cruised over Riverhead, the dirigible came within range of the wireless telephone installed at Roosevelt field by the navy radio service and perfect communication was established.

Over the wireless telephone it was explained to Major Scott that a large part of the crew assembled to assist in landing had been sent to Montauk Point in motor trucks in the expectation that he would tie up there and that consequently preparations for receiving him had not quite been completed.

The mammoth balloon was sighted in the distance about 9 o'clock and 15 minutes later over Roosevelt field. She cruised about in a circle at a height of about 1,000 feet until word was telephoned that everything was in readiness for the landing.

While the R-34 was circling the field at a great height, Major Pritchard jumped off with a parachute. He landed safely near headquarters and smilingly hurried indoors before an ambulance that had been rushed to the scene could reach him.

Lieutenant Hoyt, U. S. N., the ground officer, had assembled on the field a force of more than 500 soldiers and sailors ready for immediate action as the R-34 circled lower and lower. When it was only 200 feet from the ground a huge hawser was let go from under its nose.

British noncommissioned officers with American soldiers and sailors shouted gleefully as they seized the rope and hung on.

Then water ballast was dropped from the forward end of the dirigible and its nose tipped. Then it began to descend. Five more guide lines were dropped and landing parties grasped them as the water ballast was dropped from the stern.

Both operations at bow and stern, the landing crews were drenched by the cascading water. Major Scott directed all the details of the landing and it was carried out smoothly.

The hawsers were attached to concrete blocks, two at each end and one at either side in the center. When the great ship was safely anchored all the ropes except the hawsers were cut loose so it could swing with the wind like a ship at anchor.

The landing crews will stand by all through the night to hold it safe.

Major Scott First "Ashore." The first man to step "ashore" was Major Scott. He obviously was tired, but happy. On his face was several days' growth of beard and he showed plainly the strain he had been under.

He wore the regulation air costume. Short and chunky and typically British, the military skipper of the huge airship shook hands with Gen. Lionel E. O. Charlton, British air attaché in the United States, who was waiting for him.

The greeting was as typically English as the appearance of the commander. There was no demonstration and the two officers met as casually as though the trip had been across the English channel.

Gen. E. M. Maitland, D. S. O., official observer for the British air ministry, was the next to step out of the car. He looked fresher than his companions, for he had no duties to perform on the way across, except to keep the log.

sending out the wireless call, saying assistance might be needed. Lieut. Commander Zachary Lansdowne, the American observer on board the R-34, looked almost as haggard as Major Scott, whom he assisted all the way across.

The men of the R-34 were greeted by General Charlton, Lieut. Col. W. F. Lucas and Maj. Hugh Fuller, representing the British government, and by Rear Admiral Glennon and Major General Mencher, representing the American navy and war departments, as well as by Lieut. L. B. Clark, U. S. N., designated to receive from General Maitland the log of the trip.

All's Well That Ends Well. "All's well that ends well," was the greeting of Admiral Glennon before he read an official message of welcome from Secretary of the Navy Daniels, welcoming the R-34 to the United States and extending warmest congratulations upon her wonderful achievement.

All the air voyagers were in excellent physical condition except that they were very tired. They suffered no hardships except lack of sleep. There was plenty of food and water.

General Maitland announced the return trip would be begun Tuesday at 8 a. m. Full supplies of petrol, oil, hydrogen, food and water were ready at the landing field and the work of putting them aboard was begun almost as soon as the dirigible was anchored.

U. S. Navy Congratulates. Washington, July 6.—Congratulations of the United States navy upon the successful transatlantic flight of the British dirigible R-34 were sent to Maj. J. H. Scott, commander of the airship, and members of the R-34 crew by Secretary Daniels immediately upon receipt of advice that the craft had landed safely at Mineola.

Naval officers here had followed the history-making flight of the dirigible closely and made no attempt to conceal their great satisfaction that the representatives of the service which recently honored Lieutenant Commander Read and members of the crew of the NC-4 were able to effect the first crossing of the Atlantic by a lighter-than-air craft.

Secretary Daniels in his message to Major Scott asserted that the achievement of the R-34, coming closely after the flights of Commander Read, Capt. John Alcock and Harry Hawker, would bulk large in the history of aviation and would do much to further the existing relations between the British and American navies.

"The American navy," said the secretary, "extends its greetings to you and to the heroic crew of the R-34 and congratulates you on the success of your great flight across the ocean."

New York, July 6.—The R-34 and her sister airship, the R-33, are the world's greatest dirigibles. The war brought them into being, for they originally were designed to outvie German Zeppelins and bring death and destruction to German cities.

When they were building it was reported that they would be flagships of a gigantic fleet of air craft that would be launched on a tremendous air raid on Berlin. For this purpose they were equipped with the opening through which four 800-pound bombs and sixteen of 120 pounds could be dropped, while on the upper structure emplacements were built for batteries of eight guns.

World's Greatest Dirigible. The sudden end of the world war put a stop to the plans for a raid on Berlin and the architects of the dirigibles turned their attention to remodeling their craft for peaceful purposes. But their plans were again interrupted in June when the war clouds regathered at reports that Germany would refuse to accept the allied peace terms.

The R-34 was swiftly put in war trim and started on a cruise of 2,000 miles over the Baltic and the German coast regions. She carried no bombs, but, equipped with rapid-firing guns, swept over the enemy's territory at a low altitude, her enormous shadow making a grim threat of the possibilities.

The cruise was made without mishap and when peace finally was assured, the crew of the R-34 resumed preparations for the historic flight to America.

Originally, it was planned that the voyage should be made by the R-33 also, but it was decided that too much time would be needed to remodel the sister ship.

The R-34 was built in Inchinnan, a little village near Glasgow, in size she rivals all but the very largest ocean liners. Her length is 640 feet, her beam 79 feet and from the bottom of her lowest gondola to the top of the gas bag, measures 79 feet.

Her measurements are very closely those of the liner Adriatic and if she was used on the sea she could overtop the famous Singer building by 27 feet. Two million cubic feet of hydrogen gas are imprisoned in the enormous balloon.

Her resemblance to a monstrous fish is heightened by the fact that she is painted silver color, proved by experiment to be the most successful in resisting the action of the sun in expanding the gas bag.

1,000 Horsepower Engines. The driving power of the airship is supplied by five Sunbeam motors with a total of 1,000 horsepower, sufficient to give a speed of close to 70 miles an hour in favorable weather. To feed these motors the airship carries between 7,500 and 8,000 gallons of gasoline, weighing sixteen tons and giving her a cruising radius of 4,000 nautical miles or considerably more than the distance between Europe and America and return.

Her lifting capacity is 59 tons, of which 21 1/2 tons is dischargeable weight, or weight which can be disposed of from the ship.

Five gondolas are swung from the gas bag, connected by three 50-foot cables. In these gondolas are comfortable accommodations for the crew of thirty with sleeping quarters for half that number. Radiators on top of the motors supply them with hot water and electric stoves assure them of hot meals.

Communication with mother earth is provided for by wireless equipment with a receiving radius of 1,500 miles.

Officers Outrage Home of Omaha Man

(Continued From Page One.) the arms. She struggled with the man, thinking, she said, she intended to do her harm. Mrs. Perrucello asserted she did not know her assailant was a policeman.

Herzina said he wrestled with the woman, the woman's hair was lacerated and wrenched, her body bruised and her night dress was torn off.

Officers Strikes Boy. Attracted by his mother's screams, little Sebastian Perrucello ran into the room, and when he saw the crouching and nude figure of his mother, helpless and begging, his childish strength was exerted to its utmost to eject the officer from the room.

Herzina struck the little boy a terrific blow on the shoulder with his black jack.

While this was taking place in Mrs. Perrucello's room, other policemen were breaking dishes and overturning furniture in their search for liquor, and Thestrup was pounding Perrucello on his head with a revolver.

"God's sake don't let him kill my sick wife," Perrucello begged, and started to hasten to his wife's assistance. Thestrup said to another policeman struck him several blows on the head with a blackjack.

Perrucello was rendered almost unconscious from the reign of blows administered by the policemen. The five little children of the family stood by, frantic and helpless, while the policeman beat and outraged their parents.

Three pints of whisky were found in Mrs. Perrucello's room, which she declared she obtained before the prohibition laws became effective. She was using it, she said, for medicinal purposes.

Several gallons of homemade wine also were seized. Perrucello was charged with illegal sale and possession of intoxicating liquor and with resisting an officer. He was released Sunday afternoon on a \$1,000 bond.

Will Swear Out Warrant. Perrucello has retained counsel and declares he will swear out a warrant today for the arrest of Herzina and Thestrup charging assault and battery.

"I came to this city nine years ago from my native Italy," he said Perrucello. "I came here because I knew it was a great free country. I knew the poor man here was given an opportunity. I knew his home was protected and was his castle. I knew my children would be safe and their possibilities would be unlimited."

"The most sacred thing in the world, I have always impressed on my children that the privacy of our home was their greatest privilege and the most magnificent blessing conferred and guaranteed by this government. These are the fundamental principles upon which the greatness of America was founded."

"I know there is something wrong about the way my home has been outraged. My lawyer tells me there is and I am going to the bottom of the affair."

JAZZ MUSIC ON BIG BLIMP AS IT CROSSES SEA

Log Kept on R-34 Recites Fascinating Daily Story of British Dirigible's Trip Scotland to U. S.

(Continued From Page One.) leaving the ground," reads an entry made after the airship hardly had taken the air, but it is followed almost immediately by a description of the first breakfast in the air, which ends:

"In the adjoining compartment the graphophone was entertaining the crew with the latest jazz tunes. Then comes an account of sleeping in hammocks aboard a service airship, with a word of caution for the unwary sleeper.

"There is only a thin outer cover of fabric on the underside of the keel on each side of the walking way and the reckless individual who tips out of this hammock would in all probability break right through this and soon find himself in the Atlantic."

There follows a series of word pictures of cloud formations, showing that, as in the case of Alcock and Brown, the R-34 was at times floating between two layers of waterless messages breaking through these cloud banks to bring cheer to the adventurers; of meals cooked over exhaust pipes, and engine repairs made with chewing gum; of the discovery of a feline stowaway smuggled aboard by a superstitious member of the crew—and then the sighting of the fields and Newfoundland, with terse observations on aerial navigation.

Like to Stop For Shoot. Instead of finding exuberance at this point exuberance of captain and crew, it is remarked that the airman think they would like to stop at New Zealand, both Nova Scotia some time for shooting and fishing, as the forests and lakes viewed from the air hold promise of much game and fish.

Then comes a more anxious entry: "The petrol question is becoming decidedly serious."

And again: "For some little while past there has been distinct evidences of electrical disturbances."

Then comes a description of two thunderstorms successfully evaded—"set down quite simply as they occurred and more or less in the form of a diary," as General Maitland promised at the end of his log.

"It was originally intended that this flight should have taken place at the beginning of June, but owing to the uncertainty of the Germans signing the peace terms, the British admiralty decided to detain her for an extended cruise up the Baltic and along the German coast line. This flight occupied 56 hours under adverse weather conditions, during which time an air distance of roughly 2,400 miles was covered."

"At the conclusion of this flight the ship was taken over from the admiralty by the air ministry and the airship was quickly overhauled for the journey to the United States of America."

Journey Starts Before Time Set. "The date and time of sailing decided upon was 2 a. m., on the morning of Wednesday, July 2, and the press representatives were notified by the air ministry to be at East Fortune the day previously."

"At 1:30 a. m., on the early morning of Wednesday, July 2, the airship was taken out from her shed and actually took the air 19 minutes later, she starting on her long voyage for exactly 18 minutes in advance of scheduled time."

The story of the flight as entered in the log follows: "1:42 a. m., Wednesday, July 2: 'The R-34 slowly arose from the hands of the landing party and was completely swallowed up in the low, heavy clouds at a height of 100 feet. When flying at night, possibly on account of the darkness, there is always a feeling of loneliness, immediately after leaving the ground. The loneliness on this occasion was accentuated by the faint cheers of the landing party coming upwards through the mist, at all signs of the earth had disappeared.'

"Owing to the stormy nature of the morning the air at 1,500 feet—the height at which the airship was traveling—was most disturbed and 'bumpy,' due to the wind being broken up by the mountains to the north, causing violent wind currents and air pockets."

"The most disturbed conditions were met in the mouth of the Clyde, south of Loch Lomond, which, surrounded by high mountains, looked particularly beautiful in the gray dawn light."

"The islands at the mouth of the Firth of Clyde were quickly passed. The north coast of Ireland appeared for a time and shortly afterward faded away as we headed out into the Atlantic."

"The various incidents of the voyage are set down quite simply as they occurred and more or less in the form of a diary. No attempt has been made to write them as a connected story. It is felt that by recording each incident in this way, most of them trivial, a full absence of

importance, a truer picture of the voyage will be obtained. "Time, 6 a. m., July 2. "Airship running on four engines with 1,600 revolutions. Forward engine being given a rest. Air speed 38 knots—land miles per hour made good 56 7/8. Course steered 238 degrees—north 62 degrees west course made good 93 degrees north 71 west. Wind northeast 15 1/3 miles per hour. Height 1,500 feet.

Loss Sight of the Sea. "Large banks of clouds came rolling along from the Atlantic, gradually blotting out all view of the sea. At first we were above these clouds, but gradually they rose higher and we plowed our way into the middle of them."

"Seven a. m.: "A dense fog, estimated by Harris, the meteorological officer, to go down to within 50 feet of the water and up to a height of about 5,000 feet."

"Suddenly we catch a glimpse of the sea through a hole in the clouds and it is no easy to see we have a slight drift to the south, which is what was estimated by both Scott, the captain, and Cook, the navigating officer."

"A few minutes later we find ourselves above the clouds, our height still being 1,500 feet, and beneath a cloudy sky with clouds at about 8,000 feet. We are, therefore, in between two layers of clouds, a condition which Alcock and Brown found themselves on more than one occasion on their recent flight from west to east."

"An excellent cloud horizon now presents itself on all sides of which Cooke at once takes advantage. These observations, if the cloud horizon is quite flat, ought to prove a valuable rough guide, but cannot be regarded as accurate unless one can also obtain a check on the sun by day or the moon and stars by night."

"Cooke reckons it is easy to make as much as a 50-mile error in locating one's position when using a cloud horizon as substitute for a sea horizon."

"7:30 a. m.: "Good Breakfast Served. "Breakfast in crew space up in the keel consisted of cold ham, one hard-boiled egg each, bread and butter and hot tea. We breakfasted in two watches, generally about 15 in each."

"The first watch for breakfast was Scott, Cooke, Pritchard, admiralty expert; Lansdowne, lieutenant commander United States airship service; Shoter, engineer; Harris, meteorological officer; myself and half the crew."

"Conversation during breakfast reverted to the recent flight up the Baltic and in the adjoining compartment the graphophone was entertaining the crew to the latest jazz tunes, such as 'The Wild, Wild Women.'"

"8 a. m.—Still ploughing our way through the fog at 1,300 feet. Sea completely hidden by clouds and no visibility whatsoever. Stopped forward and two aft engines and now running on only the two wing engines at 1,600 revolutions. These are giving us an air speed of 30 knots, or 33 1/2 miles per hour. This is the airship's most efficient speed, as she only consumes on the two engines 25 gallons of petrol per hour."

"Wind is east, seven miles per hour, and so we are making good 40 miles per hour and resting three engines."

"Cooke is now on the top of the airship taking observations of the sun, using the cloud horizon with a sextant. The sun is visible to him, but not to us, the top of the ship being 85 feet above us down here in the fore control cabin."

"Our position is reckoned to be latitude 53 degrees, 10 minutes north and longitude 14 degrees 40 minutes west, which is equivalent to 400 miles from our starting point, at East Fortune, and 200 miles out of the Atlantic from the northwest coast of Ireland."

"We are in wireless touch with East Fortune, Cliden, on the west coast of Ireland, and Ponta Delgada, Azores, and messages wishing us good luck are received from air ministry, H. M. S. Queen Elizabeth and others."

"11:45 a. m.—Lunch—excellent beef stew and potatoes, chocolate and cold water."

"The talk, as usual, was mainly 'shop,' dealing with such problems as the distribution of air pressure on the western side of the Atlantic, what winds were likely to be met with, what fog we should run into, the advantages of directional wireless for navigational purposes, cloud horizons and the like."

"12 noon, watch off duty, turned in for their routine four hours' sleep before coming on for their next period of duty—only two hours in this case—as it is the first of the two dog watches."

Sleeping Arrangements. "The sleeping arrangements consist of a hammock for each of the men off watch, suspended from the main ridge girder of the triangular internal keel, which runs from end to end of the ship. In this keel are situated the 81 petrol tanks, each of 71 gallons capacity; also the living quarters for officers and men and stowage arrangements for lubricating oils, the engines, water ballast, food and drinking water for the crew. The latter is quite a considerable item, as will be seen from the following table of weights: "Petrol, 4,900 gallons, 35,300 pounds, 15.8 tons. "Oil, 2,070 pounds, 9 tons. "Water, 3 tons. "Crew and baggage, 4 tons. Spares, 550 pounds, 2 tons. Drinking water, 800 pounds, 42 tons. "Total, 24.32 tons. "Life in the keel of a large rigid airship is by no means unpleasant. There is very little noise, no vibration except when one is directly over the power units—a total absence of

wind, and except in the early hours of dawn, greater warmth than in the surrounding atmosphere. "Getting into one's hammock is rather an acrobatic feat, especially if it is slung high, but this becomes easy with practice—preventing one's self from falling out is a thing one must be careful about in a service airship like the R-34. There is only a thin outer cover of fabric on the underside of the keel on each side of the walking way and the reckless individual who tips out of his hammock would in all probability break right through this and soon find himself in the Atlantic."

It is surprising the amount of exercise one can get on board an airship of this size. The keel is about 600 feet long and one is constantly running about from one end to the other. There are also steps in a vertical ladder to the top of the slip for those who feel energetic or have duty up there. By the time it comes one's turn to go to bed one generally finds one is very sleepy and the warmth of one's sleeping bag and the hum of the engines soon send one to sleep."

"8:15 p. m.—Durant, the wireless officer, reports that he has just been speaking to St. Johns, N. F.—rather faint, but quite clear signals. As we are still in touch with East Fortune and Cliden and have been exchanging signals with the Azores since reaching the Irish coast, our communications seem to be quite satisfactory."

"Remarkable rainbow effects on the clouds; one complete rainbow encircled the airship itself and the other—a smaller one—encircled the shadow. Both were very vivid in their coloring."

"8:45 p. m.—Excellent tea consisting of bread and butter and green gage jam, also two cups of scalding water, which had been boiled over the exhaust pipe cooker fitted to the forward engine. The whole assisted by Miss Lee White on the gramophone."

Rarely See Atlantic. "4:30 p. m.—Still in fog and low clouds and no sea visible. We have hardly seen the Atlantic since leaving the Irish coast and we are beginning to wonder if we shall see it at all the whole way across."

"5 p. m.—Trampsteamer S. S. Ballygally Keed, outward bound from Belfast, destination Montreal, picked up our wireless on their Marconi spark set, which has a range of only 30 miles. She heard us but didn't see us as we were completely hidden by the clouds."

"We were very surprised and most interested to hear word from the R-34 bound for New York and wished us every possible luck."

"5:30 p. m.—Messages were received both from H. M. S. battle cruisers Tiger and Renown, which had been previously sent by the admiralty out into the Atlantic to assist us with weather reports and general observations."

"6 p. m.—Scott increases height to 2,000 feet and at this height we find ourselves well over the clouds and with a bright blue sky above us. The view is an enchanting one—as far as one can see a vast ocean of white fleecy clouds ending in the most perfect cloud horizon."

"Two fine specimens of cirrus clouds of which Pritchard promptly obtained photographs appear on our port beam, also some cirrus ventosus clouds—little curly clouds like a black cock's tail feathers—all of which Harris interprets as a first indication and infallible sign of a depression coming up from the south."

"6:40 p. m.—Put back clock one-half hour to correct Greenwich mean time. Time now 6:10 p. m. Position latitude 53 degrees, 50 minutes north; longitude 20 degrees west."

"We have covered 610 sea miles measured in a direct line in 37 hours at an average speed of 36 knots, or 40 miles per hour. Depth of Atlantic at this point 1,500 fathoms. At this rate, it all goes well and if that depression from the south doesn't interfere, we should see St. Johns about midnight tomorrow, July 3."

"6:55 p. m.—Wireless message from air ministry via Clifton states: "Conditions unchanged in British isles. Anti-cyclone persistent in eastern Atlantic—a new depression entering Atlantic from south."

"This confirms Harris' forecast and is an admirable proof of the value of cloud forecasting."

On Top of Clouds. "8 p. m.—We are just on top of the clouds alternately in the sun and then plunging through thick banks of clouds. The sun is very low down on the western horizon and we are steering straight for it."

"9 p. m.—All through this first night in the Atlantic the ordinary airship routing of navigating, steering and elevating, also maintaining the engines in smooth running order, goes on watch and watch, as in the daytime."

"The night is very dark. The air-

ship is lighted throughout, a much enlarged lighting system having been fitted. All instruments can be individually illuminated as required."

Dirigible Nearing Canada. "12:45 p. m.—Durant is speaking S. S. Canada on our spark wireless. All we know at the moment is that she is somewhere within 120 miles. "Captain David, in command, wishes us a safe voyage. We gaze through our glasses in its direction, but it is just over the horizon."

"2 p. m.—Slight trouble with starboard amidships engine—cracked cylinder water-jacket. Shoter, at all ways to the occasion, made a quick and safe repair with a piece of copper sheeting and the entire supply of the ship's chewing gum had to be chewed by himself and two engineers before being applied."

"4:30 p. m.—We are now on the Canadian summer route of steamers bound for the St. Lawrence via Belle Isle strait and over the well-known Labrador current."

"6 to 7 p. m.—We are gradually getting further and further into the shallow depression which was reported yesterday coming up from the south Atlantic."

Climbs Through Fog. "At 8 p. m. Scott decides to climb right through it and we evidently came out over the top of it at 3,400 feet."

"9 p. m.—A stowaway has just been discovered, a cat smuggled on board by one of the crew for luck. It is a very remarkable fact that nearly every member of the crew has a mascot of some description, from the engineer officer, who wears one of his wife's silk stockings as a muffler around his neck to Major Scott, with a small gold charm called 'thumbs up.'"

"We have two carrier pigeons on board, which it has been decided not to use. Anyway, whether we release them or not, they can claim to be the first two pigeons to fly (sic) the Atlantic."

Another Big Iceberg Sighted. "Another big iceberg can just be seen in the dim distance. These are the only two objects of any kind, sort of description, we have as yet seen on this journey."

"9 a. m.—We are now over a large ice field and the sea is full of enormous pieces of ice—small bergs in themselves. The ice is blue green under water with frozen snow on top."

"A message reaches us from the governor of Newfoundland: 'On behalf of Newfoundland I greet you as you pass us on your enterprising journey.'"

"12:50 p. m.—Land in sight. A few small, rocky islands visible for a minute or two through the clouds and instantly swallowed up again."

"2:30 p. m.—We are crossing

Newfoundland at 1,500 feet in thick fog. "3 p. m.—Again enveloped in dense fog. "Saturday, July 5, 2:30 a. m.—Very dark, clear night. Lights of Whitehaven show up brightly on our starboard beam."

"7 a. m.—Scott decided to turn inland to avoid southwest wind barrage flowing up the coast. "10 to 10 a. m.—Wear down as low as 800 feet over huge forests. Stacked tree trunks look like bunches of asparagus from above. We all agree we must come to Nova Scotia for shooting and fishing."

"12:30 p. m.—The petrol question has become distinctly serious. Shoter has been totalling up our available petrol resources with anxious care. We have 500 miles to go to New York and it we don't get any more petrol, we must be against us, will do it all right with the help of an assisted occasionally by a third engine. We cannot afford to run all five at once owing to the petrol consumption."

"Lieutenant-Commander Lansdowne, United States naval airship service, sends signal on behalf of R-34 to United States naval authorities at Boston. United States authorities take us in tow in case we should run out of petrol during the night."

"3 p. m.—Passed Hauling Island, in Fundy bay. "7 p. m.—We are now in clear weather again and have left Nova Scotia well behind us and are heading straight for New York."

"9:30 p. m.—Another thunder storm. "July 6, Sunday, 4 a. m.—Sighted American oil ship at Chatham. "4:25 a. m.—South end of Mahoney Island. Scott is wondering whether petrol will allow him to go to New York or whether it would not be more prudent to land at Montserrat."

"5:30 a. m.—Passing over Martha's Vineyard, a lovely island and beautifully wooded. Scott decided he could just get through to our landing field at Hazelhurst Field, but that there would not be enough petrol to fly over New York."

"Landed 1:54 p. m., Greenwich time, or 9:54 a. m. U. S. A. summer time, at Hazelhurst Field, Long Island. "Total time on entire voyage, 108 hours, 12 minutes."

Drops Dead at Funeral. London.—During the funeral of the Rev. Edmund Russell, well known Wesleyan preacher, it was said his wife was soopied with heart failure and dropped dead. She was 74 years old.

GIRLS

The newest complexion fad is derwillo. It is said that over 31,000 persons whiten the skin and astonish all who try it. Never be without it. Derwillo gives you the complexion of an angel. Everybody will rave about it. It's absolutely harmless. Get it today. Druggists refund the money if they don't believe it. Announcement soon to appear in this paper.

Tobacco Habit Dangerous

says Doctor Connor, formerly of John Hopkins Hospital, Thousands of men suffer from fatal diseases because of the perfect health today were it not for the deadly drug Nicotine. Stop the habit now before it's too late. It's a simple process to rid yourself of the tobacco habit in any form. Just try our up-to-date drug store. Get our booklet, take them as directed, and the pernicious habit quickly vanishes. Druggists refund the money if they don't believe it. Nicotine poisoning and how to avoid it. In the meantime, stop smoking. You will be surprised at the result.

Fatness Kills 31,000 Yearly

Fat is fatal to health and personality. It is said that over 31,000 persons have died each year in the past decade long before their allotted span of life. Fatness is a disease. It is a disease. Any overman or woman is carrying unhealthy adiposity that is pressing against the heart, lungs, liver, stomach, and other organs. The heart, that delicate human apparatus, becomes congested. In numerous cases there is a gradual gathering of packed-in fat around the throat, stomach, liver and other organs. Through overeating the afflicted person while apparently well is liable to succumb to a fatal disease. Fatness is a mental collapse and other disorders, for obesity is irritating. Cases of heart failure, apoplexy, and other diseases, frequent causes of premature death. Fat persons are particularly victims of accidents. Fatness is a disease. It is a disease. Slender persons to death from influenza, pneumonia and other severe ailments. If you are overman or woman it is only a case of slow suicide for you to kill yourself a good many years before natural death. Because you do not emancipate yourself from the burden of obesity, your life is shortened. Your efficiency should be improved by becoming slimmer. Stop eating too much. Get our booklet, take them as directed, and the pernicious habit quickly vanishes. Druggists refund the money if they don't believe it. Nicotine poisoning and how to avoid it. In the meantime, stop smoking. You will be surprised at the result.

LEGAL NOTICES

NOTICE TO CONTRACTORS. Sealed bids will be received by L. L. Carpenter, City Clerk of the City of Superior, Lincoln County, Nebraska, up to 2 p. m. Thursday, July 10, 1919, for the grading, curbing and paving of streets, alleys and sidewalks in the City of Superior, according to the plans and specifications hereunto attached. The successful bidder must execute a bond for the full amount of contract, and five year maintenance bond for the work. The contract will be awarded to the lowest and best bidder, and the contractor must be bonded for the full amount of contract. Plans and specifications may be obtained from the City Engineer of City of Superior, or may be seen in the office of the City Engineer of Superior. The Engineer's estimate of the cost of the work is as follows: Asphaltic Concrete, Portland Cement, 5-inch concrete, per square yard, \$2.49. Reinforced concrete, 6 inches thick, five year guarantee, per square yard, \$3.19. Six inch concrete, 6 inches thick, for alternate five-year guarantee, per square yard, \$2.19