Britons Cross Seas at 120-Mile Speed

sed From Page One

tinually had to climb up in the fuselage to chip off the ice with a knife. The ilr speed indicator also gave trouble being full of frozen particles which came out when we descended to a lower

altitude an hour before landing."

Captain Alcock said the Vickers

Company was sending two men to salvage the damaged biplane, but he gave it as his opinion that the job would require several men and that they would have to lay a track to get the machine

out of the bog.

The aviators said they did not feel hungry during the flight, but were ex-tremely thirsty.
"For a time," Captain Alcock said,

"we spoke to each other through the communication telephones, but these broke down after four hours, and we had to discard them. Then I had to shout to Lieutenant Brown. Most of our 'conversation' consisted of tapping Amid the motions of drinking."

tratulations to Captain John Alcock and Lieutenant Arthur W. Brown, on the successful completion of their airplane trip across the Atlantic, the note of national triumph, although it is sounded, is not struck excessively.

British Press Happy

that the first non-stop crossing of the Atlantic was made by a British mahine driven by British airmen, and there are one or two satisfied references made to the fact that the flight was accomplished "without adventitious aid," but on the whole, the American rossing is recalled with due recognition. Thus the Chronicle says:

'The honor of the first crossings belongs to the gallant Americans, but Alcock and Brown were the first to cross in less time than would be taken by a sea voyage. The Atlantic honors are now fairly divided between the Epited States and Great Britain.

The Telegraph says of the flight: "I does not eclipse the glory of the American achievement, but that is because there is no question of an eclipse in these matters, as there is no question of The Mail also refers to the "supreme

ly planned organization of the NC-4's record passage." Some newspapers deprecate the assumption of the early establishment of transatlantic passenger

They point to the long delays countered in Newfoundland and the hazards that Alcock and Brown ran, and believe it will be long before sea surface travel is superseded.

Terible Trip, Says Alcock

Describing the experiences of himself and Lieutenant Brown, Captain Alcock, in a message from Galway to the Daily

"We had a terrible journey. The wonder is we are here at all. We carcely saw the sun, or moon or stars. For hours we saw none of them. The fog was very dense, and at times we to descend within 300 feet of the

"For four hours our machine was covered with a sheet of ice caused by frozen sleet. At another time the fog was so dense that my speed indicator did not work and for a few minutes it was very alarming.

"We looped the loop, I do believe. and did a very steep spiral. We did sense of horizon.

Winds Were Favorable

"The winds were favorable all the way, northwest, and at times southwest, would do the trip in sixteen hours, but as souvenirs. These were displayed we never thought we should. An hour here last night. and a half before we saw land we had no certain idea where we were, but we

and Tarbot Island, five miles west of Clifden, was great. The people did not know who we were, and thought we were scouts looking for Alcock.

"We encountered to render assistance. This machine landed near the Vimy, but unfortunately was wrecked, owing to the softness of the ground.

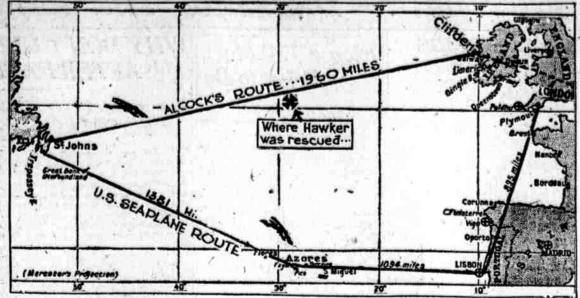
When the machine landed at 9:40 compared to the machine landed at 9:40 compared to the softness of the ground.

"We encountered no unforeseen con-'Our flight has shown that the At-lantic flight is practicable, but I think

was at Clifden today. ment was rain-soake "It is difficult to sum them up," said during the journey.

Alcock. "It is curious to be able to say that I had no sense of remoteness. I have done considerable night flying, and any sense of loneliness has worn off long ago. I do not think that either of us had any thought of what we were flying over, being merely intent on get-

ROUTE OF ALCOCK'S RECORD FLIGHT TO IRELAND



Win in Game of Chance

The correspondent says Brown's eyes were slightly bloodshot, but that other-wise the men looked as if they had not

Landed in Softest Spot

When the officers, operators and sol-diers, from the wireless plant rushed-toward the machine after it landed Alcock said:

"This is the Vickers-Vimy machine. We have just come from Newfound-

land."
The little crowd gasped and then cheered and cheered again, Alcock, in telling his story, said, among other

telling his story, said, among other things:

"We landed in the softest spot in Ireland, but I really wonder that we got here with our wireless out of action. Neither of us got much fun out of the flight. It was a job of work."

Brown said: "We were too near it to realize what it is we have done."

The Aero Club is making plans for

traveled across the ocean.

MY, HOW I WANTED TO FLY! SAYS GIRL PRAISING ALCOCK When he will reach this city is not known as yet. It is expected that he

Gratification is generally expressed May Kitson, Who Sought to Make Trans-Sea Flight, to Renew and, if possible, may drive the machine in which he crossed the Atlantic. Efforts for Air Journey

Miss Kitson is the young lady who but was rejected because she was too Naturally though sometime ago sent a letter to the suc-cessful aviators asking that she be per-

"I could not say anything but what is good of the Americans. .I have been treated very kindly by the Americans. NC-4. To this Alcock replied:

"I could not say anything but what is good of the Americans. I have been treated very kindly by the Americans once in real danger when the machine treated very kindly by the Americans went into a flat spin, owing to the pilot."

"Wired Alcock and Brown as follows:

"It is with pleasure that I have to convey to you the following message to convey to you the following message to convey to you the following message."

"It is with pleasure that I have to convey to you the following message."

"It is with pleasure that I have to convey to you the following message."

"It is with pleasure that I have to convey to you the following message."

"It is with pleasure that I have to convey to you the following message."

"The king is delighted to receive the lantic was one of the three recent notin Newfoundland).

Averaged 120 Miles

"I believe the great secret of long-distance flying under such conditions as swinging from side to side—the first "His Maio machine itself has a speed of ninety miles an hour, but without opening the throttle and with a following wind we averaged 120."

Emphasizing the bodily comfort of the ocean. He was so near the passage, Captain Alcock said:

Line of the convey to them the king's warmest congratulations on the success of their splendid achievement. The Atlantic, the achievement going to the congratulations on the success of their splendid achievement. The Atlantic had already been spanned in an air journey, however, the feat ham, private secretary to King of the ocean. He was so near the passage, Captain Alcock said:

evening and stayed there all night. They will leave on a train departing from diers, and it is probable it will be necesfor London. A gang of mechanics left Oranmore airdrome yesterday afternoon to repair the airplane. A large num-ber of people have been to Clifden, but as it was impossible to pass the military sentries hundreds were disappointed. Some adventurous ones waded through the bog to get near the air-plane, and, notwithstanding the guards, said in Newfoundland that we claim to have obtained bits of the wings

Prize Winners Well Pleased

sighted crossing the Irish coast an airplane flew out from the Oranmore air- channel.

o'clock Lieutenant Arthur W. Brown, ditions. We did not suffer from cold the navigator, said to Captain Alcock: or exhaustion, except when looking over the side; then the sleet chexed bits out gating?" and the pilot of the machine of our faces. We drank coffee and ale and ate sandwiches and chocolate.

ing voyage, then shook hands.

When assistance reached the machine Institute a shown that the Atlantic flight is practicable, but I think
it should be done, not with an airplane
or seaplane, but with flying boats.

"We had plenty of reserve fuel left,
using only two-thirds of our supply.

"The only thing that upset me was
to see the machine at the end get damaged. From above the bog looked like
a lovely field, but the machine sank
into it to the axle and fell over on
her side."

No Sense of Remoteness

The correspondent endeavored to get
Alcock to describe the impressions he
had during the flight while the aviator
was at Clifden today.

"It is difficult to sum them up." said

a reception and banquet for Captain John Alcock on his arrival in London. may participate in the Victory aeria derby around London next Saturday London Learns News

London has only one Sunday after-"Oh, it's wonderful! And just to to be my one best bet—you know, I was think! I might have made the trip with born in England. But if there's the learned of the success of the flight of Alcock and Brown from it while walking in the parks or coming out of the churches. The received the interview of the churches. Terrace today, commented on the successful transatlantic flight of Jack Allin an airplane. She tried to go overseas corum. There was no cheering or day said: during the war as an ambulance driver

out before—and I knew there'd be hardships; but I was willing, if it's proper to use slang, to take a steve brodie.

"I'm afraid my chances to go over are very slim now. Mr. Alcock seemed whether he regarded his flight as having beaten that of the American seaplane nasked to mail if the flight was suebeaten that of the American seaplane nasked to mail if the flight was suebeaten that of the American seaplane nasked to mail if the flight was suebeaten that of the American seaplane nasked to mail if the flight was suebeaten that of the American seaplane nasked to mail if the flight was suebeaten that of the American seaplane nasked to mail if the flight was suebeaten that of the American seaplane nasked to mail if the flight was suebeaten that of the American seaplane nasked to mail if the flight was suebeaten that of the American seaplane nasked to mail if the flight was suebeaten that of the American seaplane nasked to mail if the flight was suebeaten that of the American seaplane nasked to mail if the flight was suebeaten that of the American seaplane nasked to mail if the flight was suebeaten that of the American seaplane nasked to mail if the flight was suebeaten that of the American seaplane nasked to mail if the flight was suewired Alcock and Brown as leaving church at Westminster was leaving church at Westmin

went into a flat spin, owing to the pilot being unable to tell how the machine was moving. Lieutenant Brown, lave and Lieutenant Brown have landed safely in Ireland after a trans-

Emphasizing the bodily comfort the passage, Captain Alcock said:

"I wore electrically heated clothes as chine from its dive so quickly that it almost looped the loop. He says the was so snug that it was unnecessary to switch on 'the current."

Water that he had to "snatch" the matchine its dive so quickly that it almost looped the loop. He says the control was so snug that it was unnecessary to machine would have crumpled up had it touched the water at the speed it touched the water at the speed it achievement:

Harry G. Hawker, the aviator who recently made an unsuccessful attempt to cross the Atlantic from Newfoundland, is credited by the Central News as saying that it was unnecessary to machine would have crumpled up had it touched the water at the speed it it touched the water at the speed it achievement:

Less successful but no less daring with regard to Captain Alcock's achievement:

The biplane is being guarded by sol-For men who had undergone the in-

Manchester Walts Favorite Son credible strain of sixteen hours at top speed without landmarks or wireless guidance and who were forced to make a landing on, to them, an uncharted coast, it was doubly a game of chance. The Marconi plants at Clifden furnished a recognizable goal. They circled about

Brown's U. S. Citizenship Shares Honor With British

London, June 16.-Lord North-cliffe today wrote a letter to Lieutenant Arthur Whitten Brown, navigator of the Vickers transatlantic plane, in which he said:
"When I wrote last night I was

unaware that behind the great number of British decorations you've earned was concealed the personality of an American born in Scot-land. Had I known that it would have rounded off my letter, for there is nothing I rejoice in so much as co-operation between the British and American peoples-the only combination that in my opinion can maintain the peace of the world."

"Great Stunt," Is Read's Tribute to Rival Fliers

Brest, June 16.—(By A. P.)—
"One great stunt," was the comment of Lieutenant Commander Al-Read, of the American sea plane NC-4, the first heavier-than air machine to cross the Atlantic today on the successful flight of Cap-tain Alcock and Lieutenant Brown.

"While there is nothing which will add much information to the art of aviation as a result of the flight, he continued, "it was a wonderful nervy thing to attempt, and a magnificent achievement. It required a machine built of the best material, but, above all, stanch determination and unflinching courage. They also made the attempt at the right

Commander John H. Towers, of the NC-3, had this to say: "It was a splendid feat.

Commander Towers, Commander Rend and Lieutenant Commanders Little and Richardson will leave here for the United States tomorrow on the transport Zeppelin.

special in the construction of the ma-chine which made the flight, except that petrol tanks had replaced the bombing apparatus.

Mother Had Full Faith

The Manchester home of Captain Alcock, of the Vickers-Vimy biplane, was besieged by visitors yesterday, the callers standing in line to shake hands with Captain Alcock's mother. She said, during the day :

"I had faith in my son. He told me he would make the flight safely." Captain Sexton, chief of the United They received the intelli- States naval staff in London, com-

"It was a very fine performance. Naturally, there was great satisfac- The United Statesc navy will be only sometime ago sent a letter to the successful aviators asking that she be permitted to make the flight with them.

"I reglly wanted to make that flight. I wanted the experience and I wanted the thrill, because I love thrills. I was prepared for hardships—I had camped out before—and I knew there'd be hard-lout before a knew there'd be hard-lout before a knew there'd be

To Captain Alcock and Lieutenant we experienced is to nurse your engine.
I never opened the throttle once. The machine itself has a speed of ninety miles an hour, but without opening the traveled at a rate of 140 miles. The machine itself has a speed of ninety miles an hour, but without opening the traveled at a rate of 140 miles are not of the machine itself.

Attantic flight.

We aptain Alcock and Lieutenant manner of having municate at once with these officers and to convey to them the king's warmest congratulations on the success of their machine itself.

aval officers in the seaplane NC-4, with a stop at the Azores en route from

"It was a magnificent and very fine feat. I am very glad Captain Alcock was able to make the flight in real fashion without warships and all that sort of thing. It is very gratifying from that point, indeed."

than the achievement.

Vimy pilot and navigator was the remen, Harry G. Hawker and Lieutenant Commander Mackenzie Grieve. On May 19 they covered more than half the distance across the Atlantic before being distance across the Atlantic before being controlled to alight in midocean. compelled to alight in midocean.

Manchester, Alcock's home town, desires to have the honor of first welcoming the aviator, but the Air Ministry officials said it was likely he would come to London before going to Manchester. It was added that at any rate two generous receptions awaited Alcock and Brown.

Ever workness a very conduct at the Every workness was a complete to any all the comparison of the records shows that the NC-4 carried five men 2150 nautical miles in 26 hours 37 minutes, while the Vickers-Vimy plane flew with two men 1650 nautical miles in 16 hours 12 minutes. The achievement of the records shows that the NC-4 carried five men 2150 nautical miles in 26 hours 37 minutes. The achievement of the records shows that the NC-4 carried five men 2150 nautical miles in 26 hours 37 minutes. The achievement of the records shows that the NC-4 carried five men 2150 nautical miles in 26 hours 37 minutes. The achievement of the records shows that the NC-4 carried five men 2150 nautical miles in 26 hours 37 minutes. The achievement of the records shows that the NC-4 carried five men 2150 nautical miles in 26 hours 37 minutes. The achievement of the records shows that the NC-4 carried five men 2150 nautical miles in 26 hours 37 minutes. The achievement of the records shows that the NC-4 carried five men 2150 nautical miles in 26 hours 37 minutes. The achievement of the records shows that the NC-4 carried five men 2150 nautical miles in 26 hours 37 minutes. A comparison of the records shows that the NC-4 carried five men 2150 nautical miles in 26 hours 37 minutes,

a recognizable goal. They circled about it and took their chances at alighting in a bog and came off with smaller damage than Bleriot when he descended soutside of Dover Castle from his then memorable feat of crossing the English channel.

The Daily Mail's correspondent found Alcock and Brown at Clifden packing their gear into a huge sack. Alcock's face it up with a smile when he was pending over packing said quietly:

"We didn't do so badly, did we?"

Alcock said with a laugh: "I am not at all tired." Brown, however, confessed, "I am a bit fagged out."

The correspondent says Brown's eyes

Brown's U. S. Citizenship

"We done there was nothing awaited Alcock and Brown as didn't whose there on duty at the Vickers plant, where Alocek's plane was constructed, but those there cheered the news. The manager of the longest single jump of the NC-4 having been approximately 1200 miles from Newfoundland to Horta in the Azores.

"We always thought a lot of him here at the works," said the manager. "He was very popular and the enthusiastic way he worked in preparing his machine inspired us all.

"We do not know Brown so well, but Alcock does know him, and he had every confidence in him."

The manager said there was nothing

Brown's U. S. Citizenship whose home there were rapturous re-joicings when the news arrived that the flight of Captain Alcock and Licutenant Brown had been successful, says the Daily Mail.

"The house was immediately decorated with flags, and throughout the day the telephone brought congratula -.

tions," the newspaper adds.
"The suspense of waiting for the news was terrible," Miss Kennedy is quoted as having said to an interviewer. "I will sleep sounder tonight. A mes-sage from the Daily Mail Saturday evening told us that the flight had be

gun. "I did not expect to hear anything further before noon Sunday at the earliest, and when I learned of the safe acrival of the plane during the forenoon I was almost beside myself with joy." The marriage of Lieutenant Brown

and Miss Kennedy originally was fixed for April, but when Brown understood **HEAVY RAIN UPSTATE**

that he was to pilot Alcock's machine

wedding was postponed until after

Shenandoah Creek Overflows Banks and Damages Mines

the attempt had been made.

The wedding will not be delayed.

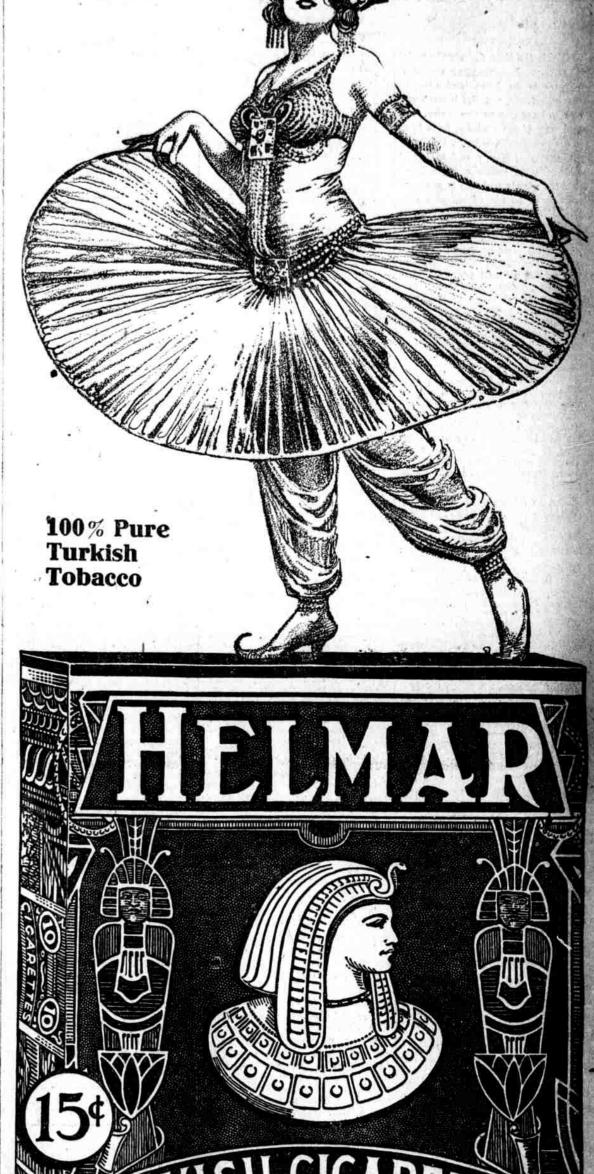
tes, doing much damage to fruit an egetable crops.

Rain fell for four The wedding will not be delayed. Shenandoah, Pa., June 16.—One of the heaviest rainstorms in years visited this section yesterday, putting the ministress of munitions during the war and became acquainted. They became engaged last October.

And Damages Mines

Shenandoah, Pa., June 16.—One of the heaviest rainstorms in years visited this section yesterday, putting the trolley systems out of commission for six hours and crippling telegraph and telephone systems at many points.

Rain fell for four hours, turning mountain streams into torrents and washing debris into the city, flooding the war to be an interest rainstorm in years visited this section yesterday, putting the trolley systems out of commission for six hours and crippling telegraph and telephone systems at many points.



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London, June 16 .- (By A. P.) - Viscount Northchife has sent the following message to Captain Alcock : "A very hearty welcome to the pioneer of a direct Atlantic flight. Your journey with your brave companion. Whitton Brown, is a typical exhibition of British courage and organized efficiency. Just as in 1913, when I offered the prize, I felt it would soon be won, so do I believe that your wonderful journey is a warning to cable monopolists and others to realize that within

the next few years we shall be less dependent upon them, unless they increase "Your voyage was made mere quickly than the average press message

"Your voyage was made here quickly than the average press messages of 1919. Moreover, I look forward with certainty to the time when London morning newspapers will be selling in New York in the evening, allowing for the difference between British and American time, and vice versa, in regard to New York evening journals reaching London next day.

"Then we shall no longer suffer from the danger of garbled quotations, due to telegraphic communication. Then the American and British peoples will understand each other better, as they are brought into closer daily touch.

"Illness prevents me from shaking you by the hand and personally pre-

"Illness prevents me from shaking you by the hand and personally presenting the prize, but I can assure you your welcome will be the equal of that of Hawker and his gallant American compeer, Read, whose great accomplishment has given us such valuable data for future Atlantic work.
"I rejoice at the good augury that you departed from and arrived at those two portions of the British commonwealth, the happy and prosperous dominion of Newfoundland, and the future equally happy and prosperous dominion of Ireland.
"Yours sincerely."

By Frederick Fanning Ayer

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