PARTY FOR GRADUATE Blain, Pa., July 7.—A party was given by Miss Anna Waggoner at given by Miss Anna Waggoner at her home at Waggoner's Mill, in honor of Dr. Basıl Nelson, who graduated in the class of '19, at the University of Pittsburgh, in the profession of dentistry and who has been visiting his sister, Mrs. Ira Neely, in Perry county. The evening was enjoyably spent in games and music. Refreshments were served to twenty or more guests.

HOW IT HAPPENED

It was a case of collision between automobiles, and the young lady witness was undeniably beautiful, says the Kansas City Journal.
"Have you any idea what caused the accident?" asked counsel.
"I think so."
"State, what in your opinion, caused the collision."
"Must I tell the truth?"
"You have sworn to do so."
"Well, I was standing on the corner. This gentleman turned to look at something and ran into the other machine."
"What did he turn to look at?"

What did he turn to look at?"
'Must I answer?"

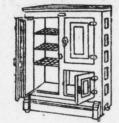
# Price Quality

pense, low rent, buying and selling in large volume, enable us to give our customers much greater values at much prices than many of our competitors. These are the reasons for our selling first quality goods at the extremely low prices we maintain. And that is the reason you should be sure to see our goods before buying elsewhere.

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### **VOYAGE OF R-34** ACROSS ATLANTIC, **GREAT ADVENTURE**

Incidents of Trip Chronicled by General Maitland Show What a Gamble Against the Elements the Crew of the British Dirigible Faced

There follows

ing of ice fields and Newfoundland with terse observations on aerial

mere record of miles covered is to be aerial voyage to America. The full story of this great adventure, this gamble against the elements, is revealed only through the human incidents of the trip, chronicled in the form of a log by Brigadier General Edward M. Maitland, official observer for the British Air Ministry.

The R-34 anchored here at Roosevelt flying field at 9:54 a. m. yesterday (1:54 p. m. Greenwich mean time) after an aerial voyage of 108 hours and 12 minutes which covered aerial voyage to America. The full

MONDAY EVENING,

ers and 12 minutes which covered

5,634 miles.

Will Return To-morrow
General Maitland announced that the return trip would be begun at 8 a. m., Tuesday, as the orders from the Air Ministry are to return as soon as the ship can be made ready. 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. The work was continued through last night under the glare of huge searchlights.

The story—a Jules Verne tale come true—was written while it was passing out of sight of land, while it was battling its way across the Atlantic and eluding electrical storms in the northland, while it was slipping safely down the short line of Long Island to its anchorage at the form of a diary" as General Maitslord.

of huge searchlights.

The story—a Jules Verne to the come true—was written while giant dirigible was leaving the ground at East Fortune, while it was passing out of sight of land, while it was passing out of sight of land, while it was battling its way across the Atlantic and eluding electrical storms in the northland, while it was slipping safely down the short of Long Island to its anchorage at Mineola.

It is an intensely human story, set down in simple, unaffected style. But it is doubtful if the greatest master of English could paint a more vivid picture.

Describes Men's Feelings In it is described the feelings of men starting on a great adventure—cheerfully, confident in the face of a hundred dangers. In it is described the courage of red-blooded men fighting their way through an ocean of cloud and fog. In it is described the resolute daring of men calculating coolly just how much fuel, already greatly shortened, they could expend in dodging tempets which might dash them to destruction. In it is described the resolute daring of men already greatly shortened, they could expend in dodging tempets which might force them to call for assistance. But nothing is to be found in the log of the sreat joy which must have surged up in every man's heart when they dropped anchor victoriously—safe at the end of a 5,634—mile voyage affecting of loneliness on always a feeling of loneliness on the land of the landing party and was a feeling of loneliness on always a feeling of lonelines and the land of the landing party and was a feeling of lonelines and when they dropped anchor victoriously—safe at the end of a 5,634-mile voyage.

"When flying at night, there is

"When flying at night, there is always a feeling of loneliness on leaving the ground," reads an entry made after the airship hardly had taken the air, but it is followed al-most immediately by a description

Sleep in Hammocks

keel on each side of the walking way and the luckless individual who



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YOU'VE probably often thought that somebody some time would produce Tires and Tubes that would leave no complaint as to costs. You were right. That time has arrived. the discovery of how to produce greater re and Tube recistance and strength is been made. It is the Gillette Chilled liber Process—the perfected method, unghens rubber as iron is toughened by anging to s'eel—building up endurce and bringing down costs to the west figures of economy. utely the biggest worth—in service nileage—ever offered Tire and buyers. One Gillette is d to sell you a set.



ceived from both H. M. S. battle cruisers Tiger and Renown.

Get Wide View of Clouds

"Scott increases height to 2,000 feet and at this height we find our selves 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 horizons.

"6.40 p. m.—We have covered 610 sea miles measured in a direct line in 17 hours at an average speed of 86 knots or 40 miles per hour. Depth of Atlantic at this point 1.500 fathoms.

"7 P. M.—The clouds have risen to our height and we are now driving away to them with no signs of the sky above or the sea underneath.

"8.30 P. M.—Scott decided to go down underneath the clouds and increases speed on all engines to 1,800 for the wind and increases speed on all engines to 1,800 feet over huge-forests, shotter has been totalling up our available petrol resources with any wind or bad weather against us. Making no appreciable turn days and the coast of turn inland to avoid southwest wind barrage flowing up the coast. Crossed coast at Goose Island, Country Harbour. Miles and miles of endless forests.

"10.20 A. M.—We are down as low as 800 feet over huge-forests, lovely resinous smell of pines which we inhale with delight.

Petrol Question Scrious

"2.30 P. M.—Lunch. The petrol question has become distinctly serious. Shotter has been totalling up our available petrol resources with and some sort of a mascot or lucky and weather against us. We have 500 miles to go to New York on start of weather and circumstances permit weather and circumstances of turn of turn of the cast. Strong head wind and turn of the cast. Strong head wind and turn of the cast. Strong head wind and the coast. Crossed coast at Goose Island, Country Harbour. Miles and miles of endies forests.

"10.20 A. M.—Scott decided to go the weather and instance of the cast. Crossed coast at Goose Islan

the sky above or the sea underneath.

"8.30 P. M.—Scott decided to go down underneath the clouds and increases speed on all engines to 1,800 revolutions to do so. Dark, cold and wet in the clouds and we shut all windows.

"We see the sea at 1,500 feet between patches of cloud. Rather bumpy.

"We see the sea at 1,500 feet between patches of cloud. Rather bumpy.

"We now find outselves between two layers of clouds, the top layer 1,000 feet above us and the lower layer 500 feet below with occasional glimpses of sea.

"9 P. M.—The sun is now setting and gradually disappearing below the lower cloud horizon. Course steered 320 degrees. Course made good 299 degrees. Air speed forty-four knots, speed made good fifty-five miles per hour.

"All through this first night in the Atlantic the ordinary airship routine of navigating, steering and elevating, also maintaining the engines in smooth-running order, goes on, watch and watch, as in the day time.

"The night is very dark. The airship, however, is lighted throughout." 8.30 A. M., Thursday, July 3.—The clock has been put back an hour to correct our time to Greenwich meantime. Position—longitude 35, degrees, 60 minutes west; latitude 53 degrees north.

"We are well over half way be-

at 3,400 feet.

"8.30 P. M.—We have now passed the center of the depression exactly as Harris foretold. The rain has ceased and we are traveling quite smoothly again.

"9 P. M.—One of the engineers has reported side, complaint of feet.

Anxious Hours

"An airship of this type when most of her petrol is consumed can rise to a height of about 14,000 feet,
"For this reason the next few hours were one of the most anxious periods during the flight for Major Scott, the captain of the ship, who, owing to the large amount of petrol carried (4,900 gallons weighing 15.8 tons) had to keep the ship as low as possible and at the same time pass over northern Scotland where the hills rise to a height of over 3,000 feet.

"9 P. M.—One of the engineers has reported sick—complains of feverishness.

Find Cat on Board

"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, the captain, with a small gold charm called "Thumbs Up."

"4.30 A. M.—Friday, July 4.—Wonderful sunrise—the different colors being the softest imaginable, just like a wash drawing.

"7 A. M.—Height 1,000 feet. Bright, blue sky above, thin fog partly obscuring the sea beneath us; sea moderate, big swell,

"The fog bank appears to end abruplly ten miles or so away towards the south where the sea appears to be clear of fog and a very deep blue.

"Standing out conspicuously in feet.

"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 Course steered 298 degrees—north 62 degrees—morth 71 west. Wind northeast 15 1-3 miles per hour. Height 1,500 feet. Large banks of fleecy cloud 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.—Nothing but dense fog estimated by Harris, the meteorological officer, to go down to within fifty 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."

the south where the sea appears to be clear of fog and a very deep blue.

"Standing out conspicuously in this blue patch of sea we see an enormous white iceberg.

"8.15 A. M.—Fog still clinging to the surface of the water—water evidently must be very cold. Extraordinary crimpy wave-like appearance of clouds rolling up from the north underneath it. Harris has never seen this before.

Over Ice Field

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

under water, with frozen snow on top.

"A message reaches us from the Governor of Newfoundland:

"To General Maitland, Officers and Crew, R-34:

"On behalf of Newfoundland I greet you as you pass us on your enterprising journey.

"12.50 P. M.—Land in sight. First spotted by Scott on starboard beam. A few small rocky islands visible for a minute or two through the clouds and instantly swallowed up again.

ining the crews to the latest Jazz ines, such as "The Wild, Wild Wo-11 A. M. — Wind is east sever les per hour and so we are mak-good 40 miles per hour and rest

ooke is now on the top of the "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 eighty-five feet above us down here in the fore control cabin.

"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. up again.
"Altered course southwest to have

a closer look at them. Eventually made them out to be the norhwes coastline of Trinity Bay, Newfound coastline of Trinity Bay, Newfound-land.
"Our time from Rathlin Island— the last piece of land we crossed above the north coast of Ireland— to north coast of Trinity Bay, New-foundland, is exactly fifty-nine

lod of duty—only two hours in this case.

"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.

"Getting into one's hammock is rather an acrobatic feat—preventing one must be careful about in a service airship like the R-34. There is only a thin outer cover of fabrica on the underside of the keel on each side of the walking way and luckless individual who tips out of his hammock would in all probability break right through this and soon find himself in the Atlantic.

"3.15 P. M.—Sea now visible at intervals through the clouds—a deep blue in color with a big swell on.

"Durant, the wireless officer, reports he has just been speaking to St. John's, N. F., rather faint but quite clear signals.

"4.30 P. M.—Still in fog and low clouds and no sea visible.

"5 P. M.—Tramp steamer 'S. S.

"4.30 P. M.—Still in fog and low ouds and no sea visible.

"5 P. M.—Tramp steamer 'S. S. allygally Head outward bound om Belfast, destination Montreal' ked up our wireless on their Marni spark set which has a range of lirty miles only. She heard us but don't see us as we were well above nd completely hidden by the ouds.

"They were very surprised and ost interested to har we were R. bound for New York and wished severy possible luck.

"5.30 P. M.—Messages were re
"Saturday, July 5, 2.30 A. M.—

"Saturday, July 5, 2.30 A. M.—

"Wery dark, clear night. Lights of White Haven show up brig)

go to New York and if we don't get any wind or bad weather against us will do it all right with two engines, assisted occasionally by a third en-gine. We cannot afford to run all five at once, owing to the petrol consumption.

"Lieutenant Commander Lans-downe, United States Naval Airship Service, sends signal on behalf of

FOUR Voyage of, last take R-34 to United States naval authorities at Washington and Boston to send destroyer to take us in tow in case we should run out of petrol in Air With Parachute

during the night.

"The idea is we would then be to See About Landing towed by the destroyer during the hours of darkness and at dawn cast

July 7—Stepping off an airs

over Canadian coast, moving south to dodge the storm, putting on all engines. In this, fortunately for us, he was successful and we passed through the outer edge of it. We had a very bad time, indeed, and it is quite the worst experience from a weather point of view that any of us have yet experienced in

air. During the storm some wonder ful specimens of cumulo mammatus were seen and photographed. These clouds always indicate a very highly perturbed state of atmosphere and look rather like a bunch of grapes The clouds drooped into small fes

The clouds drooped into small festoons.

"7.30 P. M.—We are now in clear weather again and have left Nova Scotia well behind us and are heading straight for New York.

"Particularly fine electrical disturbance type of sunset.

"9.30 P. M.—Another thunderstorm. Again we have to change our course to avoid it and, as every gallon of petrol is worth its weight in gold, it almost breaks our hearts to have to lengthen the distance to get clear of these storms.

"July 6, Sunday, 4 A. M.—"Sighted American soil 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 Montauk.

"5.30 A. M.—Passing over Martha's Vineyard, a lovely island.

piece with him aboard the transocean air bus.

One brought a cat along, another
wore one of his wife's silk stockings about his neck constantly as
a muffler. Major Scott had a small
gold charm called "Thumbs Up."

And, as General Maitland disclosed in his narrative of the journey, there were two carrier pigeons
brought over, which can "claim to
be the first two pigeons to fly the Aie the first two pigeons to fly the At

Steps Off R-34 2,000 Feet

"The idea is we would then be towed by the destroyer during the hours of darkness and at dawn cast off and fly to Long Island under our own power. Let us hope this won't be necessary.

"It is now raining and foggy. which is the kind of weather that wits us now, as rain generally means no wind.

"3.30 P. M.—For some little while past there had been distinct evidences of electrical disturbances." Atmospherics became very bad and a severe thunderstorm was seen over Canadian coast, moving south

HARVESTING BIG CROPS Blain, Pa., July 7.—Large crop of wheat, hay and rye are bein harvested by the farmer in this se on. The wheat and hay was never nown to be as heavy. The wheat is

SENATE HOTEL

Table d'Hote Luncheon Daily 11.30 to 2.30 —At 75 Cents—

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Hugh Fuller had gone to Boston. As we did not know what arrangements had been made to land, it was thought best that I come down to see that all was correct."

And Major Pritchard came down, landing safely and only slight bruised.

Make This Cool Re-

### freshing Root Beer At Home

Nothing difficult nor complicated about making it—just bring your old bottles upstairs today, the size doesn't matter, so you have enough to hold forty pints. New corks, preferably the specially designed sur-tight bottle stoppers made by Hires—water stoppers stoppers made by Hires-your grocer sells them.

Hires Household Extract, sugar and a yeast cake — mix according to a rections. You'll find them on the - and they're perfectly

The one bottle of Hires Household.

Extract makes eighty glasses of snappy, sparkling root beer!

drink for the friends who drop in a glass for yourself when you're just a bit warm — and a splendid after-play treat for the kiddies.

It's surprisingly economical - less than a cent a glass - and you can drink as much as you want, because it is absolutely pure. Hires Household Extract is made from the juices of wholesome herbs, roots, barks and berries — sixteen in all — including wintergreen, spikenard, birch bark and ginger. Not a bit of artificial flavor nor substitutes.

Make some today — then make some more!

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