

R-34 FINISHES AERIAL VOYAGE OVER OCEAN

Landing at Mineola, Long Island, Safely Made.

CREW WORN BY HARSHIPS

Total of 3600 Miles Covered by Big Airship; Gasoline Supply Nearly Exhausted on Arrival.

(Continued From First Page.)

the navy radio station in New York. 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 was over Roosevelt field. She cruised about in a circle at a height of about 1000 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, smiling, 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 she was only 200 feet from the ground a huge banner was let go from under her nose. British non-commissioned officers with American soldiers and sergeants gathered about as they seized the rope and hung on.

Descent Successfully Made. The water ballast was dropped from the forward end of the dirigible and her nose tipped. Then she began to descend. Five more guide lines were dropped and landing parties grasped them as the water ballast was dropped from the stern. In both operations at bow and stern the landing crews were drenched by the cascading water.

The ballast was attached to concrete blocks, two at each end and one near the center. When the great ship was safely anchored all the ropes except the ones at her nose and tail were cut loose. The dirigible swung with the wind like a ship at anchor. The landing crews will stand by all through the night to hold her safe.

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 General Lionel E. O. Charlton, British air attaché in the United States, who was waiting for him.

One Regret Expressed. Brigadier-General 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. His only regret seemed to be that the R-34 "had caused anxiety" by sending out the wireless calls saying assistance might be needed.

Lieutenant-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 same was true of the other five officers and the 22 men of the crew.

The men of the R-34 were greeted by General Charlton, Lieutenant-Commander Pritchard, representing the British government, and by Rear-Admiral Glennon and Major-General Mencher, representing the American navy and army respectively, as well as by Lieutenant L. B. Clark, U. S. N., designated to receive from General Maitland the log of the trip.

"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 expedition to the United States and extending warmest congratulations upon his wonderful achievement.

All the air voyagers were in excellent physical condition, except that they were 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 piled at the landing field and the work of putting them aboard was begun almost as soon as the dirigible was anchored.

Two Stowaways Carried. It was not until the landing that it became known that the dirigible carried two stowaways—not only the cat that won entry in the ship's log, but W. W. Ballantine of Cromwell, England, once a member of the crew. Major Scott said it had been decided to leave him behind, but that he dropped up six hours after the airship had left East Fortune. He was promptly put to work. The ship's commander added that, although he expected the man would be court-martialed, he did not anticipate any severe punishment for him.

American army and navy officers tendered a luncheon to officers and crew of the R-34 shortly after they had landed and at this luncheon it was announced that Lieutenant-Commander Lansdowne of the United States navy, who crossed the Atlantic with the crew of the British air ministry, would be replaced on the return voyage by another American officer—Colonel William N. Hensley, Jr.

U. S. NAVY SENDS GREETINGS Secretary Daniels Congratulates Britons on Success.

WASHINGTON, July 6.—Congratulations of the United States navy upon the successful trans-Atlantic flight of the British dirigible R-34 were sent to Major G. H. Scott, commander of the airship, and members of the R-34's crew by Secretary Daniels today immediately upon receipt of advice that the craft had landed safely in 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 Reed 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 the achievement

COMMANDER AND OFFICERS OF BRITISH DIRIGIBLE WHICH CROSSED ATLANTIC SUCCESSFULLY.



of the R-34 coming closely after the flights of Commander Reed, Captain John Alcock and Harry Hawker, would bulk large in the history of aviation and would do much to further the existing cordial relations between the British and American navies.

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

OLD AUTOS SELL READILY Army Motor Transport Service in England Pays for Itself.

LONDON.—(Correspondence of the Associated Press.)—American army motor transport in England has not cost the United States government anything for machines, according to figures prepared at army headquarters here. Astonishing prices have been paid here for machines the army has placed on auction, touring cars in scores of instances bringing more than the original cost, even though they have been seen rather hard usage for months.

The army purchased a number of cars of a light popular type for \$450 each and these were sold for as high as \$1000 after being used eight months. Another machine the average purchasing price for which was \$1085 has been sold for \$1500.

Some observers place this demand in the same category with the insatiable demand of women for the latest fashions at unprecedented prices which even then the shops cannot supply, or other luxuries demanded of people who would hardly have thought of such things before the war.

LOANS ON COTTON SMALL Most of Holders in South Margin Own Stocks.

NEW ORLEANS.—It can be stated upon good authority that the federal reserve bank in this city has not more than 1 per cent of its loans out on cotton, most of the discounts being on acceptances.

SEATTLE, Wash., July 6.—(Special.)—Not yet 21 years old and with nearly two years of continuous service at the front to his credit, during which he was wounded and participated in four major offensives, Private David M. Brown, of the 101st machine gun battalion, a former Oregon national guardsman, arrived in Seattle tonight with a party of overseas soldiers.

OREGON HERO, 20, ARRIVES DAVID M. BROWN IN FOUR MAJOR OFFENSIVES.

Young Portland Volunteer, Wounded Two Days Before Signing of Armistice, Reaches Seattle.

KRUGER COPS SHORT SWIMS Pacific Association Waterman Takes Two Dashes.

DRUG LANGUAGE IS USED Federal Officers Increase Forces to Run Down "Peddlers."

LOUISVILLE, Ky.—"Stuff, snow, hop, pill, shot, dust and bang," "Oswald, page Miss Chinatown." No, it isn't an excerpt from Homer, or even a quotation from Webster's masterpiece—only a few words common in the vocabulary of the "dope peddler," the sleepy, dreamy disciple of "fettulous Morpheus with the winceless



Photos copyright by Underwood. Top—Group of officers and crew of British dirigible R-34. Lieutenant-Commander Lansdowne, U. S. N., second from left in rear row, is making trip on behalf of the American navy. From left to right, back row: Captain Combes, Lieutenant-Commander Lansdowne, Lieutenant Barrant (wireless), Captain Greenleaf (first officer), Major Pritchard, Lieutenant Shaffer (engineer officer). Front row: Major Cooke (navigator), Colonel Hunt (C. O. of East Fortune flying field at Edinburgh), Major Scott, commander of airship. Below another picture of Major G. H. Scott, commander of the British dirigible R-34.

of the world showing fretfully in his eye. Numerous reports of drug store robberies and other evidence of the prevalence of many "dopeheads" in Louisville has demanded the attention of government agents.

Government agents say Louisville is one of the largest inland "dope" centers in the United States. Most of the large "dope towns" are around the border, where the precious "stuff" can be more easily obtained. Investigation has shown that most of Louisville "dopes" are negroes. During the last few months many negro "dope joints" have been raided.

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"dope" is so peculiar that one who has not become accustomed to his phrases could never catch the meaning. All "dope" is known as "the stuff." Government agents say, "Snow" is the white, powdery form of cocaine, and their used is called a "snowbird."

OMSK CABINET CHANGES General Ivanoff-Rinoff Recalled From Vladivostok.

TOKIO.—Official advices from Omsk indicate that the following changes have recently taken place in the cabinet of the provisional government: The ministers of interior, justice and public instruction, Messrs. A. Gattenberg, S. Stankevitch and Professor Sapozhkov, have resigned and have been succeeded, respectively, by the vice-minister of interior, Mr. Pospelov; the vice-minister of justice, Mr. Pospelov; the vice-minister of public instruction, Mr. Pospelov.

recalled from Vladivostok. He commanded the Siberian armies of the eastern provinces.

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13 BIG DAYS July 8-20 Opens Tuesday Gladstone Park

- 1:30 P. M.—Concert—International Trio.
4:00 P. M.—Baseball—Oregon City vs. Kirkpatrick.
5:00 P. M.—Symposium.
7:30 P. M.—Concert—International Trio.
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NORTHWEST HEADQUARTERS SAN FRANCISCO. On account of the large celebration in San Francisco between June 25 and 30, San Francisco bound visitors are urged to make arrangements for hotel reservations. H. T. Lundberg—E. L. Drury, Managers.

BELLEVUE HOTEL. On account of the large celebration in San Francisco between June 25 and 30, San Francisco bound visitors are urged to make arrangements for hotel reservations. H. T. Lundberg—E. L. Drury, Managers.

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