

BRITISH DIRIGIBLE R-34 COMPLETES RETURN TRIP IN SEVENTY-FIVE HOURS

Never Out of Touch With the World by Wireless, Though Out of Sight of It Most of Time — Demonstrates the Practicability of Airships in Commercial World.

PULHAM, Norfolk, England, July 13.—(By The Associated Press.)—Great Britain's mammoth trans-Atlantic airship, the dirigible R-34, arrived at the air station here at 6:56 o'clock, Greenwich time, today, completing her round trip from the British Isles to the United States and return. The R-34, which was launched from the air station at Pulham, after circling the flying field three times, glided gently to the ground, and ten minutes later was housed in the dirigible shed. The voyage from Long Island was without particular incident and was completed in approximately 75 hours.

Soon after daybreak 400 men stationed at the airbase were roused from their sleep to prepare for the landing of the trans-Atlantic voyager. Lookouts took position in towers and wireless operators prepared to pick up messages from the airship. The sun rose brightly but soon afterwards was obscured by clouds. There was no wind and those on watch were confident that the dirigible would arrive on time.

Shouts of Welcome.
Shouts from those who greeted the first sight of the green, grey body, low on the horizon. As the R-34 approached the field she dropped from a height of 5,000 feet to 2,000. The men who were to aid the airship in landing were ordered to their positions and waited silently as the ship circled the field, dropping lower and lower.

When Major G. H. Scott, her commander, had maneuvered the airship into position for the landing, the water ballast was thrown overboard to steady her and a rope was thrown from the bow. The rope was grasped by eager hands and the giant ship moved gently across the field to the shore where the delicate operation of berthing her was completed quickly without accident.

"Played in" by Band.
A military band stationed on the field played "The Call of Duty" as the airship began to settle and then changed to the strains of "See the Conquering Hero Comes." As the ship was warped into its moorings the band played "Keep the Home Fires Burning." The crowd was so intent in watching the ship to the moorings that the whirr of the propellers made it inaudible to the men in the R-34.

The tired, uniformed soldiers and men who composed her crew climbed from the gondolas and were greeted warmly and with united applause from the backs by the officers and soldiers gathered on the field.

"The voyage home has been without incident," said Major Scott. "We want breakfast and while enjoying the belated luxury of his little black pipe, smoking not being permitted on the airship, Major Scott told the story of the return flight."

Close to Estimate.
"We estimated we would make it in from 70 to 80 hours," he said. "We made it in 75. When we left we had a strong wind behind us and we covered the first 800 miles in about eight hours. When we circled over New York we could plainly see the crowds on Broadway waving to us as we passed, but we did not see them because of the noise of the engines."

"South of Newfoundland we encountered head winds and our progress from then on was steady. We traveled at an average height of from 3,000 to 5,000 feet with much less clouds and fog. Once we saw nothing but fog for 24 hours."

"We struck Ireland at Clifden and made good progress from there, although our steering engine broke on Saturday morning. We started with 1,900 gallons of gasoline and had 1,800 left."

"We are naturally pleased with the trip, all of us. I expect important changes in the size and speed of future airships, big ships that will travel 70 to 80 miles an hour and powerful enough to cross any weather."

American is Enthusiastic.
"This has been a great trip," said Col. W. N. McEwen, of the United States Army Air Service, as he climbed out of the car and shook hands with the British officers. The members of the crew were eagerly surrounded by friends who were waiting at the airbase. General Grahame, the chief engineer, proudly carried his pet kitten, which was born at East Fortune. The kitten suffered no inconvenience during the trip and manifested its delight on reaching land again by jumping on the back of its master's friends.

"We were never out of touch with the world, although we met a lot of fog," said Lieut. R. D. Durrant, the wireless officer. "It was hot in New York, cold in the middle Atlantic and you see what it is here. We signaled two ships, the Cumberland and one going to Mexico. When they asked us who we were, we said we were a British airship from New York to England. Their wireless operators expressed surprise. They had been at sea some time and did not know about us."

Practical for Commerce.
Brig. Gen. Maitland, the representative of the air ministry on the R-34, who kept the log of the voyage, said: "We were sent by the air ministry to demonstrate that airships can do a long sea voyage with the ultimate view of their commercial value later. Airships undoubtedly will be used in the future overseas and overland. They are of great value in any way with the voyage, while the other ships will radiate for short distances from the airship terminal."

"Our reception in America was extraordinary. The people there, impressed with our voyage, fully realize the commercial possibility of the big airship. It was a wonderful sight as we passed over the great electric signs in New York, the signs being particularly bright spots below."

Keen for Another Trip.
The members of the crew of the R-34 were disappointed because they were not able to land at East Fortune, where most of them have their homes. They were taken in charge by the officers at Pulham and provided with clothing as they had nothing but their flying clothes on the ship. All were glad to get back, but said they were anxious to make another trip. They were confident that their successful adventure was only the beginning of a life which will include not only trans-Atlantic flights, but regular trips to other countries, particularly Europe and Asia. All agreed that a long voyage entailed no hardship or harder work than many other duties of flying.

The R-34 rested today in the shed beside her sister ship, the R-33. Major Scott and other officers of the dirigible, after resting today, will prepare tomorrow to return the R-34 to East Fortune, where they will examine the machinery and the envelope in order to ascertain how they stood the test of the long voyage. They expressed belief that the stern engine had been damaged beyond repair, as the connecting rod had broken and wrecked the engine. The other engines worked perfectly to the last minute. The ship will be gone over in a search for strain defects before the ship again takes the air. Major Scott will also examine the envelope, which appears to have stood the test well.

No date has been fixed for the return of the R-34 to East Fortune.

MAN IS SHOT DEAD BEFORE FIANCEE AT NIAGARA BALL PARK

NIAGARA FALLS, N.Y., July 13.—Walter G. Squires, a construction engineer, who recently returned from service in France as a lieutenant in the aviation corps, was shot dead in sight of a large crowd leaving a baseball park here today.

Joseph Munterto, alleged to have fired the shot, was roughly handled by the crowd, and was taken to police headquarters, where he was charged with first-degree murder. He said that Squires had jostled him as they were leaving the park. Squires was getting into an automobile with his fiancée when he was shot.

RAYNHAM IS TO TRY ATLANTIC FLIGHT IN MARTINSIDE TODAY

ST. JOHNS, Nfld., July 13.—The luck which attended Captain Frederick P. Raynham's efforts for a trans-Atlantic flight in his Martinside by plane in the wake of Harry Hawker about a month ago, again prevented Raynham from today making an announced start. The right tire of his undercarriage blew out while mechanics were moving the plane into position for the start, and Raynham was compelled to postpone the flight until tomorrow evening, but a start at a late hour would mean a night landing in England. Weather forecasts for tomorrow predict good winds and favorable atmospheric conditions.

N. W. ROWELL CALLS ONTARIO LEADER AN ANTI-PROHIBITIONIST

Unionist Minister Opens Attack On H. Hartley Dewart, K. C.

DENOUNCES CONVENTION
Declares Ontario Meeting of Liberals Was "Ilberral and Intolerant."

[Special to The Advertiser.]
TORONTO, July 13.—Mr. H. Hartley Dewart, K.C., leader of the Liberal party in Ontario, tonight declared over the long distance telephone from his summer home at Uxbridge, that no difference has ever existed between himself and Hon. N. W. Rowell upon the liquor question.

Mr. Dewart made this announcement in reply to the statement issued by Hon. Mr. Rowell who from Ottawa today said that Mr. Dewart's elevation to the leadership of the Liberal party in Ontario and the deposition of Mr. Proudfoot was due to the activities of the liquor interest.

"Hon. Mr. Rowell's statement is a gross libel. There is not a modicum of truth in it. I have never been any difference between myself and Mr. Rowell upon the liquor question," said Mr. Dewart.

ROWELL'S STATEMENT.
OTTAWA, July 13.—In answer to inquiries from his constituents in Durham County, with reference to his views on the recent Liberal convention in Ontario and the Liberal convention held in Ottawa in August, Hon. N. W. Rowell, president of the party, has made public a letter which he has written to Mr. Dewart, one of the leading Liberals of Port Hope. The letter reads as follows:

Dear Mr. Dewart:—You have asked my opinion as to what the Liberal Unionists in Ontario should do in view of the hostile attitude shown at the recent provincial Liberal convention in Toronto toward the Liberal Unionists and the choice by that convention of Mr. Dewart as leader.

"In the fall of 1917, the Liberals of Canada were actually divided over a great national issue, involving the future of our country and the support of our gallant defenders overseas; but this division did not extend to provincial politics in Ontario—both sections of the party co-operating under the temporary leadership of Mr. Proudfoot, whose sound Liberalism, integrity, courage and unselfish patriotism must be appreciated by all Liberals."

"Prior to the meeting of the Toronto convention I confidently anticipated that this co-operation would continue and that the policies for which the provincial Liberal party in Ontario had fought for so many years would be supported by a united provincial Liberal party. The convention has changed the whole situation. The illiberal and intolerant attitude of one section of the party, apparently largely represented at the convention, toward Mr. Proudfoot and other Liberal Unionists, shows that co-operation at the present time is impossible in provincial politics."

Further, and I am sure, not less significant at this time, was the choice of Mr. Dewart as leader, for the leadership largely determines the character of the party for the time being at least."

"Mr. Dewart was not only opposed to the formation of the National or Union Government for the vigorous prosecution of the war and the support of the men overseas, but, in co-operation with Mr. Murphy, he led all the diverse elements in the Liberal party in Ontario hostile to Union Government and Canada's war policy and put forth his utmost efforts to defeat both. It is true his efforts in Ontario hopelessly failed and only eight members were returned to support in whole or in part the policy he advocated."

Attitude on Prohibition.
"Another factor in the situation and exceedingly important in the eyes of thousands of the citizens of Ontario is Mr. Dewart's attitude toward the liquor traffic and prohibition. Under Sir Oliver Mowat, who promised the people of Ontario prohibition to the full extent of the jurisdiction of the province and the more particularly during the last seven years, the provincial Liberal party stood out as the active and aggressive opponent of the bar and the organized liquor traffic."

"The demand on the part of representative delegates at the recent convention in Toronto that a prohibition plank be inserted in the party platform, shows that strong elements in the party still stand by that policy. And in my opinion, these delegates represented the overwhelming majority of the party on that question. Not only has Mr. Dewart not sympathized with, but he has been opposed to the policy of the Liberal party on this issue. As a result, he has been unable to command and secure the support of the organized liquor traffic and their friends in Ontario, irrespective of party. They look upon him as their rising hope."

"Anti-Prohibition Leader."
"No one will question the right of Mr. Dewart to entertain such views or his right to the support which such views will bring to him, but it is inconceivable that the men and women who demanded the inclusion of a prohibition plank in the platform and the tens of thousands of Liberals throughout Ontario whose views they represented, can ever follow an anti-prohibition leader, when at the time it is so vital. The men and women of Ontario who are opposed to the menace of the liquor traffic have two great tasks ahead of them. The first is to make sure that in the approaching referendum the law is sustained; the second, to see that in the general election in Ontario, whenever it comes, men are elected and a government is secured in connection with the law, and who can be depended upon to secure its effective enforcement."

"I cannot see how Liberal-Unionists, or the Liberals, though not Unionists, who believe that temperance and social reform are vital to the best interests of our province, can support a leader, who not only does not represent their views, but on the contrary, was opposed and is opposed to their war and temperance policies."

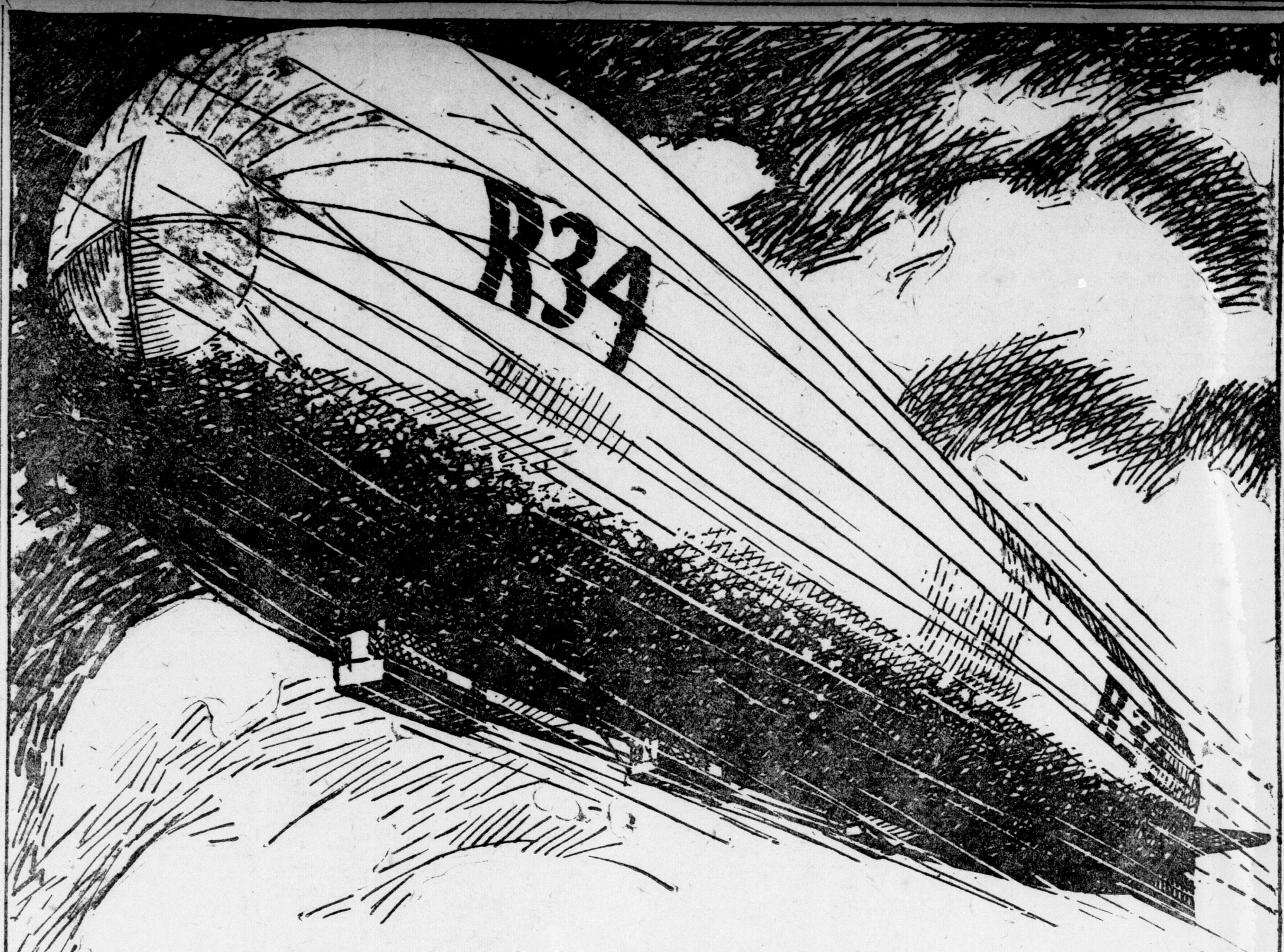
The August Convention.
"You have asked me also as to what should be the attitude of the Liberals in Durham County, who supported the Union Government. Dewart at the approaching convention in August, and toward the continuance of Union Government, and you have intimated that the Liberals who supported me in the election are anxious for an indication of my views at this time."

In reference to the proposed convention in August, as you are aware, it was not called by the Liberal members of the House of Commons, but by Mr. McKenzie, as the leader of the section of the Liberals opposed to the Union Government. As you are no doubt aware of the 122 Liberals elected to the House of Commons, 50 were elected as supporters of the Union Government and 82 opposed; and of the 69 Liberals elected to the House of Commons outside of the province of Quebec, 49 were supporters of the Union Government and 20 opposed; and of the 52 Liberals elected west of the Ottawa River, 42 were supporters of the Union Government and 10 opposed.

Not "Liberal" Convention.
"The Liberal members of the House of Commons who supported the Union Government were not and are not parties to the calling of the proposed convention. You will, therefore, see that the convention is not a convention of the Liberal party, but a convention called by a section of the party that was hostile to the war policy of the Union Government, and to the Union Government itself. While, no doubt, some Liberals who supported the Union Government will attend the convention, it will not be in a position to represent or speak for the Liberals who supported Union Government."

The Liberal Unionists must decide for themselves, irrespective of the action of the August convention, the course they should pursue in the light of the some high considerations of national duty which guided them when they joined in forming and supporting a Union government."

Well, It's His Only Hope.
"There can be no doubt that the present parliament was elected to support a Union government and not a party government of either side, and that the party which has the right to form an administration to carry on a government of the country for the remainder of the session, is the Union Government. If the Union Government should be dissolved, there can be no question that the Liberal party should be dissolved apart from other considerations, therefore, the Union Government must carry on or we must have a general election. So far as I am aware neither



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Carried although every inch of space was priceless.

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For weeks every item of equipment was studied and tested rigorously. California Fruit Gum was considered necessary to steady the nerves and relieve the fatigue of the heroic crew.

Read the official item as set down in the log:

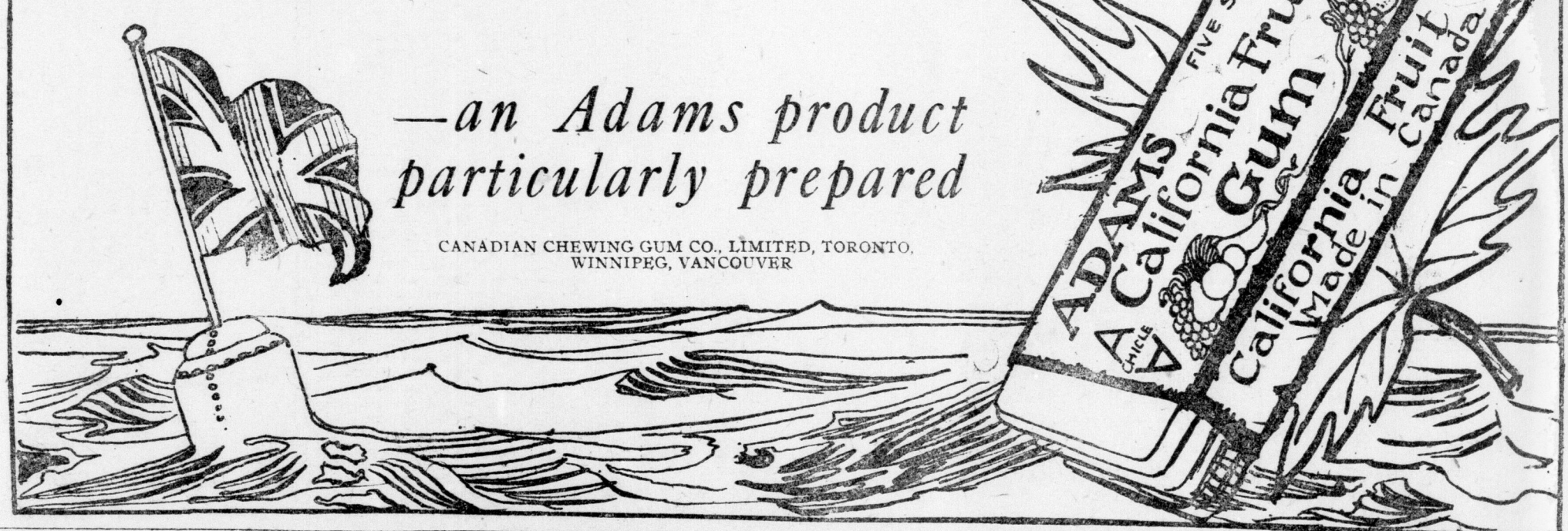
2 p.m. — Slight trouble with starboard amidships engine; cracked cylinder water jacket. Shotter, always equal to the occasion, made a quick and safe repair with a piece of copper sheeting, and the entire supply of the ship's chewing gum had to be chewed by himself and two engineers before being applied.

Returning, the R-34 left New York with a fresh supply of Adams Pure Chewing Gum.

On your own trip through the day's work, keep a packet of Adams Gum handy. It will brighten the day. Try Adams California Fruit—or Adams Chiclets, the "Really Delightful" candy-coated gum with the peppermint flavor. Sold everywhere at ten for 5c.

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ANOTHER WAR WORKER BACK FROM THE FRONT.

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LONDON OVERLAND SALES

86 to 90 King Street

Tuesday Morning. See this war wonder.

It Drives On All Four Wheels

AGED RESIDENT DIES.

ST. MARYS, July 12.—Alfred Dutton, aged 63, a well-known resident of West Nisour, died at his home today, at 22, concession 2. The funeral will be held from his late home on Monday at St. Mary's Cemetery.

Orange men from this district attended celebrations today in London, Paris and Exeter.

VETERANS RETURN HOME.

DORCHESTER, July 12.—Two more veterans have come home to Dorchester. Namely, Newton Capstick and Boyd McFarlan. Newton has been received at the home of his wife, Mrs. J. McFarlan, and is expected home soon.

A fine residence is being erected on the south side of the road by James Hunt.

The Dominion Savings and Investment Society

CAPITAL \$1,000,000
RESERVE FUND \$ 270,000

Interest from 3½ to 5½ per cent allowed on deposits and debentures.

T. H. PURDOM, K.C. President.
NATHANIEL MILLS, Manager.

DAY'S SEARCH REVEALS BODY OF LAKE VICTIM DROWNED FROM CANOE

GODERICH, July 13.—The body of Leonard Macklin, drowned here Thursday night when his canoe upset, was recovered last night after a day's search in boats, close to where the accident occurred.

Witnesses of the drowning say that the young man regained his feet on the shoal and started out after his canoe which was floating, when he was overcome by breakers.

The funeral will be held on Monday from St. George's Church to Maitland Cemetery.