

## UNCLE SAM BUYS BIGGEST AIRSHIP

R-38 Built in Britain Represents Last Word in Aerial Designing.

U. S. NAME "Z R-2"

Will Fly Atlantic to her New Home at 70 Miles Per Hour, 'Tis Expected

LONDON, July 4.—Uncle Sam will soon become the possessor of the British-built R-38, the largest rigid airship yet constructed in any country and a craft that represents the very "last word" in "aerial dreadnought" designing.

Trim and smart as the quarter-deck of an admiral's flagship, the R-38, soon to be designated officially by her new American name, ZR-2, is claimed to be the most formidable craft ever to "take the air."

She is expected to be capable of 5,000 miles flight at full speed—70 miles per hour—or 6,500 miles "cruising speed" of 60 miles per hour.

Her specifications call for an armament of 14 Lewis guns, of 280 pounds. The machine-guns are distributed at vantage points so that any form of attack, from land sea or air, might effectively be combatted.

The ship's heavy armament serves as an index to her character. She is designed to serve, if occasion arises, as the general headquarters of a whole battle fleet, eyes, ears and, in emergency, an auxiliary "business end." From the compact, convenient "skipper's" cabin close up under her nose to the heat little machine-gunner's "nest" at the very tip of her stern, ZR-2's arrangement and construction spells efficiency and "strictly business."

Without extensive alterations, ZR-2 could not accommodate comfortably a party of 65 persons as did the Italian-built, semirigid airship "Roma" after being taken over by the American government recently. But if a submarine were sighted, ZR-2 could maneuver into position, if the captain's control cabin would release a bomb, or a dove bomb, if required, to "do in" the enemy submarines.

If enemy airplanes became bothersome during this procedure, they would not find it was the case, as the German Zeppelins, that there was an unprotected spot under the ZR-2's lower part where they could hover and pump machine-gun bullets into her gasoline tanks. To meet just such a contingency there is the stern machine-gun ship, and one in each of four of the ship's engine cars, which are suspended at her sides.

Attack From Above. Should the attack come from above, a gunner, protected from the fury of high altitude winds in a cockpit at the top of the ship, would probably be able to do anything necessary with his one-round automatic piece.

These represent some of the many improvements, indicated by examination of wrecked Zeppelins and other experience, which have been incorporated in the ZR-2.

Seen in flight, the ZR-2 will be much like her sisters R-34, of trans-Atlantic fame. But her shimmering sides and clean appearance conceal a confusion of "interior workings" that, to one unaccustomed to such craft, is most bewildering.

As one proceeds along the narrow, "man-high" corridor which extends the entire length of the ship, he sees a complication of criss-crossed aluminum girders, rows of gasoline and water tanks, what seems to be, and actually are, acres of fabric gas bags, and a scissellany of guy wires, control valves, pipes, swivels, hinges and gaw-gaws that defy understanding. But after a guide who knows every inch of the gigantic bulk has made explanations, the handling of the ship is seen to be simplicity itself.

Thus, the "skipper," standing at the wheel in his cabin, just as a sea captain on the bridge, has within reach a scissellany of buttons, switches and levers, electrically controlled, with which he can release ballast water, deflate one or more gas-bags, empty his gasoline tanks, start a bomb towards an objective and, of course, steer the ship upward, downward, to right or left.

He can send orders through a telephone system which connects up the whole ship, for the starting or stopping of one or all of the ship's propelling engines, advise his machine-gunners of the approach of an enemy or, through the operator at his back, send observations by wireless to a flagship or land base.

Comfortable bunks are provided for the off-shift of the crews—in all, 30 officers and men. During prolonged flight warm meals are made possible by a system of cooking from engine exhaust heat. Electric lights are provided wherever required. The ship can "tie up" to a mooring mast, replenish her gas, oil, water and fuel containers through "feed" pipes terminating at her bow and resume her journey with the loss of but a few hours' sailing time.

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## STOPPED HER HEADACHES

Years of Suffering Ended By "Fruit-a-Lives"

112 Haver St., St. John, N. B.  
"It is with pleasure that I write to tell you of the great benefit I received from the use of your medicine 'Fruit-a-Lives', made from fruit juices. I was a great sufferer for many years from Nervous Headaches and Constipation. I tried everything, consulted doctors, but nothing seemed to help me until I took 'Fruit-a-Lives'."

After taking several boxes, I was completely relieved of these troubles and have been unusually well ever since. Miss ANNIE WARD.  
Box, a box, 6 for \$2.50, trial size, 25c. At all dealers or sent postpaid by Fruit-a-Lives Limited, Ottawa.

## LADY BYNG

Russell Stannard, in English Paper:

It was during the South African War that Byng got married. He who was looked upon as a bachelor recluse, to the astonishment of his friends, took to himself a wife. The lady was Evelyn Moreton, the only child of the Hon. Richard and Mrs. Moreton. They met in 1897, but did not propose marriage until five years later. Then he sent a cable from South Africa, "Will you marry me?" She replied, "Yes, please return immediately." Wire date departure. Lord Kitchener gave Byng three months' leave and when the happy bridegroom returned he was just in time for peace.

Lady Byng, before her marriage was one of the most beautiful girls in London society, and one of the wildest. She is a clever resourceful woman. Her social gifts are inspired by a fine sympathetic tact and charm of manner allied to exceptional intellectual gifts. She is widely read, exceptionally well informed and a novelist of distinction. Her best known novel is "Barriers."

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## Obituary

LATE JOHN HUNTER.

John Hunter died early Friday at his home, 316 Foster Avenue. He was born at Hareshaw, Northumberland, England, in 1841. For sixty-eight years he had been a resident of this country and of Belleville for the past 48 years. His active life was spent in the service of the Grand Trunk as express engineer. Some years ago he retired on account of age. He was a member of Cataract Lodge, A.F. and A.M., and of the Tabernacle Methodist Church.

Surviving are his widow, three daughters, Miss Hunter, at home, Mrs. Melvin Taylor, Nanawee, and Mrs. F. E. Stockbach, of New York and one son, Capt. Howard Hunter, of Havre, France.

The son, who went to France in 1914, returned to visit his parents here with his bride, a French lady and then went back to France where he since has made his home. There also mourn his loss one brother, Robert, of Kingston and three sisters, Miss Hunter, Mrs. T. M. Harry and Mrs. W. G. Hopper, of Cobourg.

Funeral takes place this afternoon to Belleville cemetery, Rev. W. Elliott officiating.

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