

THE GLOBE-GIRDLING FLYERS REACH HOME IN SAFETY

WAS GIVEN GREAT WELCOME HOME

Now on Their Way Across
Continent to Starting
Point.

America's globe-circling flyers arrived in Boston Saturday afternoon, at 2:09 o'clock. They left Boston at noon, Monday, arriving in the nations metropolis at 3:20, daylight saving time. Left Mitchell field at noon Tuesday and after being forced to land an hour at Aberdeen, Md., arrived at Washington at 2:20 Tuesday. They are now on their way across the continent to complete the journey to the place from which they started, Santa Monica, Cal.

At both Boston and New York the air conquering pilots received great welcome greetings from millions of enthusiastic people. The American birdmen who have astounded the people of all nations, by their world-circling flight, swept thru the air over Boston and New York while from below came the plaudits of innumerable spectators and the swelling roar of whistles and horns.

Started Last March

The flight was started March 17 from Clover Field, Santa Monica, Cal., the squadron being made up of four planes as follows: Seattle, flag plane, with Major Fred L. Martin as pilot, and Sergeant Alva Harvey as mechanic; Chicago, Lieutenant Lowell H. Smith, pilot and Leslie P. Arnold, mechanic; Boston, Lieutenant Leigh Wade, pilot, Sergeant A. M. Ogden mechanic; New Orleans, Lieutenant Erik Nelson, pilot, Lieutenant John Harding, Jr., mechanic.

On the first day the squadron hopped to Sacramento, covering 370 miles of the journey which was estimated between 27,000 and 30,000 miles. The second leg of the journey was 550 miles to Seattle, where the flyers arrived March 20 after stops at Eugene, Ore., and Vancouver, Wash. They were delayed at Seattle by bad weather, and in making minor repairs to the planes until April 6, when they hopped to Prince Rupert, B. C., 650 miles, arriving the same day. It was at this point that the first accident occurred to Major Martin's plane, the Seattle being damaged in landing.

April 10 the air cruisers did 300 miles to Sitka, Alaska, where unfavorable weather delayed them three days, after which they again took the air and went 610 miles to Seaward. On that stretch they encountered their first snow storm, but they resumed their trip April 15 for the 450-mile flight to Chignik, which proved to be the last trip for Major Martin with his companions. It was during that flight he was forced down near Cape Igarka by the defective crank shaft.

Lieutenants Smith, Wade and Nelson flew from Chignik to Dutch Harbor, 400 miles April 19, and remained there until May 3 when they were directed to proceed without Major Martin. On that day the three remaining planes covered 350 miles, which brought them to Atka Island. After a delay of six days they hopped 530 miles on May 9 to Attu Island, the farthest west bit of land belonging to the North American continent.

Another delay of seven days was occasioned by unfavorable weather but the birdmen got away for the flight across the Pacific on May 16 and altho they encountered rain, snow and fog for nearly half the distance they arrived safely in Kashiwabara Bay, Paramashiru Island, Japan, thus completing the first flight across that ocean.

Hopping off from Paramashiru May 19 they flew 500 miles to Yotorofu, and three days later 354 miles brot them to Minato on the main island of Japan. Good weather at this point impelled the aviators to go on and a second flight on May 22 took them 350 miles to Kasumigaura, the air base for Tokio. Here the aviators remained a week overhauling their machines. During the time a series of festivals in their honor was held in Tokio.

First Flight Over Japan.
Resuming on June 1, the squadron winged its way 350 miles to Kushimoto and the next day went another 350 miles to Kagoshima, the last stop in Japan. The aviators thus completed the first flight over the Empire of Nippon ever made by United States army men. Lieutenant Smith, who had been acting commander since the elignation of Major Martin, was formerly appointed commander June 8 and the next day had his first bit of

Some Laws that all Motorists Should Know and Obey

TO MEET IN CONFERENCE

Christmas Seal Workers
Will Gather at Elmira,
September 25th.

Christmas Seal Sale Workers from nine counties will meet in Elmira on September 25th for the annual district conference to formulate for the 1924 Christmas Seal Campaign.

Throught the state the past year has been marked by a steady increase in activity in tuberculosis and public health work and a vigorous program has been outlined for next year, particularly in the field of education and prevention. To meet this program, which includes the employment of the public health nurses, instruction of the tuberculosis sick, fresh air schools and health camps for delicate children, and operation of dispensaries and clinics for free examination of persons suspected of being tubercular, a minimum of a half million dollars must be raised in the up-state counties by the Christmas Seal Sale. Every possible effort will be made to exceed this goal.

Miss Elizabeth Murlless of Belmont will attend for the Allegany County Committee on Tuberculosis and Public Health.

"commander's luck" which had followed Major Martin from the outset. Leaving Kagoshima June 4, Lieutenant Smith's plane developed engine trouble and refused to ascend. He directed Lieutenants Wade and Nelson to make the hop of 610 miles across the China Sea to Shanghai and he followed the next day, covering the distance in one hour and 15 minutes less than his companions required. A stretch of 555 miles to Amoy June 7 and the next day they flew 300 miles to Hongkong.

After a day's rest in Hongkong the three planes made 500 miles June 10, bringing them to Haipong and the next day a flight of 800 miles landed them at Tourane. Here Commander Smith experienced more engine trouble and a delay of five days was necessitated, while a new engine was installed in his machine.

On June 16 the aviators reached the nearest point to the equator, when they flew from Tourane to Saigon, a distance of 530 miles. The route then led them to Bangkok, Siam, 675 miles away, which they covered June 18, and two days later a flight of 450 miles to Rangoon, Burma was made. One of the planes while descending collided with a cargo boat, damaging the wings which necessitated a delay of five days for repairs. The 445 miles from Rangoon to Akyab were covered June 25 and the next day in going to Calcutta, a distance of 400 miles, it was necessary to make a ten minute detour out to sea to avoid a storm.

Commander is Hurt

The flyers remained in Calcutta until July 1 and in the meantime Commander Smith suffered a broken rib in a fall from a culvert on the flying field. However he accompanied his companions on the flight to Allahabad, 475 miles distant. The flyers had little or no trouble in Coochin, China, where they followed the coast line, but they could not avoid the jungles east of Delhi. Here for seven hours, according to a story by Lieutenant Wade, the aviators flew over tree tops, fighting the winds and were able to see plainly the wild beasts below. On one occasion, he said, a tiger was seen and he could have shot him if he had a gun.

After getting beyond the jungles of India, the aviators experienced no trouble. Proceeding July 2 they made a hop of 500 miles from Allahabad to Umbella and the same day made another short jump to Multan. July 3 they flew 475 miles to Karachi, their last stop in India, where they were again delayed by engine trouble. Leaving Karachi July 7 they made Charbar, Persia, 330 miles away, proceeded to Bender Abbas, another flight of the same distance. A total of 875 miles were covered July 8 in flights to Bushire and thence to Bagdad. The next day 480 miles brot them to Aleppo, Syria, and on June 10 they winged it approximately 600 miles to reach Constantinople.

A day out of the planes was taken in Constantinople and then successive day flights of 300 and 650 miles each brot them to Vienna July

Our World War General Retires



Gen. John J. Pershing will celebrate his sixty-fourth birthday Saturday, September 13, and retire to private life. Full national honor and tribute is his reward, publicly given in a great meeting at New York September 10.

JOY RIDE CAME TO SUDDEN END

Andover Car Smashed by
Headon Collision as They
Were Climbing Hill.

Charles Gleason, George and Dalton Worsley and three young ladies from Wellsville had their joy ride party seriously interrupted Sunday afternoon, going to Dansville, when at the point of the sharp turn on the Dansville Hill, a big Buick touring car owned by B. F. Ragsdale of Atlanta, Ga., crashed into their Ford.

The Andover car was coming up the hill over on their own side of the road. The Buick was being driven by Mrs. Ragsdale. She evidently shot to gain time by cutting the sharp corner, but did not count on the possibility of another car having any right to the highway when she wanted to use it, so smashed into the Ford, breaking one front wheel, warping the front axle and demolishing the fender.

State troopers from Hornell were on the scene before the wreckage was cleared and completely exonerated the Andover party from all blame in the matter. Ragsdale said he had compensation insurance and would settle for the damage to the Gleason car.

Mrs. Ragsdale says she had just passed a truck and didn't have time to get back into the road and out of the way of the Ford which was coming up the hill at a rapid rate of speed.

Aside from a few minor bruises, no one was injured.

A record-breaking attendance is expected at The Merry Travelers. Get your tickets early.

13, an over-night stop having been made at Bucharest and a short stop at Budapest enroute to Vienna. The flyers went July 14 from Vienna to Paris, a distance of 650 miles. In the French capital they received one of the most enthusiastic welcomes of the trip and after a day, proceeded to London, where a stay of ten days was scheduled to prepare the machines for the hop across the Atlantic.

Originally it was intended to have the flight end at Washington, but a short time ago official of the air service announced that they favored Clover Field, Cal., as the finishing point in order that the air route around the world actually would be completed. It is proposed to have the flyers leave Washington for the cross continent flight, following the route to Moonville, W. Va., Dayton, Ohio and then along the air mail line as far west perhaps as Sacramento, Cal., before turning south to Clover Field.

Air officials plan to have the trip west made as expeditiously as possible in order that efforts to beat the record of the actual flyers, which are expected to be started generally, will be made as difficult as possible.

MERRY TRAVELERS ARE COMING

Home Talent Production
Under Auspices of
O. E. S.

Rehearsals are in full swing for "The Merry Travelers," the big production to be presented by local talent. Act I shows the travelers in England, Act II in Spain and Act III they are back to the U. S. A.

There is not a dull line in the play. There is Mrs. Travelers and her hen-pecked husband, the accommodating hotel clerk, lively bellhop, a French maid, college boys and girls, an old couple from the farm, a dude, Miss Bachelor who is looking for a husband, a deaf widower and a number of others.

Throught the play, catchy musical numbers and dances will be introduced. The Oriental dance is both novel and beautiful, the College Chorus would enthrall the most staid audience. The clown song is catchy, the 1860 chorus and 1924 choruses are both pleasing number. The production closes with the carnival of nations in which may be seen English, French, Irish, Scotch, Dutch, Japanese and Italian girls. Last but not least the girls of the U. S. A.

The Merry Travelers is given under the auspices of O. E. S. and directed by Mrs. G. E. Turner of the Maxine Turner Producing Company.

Bolivar Wins Ball Games

One More Game Will Give Drillers
The 1924 Championship

The second game between Bolivar and Cuba baseball teams to decide the championship of the Allegany County Amateur Baseball League was played at Tullar field, Wellsville, Sunday afternoon, and Bolivar with Signor on the mound, won by a score of 3 to 1. The largest crowd in years was out to see the two teams battle, and the big stand was packed to capacity with rooters from the rival towns, while Wellsville and vicinity turned out in force. The game abounded with brilliant fielding on the part of both teams, but the drillers were favored by the breaks and won handily.

Saturday afternoon at Belmont, in the first game of the series, Bolivar, with Harry Andrews, the speed king pitching, scored a 6 to 0 victory over Cuba, and as Bolivar now has two of the five game series safe, it looks as if they will again win the pennant this year.

The next game will be played on the Wellsville grounds Sunday Sept. 14, instead of at Belmont, as was previously scheduled, the change being made in order to accommodate the vast crowd which is sure to be on hand. Should Bolivar again win, the series will be over with the drillers capturing their second consecutive pennant. At last Sunday's game, nearly 1,800 paid admissions were recorded at the gate.

VILLAGE STREETS TO BE OILED

Village Board Asks All Not
to Drive On Wet Asphalt
for Five Days.

The village of Andover has a carload of oil, or asphalt, arriving in a few days to be placed as binder over the cinder roads they have built this summer, on the various side streets of Andover. The village Board asks all to kindly refrain from driving on these streets for five days after the oil binder has been placed on the cinders.

Knowing that Andover farmers and motorists appreciate their efforts in building good roads for them, the Village Board believes that it is not necessary to go to the expense and trouble of legally closing their side streets while they are being oiled. They simply place all upon their honor not to use these roads for five days after they have been oiled. There is not a street but what can be avoided without much trouble to anyone, as our brick pavements now cover all the main travelled streets, and every road leading into Andover connects up with the pavements with the exception of a few roads on Harmon street, and there it will be no trouble to drive by the side of the new cinder pavement until the Rochambeau concrete pavement is reached.

When these cinder roads have been oiled with the asphalt binder, no town anywhere around Andover will have a more complete system of fine pavements than Andover. Nearly every side street has been cared for and they are just as good as macadam roads, considering the amount of travel which they will receive. If these streets can be oiled for a year or two, they will become fine, hard-surfaced roads that all will be proud to ride over.

Let us all co-operate with the Village Board in trying to make these side street roads the fine improved roads that we all would like to have them. All we will have to do is to simply keep off from them for five days after they have been oiled.

After the roads have been oiled a layer of sand will be sprinkled on top of the wet asphalt and soon the whole surface will become hard and fine as a newly laid macadam road, and will withstand any ordinary use.

This means that you, not your neighbor only should have pride and HONOR enough for your home town to acquiesce with the very reasonable request of the Village Board to keep off the side streets for five days after they have been oiled and sanded. We know that you will do so without complaint.

Commander American Legion

Alexandria Bay, Sept. 6.—Samuel E. Aronowitz of Albany, was elected state commander of the American Legion, Department of New York at the concluding session of the annual convention at Alexandria Bay, Sept. 6th.

New York City was chosen as the site of the 1925 state convention. In bringing the convention to a close, the delegates stood in silent prayer in memory of former President Woodrow Wilson.

MUST ILLUMINATE SIGNS AT NIGHT

Villages Cannot Pass Laws
Regulating Speed Less
Than State Law.

Most motorists are familiar with the fact that every person who drives a car on or after October 1 must have a license. These licenses are now being issued at the office of the County Clerk, Belmont. But not all of them are familiar with some of the other restrictions imposed under the new state motor vehicle law.

One of these new wrinkles is that cities of the first class, and any city of the second class which is located in a county adjoining a city of the first class, may regulate speed of motor vehicles at rates different than prescribed in the motor vehicle law. Those regulations may be made by ordinance.

But cities of other classes and villages, whether they be incorporated or unincorporated, cannot regulate, by ordinance or otherwise, the speed of motor vehicles passing over their streets at less than twenty miles. Hornell is a third class city. In fact, the law is so drafted that in villages where there are roads built in part or wholly by the state, or partly maintained by the state, the state regulation of thirty miles an hour may be maintained. However, few drivers know where such roads exist. The speed thru cities and villages is twenty miles an hour and in other places thirty miles an hour, it was pointed out.

"A rate of speed by a motor vehicle other than a motor truck, in excess of thirty miles an hour, for a distance of one-eighth of a mile, shall be presumptive evidence of driving at a rate of speed which is not careful and prudent," is one section of the law.

What Law Says
As to rights of cities to regulate traffic the law states: "nothing in this article contained shall impair the validity or effect of any ordinance, regulating the speed of motor vehicles, or of any traffic regulation with regard to the operation of motor vehicles, heretofore or hereafter made, adopted or prescribed pursuant to law in any city of the first class or in any city of the second class in a county adjoining a city of the first class."

As to other cities and incorporated villages regulating speed or traffic of motor vehicles the law specifically prescribed they cannot regulate a speed less than "one mile in three minutes" which is twenty miles an hour. The law does not prevent a city or village from permitting motor vehicles to drive between twenty and thirty miles an hour, it was explained, but cannot cut speed below twenty miles.

And the law is specific regarding signs which every city and village must display in order to comply with the law. Those signs shall be on both sides of the road, shall be illuminated during the night time, shall be at least six feet and not more than eight feet from the ground and shall be lettered to designate the village or city and the speed there in letters at least six inches high.

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