

**ALCOCK AND BROWN  
LAND IN IRLAND**

**Much of Oversea Flight Was Made Through Fog With Occasional Drizzle Which Hampered Progress**

London, June 15.—(By the Associated Press.)—The final goal of all the ambitions which flying men have ventured to dream since the Wright brothers first rose from the earth in a heavier than air machine, were realized this morning, when two young British officers, Capt. John Alcock and Lieut. Arthur W. Brown, landed on the Irish coast after the first non-stop flight across the Atlantic ocean.

Their voyage was without accident and without incident, so far as can be learned. It was a straight away clean cut flight achieved in sixteen hours and twelve minutes—from New Foundland to Clifden Island, a distance of more than 1,960 miles. But the brief and modest description which comes from the airmen at Clifden tells of an adventurous and amazing hazardous enterprise. Fog and mists hung over the North Atlantic and the Vickers-Vimy biplane climbed and struggled to extricate herself from the folds of the airplane's worst enemy.

She rose to 11,000 feet, swooped down almost to the surface of the sea, and at times the two navigators found themselves flying upside down only ten feet above the water.

Before coming to earth near the Clifden wireless station Alcock circled the wireless aerial, seeking the best spot to reach the earth. But no suitable ground was found, so he chanced it in a bog.

The wireless staff rushed to the aid of the aviators. They found Brown dazed and Alcock temporarily deafened by the force of the impact. As soon as it was possible to be escorted to the wireless station they telegraphed the news to their friends; then had breakfast.

"That is the best way to cross the Atlantic," said Lieut. Brown after he had eaten.

Capt. Alcock explained the silence of his radio instrument during the trip by saying that the wireless propeller blew off soon after the airplane left Newfoundland.

"We were much jammed by strong wireless signals not intended for us," he added.

When word was received here of the accident to the machine in landing arrangements were made for mechanics to leave London immediately to make repairs.

Word came from Clifden this afternoon that the pilot and the navigator of the biplane were leaving for Galway whence Lieut. Brown planned to travel by train to London, arriving there on Tuesday morning. Capt. Alcock, however, hoped to be able to fly to London in the machine which made the record flight as soon as it could be repaired. It was planned to have him give an exhibition over London in the machine, if possible.

The aero club received a message from Clifden not long after the transatlantic flight landed, signed by them, which merely stated that they had completed the flight in sixteen hours and twelve minutes. They requested instructions from the club.

**Keep Machine Intact.**  
In reply the club telegraphed Capt. Alcock:  
"Keep machine intact until observer arrives."

The air ministry stated that certain marks were put on the airplane at Newfoundland which must be officially identified by a member of the royal air force before the flight is declared to be officially completed. It was said at the ministry that it was probable one of its officials would leave Dublin in an airplane to re-land by train.

St. Johns, N. F., June 15.—The triumphant crossing of the Atlantic by Capt. Jack Alcock and Lieut. Arthur Whitson Brown will not deter other airmen here from emulating the feat, according to announcement made by other orders today.

The London Daily Mail's \$50,000 prize for the first nonstop flight having fallen to the Vickers-Vimy machine, crews of the other airplanes being assembled here are devoting their attention to a contest for the speediest voyage across the ocean.

They expect the British air ministry or private enthusiasts to offer speed prizes.

News of the arrival of Alcock and Brown in Ireland spread like wildfire and caused jubilation. The British airmen expressed their delight that America having won first honors by an interrupted transoceanic flight, Great Britain was able to even score by triumphing in the nonstop passage.

**CAPT. ALCOCKS  
STORY OF FLIGHT**

London, June 15.—Describing the experiences of himself and Lieut. Brown, Capt. Alcock, in a message from Galway to The Daily Mail says:

"We had a terrible journey. The wonder is we are here at all. We scarcely saw the sun or moon or stars. For hours we saw none of them. The fog was dense and at times we had to descend within 300 feet of the sea.

"For four hours our machine was covered with a sheet of ice carried by frozen sleet. At another time the fog was so dense that my speed indicator did not work for a few minutes and it was very alarming.

"We looped the loop, I do believe, and did a very steep spiral. We did some very comic stunts, for I have had no sense of horizon.

"The winds were favorable all the way, northwest and at times southwest. We said in Newfoundland that we would do the trip in sixteen hours, but we never thought we could. An hour and a half before we saw land we had no certain idea where we were, but believed we were at Galway or thereabouts.

"Our delight in seeing Eastal Islands and Tarbot Island, five

miles west of Clifden, was great. The people did not know who we were and thought we were scouts looking for Alcock.

"We encountered no unforeseen conditions. We did not suffer from cold or exhaustion except when looking over the side; then the sleet chewed bits out our faces. We drank coffee and ale and ate sandwiches and chocolate.

"Our flight has shown that the Atlantic flight is practicable, but I think it should be done, not with an airplane or seaplane, but with flying boats.

"We had plenty of reserve fuel left, using only two-thirds of our supply.

"The only thing that upset me was to see the machine at the end get damaged. From above the bog looked like a lovely field, but the machine sank into it to the axle and well over on to her side."

**CHILD SHOT BY PLAYMATE**

Rock Hill, June 15.—Little Jane Cobb London, the three-year-old daughter of Mr. and Mrs. John R. London was accidentally shot Saturday afternoon by a little four and a half year old playmate Lane Williams, and was painfully but it is not thought seriously wounded, the ball from a 22 caliber parlor rifle entering the flesh of the back below the shoulder blade but not penetrating the lung as was at first feared.

The rifle with an old cartridge was left under the Williams home by an older son of the family, after he had snapped the gun and failed to explode the cartridge. The children, playing there, found the rifle and one of them tried to fire it without success and at little Lane's request handed it

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Westbound	Eastbound
3:30 pm lv Wilm'n, N. C. ar	1:00 pm
7:55 pm lv Flor., S. C. ar	8:45 am
9:25 pm lv Sumter, S. C. ar	7:20 am
10:50 pm lv Col'a, S. C. ar	5:45 am
11:50 pm lv Col'a, S. C. ar	11:05 pm
3:20 am ar Sptbg, S. C. lv	7:35 pm
6:15 am ar H'd'ville, N. C. lv	4:35 pm
7:30 am ar ASH'E, N. C. lv	3:30 pm

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to him to see if he could fire it and, he, unfortunately, succeeded in doing so.

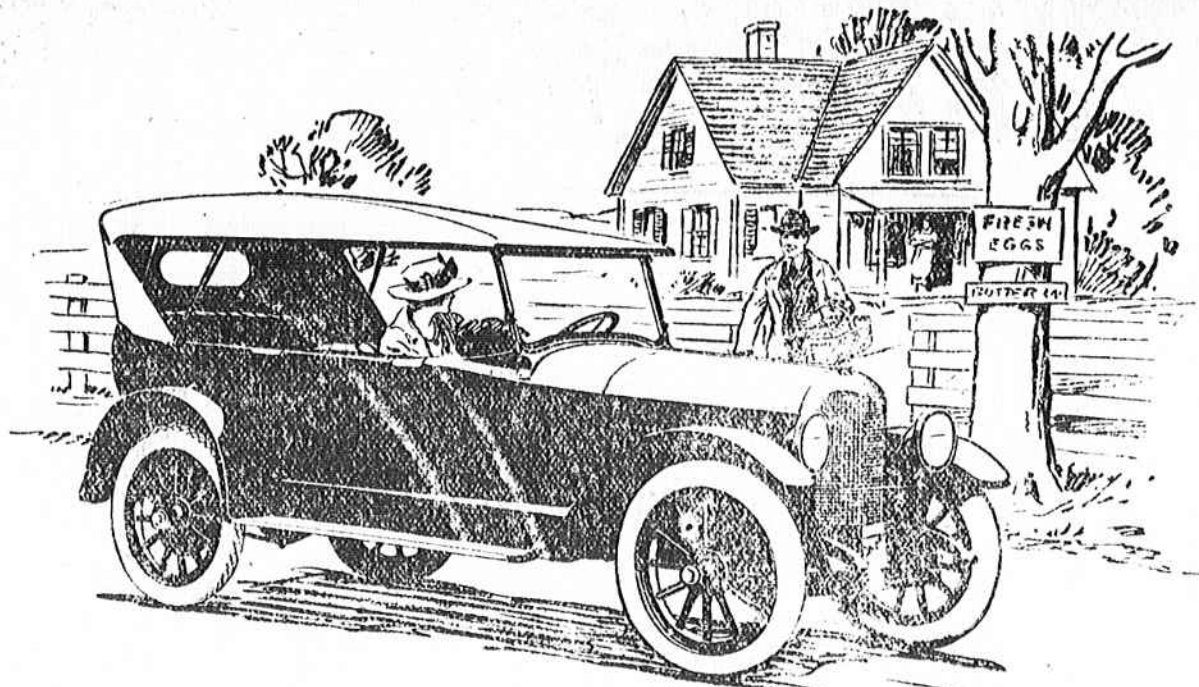
**WIRES CUT IN COLUMBIA**

Columbia, June 15.—According to Morgan B. Spier, general manager for

North and South Carolina of the Southern Bell Telephone and Telegraph Company, thirty-one long distance telephone wires out of Columbia were cut Saturday night, leaving only two wires working. All but one of these were repaired Sunday. The

workmen on this were set upon by about twenty men and driven away, according to the telephone management. C. H. Carroll, district superintendent, says forty-four wires of the Western Union Telegraph Company out of Columbia were cut Saturday

night and all repaired Sunday. Four wires were cut Sunday night. The district superintendent says that conditions are normal in respect to the movement of business. The press dispatches were delayed about one hour here tonight.



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