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Successful Flight Made By Hamilton

(Continued From Page One.)

As mementoes, which appeared to be a riot.

As the aviator stepped from his machine and lighted a cigarette, he was surrounded by the crowd. Only the formalities of presenting the messages he carried prevented the enthusiasts from carrying him around the field on their shoulders.

When he drew near the landing place at Front street and Erie Avenue, Hamilton circled several times around the house tops in the neighborhood to show how perfectly under control was his machine.

It was this last tour that accounted for at least a part of the four minutes over his schedule time.

"All through the flight," he said, on landing, "the plane was under as perfect control as when I sailed over the house tops."

In the Aviation Field and on the streets about there were fully 75,000 people by the time he came to earth. Hamilton was greeted by Governor Stuart, who was there to give him a message to be carried on the return trip. The governor grasped the aviator's hand and congratulated him warmly.

"It was easy," said Hamilton. "I came through nicely without any trouble and will start on my return trip at 11 o'clock."

One hundred and fifty thousand eyes were strained toward the northeastern sky when, at about 9:15 o'clock, a dim shape became visible through the haze. A ripple of a cheer started that grew into a thunderous outburst as the shape took form into what appeared to be a huge bird.

Nearer and nearer the aviator approached and the cheers of the watchers grew louder. As he loomed directly over their heads and sank gracefully to the landing place, a roar of congratulation greeted him.

During his flight Hamilton maintained an average height of about 300 feet, a distance a little lower than the face of the clock in the city hall tower.

When the aviator was within half a mile or more of the field he made a wide swerve towards Frankford, and it looked for a moment as though he had run into an air current which would take him off his course.

In a moment, however, he was back again and headed straight for the Aviation Field. With the sound of a flock of a thousand buzzards flying overhead he swooped down in the direction of the Pennsylvania Railroad and gas tank and then with perfect control he made the first circle of the field.

Off he went in the direction of the New Cathedral cemetery, and making a wide turn there he ran toward the city proper as far as Clearfield street, where he turned back again.

A second time he circled the field, coming lower and lower and the third circle and a half circle he gracefully glided to earth and skidded along without a hitch or a break until the machine came to a stop at the extreme north end of the field. The special train which had come over from Jersey City was beaten to the stopping place at least forty-five seconds.

"Give me a cigarette, please," was Hamilton's first request when he jumped lightly out of his car. Then he asked if the special was in, and began talking with Governor Stuart, who approached him with a broad smile and his high hat in his hand.

"It was a fine trip," said the aviator. "It was the best trip I've made. My machine was under splendid control and I could have stayed up indefinitely."

"I made the three circles around the field to show that the machine was in fine shape and I believe the crowd realized it."

"I never heard the crowd cheering or the whistles blowing, because of the buzzing of my motor, and my hearing now is affected by the noise of the car."

"How do you feel?" asked the governor.

"Splendid," was the aviator's reply, "and I believe I could fly right back to New York."

"It was superb," said the governor. "And I'm sure I never witnessed anything so thrilling in my life."

The Return Trip.

Philadelphia, Pa., June 13.—Charles K. Hamilton started on his return trip to New York—the longest trip, all told, ever undertaken by an aviator—at 11:30 a. m.

Just before he sailed off he declared that he would, before landing at his starting point at Governor's Island, fly up the Hudson to Yonkers and possibly even further, returning to the island without landing, if possible.

"I'm going to fly more than 125 miles without a stop," he said.

As the plane soared up, the crowds about the Aviation Field and the streets nearby, more than 100,000 people, cheered lustily. Swinging over them leisurely, Hamilton waved his hand in farewell.

He was perfectly cool and showed no sign of strain when, with a cigarette between his lips, he stepped on to the plane.

"Here goes for a record," he said in a low voice to those nearest him, and then the plane glided forward on its wheels and shot ahead.

He got away easily, below aviators declaring the start remarkably good.



Charles K. Hamilton, who today flew from Governor's Island to Philadelphia and almost back again. Hamilton amused large crowd at Garden City recently by boarding his craft and making a flight in a supposedly intoxicated condition. His imitation of a drunken sailor of the air was airmanship of the highest type. The daring aviator sailed across the open field, with the motion of a hobby horse, cut a corner in the same intolerant manner and then darted down toward the spectators, causing them to scatter in all directions. While Hamilton was in the air but ten minutes it was the most exciting flight witnessed at Garden City in many days.

Within a few minutes he was out of sight from the field.

Compelled to Descend.

New York, June 13.—Almost at the climax of a world-startling flight, Charles K. Hamilton, the little red-haired American master of air, lost in his ambition to eclipse the long distance non-stop record of Louis Paulhan when he was compelled to descend this afternoon on his return from Philadelphia on the banks of the Raritan River, twenty-one miles from New York, in New Jersey.

Traced down by town, he was finally lost by the hundreds of thousands of watchers when he left the railroad.

Then, located at last near South Amboy, between there and Fairville, it was learned that he was still determined to continue his trip to New York and up the Hudson before returning to the starting place on Governor's Island, whence he set out this morning for the first round-trip inter-city flight on record.

As soon as he was compelled to land he began overlooking his machine, tinkering with the motor. He called upon two natives to aid him.

While New York was waiting for definite word of him, a score of idle reports were circulated, locating him at as many points and telling different stories of his condition and his aeroplane.

Details of Flight.

New York, June 13.—Under almost ideal weather conditions, Chas. K. Hamilton, the "aerial broncho buster," set out at 7:35 a. m. today on his flight to Philadelphia and return—a record-breaking distance.

A gentle breeze, far below the 25 mile wind which marks the danger limit to the aviator, was blowing from the northwest.

Promptly at 7 o'clock Hamilton attempted to start, but a blade of his propeller snapped short. He descended and repairs were made with all possible speed, a propeller being taken from the machine of Glenn H. Curtiss.

As the man-bird soared up and swept over the crowded harbor, scores of whistles saluted him. Thousands of persons were crowded along the water front, at the battery, on boats and in the vantage places of the skyscrapers and the rise of the plane was the signal for a tremendous cheer from the lower end of Manhattan and the waters about.

Gracefully the aeroplane circled once over the aviation and drill field at Governor's Island. Hamilton seemed to be trying out the machine and getting the feel of the air in preparation for the long journey.

Then he darted ahead, gliding easily, and passed the Statue of Liberty. Crowds of immigrants at Ellis Island watched him shoot ahead.

Then over the New Jersey line he crossed rapidly, aiming toward the

Atlantic Highland down Sandy Hook way, intending to pick up at Elizabeth, N. J., the special train car chartered to accompany him.

The first leg of the round trip journey is 86 miles long. Before he went up, Hamilton said: "I'll keep to my schedule, if the present weather outlook holds good, and that will get me to Philadelphia at 9:25 a. m.—an hour and fifty minutes for 86 miles. Not bad, eh? Had I been able to get away at 7, I'd probably have landed before 9."

Hamilton was the guest last night of Lieutenant V. M. Elmore, at the latter's quarters on Governor's Island. Up at dawn today, he received his final supplies from a launch sent out from Manhattan at 5:30 a. m. This launch bore a message from Mayor Gaynor to be carried to Mayor Reuburn of Philadelphia, as well as a message from the New York Times to the Philadelphia Public Ledger. The flight was arranged by those two papers.

Brigadier General Walter Howe, commanding the department of the east, through whose courtesy Hamilton was enabled to start from Governor's Island, was among the first out to witness the final preparations and wish the aviator good luck.

"It couldn't be better," said Hamilton, as he looked over the weather prospects. At that hour there seemed prospects of a hot day, but the air was moist. "That is well," he said, "for the moisture will make the air support the planes better."

He appeared elated as he tuned up his motor and looked over the machine for the last time. From it was hung the silk peace flag presented to him last week by the department of ensigns and insignia of the league of peace. Of white silk, 24x18 inches, the flag has for a center, the stars and stripes.

Hamilton set out today on the first round trip flight between two cities, either in America or Europe, with the intention of making four records. These were:

A round-trip inter-city flight of 200 miles or more.

To prove the value of the plane in war by dropping dummy bombs at stipulated places.

To follow a time table as closely drawn up as if the aeroplane were a train.

To make a continuous flight on the return of 124 miles.

Hitherto all big flights have been made with the plane pointed in one direction. It is this feature of a return trip which has made today's attempt the most noteworthy of recent flights, not excepting, according to aviation experts, Glenn H. Curtiss' 150 miles flight down the Hudson valley from Albany to New York.

The attention of the army men at Governor's Island was centered principally, however, on the bomb attempt. Hamilton was supplied with 1,000 celluloid discs, four inches in

diameter, "dunce bombs," to be showered upon the crowds at Philadelphia gathered at the landing place.

Never before has an aeroplane set out to follow a definite schedule as well as a picked route. When Hamilton started from Governor's Island at 7:35, his time table through to Philadelphia was as follows:

- Governor's Island, 7:35.
- Elizabethport, 7:50.
- South Elizabeth, 7:55.
- Rahway, 8:00.
- Metuchen, 8:08.
- New Brunswick, 8:16.
- Monmouth Junction, 8:20.
- Princeton Junction, 8:37.
- Trenton, 8:50.
- Bristol, 9:03.
- Holmesburg Junction, 9:16.
- Philadelphia (aviation field), 9:25.

When he left New York the aviator had not definitely decided on the extent of his return trip. Up till last night he planned to fly up the Hudson on reaching New York again, as far as Grant's Tomb, at 133rd street—about nine miles from Governor's Island.

This morning he declared that if all was well he would extend the trip to Yonkers, ten miles farther, making a river trip all told of thirty-eight miles after he touched New York territory, but before landing.

"It depends on the condition of the machine and the fuel supply," he said, "for the most part. I am not much afraid of the weather. I want to do this because I will then break the 124 miles record made by Louis Paulhan in the first leg of his \$50,000 London to Manchester flight, where the total distance was 186 miles. The country over which my route is laid out today is more difficult than the territory of that British flight and the total distance is greater. I'm out for the record."

The distance between the starting and the landing fields is 86 miles. From Governor's Island to Yonkers is nineteen miles. By touching the latter point on the return, Hamilton covers in the first leg 86 miles and in the last 124, a total of 210.

As Hamilton shot up to a height of 800 feet over the New York Bay and the Kill Von Kull, at times flying higher and again sinking, two women at Elizabeth strained anxiously to get a glimpse of the white cloth that bore him. They were his mother and his wife.

They were on the special train of the Pennsylvania Railroad, which, with steam up, was waiting to follow the aviator.

Along the top of one of the three cars was laid a strip of white canvas, 80 feet long by 26 inches wide. This was placed there that the man bird might pick up the train all the easier. The flight of Glenn H. Curtiss from Albany to New York showed the difficulty of an aviator's following an ordinary train. Hamilton announced before starting that he would try to keep the train 500 yards in front of him.

Department of Interior In Bad Hands

(Continued From Page One.)

sion will determine whether they are honest men, or snakes to be killed and traitors to be shamed. If any one of them has told the truth, the secretary of the interior is dishonored and unfit for his office.

"Such are the facts. Such is Mr. Ballinger's record. Such his character. Can you say that the department of the interior that the people's domain is in safe hands?"

The committee will shortly hold another meeting to determine what course it will follow about the preparation of its report. If congress should adjourn on June 25, it is not likely that the report will be submitted at this session.

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