

ECKENER DARES MANY HAZARDS IN WORLD DASH

Great Zeppelin Navigator Is
Master of Sky in
Epochal Flight.

This is the thirteenth chapter of the life story of Dr. Hugo Eckener, master of the Graf Zeppelin. The final chapter will appear Friday.

By HUGH ALLEN

Among the men closest to Dr. Eckener there was grave doubt as to the wisdom of attempting the world flight so successfully completed by the Graf Zeppelin this summer.

The Atlantic ocean had been conquered. The Pacific leg would be long, but with good weather service such as the United States navy and the Japanese would supply, would not be difficult. The trip over the American continent would force the ship to climb to high altitudes, and it would be rough over the southern Rocky mountains. But the trip over Siberia caused all to hesitate.

"I have weighed the hazards, however," said Dr. Eckener. "The trip will be made."

There was no appeal against this decision.

Crew is Loyal

Among officers and men of the Graf, there was no hesitancy. Not one, but was fully ready to go wherever Dr. Eckener led the way.

The flight to Lakehurst, from which point the start of the journey was to be made, was done without incident. Dr. Eckener wasted no time with social activities, had no time for receptions.

And four days after his landing at Lakehurst, the ship was off again. This time for once he got the breaks of weather. He made his fastest trip across the ocean, completing the first leg of the journey in fifty-five hours.

He passed his sixty-first birthday over the Atlantic ocean.

Siberia was next. It had been freely predicted that the Graf would follow the line of the Siberian railway. Then if he did get into trouble, he would find help at hand.

Eckener Takes Chances

But Eckener was no half-hearted explorer.

"The northern route is better and shorter," he said. "We may fly as far north as the Arctic ocean. Weather service was available till he passed the longitude of Moscow. He had been invited to fly over the ancient Russian capital, but the weather was unfavorable and meant delay. He passed on."

Once over the Urals, Dr. Eckener knew he would have to fall back on his sailor's weather wisdom. He never left the bridge during those days and nights. One could sleep at Friedrichshafen. There was work to be done now.

Faces Many Perils

On he pressed over never-ending wastes and swamps and vast wooded areas. Forest fires burned beneath him unheeded by man. Weather information almost entirely lacking, Dr. Eckener found another difficulty. His maps were more than unreliable. There were mountains where the maps showed no trace of them. Mountains that were charted climbed to heights far beyond those ascribed to them. Passes he expected to find were blocked by huge ranges.

He had to fly at 6,000 feet and in so doing sacrifice hydrogen gas which escaped from the cells in the lighter upper atmosphere, thus cutting down his lift.

But the fates were with the Argonauts. Presently they were able to pick up the Japanese radio stations, to learn what was ahead. It was nothing pleasant. A typhoon sweeping down the Asiatic coast and across the Bay of Japan.

Tokio is Reached

Now a successful landing at Tokio. Three days in Japan and then off for America. An accident to the docking rails dented a power car and caused a day's delay. But this was a detail.

Dr. Eckener had figured five days for the 6,000-mile trip across the Pacific. Los Angeles awoke on the third day to find the Graf planning to arrive by midnight.

The ship reached the coast near San Francisco before dark, made the last swing down California and reached the terminus by 2 o'clock in the morning.

Los Angeles was the only stop on his route where no hangar was available. The navy mast at San Diego had been set up temporarily at Mines field as a hitching post for the Graf. Dr. Eckener circled about Los Angeles until dawn.

Back on U. S. Soil

Then he slowly descended, and again was on American soil after having crossed both oceans upon which the United States has its shores. He waved aside numerous plans for functions in his honor.

"We leave tonight," he said. Turning to Lieutenant T. G. W. Settle, loaned by Lakehurst as technical officer, he asked: "How soon can you have gas and fuel in?" "We'll be ready by 6," said the navy officer. "You came so fast you did not use up as much fuel as we had expected, so our task is simple."

"Good," snapped the commander. "We could have gone on to Lakehurst without refueling, but we will stop during the day. The weather

Pupils in Play



Miss Bernice Van Sickle, dramatic instructor at the Metropolitan School of Music, who will present her pupils in a Riley play at Central Public Library next Tuesday night.

is in our favor now. We will move with it."

Off again. Across the mountains and vast plains; Chicago, Detroit, Cleveland, New York and again in the hangar at Lakehurst. Around the world in 21 days 7 hours 34 seconds.

Received and congratulated by President Hoover, a formal welcome to New York with the traditional trip up the bay, a parade up lower Broadway in a storm of ticker-tape and fluttering paper, while thousands cheered and waved one of its typical greetings to a hero.

But the receptions and the honors were secondary matters to Dr. Eckener. A few hours' sleep after stepping from the control room of the Graf, and Dr. Eckener again emerged, not as the pilot and explorer, but the business man. Bankers to be interviewed.

This must not be considered a "stunt" flight, but a demonstration to convince the world of the practicability of Zeppelin transportation. (To Be Continued)

Next: Riding the storms.

DAMAGE TOLL HIGH

Port St. Joe, Fla., Suffers Heavy Loss.

By United Press

TAMPA, Fla., Oct. 3.—Port St. Joe, Fla., had established communication with the outside world today after being shut off on all sides and lanes of communication since Sunday night.

The town suffered damage estimated at more than \$100,000 from the tropical hurricane.

Practically every roof in the town was blown off and many buildings partly razed by the hurricane which was as severe as the 1928 hurricane, which swept Miami, according to the captain of the tug Richmond, who rode out the hurricane at Miami and the storm at Port St. Joe.



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An occasional touch of indigestion is nothing serious, but if you are troubled frequently with sour stomach, heartburn, belching or excessive gas, it's a sure sign of too much acid, a condition that may lead to chronic disorders.

You needn't go on a diet or give up things you like to eat. A little Pape's Diapepsin will instantly neutralize the acids without impeding the assimilation of food, as most stomach remedies do. It will soothe, heal and strengthen the inflamed stomach lining, promote a normal, painless digestion and bring about a permanent correction of the acid conditions.

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50c Cuticura Shaving Stick 25c.

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Silk Dresses for Fall

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Charming dresses at a price far below their actual value. These smart models are featured in a complete assortment of popular autumnal colors, and emphasize all-occasion styles. Included are a special group of pretty dance or party frocks in lovely pastel colors. Of satins, crepes, georgettes, prints, woollens and jerseys.

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Special **39c** Pair

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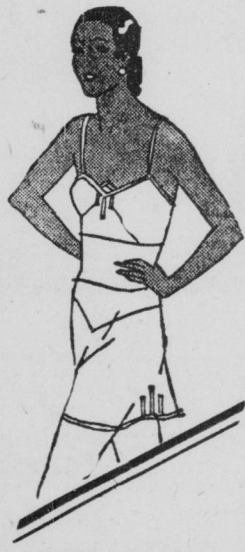
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French backs, checks and pencil stripes.

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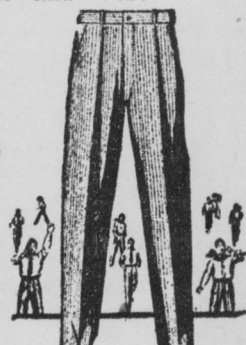
Men's Narrow Wale Corduroy Trousers\$1.99

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(wide bottoms)

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Unusual values in men's shirts . . . white or fancy. Values which are offered for Friday only.

380 Men's Shapely 4-in-Hand Ties, 39c

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Luxuriously Soft!
Large Double Bed Size!

98c Each



Soft, fluffy blankets with durable shell stitched ends . . . richly colored . . . double bed size. (No phone orders.)

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For Women and Misses

\$2.95

Smart Styles—Chic Colors!



Smart new footwear in the season's most desirable styles and colors. . . Materials are kid, calf, suede, simulated reptiles and a combination of leathers. . . This is an extraordinary offer.



**Arch Support
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Unusual styles which combine fashion and comfort . . . in a variety of styles. These are ideal walking shoes.

These Shoes On Sale in the Basement