

# BRITISH FLYER OVER IRELAND, SPEEDING ON TOWARD ENGLAND

WEATHER—Cloudy To-Night; Showers Tuesday.



## The Evening World.



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# NC-3 SAFE AND NEARING DELGADA

## NEW CONGRESS PLANS A FIGHT ON DRY LAW

House Member Has Measure to Repeal War Time Prohibition Act, Effective July 1.

OTHER BILLS READY.

President's Message Will Be Read To-Morrow—Both Branches Organize.

WASHINGTON, May 19.—Congress after convening at noon to-day organized itself during the first hours of the extraordinary session with the election of Representative Gillett as Speaker of the House and Senator Cummins of Iowa as President pro tempore of the Senate.

To-morrow both houses meet to hear President Wilson's message carried from Paris. A flood of speeches on the Peace Treaty and the League of Nations are expected to follow.

The avalanche of bills proposing to undo much of the war-time legislation of the Democratic Party started to-day.

The Senate to-morrow is expected to release a flood of speeches on the Peace Treaty, the League of Nations and a large number of bills and resolutions which were withheld to-day.

In both House and Senate, the programme, well arranged in advance, started off as planned. Vice President Marshall presided in the latter and Clerk South Tumble in the former. The usual prayers and then the reading of President Wilson's proclamation preceded the calling of the rolls.

All the Republican Senators were present. Four Democrats were absent.

In the House a flood of bills relating to scores of subjects were tossed into a great waste basket provided for the occasion. As expected, a large number proposed repeal of war taxes and return of public utilities taken over by the Government.

Packed galleries with many persons of note provided color for the opening. Strange faces on the floor gave evidence of the change in the political complexion of Congress.

Summoned to convene by call from President Wilson in France—an unprecedented act—the atmosphere of strong partisanship pervaded both branches at the start. It is the avowed intention of the Republican leaders to legislate that their party can be swung back into Presidential power in 1921.

A final effort to stave off war-time prohibition, to go into effect July 1, is to be made in the House soon. A resolution repealing the dry act of June 30 has been prepared by Representative Sabath, Illinois. Indications are that Sabath has considerable backing and that the whole question will be threshed out again in Congress.

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## British Flyer Who Crossed Ocean and American Found After 57 Hours



OSWEGO HARRY G. HAWKER

COMM J. H. TOWERS

## WILL NOT SIGN, SAYS EBERT; BUT RANTZAU GOES BACK

German President Relies on Foreign Governments to Prevent "Enslavement."

BERLIN, May 19.—(Associated Press).—President Ebert, in addressing a demonstration here yesterday, said that Germany would "never sign the peace terms."

The demonstration was held in the Lustgarten and was attended by a great crowd. President Ebert described the peace terms as "the product of the enemy's revengeful hysteria."

"Foreign countries," he said, "will not permit the proscription of Germany. They will raise their voices with us that this peace of enslavement which we will never sign shall not come to pass."

BERLIN, May 19 (United Press).—The Versailles correspondent of the Lokai Anzeiger reports to-day that the German delegations will not sign the peace treaty unless the terms are amended. He also says that all experts on the commission will resign if new delegates are sent to sign the treaty.

VERSAILLES, May 19 (Associated Press).—Count Von Brockdorff-Rantzau, head of the German Peace Mission, who left for Spa on Saturday night, returned to Versailles this morning. He was accompanied by...

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## NAVY SEAPLANE LOST; TWO PROBABLY DROWNED

Lieut. Ostridge and Quartermaster Hartensine Not Seen Since the Accident.

CHATHAM, Mass., May 19.—Lieut. Charles L. Ostridge of Reading, Pa., and Quartermaster Herbert Hartensine of Watertown are believed to have lost their lives when a naval seaplane fell into the ocean off Orleans to-day.

Members of the Orleans Coast Guard crew and others who went out from the air station here could be seen through glasses several hours after the accident, apparently working over the men with punitor, and officials still entertained hope that they might be alive.

Ensign Everett P. Walsh, a third member of the seaplane crew, was rescued by another machine and brought to the station hospital in a serious condition. The men were making a practice flight and observers said that the machine apparently went into a tail spin.

## BISHOP GREER SINKING IN RELAPSE AFTER OPERATION

The Right Rev. Dr. David H. Greer, Bishop of the Episcopal Diocese of New York, who was operated on for slight intestinal trouble at St. Luke's Hospital one week ago, and who was believed to be recuperating, suffered a relapse to-day.

Physicians at the hospital made an examination of the bishop at noon and reported that he was seriously ill. A bulletin issued at St. Luke's Hospital this afternoon following a consultation said that Bishop Greer was steadily sinking and it was doubted that he would be able to rally.

## NC-4 GETTING READY TO RESUME FLIGHT WHEN WEATHER PERMITS

Will Go From Horta to Ponta Delgada and Then Proceed to Lisbon.

HORTA, May 19 (Associated Press).—THE NC-4 was tuning up this afternoon preparatory for its flight to Ponta Delgada.

It is planned to start as soon as the weather permits. At 2:30 P. M. local time, the weather indicated showers.

The plan to go direct to Lisbon from Horta has been given up because of lack of fuel, making it necessary to put into Ponta Delgada. The aviators also desire to make the flight during daylight hours, which would be impossible if they start from Horta.

WASHINGTON, May 19.—A message from Ponta Delgada this afternoon said the NC-4 was definitely out of the transatlantic race because of damage and that NC-4 would proceed to Lisbon and Plymouth.

Another message said weather conditions were such that the NC-4 might not be able to get away from Horta for Ponta Delgada until to-morrow.

Rear Admiral Jackson, at Ponta Delgada, had been directed to use the NC-4 in the search for the NC-3 before that plane was reported safe.

Admiral Jackson's message as to the condition of the NC-1 said: "The Fairfax is standing by the NC-1 thirty miles east of Corvo. Both wings smashed and one pontoon missing. Helinger reports NC-1 will not be in condition to be made to fly."

Later a cable dispatch from Admiral Jackson said the destroyer Fairfax has reported that the NC-1 had lost considerable buoyancy and might sink. Squally weather makes it impossible to work on the boat or tow her.

TAKE BELL-ANS BEFORE MEALS and see how the good digestion makes you feel.

## HAWKER IN AIR 26 HOURS AND STILL GOING AHEAD

## TOWERS, MISSING 57 HOURS, APPEARS ONLY SEVEN MILES FROM HIS GOAL IN AZORES

"Lost" Seaplane Believed to Have "Taxied" 500 Miles in Water After Being Forced Down—Expected to Complete Flight to England.

PONTA DELGADA, May 19, 5.25 P. M. (Associated Press).—The missing seaplane NC-3 was sighted this afternoon seven miles outside the Ponta Delgada breakwater under her own power.

WASHINGTON, May 19.—The naval seaplane, NC-3, commanded by Commander J. H. Towers, missing in mid-Atlantic since 5.15 Saturday morning, was to-day reported to the Navy Department proceeding toward Ponta Delgada under her own power, seven miles from land.

This message was received at the Navy Department early this afternoon from Rear Admiral Jackson, at Ponta Delgada:

"The NC-3 located seven miles north of Ponta Delgada under her own power."

The message was filed at 12.10 P. M., Washington time, after the NC-3 has been missing almost 55 hours and while it made no mention of the crew naval officers were certain that Commander Towers and his four men were safe. Details of the men's experience on the plane during the more than 48 hours they spent in fog and storm were expected soon after the NC-3 reached Ponta Delgada.

Admiral Jackson's report was taken here to mean that Commander Towers after having been forced to alight on the water by fog, had been driven northward and eastward by the storm until he was able to taxi his craft to safety on the surface, probably 500 miles from the point where fog forced him down when within a short distance of the "landfall" at the Azores.

Naval officials were elated by the news, which was flashed immediately to Mrs. Towers, wife of the flight commander, who had never lost hope that her husband would bring his ship safely into port.

With the NC-3 making Ponta Delgada under her own power officials expressed belief that the big seaplane could be put into condition to continue the flight to Lisbon.

The NC-1, however, was definitely out of the running as the result of the pounding she received after landing on the water.

When Secretary Daniels was informed of the sighting of the NC-3 he personally telephoned Mrs. Towers the good tidings and then dispatched the following message to Commander Towers at the Azores:

"I knew you would make it. Heartiest congratulations on your plucky and successful flight. Just told your wife good news. Congratulate other commanders and crew for so splendidly upholding navy's traditions. Confidently expect at least two planes to reach England on schedule."

Aviator Passes Over Waterford, Inland Town of Ireland, Apparently Intending to Make Non-Stop Flight to English Destination.

PARIS, May 19, 7.30 P. M. (United Press).—Premier Lloyd George this evening received a message stating the British transatlantic aviator Harry Hawker, had flown over Waterford, eighty-three miles southwest of Dublin, at 4 o'clock this afternoon.

The message said that the aviator was headed toward England.

Waterford lies twelve miles inland from the west coast of Ireland.

LONDON, May 19 (Associated Press).—The manager of the Sopwith Airplane Company received a report at 5 o'clock this afternoon that Aviator Harry G. Hawker was 150 miles off Ireland at 4 P. M. to-day.

Earlier, American navy officers here received an unofficial report that Hawker had been sighted off the Irish coast.

The Air Ministry announced shortly after 5 o'clock that it had no confirmation of the report that Hawker was off Ireland at 4 P. M. Naval and military lookouts on the Irish coast reported at 2 P. M. that they had seen no sign of Hawker.

A map shop in Fleet Street this afternoon was showing a chart purporting to give Hawker's position at 4.30 A. M. at about longitude 32, latitude 52. There was no confirmation of this, however, from any source.

ST. JOHN'S, N. F., May 19.—A report was received here at noon today (10.30 A. M. New York time) that Harry G. Hawker's Sopwith biplane had been sighted off the Irish coast. There was great rejoicing by his associates here, and Frederick P. Raynham, his rival, whose transatlantic start came to grief here yesterday, immediately cabled congratulations.

The report, relayed from Halifax, came in a daily routine message to the Colonial Secretary.

Before the receipt of the report that Hawker was near the end of his epoch-making voyage navigators and aviators sought the weather reports received from vessels in mid-ocean to learn under what conditions the daring British pilot and his navigator, Grieve, were making their non-stop dash to beat the Yankee air sailors.

Every indication pointed to favorable observation conditions, with high visibility from a clear sky and a full moon only four days old. Atmospheric conditions improved during the night, according to reports received here.

For the first 200 miles quartering headwinds prevailed, but for the next thousand miles beyond a light west wind obtained. Except for a report of unimportant low pressure over Ireland, all messages received indicated generally improving weather conditions.

### 106-MILE RATE FORECAST

It was calculated by navigators here that Hawker and Grieve would meet the sun about 4.23 o'clock this morning, approximately at 21 degrees west longitude. This was assuming that the fliers would maintain a speed averaging 100 miles an hour. Hawker expected to average 106 miles an hour.

The little Sopwith biplane carried sufficient fuel for a twenty-two-hour flight under ordinary conditions and enough for twenty-four hours if very favorable weather favored it.

The radius of the single-engined biplane's direct wireless communication with shore was passed after the machine had been in the air two hours, but associates here who held a watch party at the Mount Pearl airfield throughout the night had hoped to receive messages by relay from ships at sea, as it was the plan of Commander Grieve to bend the airplane's course to follow the seasonable transatlantic steamship lane.

However, the absence of reports was not a cause for anxiety by the aviator's friends, who explained that the wireless transmitting set,

TAKE BELL-ANS BEFORE MEALS and see how the good digestion makes you feel.

WORLD RESTAURANT. Special for To-day, Monday, May 19, 1919. Roast beef with French fried potatoes... 50c. Special of spring lamb with string beans... 45c. Table d'hôte dinner... 75c. 1411 First, World Building.—Advt.

SEE WORLD TRAVEL BUREAU. Agents, Pullman (World) Buildings. 65-69 Park Row, N. Y. City. Telephone Brokman 4000. Check books for baggage and parcels upon day and night. Money orders and travelers' checks for sale.—Advt.