

HAWKER AND GRIEVE TELL THRILLING DETAILS OF AVENTURE

"All hands and the craft are in fine condition."

Read was handed two messages when he reached here, to be delivered in Plymouth. One was addressed to Queen Mary, and was from Rodman Wamsmaker, who organized the first projected trans-Atlantic flight.

PLYMOUTH HEAR "THE STAR SPANGLED BANNER."

The first thing the aviators heard when their motors stopped was the music of the "Star Spangled Banner" floating over the water from the U. S. S. Rochester. They saluted.

Replying to the congratulations of the Foreign Minister, the American Minister declared his belief the flight would improve relations between Portugal and the United States. He thanked the aviators who won for the United States the honor of having its flag carried first across the sea through the air.

To-day was a holiday in honor of the Americans.

Read was very modest about his achievement.

"The engines functioned perfectly all the way from America to Portugal," he said.

VALUABLE DATA OBTAINED IN FLIGHT ACROSS OCEAN

Admiral Benson Says Towers and Bellingier Deserve Praise as Well as Read.

PARIS, May 28.—All the American seaplane skippers obtained valuable data in their flights over the Atlantic, Admiral Benson declared to-day.

"The results are most gratifying," he said. "I hope the information gained will soon result in a non-stop flight across the Atlantic. Without detracting from Lieut. Commander Read's accomplishment in flying to Lisbon, it must be said that Commander Towers and Lieut. Commander Bellingier secured valuable data.

"For instance, Towers demonstrated the ability of a seaplane to travel 200 miles on the surface of the sea in mid-ocean. This will create confidence in future flights. Those flights were made purely for purposes of gathering information. The results achieved by all three machines will be studied most carefully."

HAWKER'S PLANE FOUND BY AMERICAN SHIP AND PARTS OF IT ARE SAVED

ST. JOHN'S, N. F., May 28.—The Sopwith biplane in which Harry Hawker and McKenzie Grieve attempted to fly across the Atlantic was picked up in latitude 49.40 north, longitude 29.08 west, by the American ship Lake Charlotteville, according to a radio message received by the Furness liner Sachem and relayed here.

The message from the Lake Charlotteville was received first by the Furness liner Estree Grange. In it Capt. Edverson said he had taken aboard parts of the plane and all of the mail it carried and was proceeding to Falmouth, England.

GLEAVES PRAISES READ.

Vice Admiral Sees Congratulations to NC-4 Crew.

Vice Admiral Albert Gleaves, commanding the cruiser and transport force of the Atlantic fleet, to-day sent through Admiral Knapp, commanding the American naval forces in Europe, the following cablegram:

"Lieut. Commander A. G. Read, U. S. N., commanding NC-4. The cruiser and transport force congratulates you and your crew on your great achievement, which has added another brilliant page to the history of the navy. We remember that your first flight was from the flagship Seattle."

"GLEAVES, Vice Admiral." The Seattle is the flagship of Admiral Gleaves.

Thanks of Congress Asked for Read and Crew.

WASHINGTON, May 28.—Senator Moses to-day introduced a resolution conveying the thanks of Congress to Lieut. Commander Read and the crew of the NC-4 for their successful trans-Atlantic flight.

MEETINGS OF GERMANS FORBIDDEN IN COBLENZ

COBLENZ, May 28. (Associated Press)—Orders have been issued to the American military police in Coblenz and Treves and to patrols throughout the area of occupation to tear down immediately any political posters should they appear. The soldiers also were cautioned to prevent any meetings of political character.

A message from British headquarters said demonstrations had occurred in Cologne in protest against the proposed separation of the Rhineland from Germany.

Posters in Cologne set forth that monster mass meetings had been held in Coblenz where the initial action had been taken by the Germans who favor a Rhineland republic. At the headquarters of the Third Army it was said that no such meetings had taken place.

The American military authorities have received information of an intrigue in which several influential Germans are implicated. The object of the intrigue was to launch a demonstration in Coblenz in favor of separation from Prussia.

The American military authorities have prohibited any such meetings.

ALL OF FLYERS FIT TO FINISH FLIGHT; LAST 'HOP' EASIEST

Washington Jubilant Over Americans' Success—Daniels Sends Congratulations.

WASHINGTON, May 28.—The feat of the seaplane NC-4, which yesterday achieved the distinction for the United States Navy of having blazed the way for transatlantic aerial navigation when she flew from Ponta Delgada to Lisbon, completing the last leg of the actual continent-to-continent flight, continued to be the chief topic in naval and official circles here to-day.

In addition to the honor which history will give to American naval flyers as the first to fly across the Atlantic, it was with pride that navy men pointed to the splendid performance of the machine, a purely "made in America" development.

Without a mishap of any kind, the NC-4 made the jump of approximately 900 land miles from Ponta Delgada to the landing in Portugal in nine hours and forty-three minutes, or at the rate of slightly more than ninety land miles an hour.

Official reports show the flight, which started at 6.18 A. M. (Washington time) ended at 4.01 P. M. (Washington time).

Resumption of the flight with Plymouth, England, as the finish, was regarded as of only secondary importance when compared to the flight across the Atlantic, the real object of all the navy's efforts.

Commander Albert C. Read and his five companions are eager to complete the voyage at the earliest possible moment now that the most difficult obstacles to their undertaking have been passed. Reports here showed all of the flyers to be in excellent physical condition despite the strain they have been under continuously for more than two weeks.

The flight from Lisbon to Plymouth, it was pointed out, will be the least difficult of any of the legs as practically all the way the seaplane will be in sight of land, running up the coasts of Portugal and Spain, thence across the Bay of Biscay and off the French coast. The distance is approximately 750 nautical or 844 land miles and with an early start should be covered in daylight.

NEWS REACHES PRESS, NAVY GETS IT.

For some reason not yet explained, the official confirmation of the arrival of the NC-4 at Lisbon did not reach the Navy Department until long after all press associations had received the news unofficially, and extra editions of newspapers had been sold proclaiming the success of Commander Read and his associates.

However, Secretary Daniels, Assistant Secretary Roosevelt and naval officers accepted the informal press reports that the NC-4 had completed the flight, knowing she had passed the last station ship at 3.16, with only a short distance to go.

Secretary Daniels awaited the receipt of the official announcement of the NC-4's arrival and then sent this message to Commander Read and his associates:

"Lieut. Commander Albert C. Read, commanding NC-4 seaplane, care Rear Admiral Plunkett, U. S. S. Rochester, Lisbon, Portugal:

"The entire navy congratulates you and your fellow aviators on your epochal flight. The ocean has been spanned through the air and to the American Navy goes the honor of making the first transatlantic flight. We are all intensely proud of your achievement and thankful that it has been accomplished without mishap to any one of the daring aviators who left our shores on the first air journey to Europe. To all them and to you, all honor is due."

"We have learned something from the flight of the NC planes," said Mr. Daniels in a talk with newspaper men. "We will improve any features of them that have proved to be at all defective, strengthen any weak spots developed on the long flight."

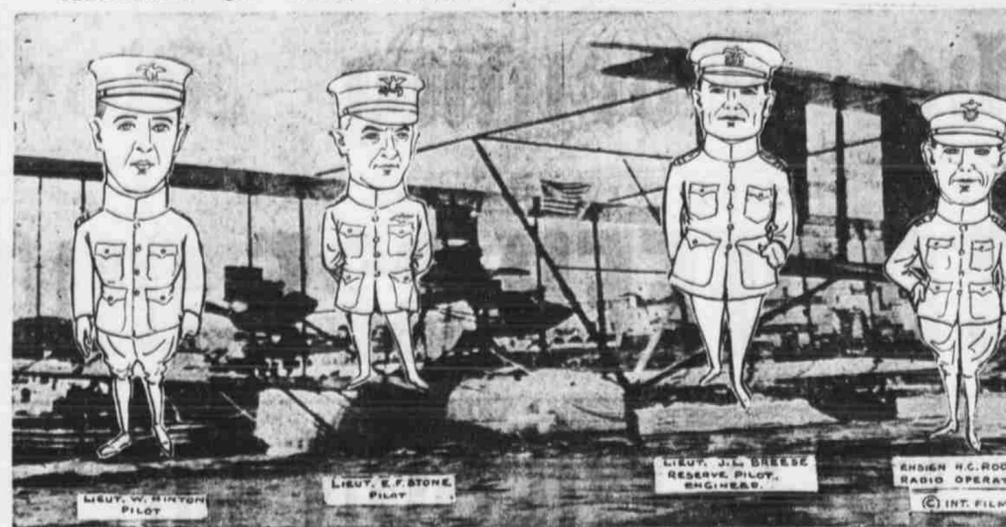
"The flight to Europe was the beginning of experiments in long distance flights. The flight was not made merely for the purpose of flying where others had not ventured, but to demonstrate the qualities of this particular type of plane, which was built with the idea of sending it across the Atlantic in the air, procure important scientific data and blaze the way for other flights in the future."

"Such a flight marks progress in aviation. It was the pioneer crossing and the crews of the three planes acquired much highly valuable experience and information."

Now that the NC-4 has crossed the Atlantic the question is up how to get her home. Lieut. Commander Read is scheduled to fly his ship to Plymouth, England, but beyond that there are no definite plans.

One idea is that the first airship to cross the ocean in this direction will be impelled by further adventure, and that she will be piloted in a British museum as a sort of monument to the kinship of the nations. This thought gets no enthusiastic echo over here. If the NC-4 is to be kept as a monument, the navy says the proper place for her is on the side of the water, but there is something ignominious about the plan to box up the seaplane ship her on the sea.

HEROES OF THE FIRST AIR CROSSING OF THE SEA



Following are brief pen pictures of the crew of NC-4:

LIEUT. WALTER HINTON, pilot, was born in Ohio, and is thirty-one years old. He formerly was an enlisted man and won his way to a commission through meritorious service. He received a commission as Ensign on March 15, 1918, and on Aug. 31 was sent to Halifax for duty at the air station there.

On Sept. 23, 1918, he was made a Lieutenant Junior grade, and was transferred a short time later to Rockaway Beach. He was detached and assigned to the NC division on April 21 for the transatlantic flight.

LIEUT. ELMER F. STONE, pilot, was born in New York City in 1887, and for the past seven years has been one of the most sensational of the Government's flyers. He formerly was a seaman on the Coast Guard Cutter Onondaga, and after two years' service, was promoted and sent into the aviation service. He served in the Bureau of Construction and Repair as a test pilot for machines and won a reputation for ability.

LIEUT. JAMES L. BREEZE, engineer, was born in Newport and is thirty-four years old. He was attached to the Bureau of Steam Engineering until he was assigned to prepare for the voyage on the NC-4. During the war he served as a test pilot for experimental machines and also was engaged in the development of power plant accessories and apparatus as a member of the Heavy-Than-Air Engineering Section of the Bureau of Steam Engineering. In January, 1919, he was detailed to the special board to make a study of equipment and power plant installation of the seaplanes preparing to fly the Atlantic.

ENSIGN HERBERT C. RODD, radio operator, was born in Cleveland in 1894. He assisted in the development of the radio compass used on the NC-1, the

NC-2 and the NC-4. Before he joined the United States Navy he served in August, 1918, Ensign Rodd served as a radio operator on steamers on the Great Lakes.

EUGENE S. RHODES and E. H. HOWARD were the chief mechanics of the NC-4. Howard was originally assigned to make the journey across the sea, but he lost his left hand in an accident on the plane at Rockaway, and Rhodes was substituted. Rhodes entered the navy as a coal passer and is now known as one of the best engineers in the service. He is twenty-eight years old and his home is at Somerset, Pa.

KING DECORATES BOTH HAWKER AND GRIEVE AT PALACE

(Continued From First Page.)

into the wind and now and again a big wave dashed over it.

"I had to laugh," said Hawker, "when one wave, a real big one, came up under the top plane, which up to that time had been dry and shining. It lifted us right out and I saw the trailing edge of the top plane break clean away."

Hawker said they spent their time discussing how the Mary was made and whether she could save the machine and its appliances. All this time the little boat carried by the Sopwith machine was afloat beside the plane, dancing about like a cork.

"When the ship's boat reached the plane," said Hawker, "she banged right into the machine and we hopped on board. The ship slung a rope out and hauled the boat back and we climbed aboard the Mary."

"We had been waiting so long that we felt callous to the whole thing. We had a jolly good feeling when we saw the ship missing out. Looking for a ship for two hours and being sick the whole time and being very merry and bright."

"We were returned at 8.30 o'clock, Greenwich time," said Grieve, "and lost everything. We went aboard the Mary without caps or boots. All my log had been washed out of my pocket except one small page of rough notes."

"Now, I've just come back from the Philippines. Ifan the first aerial mail route over there. Before that I was doing Government flying in Japan."

"The machine which Miss Law will use next month in her attempt to fly the Atlantic will be a Curtiss biplane, equipped with two Curtiss-Kirkham motors of 400 horsepower each. Miss Law believes these are the best motors for the hop over. She says she will take with her James Lamont, her mechanic."

Both were reluctant to describe their feelings at the time, but summed them up as follows:

Grieve—"I didn't feel excited in the slightest, either at the start or when rescued."

Hawker—"It seemed a very uneventful affair. When we started we felt it was a hundred to one chance for us."

"The wireless was not a great success," said Grieve. "We had a new set from England, but a trial flight with it was impossible, owing to the danger of risking the machine on the limited airdrome space. On starting, we found the spark very feeble and only a small amperage obtainable, owing to the wireless propeller used to drive it. I sent out messages every half hour but never had any reply. My chief object was to let them know we were still in the air. The engine was throttled down, the speed of the machine was insufficient to drive the wireless equipment and no spark could be generated, but I sent 'S O S' signals every fifteen minutes on an off chance of the spark operating."

"We planned to navigate chiefly by celestial observations, and my position, as I worked it out by the stars, was virtually correct. I found, when picked up, that we were about 160 miles south of our course. I made a true east course, not magnetic east. At 15.45 I made out that we were 400 miles from St. John's. We then altered our course to north 75 degrees east true, to keep in the track of ships, which we should just have entered at that time. The clouds were still settling southward and made sights impossible until about 1.30, when I managed to get the Pole star down to a flat piece of cloud and was surprised to find we were about 160 miles south of our course."

"We immediately altered our course a little to the northward to counteract this drift, but from a further sight obtained half an hour later I found we were still settling southward and, realizing that a very strong northerly gale must have been blowing, made a decided alteration to the northward and worked the machine up to latitude 50 degrees north and into the track followed by ships."

Hawker's plane started from St. John's with a gasoline supply of 240 gallons. Half this amount had been used when the airplane sighted in the sea.

RUTH LAW TO TRY CROSS-SEA FLIGHT WITHIN A MONTH

Says She'll "Show Those Men" and Won't Get Her Feet Wet.

CHICAGO, May 28.—Ruth Law, aviatrix, is going to climb into a brand new Curtiss plane next month and "show them" how to hop across the pond. She said so on her arrival from California, and added:

"Yes, I'm going to show those men a few things, oh, say, in about a month."

"I'm not a bit afraid, take my word for it. I don't intend to commit suicide. There will be plenty of boats out there. Hawker and Grieve were picked up, weren't they? But I'm not going to be picked up in the sea. No, sir; I'm going to fly straight across and not get my feet wet."

"But I'd rather talk about what I have done than what I'm going to do," the girl flyer added with a deprecating smile.

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REPUBLICANS' SLATE PUT THROUGH IN SENATE

Democrats Force Progressives to Go on Record for Penrose to Prevent Defeat.

WASHINGTON, May 28.—Repeated efforts of the Democrats to force separate notes on Senate Committee Chairmanships failed to-day in the Senate by solid party alignment and the Republicans finally put through their slate of committee assignments, including Senators Penrose, Pennsylvania, and Warren, Wyoming, as heads of the Finance and Appropriations Committees respectively.

The vote on the Republican Committee assignments was 49 to 42, and was reached after three hours of sharp contest. After the Republican Committee slates were approved, the Democratic minority assignments also were adopted.

Earlier an effort by the Democrats to defeat Penrose was defeated by a vote of 48 to 43.

The vote put "Progressive" Republicans on record as voting against elimination of Penrose, against whom they conducted an unsuccessful fight in the Republican caucus. That this was the Democratic purpose was revealed by Senator Thomas, Colorado, who said that "from now on there is only one wing of the Republican party, the standpats."

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Builders told the Shipping Board that they had not been fairly treated, and Mr. Hurley conceded that probably some individual injustices had resulted from the suspension of contracts for 2,500,000 tons of shipping.

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AUSTRIA GETS TREATY AT 11 O'CLOCK FRIDAY

Time Changed to Enable Wilson to Make Memorial Day Speech at Suresnes.

PARIS, May 28.—The hour of the delivery of the Austrian Peace Terms on Friday probably has been changed from noon to 11 o'clock A. M. because President Wilson is due at Suresnes, a suburb of Paris, to deliver a Memorial Day address at 2 o'clock in the afternoon. Seventy newspapermen will be present at the ceremony. Nine of them will be Americans.

The Austrian treaty will include clauses on the League of Nations similar to those which were a part of the German Peace Terms. The Austrian treaty will be presented Friday at noon.

POPULATION OF THE BRONX ALMOST DOUBLE SINCE 1910

Significant Figures Showing Increase of Business Issued by Board of Trade.

A report issued by the Industrial Committee of the Bronx Board of Trade gives significant figures on the increase of population and business in that borough.

In 1910, according to this report, the population of the Bronx was 431,000, as compared with 800,000 now. In 1913 there were 1,330 factories employing 27,540, and in 1916, with the population jumping to 800,000, the factory forces reached a total of 20,000 and represented an outlay in salaries of \$25,000,000.

A year later, with the population up 500,000 more, the factory hands jumped to 24,000 and the salaries to \$40,000,000. In 1918, with about the same factory force, the payroll represented an outlay of \$60,000,000, the increase being due to war conditions.

Rio Janeiro Gets \$10,000,000 Here. RIO JANEIRO, May 28.—The municipality yesterday obtained a loan of \$10,000,000 from the Equitable Trust Company, New York. The bonds bear 6 per cent interest.

PACIFIC SHIP CONTRACTS ARE TO BE REINSTATED

Hurley Admits That Some Injustices Probably Resulted From Contract Suspensions.

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HOUSE RESOLUTION ASKS COST OF WAR INQUIRY

Provides for Committee of Fifteen to Conduct Investigation Into All Expenditures.

WASHINGTON, May 28.—Plans of Republican leaders of the House for investigations of war expenditures of the War Department took definite form to-day when Representative Graham of Illinois, prepared a resolution providing for appointment by the Speaker of a special committee of fifteen members to conduct such an inquiry. Immediate consideration will be asked.

Republican leaders, including Speaker Gillett, Floor Leader Mondell, members of the Legislative Steering Committee and others are understood to have agreed on Mr. Graham's course of action and plan to have the committee begin work soon.

The resolution would direct the committee to "fully investigate all contracts and expenditures made by the War Department or under its directions during the war."

On such an important matter as the purchase of a bed, a mattress or spring—articles that you expect to use for many years and which directly affect your rest and health—is it not wise to seek the advice of a bedding specialist?

For 90 years we have specialized in the manufacture of fine quality bedding. We have developed a quality and style that are distinctive at reasonable prices and will satisfaction guaranteed. We invite your inspection.

FRANK A. HALL & SONS Manufacturers of Beds and Mattresses 25 West 45th St., New York City

DIED. BERNHARDT—On May 27, 1919, FREDERICK HENRY, beloved husband of Helen Bernhardt (nee Schneider) and brother of Elizabeth Bernhardt. Funeral services at 9 Spencer Court, Brooklyn, Thursday at 9 P. M. Burial Friday at 9.30 A. M.

DALE—On Monday, May 26, 1919, FREDERICK S. DALE. Relatives and friends are invited to attend the funeral services at the Cambell Funeral Church, Broadway and 65th st., Wednesday, May 28, at 10 A. M. Interment Greenwood.

EGINS—JAMES EGINS. Services at CAMPBELL FUNERAL CHURCH, Broadway, 65th st., Wednesday, 10.30 A. M.

LOST, FOUND AND REWARDS. LOST—Alderman's keys, brown, with watch back attached or stolen from 110 W. 42nd st. on May 24, 1919. Reward \$50. Return to 110 W. 42nd st.

LOST—Brown Fokinson dog, early Tuesday night. Special reward. 450 Ocean Park, Brooklyn.

DRY AMENDMENT HINGING ON OHIO SAYS WINE LAWYER

If Act Is Not Ratified, Operation Will Go Over Until 1920 Elections, He Declares.

SAN FRANCISCO, May 28.—If the electorate of Ohio refuses to ratify the National Prohibition Amendment at its general election in November the operation of the amendment will be suspended throughout the United States at least until the Maine election, in September, 1920, Theodore A. Bell, attorney for the California Grapes Protective Association announced to-day.

"The referendum to place the measure on the ballot has been started in ten States," Mr. Bell said.

"Forty-five States ratified the amendment through their legislatures and three declined to do so. That means that the measure is held up in ten States by the referendum, leaving but thirty-five where final ratification has been effected, whereas thirty-six are necessary to make it operative."

"If Ohio, which will be the first State to vote on the referendum, ratifies it, the necessary thirty-six will have been gained. But if it declines, the amendment will be suspended until the next general State election in Maine, in September, 1920. The remaining general elections come in November, 1920."

The referendum now is progressing in California, Washington, New Mexico, Colorado, Nebraska, Missouri, Ohio, Arkansas, Michigan and Maine, Mr. Bell said.

PETITION TO INVOKE REFERENDUM UP IN MISSOURI.

JEFFERSON CITY, Mo., May 28.—A petition to invoke the referendum in Missouri on the question of Federal prohibition was to-day in the hands of Secretary of State Sullivan. The petition will be circulated over the State for signatures. Assistant Secretary of State Powers said the petition was in proper shape to receive signatures.

NEBRASKA PETITIONS TO BE CIRCULATED.

OMAHA, May 28.—Petitions for a referendum on the ratification of the Prohibition amendment to the National Constitution will be circulated in Omaha and surrounding territory starting to-morrow under authority of the Omaha Central Labor Union. Similar petitions will be circulated broadcast throughout Nebraska by the various labor bodies Thursday or Friday, it was said by President T. P. Reynolds of the Omaha Central Labor Union.

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