

Storm Delays Hawker Flight Over Atlantic

Aviator Was Ready to Start at 6 o'Clock, but News of Mid-Atlantic Tempest Caused a Postponement

Stop at Azores Dropped

Machine Will Be Kept at Height of From 6,000 to 10,000 Feet Throughout

ST. JOHN'S, N. F., April 12.—A southeaster, blowing half a gale across Mount Pearl plateau just before nightfall to-day, prevented the attempt of Harry G. Hawker, British aviator, to realize his ambition of being first to fly across the Atlantic, thereby winning not only fame but the \$50,000 prize of "The London Daily Mail."

After a preliminary flight, which demonstrated that his big Sopwith plane was perfectly tuned, Hawker decided to "hop off" at 5 o'clock if he could complete his arrangements. All the adjustments of the machine had not been made at that time, however, and the start was put off until 6 o'clock. By that hour the high wind had made it inadvisable to make the attempt, for the aviator previously had been warned a storm was raging in mid-Atlantic.

Hawker refused to-night to discuss the delay or to indicate when he hoped to start, although it had been announced earlier that he would try to get away to-morrow.

Time of Start Now Uncertain

"I will go when I can," he said. "When asked whether it was likely he would leave to-morrow morning or in the afternoon, he replied: "You'll have to wait and see."

From others interested in the flight of the man who gained the Michelin prize a few years ago, it was learned that he probably will try again to-morrow, notwithstanding the fact that it will be the thirteenth day since his arrival here.

The arrival here yesterday of Major C. W. H. Morgan and Captain E. P. Raynham with their Martinsyde bi-plane, which they already have started to assemble at their airfield, is understood to have hurried the plans of Hawker, who has tested, in a flight of only forty minutes duration, the machine in which he is to essay a transatlantic crossing of 3,000 miles.

The Governor of Newfoundland, in the expectation that the start would be made to-day, handed Hawker a letter for King George.

Start Governed by Wind

The plan to start at 5 o'clock in the afternoon was decided upon because a northwest wind is likely to prevail at that time. The British Admiralty has sent a warship to the Azores, which has been busy for the last month getting from forty to fifty reports daily from ocean liners and coast stations.

His forecasts have been reasonably accurate, but he has no data regarding conditions at higher altitudes.

The aviators propose to travel at the most economical height for the engine of the machine, which is somewhere between 6,000 and 10,000 feet. What conditions prevail at that height it is impossible to say. No standard exists for comparison, although it is understood the steamship Montcalm made tests with kites during a recent voyage across the Atlantic, no information gained thereby has reached St. John's.

Flight to Be Direct

Contrary to some reports, the flight will not be made via the Azores, but direct from St. John's to the British Isles. Hawker and his companion hope to make their landing at the Brooklands Aerodrome, near Webridge, London. They will fly along the steamship lane most of the way, but in mid-ocean will deviate therefrom. This is the section of the route where the greatest danger is likely to arise. To guard against this they have a light iron boat fixed to the rear part of the fuselage of the machine, which can be released easily and which carries air bags at bow and stern to help float it.

The boat is fitted with a sea anchor and should keep them afloat for several days. It has a supply of emergency rations and a gallon of water in a hermetically sealed cask. In the air-planes they carry sandwiches and other food and black coffee in a thermos bottle.

The aviators are clad in heavy woolen garments, with two jerseys over their ordinary apparel, and outside this are incased in rubber combination suits fitting tightly at the neck. They carry air bags front and back, which can be inflated and will keep them afloat in the water. The boat is fitted with parachute lights for night signalling and smoke flares for day, and they hope thereby, if a mishap occurs, to be picked up. Their petrol tanks, which carry 350 gallons of oil, also can be emptied, and they have appliances for filling them with petrol, whereby the machine itself can be kept afloat for some hours.

Fate Depends on Engine

Their greatest danger, in the opinion of experts, lies in the fact that the machine has only a single engine, and that if anything happens to this the aviators are helpless. Similarly they are taking a great risk because they have a reserve gasoline supply for only four hours beyond the twenty-four hours required for the flight. They are confident themselves that they can make the voyage successfully.

The Sopwith airplane is housed in a wooden shed of 55 feet front, 60 feet deep and 30 feet high. The whole front is composed of sliding doors between wooden panels. When the machine is to be taken out the doors are removed and thrown on the ground.

At present the whole countryside is flooded with rain and melted snow. Vehicles of every kind sink deeply in the mud, while frost oozing from the ground adds to the difficulty of movement.

A pavement of stones has been laid before the hangar for a distance of fifty feet. Usually about twenty men are required to move the machine when it is only a quarter filled with petrol. Yesterday and to-day the final touches were given to the fittings. Yesterday evening the compasses were tested and found satisfactory. To-day the final tests of the wireless equipment were made.

A great invisible "mountain" of high atmospheric pressure has loomed up in mid-Atlantic regions, and stands as a menace to any aviator who attempts the transatlantic flight under present weather conditions, officials of the local Weather Bureau asserted last night. They were unable to predict when the "mountain" would be levelled.

The officials asserted the last five days have developed more atmospheric turmoil than ever has been observed in a like period. Since April 8 no less

Huge U. S. Navy Plane Lifts 28,500 Pounds

THE huge naval transatlantic flying boat N. C. 2 broke all world records yesterday by carrying a dead weight of 28,500 pounds in a flight lasting twenty minutes.

The giant plane, which is one of the three naval boats built to attempt the transatlantic flight, rose from the waters of Jamaica Bay with comparative ease, despite the great load. She quickly attained an altitude of 1,500 feet. After circling around for twenty minutes she returned to her landing stage. Officers in charge of the navy's transatlantic flight arrangements expressed themselves as "highly pleased" over the performance.

than four distinct storms have gone contrary to regulations.

Columbia to Enter Air Race Against Yale and Harvard

The newly formed Aero Club of Columbia University yesterday decided to enter into the intercollegiate aviation races against Yale and Harvard next June. The decision was announced at a special luncheon of the Aero Club of America.

Eighteen flying members of the club have been specially selected to carry the university's colors to victory in the intercollegiate contests. Lieutenant Edward L. Smith, president of the club, stated yesterday that efforts would now be concentrated upon obtaining suitable machines for the university.

Courts Martial Unjust, Say Ex-Judge Advocates

Federal Constitution. The findings and sentences were acted upon and approved by the final reviewing authority, President Taft, and published, resulting in dismissal from the service before the accused were informed of the results of said trials."

Several Cases Cited

The following cases are cited by the judge advocate's committee:

GEORGE D. HEES, private, Medical Department. Record states that desertion was charged, although evidence points to absence without leave. Wife and one child dependent on him for support. Sentenced to five years in prison on Governor's Island.

E. L. CUPP, private, Company H, 121st Infantry. Record states case was one of "aggravated absence without leave." Prisoner was absent five hours. Record reads that "accused claimed he was scared into not returning," and that this claim was "not refuted" by prosecution and seems probable. Sentence, five years in Fort Leavenworth. No written review of case submitted.

H. H. CREAMER, private, Company F, 17th Infantry, charged with absence without leave and sentenced to three years in Fort Jay, Governor's Island. Reported circumstances attending case which was submitted was a carbon copy and was not legible.

CHESTER S. ARLINGTON, private, 12th Balloon Company, secured \$10 on two checks and court martialled for fraud. Record states that "two checks signed by himself on his home bank which there was not sufficient funds to cover." Testified to innocent mistake and there seems to be possibility that claim was true. Checks made good. Sentenced to one year in Fort Jay.

Ill Man Sentenced

LOUIS HARRIS, private, Company D, 149th Infantry. Charged with desertion; was notified by letter to report for duty; denied having violated notice. Medical report shows he suffered from chronic valvular heart disease. Sentenced to twenty-five years in Fort Leavenworth.

HARRY A. NORRIS, private, Com-

pany K, 119th Infantry. Charged with absence without leave. Was absent three weeks. Record states that "prisoner did not take stand in his own defence or make any statement in his own behalf." Sentenced to five years in Fort Leavenworth.

CLAUDE B. SWEENEY, jr., private, unassigned, Infantry—Charge loss of government property—"clothing valued at \$1.15." Also charged absence without leave. Said he could account for the loss of property, but pleaded guilty to "A. W. O. L." Sentence, five years in Alcatraz, Cal. Record in civil life certified as good.

ENLAN BENEUX, private, Company C, 142d Field Artillery. Charged with absence without leave. Overstayed furlough four weeks. Record states that "furlough was given on account of illness of sister. Worked at home on farm during absence. Sister not recovered and work badly needed. Was on train in uniform when arrested. Train going in direction of camp." Beneux claimed he was returning to camp. Record in civil life good. Sentenced to five years in Leavenworth.

Imbecile Gets Five Years

CHARLES E. BELDRIDGE, private, Company I, 58th Infantry. Charged with desertion. Said he had gone away to "run around a few days." Army record states that he was "mentally defective and imbecile." Sentenced to five years in Fort Leavenworth.

WILLIAM STEVENS, private, Company I, 153d Infantry. Charged with absence without leave. Record states he was absent about thirty-nine days and adds "No unusual or aggravating circumstances. Never had furlough. Had letter from wife that she was ill. Sentence grossly excessive." Record states that he was mentally deficient. Sentenced to five years in Leavenworth.

EARL HUGGINS, Corporal, Troop E, 7th Cavalry. Charged with desertion. Record states that his record in civil life was good. In memorandum to Secretary of War it is stated that report of circumstances attending offence "not legible." Sentenced to ten years in Fort Leavenworth.

MARVIN LEE, private, Company I, 142d Infantry. Charged with absence without leave. Was at home of wife when arrested. Record states that "evidence of prosecution upon charge of desertion was insufficient and sentence imposed is considered entirely too severe." Sentenced to five years in Fort Leavenworth.

CLYDE M. WARD, private, School for Bakers, Camp Dix. Charged with desertion and loss of government property. Army record states that he was suffering from pulmonary tuberculosis. Sentenced to Leavenworth for ten years.

HURLEY A. ROYLES, private, Company G, 152d Infantry. Charged with absence without leave. Record in civil life good. No written review submitted. Sentenced to fifteen years in Fort Leavenworth.

Tuberculosis Patient Jailed

ERNEST R. CONNORS, private, Company C, Development Battalion. Charged with assault with intent to rob; also absence without leave. Army record states that he was a victim of pulmonary tuberculosis and was a constitutional psychopath. Sentenced to fifteen years in Fort Leavenworth.

WILLIAM B. BEER, private, Battery C, 14th Field Artillery. Charged with selling hams valued at \$20, the property of Swift & Co. Evidence that company was notified to send for the hams and failed to do so. Sentenced to two years in Leavenworth.

SHELS WATSON, private, Company M, 56th Infantry. Refused to submit to operation on thigh. Sentenced to three years in Fort Leavenworth. Served eleven months and ten days.

JAMES HICKEY, private, 15th Balloon Company. Absent without leave for two hours. Held in confinement twelve months. Record states that case is one of forced desertion by reason of brutality of this man's treatment and further on adds that "none of his legal rights seem to have been accorded up to trial." The prisoner when tried was twenty-one years old, and record states that he was "a wail without knowledge of father or mother." Was given long sentence, which was subsequently reduced to one year in Alcatraz. This is the case of the boy which was referred to by Senator Chamberlain in his Natchez speech two weeks

Jailed For Complaint

JOEL BATES, private, Supply Company, 166th Infantry. Charged with disobedience of orders. Record states that "prisoner, after working thirty-three hours straight without sleep, went to bed at about 1 o'clock and had about seven hours sleep." He was on detail to load trucks the next morning and was late getting to breakfast. Was told

without leave. Record states that "accused was in confinement in guard house and was shackled." He slipped his shackles during the night and was gone three days. Testified that his mother was sick and he had gone to see her. Was on his way back to camp when arrested. No written review of case submitted. Sentenced to five years in Fort Jay.

JAMES MEGARAHAN, mechanic, Company E, 58th Pioneer Infantry. Charged with disobedience of orders. No written review submitted. Record states that he was told to wash windows in the mess hall and that he refused on ground that "his orders from his captain were to wait on table and did not cover window washing." Record states that prisoner was "A man of intelligence and good character." Sentenced to one year in Fort Leavenworth.

EDWARD J. LORDEEN, private, Company D, Development Battalion. Record stated that he was of "unstable" mentality. Charged with absence without leave. Prisoner said he had received no pay and, receiving a check from home, went away for a good time. Sentenced to five years in Leavenworth. Record states no evidence of desertion. No written review of case.

WILLIAM T. MOORE, private, war prison guard. Charged with absence

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Germany Pays \$27,250,000 Monthly for Allied Armies

BERLIN, April 12 (By The Associated Press).—The Imperial Treasury is paying an average of 109,000,000 marks (\$27,250,000) monthly for the maintenance of the armies of occupation, it was announced to-day.

Rainbow Commander Shifted

WASHINGTON, April 12.—Major General Clement A. F. Flieger, who was in command of the 42d (Rainbow) Division, to-day was assigned to command Camp Bowie, Texas, effective about April 25, and Major General Charles S. Farnsworth was appointed to command Camp Benning, Georgia.

Weimar Peace Board Named

BERLIN, April 12.—The German National Assembly has established a committee of twenty-eight members, which will be charged with the duty of carrying on peace negotiations.

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FOUR weeks ago, the Gimbel Blouse Chief returned from Paris on the Lorraine, bringing with her a personally selected collection of blouses from

- Paquin Renee Goupy
- Doucet Prenet Callot

PROMINENT among them is "La Casaque." Also forming the collection is the new

- Blouse Matelot Le Casquin
- The Tie-Around Blouse
- La Petite Tablier Blouse

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- A casquin of jade green tricolette with medieval neck-line; embroidered in wool and antique gold thread.
- A casaque of cerise chiffon in motifs of silver embroidery; girdled with silver cord.
- A casaque of horizon gray linen with drawn-fringe galons, embroidered in blue; finished in Spanish knitted fringe.
- A casaque of jade green or geranium voile trimmed and fringed with crocheted hemp.
- A casquin of black satin with motifs of black and white wool embroidery.
- A casaque of seed-etamine with great bands of real Irish lace.
- A casaque of navy blue over sapphire Georgette crepe banded in rainbow-glinting iridescent crystal beads.
- A casaque of tomato red Georgette embroidered in marine blue Georgette crepe with a gold braid girdle and an ecclesiastic tassel.
- A casquin of gendarmed blue Georgette crepe in an arabesque of gold thread with a girdle of braided silver braid.
- A casaque of basket-woven linen with bands of ecru macrame lace.
- A casaque of chiffon in glorious Batik dyework over cloth of gold.

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- RUSSIA CALF**
Sizes 6-8, 4.35 8 1/2-11, 5.35 11 1/2-2, 6.35 2 1/2-7, 7.50
- GENUINE WHITE BUCKSKIN**
Sizes 6-11, 5.50 11 1/2-2, 6.75 2 1/2-7, 9.00
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