

**NC-4 STARTS TO-DAY
ON LAST LEG OF TRIP**

Expects to Fly to Plymouth, England, From Lisbon if Weather Permits.

BIG RECEPTION PLANNED
Crew Which Made Transatlantic Flight Summoned to Paris by Wilson.

WASHINGTON, Friday, May 30.—A message relayed to the Navy Department by Rear Admiral Knapp at Lisbon at one o'clock this morning said Lieutenant Commander Read of the seaplane NC-4 expected to leave Lisbon for Plymouth on the last leg of the transatlantic flight this morning at six o'clock, Greenwich time (two A. M. Washington time).

The NC-4 might be well on its way before the start could be received here because of the delay in transmission of cable messages.

PLYMOUTH, England, May 29.—A wireless message received to-day from U. S. S. Rochester, now at Lisbon as supply ship for the naval seaplane NC-4, states that Lieut.-Commander Read will give the word for the final flight to this city to-morrow. He wishes to reach England on Memorial Day.

The start is of course contingent on the weather. The five destroyers stretching across the Bay of Biscay are still at their stations awaiting the passing of the NC-4. The British Air Ministry, it has been announced here, is planning to give the big seaplane a fitting reception.

The programme of entertainment which has been planned here in honor of the crew of the NC-4 will embrace the meeting of the incoming seaplane by a salute with searchlights and an escort to the landing place near the U. S. S. Rochester and Aroostook which the American fliers will bring home.

The civic welcome will be left until the following morning. Then the Americans will be taken to the Mayflower landing where a salute with searchlights and an escort to the landing place near the U. S. S. Rochester and Aroostook will be given.

It is assumed that the Americans will start for Paris immediately, but if they are able to remain in Plymouth for the night they will be further entertained. President Wilson has summoned the crew to proceed to Paris as speedily as possible after their arrival here. He desires them to attend the aviation conference in Paris.

The crews of the NC-3 and NC-1 will also go to Paris, it is stated, after they have returned to London. They will get an official reception at the British capital and will be presented to the King.

The reason for the postponement of the flight to Plymouth to-day is said to have been poor weather conditions at Lisbon. The destroyer Stockton, which is to be stationed in the English Channel between Brest and Plymouth, has gone back there according to word received here. She has on board spare parts for the seaplane so that she may be speedily repaired in case of trouble.

**CONGRESS TO HONOR
SEAPLANE FLIERS**

Navy Plans Non-stop Trip Across Atlantic.

Special Despatch to THE SUN.
WASHINGTON, May 29.—Promotion and medals of honor for the commanders and crews of the three American seaplanes which attempted the transatlantic flight were proposed to-day in Congress.

Great as the exploit of Lieutenant-Commander Read is in crossing the ocean in three flights, the navy contemplates further ventures even more ambitious, including a direct non-stop flight across the Atlantic. The flight, it is intimated, while not coming at once, will be one of the many experiments in naval aviation which will be made by the Navy Department.

Secretary Daniels said to-day that the principal problem presented by the non-stop cross Atlantic flight was not the reliability of the motors, but the carrying of sufficient fuel for them to make the long journey. The seaplanes carry much more weight in the hull which supports them on the surface than do land machines, and therefore cannot carry as much gasoline in proportion to their size and power. The experts of the navy, however, are now busily engaged in working out a solution of this problem.

After her arrival at Plymouth the NC-4 will probably be taken apart and brought by boat back to this country. She will be assembled again here and will be used for experimental purposes connected with the development of still larger planes.

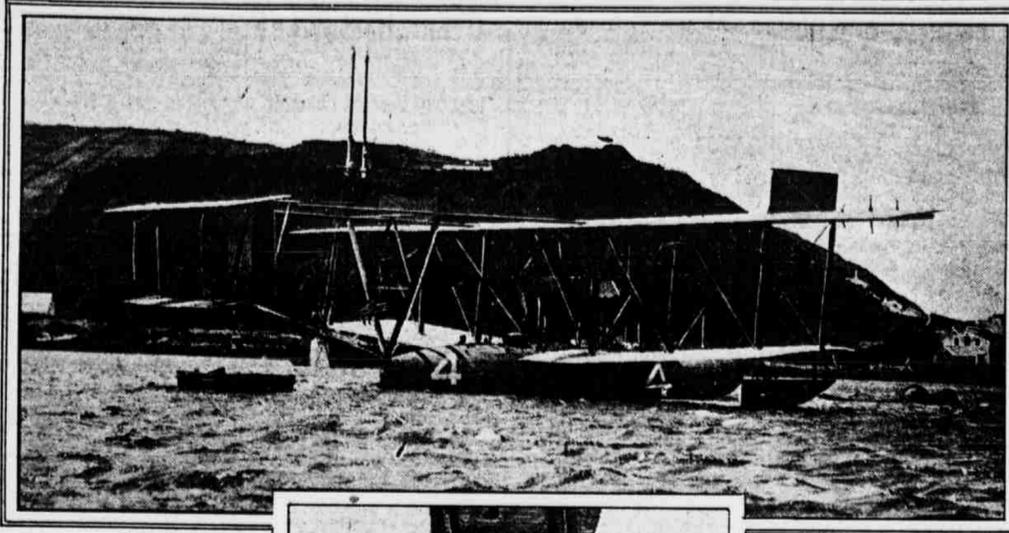
A resolution tendering the thanks of Congress for the exploit of the crew of the NC seaplanes which were engaged in the transatlantic flight was introduced in the House to-day by Representative Hicks (N. Y.), chairman of the Sub-committee on Naval Aviation.

Mr. Hicks also introduced a bill authorizing the President to appoint Lieutenant-Commander Read, and to name Commander Towers as commander in the permanent establishment of the navy, and Lieutenant-Commander Patrick L. Bellinger as a Lieutenant-Commander. The men received temporary rank.

The resolution introduced by Mr. Hicks follows: "Resolved, That whereas due to the skill of American engineers and the genius of American mechanics and the bravery of American officers communication between the New World and the Old has been established by the navigation of the air in the flight of a navy seaplane between Newfoundland and Portugal; and whereas this signal achievement—the first in history—has not only won for the United States the prestige of the service and honor to those associated in the daring enterprises, the thanks of Congress be and the same be given to the following: Lieutenant-Commander Albert C. Read, U. S. N., and Lieutenants Elmer F. Stone, C. G.; James L. Breeze, U. S. N., and Walter H. Hinton, U. S. N.; Chief Machinist Mate E. E. Rhodes, U. S. N.; Chief Special Machinist E. H. Howard, U. S. N.; Commanders John H. Towers and Holden C. Richardson, U. S. N.; Lieutenants M. E. B. Read, U. S. N.; Lieut. David H. McCullough, U. S. N.; Machinist Lloyd H. Moore, U. S. N.; Lieutenant-Commander Richard E. Byrd, U. S. N.; Lieut. Brazealton B. Rhodes, U. S. N.; Lieutenant-Commanders Patrick N. L. Bellinger and Marc A. Mitscher, U. S. N.; Lieut. Louis T. Barrin, U. S. N.; and Machinist Raamus Christensen, U. S. N.

And that as a further appreciation to the President it be and it be authorized to the President to name of Congress a medal of honor to Albert C. Read, U. S. N.; John H. Towers, U. S. N., and Patrick L. Bellinger, U. S. N."

Triumphant NC-4 and Ill Fated NC-3 in Delgada Harbor.



OFFICIAL PHOTOS, U. S. NAVAL AIR SERVICE

**HAWKER IN SEA TO
WAIST WHEN SAVED**

All Flier and Navigator Wanted Was Sleep, Says Danish Captain.

HORSENS, Denmark, May 29.—Harry Hawker and Mackenzie Grieve, his navigator, were in water up to their waists in the floating Sopwith biplane when rescued by a small boat from the Danish steamship Mary, according to the story told by the captain and crew of the little ship on their arrival here to-day.

The tramp steamer was slowly forcing herself across the North Atlantic by the heat of a sluggish fire propeller on the morning of Monday, May 19. A strong wind was kicking up waves around her and she was having troubles of her own. Second Mate Hoey was in charge of the watch on deck and Seaman Schwartz was at the helm. Suddenly in the waste of air and water they sighted an airplane gliding downward out of the sky.

The plane dropped into the sea directly ahead of the ship. Hoey and Schwartz called all hands on deck and with three other men—First Mate Schubert, Fred Jensen, seaman, and Christian Larsen, ship's carpenter, succeeded in launching a small boat after a hard struggle with wind and waves.

With the little boat tossed from crest to trough and back again many times a minute, the seamen forced it through the seas toward the airplane. For an hour the Danish sailors bent their backs in the battle to drive the little boat forward. Finally they reached the side of the aircraft.

Hawker and Grieve, protected from the cold by unworkable clothing, were exhausted. When they were finally lifted on board they refused all food and only asked for a glass of beer. They were disappointed because the Mary could not salvage the airplane. He wanted particularly to examine the engine, he said.

"All they wanted was to sleep," Capt. Duhn said. "The told us that from the very start they realized everything was against them, but they were comforted themselves with the hope that later they would get the right effects from their motor. The defect, however, became more and more apparent and the speed of the motor steadily lessened.

"They were very pleasant fellows and we were the best of friends with them. When they had their sleep out and got up, they were all dressed in a class of 'schnapps' they were all right.

The aviators were much upset because the Mary had no wireless, as they were eager to send word to their relatives and friends that they were safe.

Owing to the height at which the airplanes were, their rockets fired when they sighted the steamer, were not seen by the sailors. Asked in how much danger the crew of the small boat were in during their battle to reach the biplane, Capt. Duhn replied conservatively: "I would not say serious danger, but it was rather a difficult hour before they succeeded in reaching the airman."

Had the airplane appeared an hour earlier, he added, it would not have been possible to launch the boat on account of the strengthening of the gale.

BRITISH TO WELCOME NC-4.

Commons Told of Plans to Greet Read and Crew.

LONDON, May 29.—All possible arrangements are being made by the British Air Ministry to welcome the crew of the American seaplane NC-4 on their arrival in England. Major-Gen. J. E. B. Seely said today in the House of Commons that the General was replying to a question by G. A. France, Liberal member for Batley and Morley, who suggested an official welcome: "So that the aviators felt in the country at the flight might suitably be expressed."

Gen. Seely said the Air Ministry would give a fitting reception to those intrepid American aviators. He said that British flying boats and seaplanes would meet the NC-4 if possible and escort it to Plymouth, where the naval, civil and military authorities will cooperate in welcoming the crew.

READ'S FLIGHT LONGEST.

French Aviator's Report Found Erroneous.

PARIS, May 29.—The French press was misled in its statement that the recent flight of Lieut. Roge, the French aviator, who flew to Morocco last Saturday, had beaten the record of the American seaplane NC-4 in flying from Newfoundland to the Azores, according to M. Breguet, the constructor of the airplane in which Lieut. Roge made his flight.

M. Breguet points out that the distance from Paris to Rabat is not 2,200 kilometers (1,366 miles), as was stated, but 1,800 kilometers (1,116 miles), and that Roge started from a point several kilometers south of Paris and landed before reaching Rabat.



OFFICIAL PHOTOS, U. S. NAVAL AIR SERVICE

THESE photographs of the navy planes show the NC-4, at top, in which the successful flight across the ocean was made, resting gracefully upon the water, while below is shown the storm battered NC-3, which was so badly damaged that it could not be repaired for a continuation of the flight.

**POINT AGAINST FORD
MADE IN LIBEL TRIAL**

Aid Given to Families of Border Soldiers After Editorial Appeared.

MORNY CLEMENS, Mich., May 29.—A strong link for the defence was welded to-day into the chain of evidence by Weymouth Kirkland, lawyer, in the \$1,000,000 libel suit brought by Henry Ford against the "Chicago Tribune." Edward F. Clement, an executive officer of the Ford Motor Company's educational or sociological department, was the only witness heard. After being examined by Attorney Murphy for the plaintiff, who showed that the families of about a dozen soldiers who went to the Mexican border had been assisted financially by the Ford company, in which cancelled checks were offered as evidence, Mr. Kirkland upon cross-examination drew from him the announcement that it was more than a month after the publication of the alleged libelous editorial of the paper before the company's executive officers decided to assist these needy families. The date of the editorial was June 23, 1918, a letter written by Mr. Clement, reading "at the time of our decision to assist," placed the time as July 29 of that year.

It was shown that in order to benefit by the profit sharing plan an employee must live a sober life, save money, support his family if he has one, and be able to account for these "profits" by showing a bank account, receipts for household goods or real estate, when a Ford inspector calls at his home. If no receipt can be shown no credit is given. No one is considered for profit sharing who does not willingly elect to accept the principles and policies laid down in the book of instructions furnished to each employee of the Ford Motor Company, nor to any to whom the company believes such profits will be detrimental. If married, a license or other verifying proofs must be shown to the investigators.

When court adjourned until Monday Mr. Kirkland was writing from in Europe witness admissions which he reluctantly gave. The Tribune attorneys subpoenaed yesterday all the papers in possession of the Detroit patriotic fund committee, whose chairman was William J. Nape, postmaster of Detroit, and who brought them all to Mount Clemens in an automobile this morning. They showed the exact sums paid dependents of the Ford workmen who were doing guard duty on the Mexican border and the date on which these dependents were eventually turned over to the Ford "charity" committee.

Another week will probably be taken up by the plaintiff's counsel in introducing testimony to disprove the statements made by the Tribune.

**AMERICAN AVIATORS
RECEIVED BY CASTRO**

They Thank Portuguese President for Decorations.

By the Associated Press.
LISBON, May 28 (delayed).—Commander John H. Towers, Lieutenant-Commander Read and Lieutenant-Commander P. N. L. Bellinger, the commanders of the American transatlantic seaplanes, were received to-day by President Castro, who was formerly an Admiral in the Portuguese navy.

The American officers thanked the President for the act of the Portuguese Government in bestowing upon all three of them the Grand Cross of the Tower and Sword. The Municipal Council of Lisbon decided to-day to award a gold medal to the aviators. The newspapers print long articles expressing friendship for the United States, and all reproduce the phrase: "You believe what the Portuguese did centuries ago, but they reached America by sea, while you reached Portugal by air."

Six Planes Flight Still Breeze.

BELLEVILLE, Ill., May 29.—The squadron of six army airplanes which left Kansas City this morning on a flight to Indianapolis landed at Scott Field early this morning. The flight was made in 380 miles and covered in three hours and twenty minutes. A stiff wind impeded the progress of the fliers on the trip.

**COMMITTEE DOOMS
DAYLIGHT REPEAL**

Refuses Consent for Its Attachment as Rider to Agricultural Bill.

Special Despatch to THE SUN.

WASHINGTON, May 29.—Vigorous protests were made to-day before the House Rules Committee by representatives of organized labor and by Robert S. Conklin, Deputy Attorney-General of New York, against the proposed repeal of the daylight saving law. The Rules Committee declined to add the repeal because of the pressure from members from agricultural districts, but after the hearing Chairman Campbell reported that for the present no effort would be made to attach a repeal provision as a rider on the agricultural appropriation bill under special rule.

It was generally conceded, however, that before the season is over some sort of repeal measure, probably one to become effective after the clocks are turned back next October, will be passed, and next summer the country will go along under the old time system.

The principal witnesses to-day were Henry Sterling, legislative representative of the American Federation of Labor, and Mr. Conklin, who made a statement in the House on behalf of Attorney-General Newton.

Mr. Sterling said there was grave danger to business and to labor in changing existing laws at this time, and Mr. Conklin called the committee's attention to the fact that the New York Legislature had enacted legislation to conform to the new time system.

"No section of the law is more important than this," said Mr. Conklin, "for it needs but a moment's reflection to realize that the entire body of Federal law is in effect wholly dependent upon it. Contracts great and small are governed by it; banking, transportation, navigation, traffic in liquors and foodstuffs, Sunday observance, elections and court procedure are all regulated by it."

"Presumably Federal Government agencies both without and within the State would follow any change in the Federal statute. Thus if the Federal law be changed we would face a time other than standard for the post office, the railroad, the telegraph, the telephone, the custom house, the Federal bank, Federal courts, immigration and internal revenue and naturalization bureaus."

"Presumably also there would be persons both within and without the State who would remain in ignorance of the lack of conformity between State and Federal time. Such persons would enter into contracts specifying a certain hour within the State for the performance of a certain act of the limitation of a liability, or would the State time or the Federal time apply? Insurance policies existing and to be drawn hereafter if they follow the standard form of the law would be null and void unless they contain provisions governing the payment of premiums and the limitation of liability. How is the time specified to be understood?"

"The New York Legislature of 1918 foresaw these difficulties and promptly amended the State law to bring it in harmony with the Federal law. The Legislature is not now in session in New York and will not be until next January. If the Federal law be now amended so as to take effect before the first Sunday in next October it will leave the State helpless to relieve itself from this confusion."

**WIRE COMPANIES
ASK U. S. BACKING**

Provision Against Financial Embarrassment on Return Is Sought.

WASHINGTON, May 29.—Provision against financial embarrassment of the telephone and telegraph properties of the country in returning them to their owners was asked of Congress by witnesses appearing before the Senate Interstate Commerce Committee at its initial hearing to-day on legislation for the return of the wire systems.

The request that the Government in turning back the wires protect the owners was made by N. C. Lestibatory, vice-president of the American Telephone and Telegraph Company; F. P. McKinnon, vice-president of the United States Independent Telephone Association; F. C. Stevens of St. Paul, representing other independent telephone companies; Edward Reynolds, recently deposed by Postmaster-General Burleson as general manager of the Postal Telegraph-Cable Company, and H. L. Reber of St. Louis, president of the Kinloch Telephone Company. Charles Elmquist of the National Association of Railway and Public Utility Commissioners, urged that the systems be returned without any restriction support the plan. But I do not consider that it should be made a party issue. Men should support it because it is right, not because a party favors it. I do not think the action of the organization will affect at all the action of the Senate."

Although the committee had planned to hold hearings only to-day announcements were made following an executive session that it will meet again to-morrow to hear Newcomb Carlton, president of the Western Union Telegraph Company; Chairman Cummings said the committee planned to agree upon a bill with a report to the Senate by Monday.

In the House to-day controversy between the post office and the Interstate Commerce Committee over jurisdiction as to wire legislation was decided in favor of the latter committee, which will begin hearings to-morrow.

The Senate committee was told by most of to-day's witnesses that the wire systems should be returned to the private companies. Vice-Presidents Kingsbury and McKinnon and Mr. Stevens urged that toll rates established by Mr. Burleson be retained, and that the State commissions could determine their justice. This, they said, would protect the companies from financial injury.

Questioned regarding revenue of the Bell properties under Government operation Mr. Kingsbury said the Government lost \$9,823,477 from August 1, 1918, to last May 1 under the plan made with the Bell company. Legislation insuring payment of compensation to the Government to independent telephone companies, both to those holding contracts and those without contracts, but yet under Government operation, also was urged.

Mr. Reynolds severely criticized Postmaster-General Burleson, charging that he had discriminated against the Postal Telegraph in favor of the Western Union and that

his motive was to destroy competition. "The Postal," Mr. Reynolds said, "desires the immediate control of its properties because it is greatly concerned over the preservation of its organization. Every move on the chess board had been made by Mr. Burleson with a view to bringing about unification and establishing a monopolistic system."

**OVERMAN OPPOSES
LEAGUE AS AN ISSUE**

Objects to Democratic Action on the Covenant.

Special Despatch to THE SUN.
WASHINGTON, May 29.—Senator Overman (N. C.), retiring chairman of the Judiciary Committee, sharply disagreed with the policy apparently promulgated by leaders of the Democratic National Committee at their conference in Chicago of making the League of Nations a party issue.

"The conference adopted yesterday a resolution congratulating the President on his work in getting the peace treaty and league covenant drafted and calling on every body on the chess board to document, while J. Bruce Kremer, vice-chairman and member from Montana, said the Democrats would welcome the opportunity to make treaty and league the issue in the next Presidential campaign.

"I don't approve the action at all of making a party issue," said Senator Overman. "It has been the dream of our people to make possible a world settlement that would prevent war and return to us without any restriction support the plan. But I do not consider that it should be made a party issue. Men should support it because it is right, not because a party favors it. I do not think the action of the organization will affect at all the action of the Senate."

MOSES NOT SURPRISED.

Senator Moses (N. H.) expressed himself as in no way astonished that the Democratic organization should make the treaty a party issue, observing that this was in line with Democratic traditions.

"Of course," he said, "they will make it a party issue. They made a party issue of the treaty for annexation of Hawaii, of the treaty with Spain after the Spanish-American war, most of the opposition to which came from Democratic ranks; and of the treaty with Panama, which made it possible to construct the Roosevelt canal. Most Democrats were opposed to all three of these treaties for party reasons and now they are supporting the League of Nations likewise for party reasons. The convictions of the Democratic party are ready made for it nowadays by Woodrow Wilson and it is not to be expected that the party solidarity in favor of the League of Nations."

Senator Johnson (Cal.) did not care whether the Democrats made the League of Nations a party issue or not. It ought to be decided of course strictly on its merits as affecting the present and future of the country regarding the substantial consideration. Mr. Johnson is ready to talk at length on the whole subject next Monday, when he will discuss it in its

historic aspects as well as deal with the details of the pact submitted to the Senate. He is expected among other things to point out the historic parallel between the present League plan and that of the Holy Alliance and quadruple alliance to historic notoriety.

Sherman Also Is Opposed.

"I have been opposed to making the treaty and League a party issue," said Senator Sherman (Ill.), Republican. "Democrats and Republicans supporting it would in that case lose their party regularity. For example, Mr. Taft is chief supporter of President Wilson's programme in regard to the League. I do not think Mr. Taft is a factor in Republican politics, however. He has not been since he was President; not even since during his administration he crystallized the party blunders that marked his leadership. I regard him as the crown prince of blundering and Republican error. He thinks he is a candidate for President and it certainly would place him in an embarrassing position to run on a Republican ticket and a Democratic issue."

"But, as I have said, he is not a factor. I do not think he could poll 35 per cent. of the vote of the Mississippi Valley States. I oppose making the league a party issue, because politics is always a succession of compromises; necessarily so. An issue like this should be settled on other grounds fairly and squarely as right or wrong. I would vote for a treaty embracing the working conditions under which we fought this war. There was no league, but jointly we fought a war against a common enemy and I would join in such an effort again if necessary. But an agreement to do that would be a treaty resting on the good faith of the signatories. Otherwise by entering a league we would surrender a part of our sovereignty. Do that and at length some of the States will revolt. The seceders will go to the opposition and there would be revolution against the whole league."

"The Democratic party is a monarchy, not a democracy. It is following Wilson not because of its real sentiments but for political reasons."

ON SPAIN TO ENGLAND FLIGHT.

Airplane Carries Bouquet to King George and Queen Mary.

Special Cable Despatch to THE SUN from the London Times Service.

MADRID, May 29.—A Handley-Page airplane, piloted by Major Darley, has started from Castro Vientos on a voyage to England. It carried a bouquet of flowers sent by the King and Queen of Spain to King George and Queen Mary.

Destroyer Hale Is Launched.

BATH, Me., May 29.—The destroyer Hale, named for the late Senator Eugene Hale of Maine, for many years Chairman of the Senate Committee on Naval Affairs, was launched at the Bath Iron Works to-day. It was christened by Mary Cameron Hale of Washington, granddaughter of the late senator.

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