

FEAR WIRELESS FAILED HAWKER

(Continued from First Page.)
 reports were traced to baseless sources, and only stubborn unwillingness to admit the worst keeps alive among the men who for many weeks lived and worked with the unlucky pilot and navigator even though the spark of hope that they will yet be heard from.

Recall Hamel's Attempt.
 To the minds of every one here comes back vividly the recollection of Gustav Hamel and his attempt to fly the English Channel in 1913. To this day no one knows what happened to Hamel, and the unspoken question which one may read on every face of the airman's group here is: "Will we ever have the faintest inkling as to just what fate befell Hawker and Grievé once they disappeared into the sky?"

Every passing hour, with its failure to bring authentic news, deepens the fear that even the satisfaction of ever knowing what fate overtook them will be denied forever to those whose hearts were most closely set upon the venture, as well as the families waiting for news of them.

Comrades Knew the Danger.
 It is but an added tribute to their hardihood to say now that what thus far appears to be the fatal result of their venture was not unanticipated here. No one who saw their single-engine machine, who examined their frail lifeboat, and who considered their scant means of navigation, but felt that, in Hawker's own favored phrase, once they "jumped off deep end" only phenomenal luck could bring them through. The best that many observers of their preparations here hoped for them was that should they be forced to plunge into the sea some passing vessel would rescue them.

Hawker himself, in an argument a month ago with a correspondent who had pictured the dangers of his coming flight, offered to make a large bet, leaving the money behind him, that should he be forced to land in the sea he would return safely to Brooklands. But in his boat were no oars and no wireless—only a few flares and a tiny sea anchor which in any current could not have held the boat steady enough to enable a vessel sighting the distress flares at a distance to find the drifters.

Fear Wireless Burned Out.
 In all probability, the most ominous feature of the uncertainty of the two men's fate lies in the utter silence which seems to have enveloped them ever since their biplane headed northward for the open sea. This silence forces the minds of the anxious here to dwell upon the mishap which befell the first wireless gear installed in the biplane. This burned out a few days before the pair attempted a "hop off" April 12, and they abandoned the attempt because they could not get ready at the time they intended to depart without sending for apparatus, but the long delay on account of unfavorable weather enabled them to get new apparatus from abroad.

Thus they departed with their sending means successfully tested for a 100-mile radius, but the inevitable question arises: Did the generator burn out again, and thus were they hopelessly silenced perhaps at the very moment they attempted to send out the first distress message? If not this, what?

Heading northward to escape local adverse winds, did they get hopelessly lost above the trackless waters so unfrequented by vessels at this season of the year that, though Grievé may have sent the Sopwith's call into the ether, no answer came back, because the wireless waves died away without reaching any one who might have succored them?

Big Shift in Air Currents.
 This makes pertinent much that has been learned of the drifting difficulties encountered in upper altitudes during the United States navy sea-planes' flights to Halifax and Newfoundland. Commander J. H. Towers, who headed that expedition, found on one occasion that the wind currents shifted so rapidly that within five minutes his plane, despite the momentum of four engines, reflected a full thirty degrees from its course. Lieutenant Commander Bellinger, navigating the CN-1 on the same leg, found a change from five degrees right to thirty right within twenty minutes.

These currents hampered the sea-planes, despite their elaborate charts and specially constructed instruments which help them to keep the course. If they were encountered, what must they have meant to Grievé, depending on an ordinary compass and ship's sextant to guide him to what in reality was a tiny objective, considering the possibilities of flying wide of it?

May Be at Bottom of Sea.
 A third possibility pondered in the early morning hours, when in the sitting room of the Cochrane House a hollow-eyed group gathered, recalling to the mind the gatherings one has seen about the bulletin boards in the Grand Central Station in New York just after a week out of town, was that of mechanical failure, resulting in a swift plunge into the sea, with the possibility of both men being buried under the machine at the bottom and never once rising to the surface.

There can be little question that the long delay here, the disappointment, even the almost impossible air conditions, and the daily experience with the distressing spring weather in this part of Newfoundland had been a severe ordeal for Hawker. Worst of all, perhaps, were the intermittent days of getting "all set" for the perilous trip, even to donning part of the flying clothes, packing sandwiches, and stowing away hot coffee, only to be forced just at the moment when all were keyed for the jump to abandon the plan because of bad weather and sink back into the long slump of comparative lethargy.

Began Flying in 1911.
 Just thirty-nine days elapsed from the trial flight to the "hop off," May 18, and that was the longest period out of the air Hawker had experienced since he began flying in 1911. Once, in 1914, when an attempt was being made to interest Australians in aviation, two machines were sent there, but for some reason could not be assembled. Hawker hurried to Melbourne with a Sopwith, and started off in a Melbourne street, too impatient to wait to establish an aerodrome. He gave a beautiful demonstration flight, and hurried back to England, being out of the air four weeks and two days.

His ability to take care of himself cannot be better illustrated than by

British Did Not Send Hawker to Front Because He Was Held Too Daring

Harry Hawker is an Australian, twenty-seven years old, and he rose from an aeroplane mechanic to the rank of flyer in a short time.

The British empire knows Hawker as a man who takes chances, and during the war he was not allowed to go to the front, but, because of his excellence as a pilot, was selected to test out new airplanes, which is considered the most dangerous job a pilot can occupy.

Hawker's first great feat of daring was his attempt to encircle the British Isles in a hydroplane for the \$25,000 prize, offered by the Daily Mail in August, 1918. He completed 1,045 of the 1,540 miles of the flight and remained in the air for seven hours, when he was compelled to descend because of engine trouble. He broke several records in this flight, and the judges decided that he should get a \$5,000 consolation prize for his accomplishment.

Hawker remained in the air for eight hours and twenty-three minutes in 1912, and he was awarded the British Michelin prize for continuous flight. He has made many long distance flights in Europe, and set two new world records for long distance, besides his present accomplishment. He established a record for altitude when he reached a height of 28,500 feet.

His one experience inside the lines of war, which period was spent by him as a Sopwith civilian test pilot. Early in 1914 he flew over a tiny French village within the battle area to deliver a new plane. Forced to land when his gasoline became exhausted in a snowdrift reaching up to the lower planes, he found himself in the arms of two French gendarmes, who were unable to speak English, and, observing Hawker in civilian clothes, absolutely devoid of credentials except a requisition for his return by railway transportation, put him in a calaboose train.

Recovered His Biplane.
 British motor lorries were passing, and Hawker, calculating the interval between lorries, escaped through a back window, talked his way aboard a lorry, reached an ammunition dump and found that the squadron to which his plane was destined had moved its position. Having learned that only officers of the rank of major or above were allowed to use the military telephone, he became at once Major Hawker, found the new location of the squadron, borrowed enough gasoline to get there, returned, dug his biplane from the snow, dived it, and made his way back to England.

During his long stay at St. John's, Hawker excited more interest than all the rest of the visitors put together. There is every reason for saying that he was far more aware of what he faced than even the pessimists among the onlookers.

Fearful To Disturb Wife.
 The indignation which he showed whenever he saw a newspaper story which pictured his flight as in any way sensational, dangerous, or doubtful of outcome was due to tenderness toward his wife far away across the water, caring for their young child. To her he had boldly represented his approaching dash for the glory, as he hoped, of being the first to fly across the Atlantic and the gain of a large share of the Daily Mail's \$50,000 prize as a straight-out piece of ordinary flying.

He was too experienced and weather-wary an air pilot not to realize that the reason why the flight had never been accomplished lay in the multitude of difficulties confronting anyone who attempted it. It may have been in an effort to disguise this realization that Hawker during his long stay here exhibited a boyish demeanor that impressed many as incomprehensible in a man twenty-seven years of age.

Romped With Companions.
 Again, for hours at night he would romp about the hotel halls, indulging in water fights which would terminate only when he and his fellow sky-larkers were drenched to the skin. He and his favorite playmates pelted each other in the dining room with bread and walnuts, or varied the performance by letting the wind out of each other's automobile tires.

Yet no one took more seriously than Hawker the calling he had adopted. No one had his heart more set upon success. No one more ardently desired to bring glory to British aviation. No one was more wholeheartedly devoted to those he presented than was Hawker to the Sopwith's.

He was a powerful, active, slim man, with a clean-cut, lean jaw, gray eyes, and slightly curly, dark hair. Usually he dressed in dark lounging clothes. At times he talked volubly, particularly if the subject was aviation, but again he would lapse into periods of reserve, when questions went unheeded and he kept to himself.

PLAN TO CONSERVE FORESTS.
 The first of a series of regional conferences planned to form a comprehensive national policy of forest preservation was held here in the United States Department of Agriculture. Forest problems of New Jersey, Maryland, Virginia and West Virginia were discussed by representatives of those States and of the forest service of the Department of Agriculture.

TRANS-ATLANTIC RECORDS
 Lief Ericsson probably first to cross the Atlantic, in a galley. From Danish coast to Labrador. Christopher Columbus made it in seven weeks, sailing time, with three little caravels in 1492, pulling out from Spain.

The first steamship to cross, the Savannah, made it in twenty-six days from Savannah, Ga., to Liverpool, in 1818.

The Deutschland made first trans-Atlantic under-water trip in 1916 in three weeks, Bremen to New York.

The Mauretania lowered all records from Queenstown to New York in 1910 in 4 days 10 hours.

But records were again smashed by a British "mystery ship" in 1917, in 3 1/2 days.

The NC-4 in its trans-Atlantic flight travels from Newfoundland to the Azores, 1,200 miles, in 15 hours and 15 minutes. Balance remaining to be covered to reach Portugal is 950 miles.

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SOPWITH PLANE MET WAR TESTS

The Sopwith biplane which Harry Hawker drove from St. John's, Newfoundland, nearly to the Irish coast in such a flight as has never before been accomplished is in its essentials the same with which other daring British aviators fought Germans in the skies of northern France for four years. For the purposes of Hawker's undertaking it underwent certain changes calculated to promote the success of the flight.

It has a top wing span of forty-six feet, and its over-all length is thirty-one feet. It has a single twelve-cylinder Rolls-Royce motor, whose horse power is variously rated at from 300 to 375.

Statistics of Flight.
 The following calculations by a gasoline motor engineer show what was expected of the Sopwith's engine on its flight:

The blade tips of each propeller to travel 12,000 miles.
 The piston of each propeller to travel 440 miles, or for the twelve cylinders 5,280 miles.
 The engine to make 2,160,000 revolutions.
 The valves to operate 25,920,000 times.

The pump forcing water through the radiator to life 30,400 gallons.
 The actual work performed by the engine to represent approximately 4,500,000 foot tons, enough energy to raise the steamship Olympic, of 45,000 tons, 100 feet into the air.

The Rolls-Royce engine has, perhaps, no peer for downright reliability and service in the whole catalogue of airplane engines. It is common report among Americans as well as British military aviators that a Rolls-Royce never stalled over the battle line. It is an extremely costly piece of mechanism, largely hand-tooled, and not adapted to quantity production, for which the Liberty motor was largely designed.

The twelve cylinders of the Hawker engine were fired by four Watford magnets, each firing six cylinders, thereby giving a double spark

for each cylinder and an added bit of insurance to the reliability of the motor.

Boat-Shaped Fuselage.
 Hawker's plane carried a specially constructed fuselage, boat-shaped and built with an effort at water-tightness. The cockpit was so placed that the pilot and navigator sat side by side, and could communicate, at least by signs, with one another, even if the roar of the engine drowned their voices.

When the Sopwith was set up in Newfoundland it was equipped with a four-blade propeller. Later a two-bladed one was substituted, and no far as reports indicate it was the latter with which the flight was made. In addition to the buoyancy he expected his emptied gasoline tanks to give the plane in case it was necessary to alight on the water, Hawker had equipped his "bus" with an inflatable rubber bag which was to serve as another water-tight compartment. The wings, too, were water tight, forming other air spaces. Hawker expressed belief that the machine could keep afloat for a week.

Heavy Husing Gear.
 The plane was equipped with exceptionally heavy running gear, with wide rubber tires, these having been provided to promote taking off on the soft Newfoundland soil. An ingenious device which caused amazement when Hawker first announced it, was an automatic release whereby, by pulling a wire, the running gear could be dropped after the start. It was not so much for lessening weight, according to the pilot, that he had worked out this novelty, as for diminishing wind resisting surface. The automatic release worked perfectly and the dropping of the chassis into the sea off St. John's Harbor was the sign to those watching the start of the flight that Hawker's engine was functioning to his satisfaction.

PHILIP F. LARNER IS HONORED BY PATRIOTS

Philip F. Lerner, 1746 P street northwest, was unanimously elected secretary general of the Sons of the American Revolution, in session at Detroit, according to advices received here today.

Mr. Lerner, who is a past president of the District branch of the society, is secretary of the National Union Fire Insurance Company.

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