

# NAVY PLANES REACH AZORES

## BIG POPULAR DEMONSTRATION IN GERMANY

Austrian Indemnity Fixed at Five Billion—Much Less Than Others

### DELEGATES HAVE ARRIVED

Exchange of Credentials Between Conferees Is First Preliminary

Berlin (Friday), May 16.—(By the Associated Press)—Vast demonstrations are the order in Germany. A crowd estimated at 250,000 persons assembled Thursday at the Reichstag building and adopted resolutions against the peace terms. The neighborhood of the Hotel Adlon, the headquarters of the allied mission, has been placed under guard.

### RED ARMY DEFEATED.

London May 17.—According to a Hungarian official agency report, M. Tchitcherin, the Bolshevik foreign minister, has telegraphed to Bela Kun, head of the Soviet government of Hungary, that the Ukrainian Red army has defeated the Rumanians along the Dniester river, and have crossed the stream, the Rumanians taking flight.

### RELINQUISHES CLAIM.

Paris, May 17.—Italy has relinquished her claim to the Dodecanese islands, off the Asia Minor coast, in favor of Greece. This ends one of the most acute controversies before the peace conference.

Prater Orlando, Count Machi di Colera, Italian ambassador to the United States, and Col. House of the American peace mission, continued today their conferences looking toward a settlement of the Adriatic question. It was said the outlook was hopeful.

### ASK FIVE BILLION.

Paris, May 17.—The indemnity clause of the Austrian peace treaty provides for a payment of five billion marks, or about \$12,500,000,000, a large sum that demanded from Germany. The sum asked is five billion in gold, without bonds. It has been requested by the Italians that the Austrian treaty provide for the return to Rome of the many priceless art treasures taken by Austria as booty in previous wars.

### MASS DEMONSTRATION.

London, May 17.—There was a mass demonstration outside the headquarters of the American mission at Harburg Thursday, during which the peace terms were denounced.

### SERIOUS RIOTING.

Berlin (Friday), May 17.—Serious rioting occurred at Stuttgart Thursday night, according to the Lokai Anzeiger. A crowd stormed the prison and liberated all under detention there and attacked the barracks. It is believed all roads and railways leading to the city have been occupied by the mobs to prevent the arrival of reinforcements to the government troops.

### NAVAL FORCES AT SMYRNA.

Paris, May 17.—Allied naval forces were landed at Smyrna Wednesday, it developed in advices received today from the near east, where military moves are being made in anticipation of the making of peace with Turkey. All forts and strategic points at Smyrna were taken possession of. The movement was directed by the peace conference as a precautionary measure for the maintenance of order.

The occupation of Smyrna is preliminary to the establishment of mandates throughout European and Asiatic Turkey, virtually terminating the existence of Turkey as an empire.

### ALLIES PREPARED.

London (Friday), May 16.—Earl Curzon of Kedleston, government leader in the house of lords, speaking at the Primrose league today, said that if Germany refused to sign the peace treaty "the allies were not unprepared for every emergency." No substantial modifications would be permitted, he added.

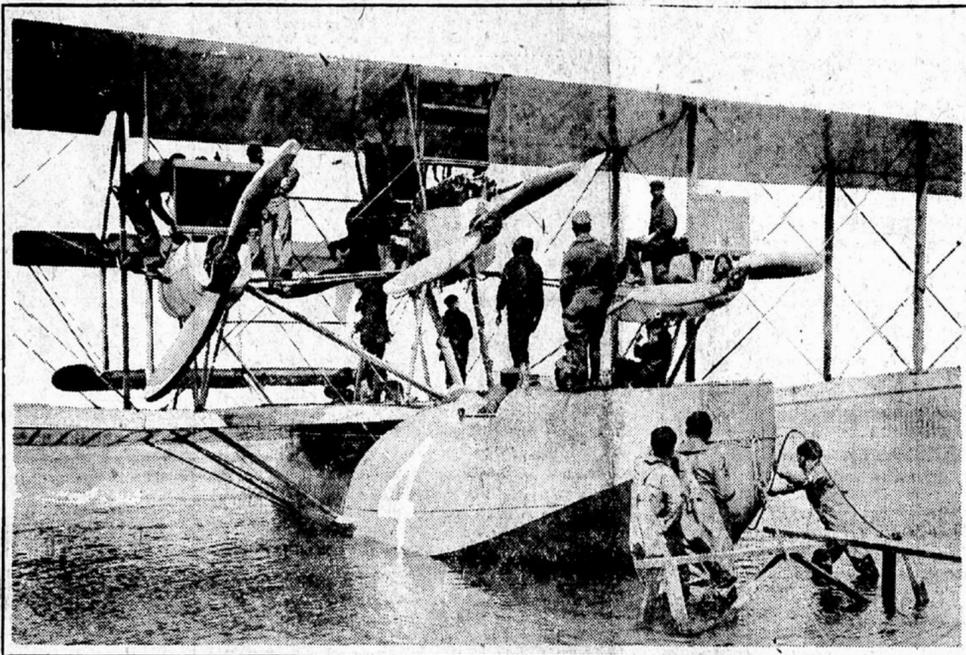
## WILSON MESSAGE IN HANDS OF SEC. TUMULTY

Washington, May 17.—President Wilson's message to the opening congress was in the hands of Secretary Tumulty today, having been received over the cables during the night. It contains approximately 4,500 words.

### ONTARIO COW WORLD'S BEST CREAM FACTORY

WOODSTOCK, ONT., May 16.—A world's record as a milk and butter producer, is being claimed for a Holstein cow which is owned by J. B. Hamner, of North Norwich. Government officials conducted a seven days test during which time the cow gave 737.7 pounds of milk and 51.93 pounds of butter. It is claimed that the same animal, according to unofficial figures for a thirty days test gave 200.34 pounds of butter and 2,000.5 pounds of milk.

## GIVING THE NC-4 FINAL INSPECTION BEFORE FLIGHT



Here is the NC-4 with a squad of mechanics and riggers climbing all over her, giving her the last "double-O" before she takes to the air for the transatlantic flight, with her crew of five U.S. navy aviators.

## HOSTILITY TO DAKOTA BANK FADING AWAY

Disposition in Twin Cities to Give Institution Show for Its White Alley

### TO GET INTO NEW HOME

Building Will Be Occupied Next Monday and Business Transactions Commenced

Hostility to the Bank of North Dakota is disappearing in the Twin Cities as well as within the state, reports F. W. Cathro, director general, upon his return from a two days' stay in the northwestern metropolis, where he conferred with the governor of the federal reserve bank and the president of the federal farm land bank relative to admission of the Bank of North Dakota into the federal reserve system.

"Our organization has not proceeded to an extent where we can make application for admission to the federal reserve bank," said Director Cathro. "I am confident, however, that when we are prepared to make application it will be favorably received. The only disposition on the part of the officers of the Bank of North Dakota is to work out the law to the best interests of the entire state. In all of its activities, I have, in my connection with the bank, encountered no indication of a desire to play politics. We are now looking for men capable of serving as directors of the five departments to be created within the bank. These men will be selected without regard for politics, and it will be a case of the job seeking the men. They will certainly be selected from within the state if we can find capable men in North Dakota who are willing to accept appointment."

"Governor Wood and President Quamme seemed to feel that a field existed in North Dakota for the Bank of North Dakota. They appeared to be entirely in sympathy with our plans. If we meet the requirements of the federal reserve system, I can see no reason why we should not become members and be in a position to take advantage of redemptions which will make more money available when North Dakota needs it."

Referring to the prospective opening of the bank, Director Cathro said: "We hope to get into our building next Monday and to begin at once handling all the business which we are equipped to handle. We will be handicapped by lack of supplies, blanks, forms and other materials, but we will expand as rapidly as conditions permit. The bonds are being printed and will be along now at any time. As soon as these \$2,000,000 worth of state securities are delivered, the bank will have complied with the law and will be ready to begin business."

"Reports will begin coming in next Monday. It will be impossible for me to offer an accurate estimate as to the probable resources of the Bank of North Dakota. We have asked for returns from treasurers of all public corporations in the state, and this will give us information as to the resources we may expect from this source. These funds become immediate resources of the Bank of North Dakota, no matter whether they remain on deposit in the local banks, or in the federal reserve bank. They are just as much assets of the bank as though we had the actual cash and securities in our vaults."

## Democrats Plan Their Organization

Washington, D. C., May 17.—Senator Fitzman of Nevada was chosen by Democratic senators in their conference today as their candidate for president pro tempore of the senate. Although conceding that the Republicans were in position to organize the senate the Democrats prepared a full slate of officers for presentation. Senator Martin of Virginia was nominated for floor leader and conference chairman.

## JIM MANAHAN AS BIG BIZ PLEADER IS AGAIN ON JOB

Prominent League Legal Light Appears as Council for Dakota Power Combine

### EVERYTHING'S LOVELY

Railway Board Insists, However, It Intended to Do It All the Time, Regardless

Former Congressman at Large Jim Manahan appeared before the railway commission Friday as counsel for the Dakota Heat, Light & Power Co. And the railway commission immediately set a date for hearing this corporation's petition for permission to merge public utility plants in 13 North Dakota cities. That date is May 27. Mr. Manahan was accompanied by Mr. White of the Minneapolis bond house of White, Grubbs & Co. which is engineering this consolidation, largely financed by eastern capital.

In justice to the railway commission it may be stated that the fact that Mr. Manahan, who ranks next to Bishop Leake among the legal powers of the National Nonpartisan league, appeared as counsel for the proposed power trust had nothing to do with the immediate action which the board took upon the company's petition for a hearing.

The several weeks' delay in settling this date were entirely due, Commissioner Dupuis advises, to the lack of certain data which the commission had demanded. This data was furnished yesterday, and the conditions which the commission had laid down were met. Therefore the commission carried out its half of the contract, and the presence of Mr. Manahan as attorney extraordinary for the Dakota Heat, Light & Power Co. had nothing to do with the matter. Which fact, of course, need not materially affect the fee of the Honorable Jim.

If the truth were told, the railway commission probably would assert that it would have been pleased to have Mr. Manahan remain in Minneapolis, as his appearance at this particular juncture sort of complicates things and gives people a chance to say things, and all that. But this particular truth hasn't been enunciated, and for the second or third time since his affiliation with the league apparently succeeded in delivering the goods where the interests of large corporations were at stake.

EXCHANGE OF CREDENTIALS. Paris, May 17.—The exchange of credentials between the Australian peace delegation and representatives of the allied powers will take place Monday.

ARGUE ON LEGISLATION. Washington, May 16.—The legislation to be given consideration by the house immediately after the annual appropriation bills are disposed of was agreed on today by the committee.

## QUESTION AS TO OWNER - RENTER STATUS CLEARED

Either May Remain or Withdraw From Provisions of Act—Consent Necessary

### TILLABLE LANDS PUZZLE

Whether They Are or Are Not Is Matter Left for Local Assessor to Solve

If a landlord desires his crops protected under the state hail insurance plan and his renter does not wish to go fifty-fifty with him on the payment of premiums, the landlord may, in case of loss, collect the full indemnity, and the tenant will not be entitled to or should the landlord withdraw, the tenant may remain covered and collect the fifty per cent which ordinarily would be his, ruled Insurance Commissioner Osness when this point was raised under North Dakota's semi-compulsory insurance at the meeting of state inspectors here this week.

C. C. Hoff of Deering, inspector for the northwestern district, was not present. The three inspectors attending were C. M. Holbert of LaMoure, J. L. Halstrom of Jamestown and Martin S. Hagen of Fort Ransom, representing respectively the southwestern, southeastern and northeastern quarters of the state.

"The question of how 'tillable' lands may be determined was discussed, and it was decided that this must be left to the assessor and to the conscientiousness of land owners, to some extent.

Numerous queries from banks for an interpretation of Section 12 of the Act, which covers withdrawals, were considered. The owner, who is subject to the flat tax of three cents per acre, is guaranteed by the act the privilege of withdrawing from the assessment feature, such withdrawal depriving him of all protection under the act. It was determined at the meeting that the act also assures the renter a withdrawal privilege under special contract with his landlord, but it was held at the same time that the owner can withdraw only with a similar consent from the renter. It is specifically agreed that the renter should not be permitted to withdraw from the assessment feature without the consent of the land owner.

Should either the renter or the owner withdraw and the second party elect to remain subject to the assessment feature he, whether it be the landlord or the renter, will then become entitled to the full indemnity under the act, and the other party can prefer no claim against such indemnity.

## DUTCH NOW HOPE TO ESCAPE BOLSHEVIK RISING

Amsterdam, May 17.—Holland breathes easier now that the peace terms have been laid down, even though it brings the complication of a demand for the person of the kaiser. Holland will breathe easier still when the treaty is signed. The Dutch have feared Bolshevik domination in Germany which would result immediately in a Bolshevik uprising in Holland. Indeed, twice the date has been set for such an uprising, but lack of financial support halted the plans. Wynkoop, a Dutch Bolshevik in Parliament, is fathering the 12-year-old daughter of Liebknecht, the slain German radical leader.

## JAPS DENY HAND IN MONGOLIA RISING

Tokyo, May 17.—Vigorous denial is being made by Japanese officials that the Japs are in any way taking part in the Mongolia independence movement. They brand the stories published throughout the Chinese press as untrue.

## STRIKE CAUSES PARALYSIS OF ALL BUSINESS

Winnipeg Practically Cut Off From Telegraphic Communication

### RAILROADS MAY JOIN

Deadlock Among Big Industries Seems Unchanged—There Is No Disorder

Winnipeg, May 17.—A message sent to all commercial and press telegraphers in Canada by Chairman A. Robinson of the local telegraphers' strike committee, contains the request that no business, either commercial or press, originating or destined to Winnipeg with regard to the strike situation be transmitted.

A limited delivery of milk and bread was the only interruption today of the paralysis of Winnipeg's commercial life. Two hundred telegraph operators joined the strikers today, halting the activities of all commercial telegraph companies, brokerage firms and news services. Winnipeg will be compelled to resort to couriers to communicate with the outside world if the strike continues. There was no disorder.

### May Join Railroads.

Prior to the walkout at noon, Winnipeg time (1 p. m. American Central time), of local press, commercial and brokers' telegraphers, reports were openly discussed by union men that the three great railroad brotherhoods were discussing the advisability of joining the strike. No announcement was made by the trainmen, but reports persisted that the strike vote would be taken today. Union men linked with this report a report unconfirmed, that a force of mounted police had been ordered to Winnipeg. Although police and newspaper reports received up to 10:15 o'clock this morning indicated outward quiet, more tension was noticeable on the streets than at any time since the strike started.

No announcements regarding any possible attempts to bring the men together was issued from any source this morning. The deadlock seems unchanged.

The strike of commercial operators declared last evening and announced this morning means the commercial companies will shut off their power, and reduce Winnipeg's communications with the outside world to automobile traffic. Strikes of fermen, brakemen and other trainmen would break transcontinental communication in the Dominion. Winnipeg has been without telegraph and telephone service and some local firms have been sending couriers to various cities to receive and deliver mail. Press associations serving the outside world have recruited their service so that this afternoon's communications with the outside world will be shut off from Winnipeg.

Telegraphers Quit Keys. Promptly at noon today Winnipeg commercial telegraphers joined the general strike which has paralyzed (Continued on Page 2)

## FIRST OBJECTIVE IN TRANSATLANTIC FLIGHT REACHED BY AVIATORS

NC-4, Under Commander A. C. Reed, Reaches Horta in Fifteen Hours and Thirteen Minutes—Fog Forced An Earlier Landing Than Was Anticipated.

### TWO PLANES LOST

Ponta Del Gada, May 17.—Seaplane NC-1 reported at 3:40, Greenwich time, she had gone off her course and had been forced to alight in the open 200 miles north of Fayal. Four destroyers have gone to her assistance. The NC-3 is believed lost in the fog. The flagship reported at 9:15 p. m., Greenwich time, she was off her course between stations 17 and 18. Nothing has been heard from her since.

Washington, May 17.—The American naval seaplane NC-4 under Lieut. Com. Albert C. Reed, has obtained its first objective in the transatlantic flight, having landed safely at Horta, Azores, at 9:20 this morning, Washington time, after winging her way from Trepassy bay, Nfd., in 15 hours and 13 minutes.

The NC-1 under Lieut. Com. Patrick N. Bellinger, was close behind the NC-4, but the NC-3 flagship of Commander John H. Powers, was last reported at 5:15 a. m., Washington time, as off her course somewhere between station ships 17 and 18, about 100 miles from Horta.

Original plans were for the planes to land at Ponta del Gada, and it may be that the NC-1 and NC-4 will continue on to that port, 150 miles east of Horta.

### FOG COMPELLED LANDING

Fog evidently compelled Commander Reed to land at Horta, and officials here presume that after taking fuel from the cruiser, Columbia, he would continue to Ponta del Gada before taking flight for Lisbon, Portugal, on the next leg of the overseas journey.

### ARRIVES AT HORTA

Punta del Gada, Azores, May 17.—The seaplane NC-4 arrived at the port of Horta in the Azores at 1:05 a. m., Greenwich time. The NC-4 sighted land at Flours at 6:10 a. m. The NC-1 was then close behind her. The NC-3 passed the station at 9:15 a. m.

The first two planes were in touch with the torpedo tender Melville, shortly before noon.

Although no word had come from the NC-3 and NC-1 since early morning, naval officials were confident this afternoon that both these transatlantic seaplanes had reached the Azores. At last reports they were only a short distance away and because of the time elapsed since these reports were received it was assumed that the ships had steered for Ponta Del Gada instead of landing at Horta to join the NC-4.

The American naval seaplane NC-3, first of the planes to start on the transatlantic flight, started trailing across harbor for "take-off" at 8:41 p. m., Greenwich time, or 4:41 New York time Friday.

The NC-1 began her cruise across the bay twelve minutes after the NC-3 cast off. The NC-4 set out forty-five minutes behind NC-1. After twenty-five minutes surface cruise the NC-4 took the air half hour after the flagship left her moorings. The NC-1 and NC-3 were still cruising on the surface of the harbor waiting for the NC-4 to start.

## 88TH DIVISION ASSIGNED FOR EARLY CONVOY

Washington, May 17.—The 88th division, North Dakota, Minnesota, Iowa and Illinois, has been assigned to early convoy, the war department was notified today by General Pershing.

### ESTIMATES TOO LIGHT.

Washington, May 17.—General March announced today that experience in troops during the war had shown that estimates made by the war department in 1915, as to the possibility of a foreign nation landing troops in the United States, were entirely too high.

### 77TH DIVISION HEADS LIST.

Washington, May 17.—Official records of the war department show that the 77th division made a larger advance against the enemy than any other division in France. The New York city National army men went forward a total of 7,142 kilometers. The Second (regular division) advanced a total of 60 kilometers, and the 42nd (Rainbow division), 64 kilometers. The announcement was made by the chief of staff.

### The 89th (Kansas, Missouri, South Dakota, Nebraska, Colorado and New Mexico) was fifth with 48 kilometers.

These five divisions with the third regular each carried the American lines forward for more than 400 percent of the total advance made by all the forces of the United States.

## HOLD BROKER IN CONNECTION WITH BOND THEFT

Chicago, May 17.—John W. Worthington, broker and former banker, and George R. Kemp, vice president of a suburban bank, were held by the police today in connection with the alleged theft of \$135,000 in Liberty bonds and other securities from the William J. Crittendon brokerage house of Pittsburgh. Neither would discuss the case and the facts of their detention became known only after they had been questioned all night by private and police detectives. Worthington was then taken to a detention cell, but Kemp was allowed to remain at his hotel. A few hours later he was released, and it was understood no charges would be made against him.

When the giant American hydroplanes sped away into the east, over the Grand Banks and the broad Atlantic, they entered upon a course not only carefully charted, but patrolled by rescue and repair ships all the way to the Portuguese coast.

Looking upon the cruise not as a sporting venture, nor as an attempt merely to win for the United States the honor of the first trans-Atlantic air flight, but as an undertaking for the advancement of science and seamanship, the American navy placed its own vast resources at the disposal of the aviators, and enlisted those of other government departments in an effort to assure the safety of the crews, and to reduce to a minimum the element of chance in the project.

A flotilla of destroyers, reinforced by battleships whose more powerful wireless equipment was intended to pick up messages from the flyers in case the radio sets of the smaller vessels failed to function, formed a chain of communication across the Atlantic while the planes were proceeding to their base here. The fleet will remain on station until the birdmen have passed, the destroyers so close together that an hour's steaming would bring one of them to the alighting place of any of the aircraft forced to descend. Motor ships, tugs and other naval units, at intervals along the course, have mechanics, tools, extra parts and gasoline aboard; ready to give aid which would make possible resumption of its journey by a plane put out of commission by slight defects.

The patrol fleet, in wireless contact throughout its length and in touch with the United States weather bureau, as well as ships of various nationalities cruising the Middle Atlantic, will keep the aviators posted on weather conditions in the areas they are approaching, also co-operating with the navigators aboard the planes in directing the flight.

"Give us no luck, good or bad, and the trans-oceanic voyage should be made without trouble," said Commander John H. Towers, chief of the expedition, commenting before the "hop off" on the completeness of the navy's preparations. "We are attempting a flight wholly within the mechanical possibilities of the NC-4 planes, hoping to demonstrate, without reckless risk of cruise to Europe is a practical proposition."

One of Commander Towers' brother officers declared that a new branch of the science of navigation was growing up around the NC-4 planes, thus making the flight an undertaking expected to contribute materially to the development of the steering and weather charts to be used on the flight and the crews expected to accomplish more while results in the experiments above blue water.

Weight 25,500 Pounds. The naval aircraft, the N. C.-1, N. C.-3 and N. C.-4, huge flying boats which ascend from a "take off" in the (Continued on Page Three.)