Society

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Motor Notes

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Fate Of Modern Battleships To Be Decided Soon

Scores Of Planes And Balloons Will Be Used In Bombardment Of Vessels To Determine Usefulness

OLD POINT COMFORT, Va., June 18.— (By the Associated Press) — The claim of aircraft advocates that battleships no longer form the nation's chief weapon of defense will be brought to a test next week off the Virginia capes. Armed with bombs of every size, flocks of army and navy air ships will seek, in a series of tests, to destroy more than half a dozen former German warships and to find and bomb the radio-controlled battleship Iowa.

There will be no attempt to stimulate real battle conditions. The joint army and navy operations were arranged by the government to get at the facts as to the accuracy with which air men can drop bombs upon naval craft. The warships of necessity can not employ their guns to defend themselves, but will be merely, except in the case of the Iowa, anchored tadgets for the aviators.

The maneuvers also will determine the effectiveness of bombs that strike and explode upon the decks of armored ships. Previous tests with placed bombs have not satisfied naval authorities that capital craft would be in grave danger of destruction by air bombs even if struck.

Claim is Opposed

The unique and one-sided contests had their origin in the controversy which followed the declaration before a congressional committee by Brigadier General Mitchell, of the air service, that the development of military aircraft was fast making the battleship obsolete. Navy officials led by Former Secretary Daniels, took prompt exception to this claim and the verbal conflict of opinion raged so vigorously that the government found it advisable to attempt the actual demonstration of the power of aircraft, employing its most modern planes and bombs against obsolete or former German naval craft.

In preparation for the tests the army has concentrated at Langley Field, near here, the largest mobilization of military aircraft in the history of aviation in this country. More than 150 planes of all types, including giant Martin bombers capable of carrying the new 2,000 pound aerial bombs, smaller bombing planes and fast single-seat pursuit machines with a speed of 120 miles an hour, to be used for scouting and observation work, are included in the mobilization as well as a number of dirigibles.

Scores of pilots, gathered from flying fields throughout the country, have been practising daily for weeks in bombing and observation flights out to sea and up Chesapeake bay, dropping dummy and live bombs against targets over water and land. General Mitchell will have personal charge of the army's end of the tests and will lead the various flights of military aircraft.

At the Hampton Roads station the naval aircraft are mobilized, including a number of seaplanes of the NC-4 type, the class that negotiated the first trans-Atlantic flight. At Langley Field a number of marine corps, Martin bombers and DH-4's are gathered to operate with the naval planes during the tests.

First Test Tuesday

The first test, scheduled for Tuesday, will be directed against the U-117 a modern submarine used by the German navy during the war. The submersible will be anchored 50 miles east of Cape Charles, Va., in an awash condition with concentric red, white and blue circles painted on its deck to distinguish it as the target and avoid the possibility of a mistake.

The first expedition against the U-117 will take off in time so that the first division will arrive at the target by nine o'clock. The flight will consist entirely of naval planes, including nine F-5-L type machines, each of which will drop four bombs, a torpedo plane division of five Martin bombers, each of which will drop six bombs, four NC type seaplanes, each of which will drop four bombs and a Marine corps division of six DH planes to let go two bombs each. All of the bombs will be of the 163 pound type.

After the attack by the naval air detachment if the submarine has not been sunk, the army flyers will take off from Langley Field. The army flight will consist of twelve big Martin bombers, each to launch six bombs and 11 DH-4's which will drop two bombs each, all of the 163 pound type. The aircraft will deliver the attack as the flight commanders choose without any restrictions as to altitude or speed.

To Drop 188 Bombs

It is expected that by the time the 47 aircraft engaged in the test have dropped their 188 bombs the U-117 will have disappeared beneath the surface of the water but should the vessel still be afoat it will be made the target of the gun's of a division of destroyers on the following day, along with the former German submarines, U-140, U-111 and UB-48.

The second phase of the tests will take place on June 28. Officers of both services consider this the most important of all the experiments, as it will involve the double problem of the ability of aircraft to find any enemy fleet somewhere in a wide area off the coast and to bomb the enemy ships after locating them. On that date the radio controlled battleship Iowa will be somewhere between the Virginia Capes and Cape Henlopen, from 50 to 100 miles offshore. The Iowa will be maneuvered by radio from the battleship Ohio, five or six miles distant. The flyers will have only an approximate idea of the location of the Iowa and will be required to take off at a given signal, search the wide area involved and, if they find the vessel, bomb it with dummy bombs and get back to land safely. The control officer on the Ohio will be allowed to maneuver the Iowa as he pleases during the bombing, simulating as far as possible the moves a battleship might be expected to make in war to escape aerial attack. The conditions involved are that the Iowa shall continue to steam in the general direction of the shore and the attacking planes stay at an altitude of at least 4,000 feet. Eight o'clock in the morning will be "zero hour."

To Use Four Dirigibles

In the test against the Iowa all available naval aircraft will be used, including at least four dirigibles. Under present plans the army will not use any land planes in this test, but the naval detachment will include four Martin bombers assigned to the marine corps. It is expected that more than 100 aircraft will take part in the search for an bombing of the Iowa. Dummy bombs ranging from 230 to 1,000 pounds each will be used. The army personnel involved will fly seaplanes.

As soon as contact is made by any of the scouting aircraft a radio signal will be sent out and reserve planes held at the Hampton Roads here and at Langley Field will form in division and rush to the attack. Destroyers will be stationed in long lines along the coast in the general vicinity of the test to go to the rescue of planes forced down into the water.

Live bombs will not be used in the experiment as the Navy wishes to preserve the Iowa, the only radio controlled battleship in existence, for target practice with the Atlantic fleet next fall. The problem in the air tests is designed to furnish reliable data on the probable number of hits to be expected from air craft operating against a battleship at sea. Data on the damage to be expected from such an attack will be obtained in a later attack on the former German battleship Ostfriesland, a modern vessel.

The third of the series of bombing tests will take place on July 13 with the former German destroyer G-102 as the target. The army will make the first attack, using twelve Martin bombers and 11 DE-4 machines and 250 pound bombs, 94 of which will be dropped. The conditions of the attack are left at the discretion of flight commanders. If the destroyer is not sunk by the army's attack the naval air detachment will attempt to sink the vessel. If the G-102 remains afloat then it will be sunk on the following day by gunfire by Atlantic fleet destroyers, along with the former German destroyers S-132 and V-43. Should the destroyers fail to sink the vessels, battleships will be assigned to the task.

Fourth Attack July 18

An attack on the former German cruiser Frankfurt will be the fourth phase of the tests and is set for July 18. The vessel, completed in 1915, took a prominent part in the battle of Jutland and represents a good type of modern cruiser. She will be at anchor during the attack and the attacking aircraft, consisting of army and navy planes flying in mixed formation will use the first 250 and 300 pound bombs and then 520 and 600 pound missiles. All types of aircraft will be used, the first attack to take place at nine o'clock in the morning. If the vessel remains afloat after the final attack it will be sunk by destroyers at a range of 5,000 yards.

The final test in the series thus far arranged will be the bombing of the former German battleship Ostfriesland on July 20. The Ostfriesland is a dreadnaught of 22,800 tons, mounting 12 inch guns and was surrendered to the Allies at Scapa Flow. During the battle of Jutland she formed part of the German First Battle Squadron and was badly damages by a mine.

The principal value of the Ostfriesland experiment is expected to be the resulting data regarding the amount of damage aerial bombs may be expected to inflict on a battleship. The vessel will be at anchor 50 miles off shore and will be attacked by army and navy aircraft. The conditions of the test require three hits each with 250 and 300 pound bombs, two hits with the 550 and 600 pound types and at least two hits with 1,000 or 2,000 pound projectiles. There will be provided for use in the attack 32 of the 1000 pound bombs and three of the 2000 pound type.

If the Ostfriesland remains afloat after all the required hits have been made the vessel will be used as a target for the main battery of the battleship Pennsylvania, flagship of the Atlantic fleet, as all the German ships were turned over to the United States on condition that they be destroyed within a year.

To Take Movies

Extensive arrangements have been completed for recording the data obtained during the bombing tests. Motion picture cameras will be used to permanently record the result and boards of officers stationed on tugs and other craft near the vessel attacked in each case will make notes. Captain Luke McNamee of the dreadnaught Nevada has been detailed as the senior member of the observing party. Among the duties with which the board of observers is charged are the following: Observe and report the number and type of bombs dropped, the number of hits, the actual damage to the vessels, bearing in mind the age and state of preservation of each ship attacked, the probable damage to personnel, anti-aircraft defenses and light equipment and structure exposed on the upper decks and damage to the main fighting equipment in the protected area, particularly the lighting, fire and ship control systems.

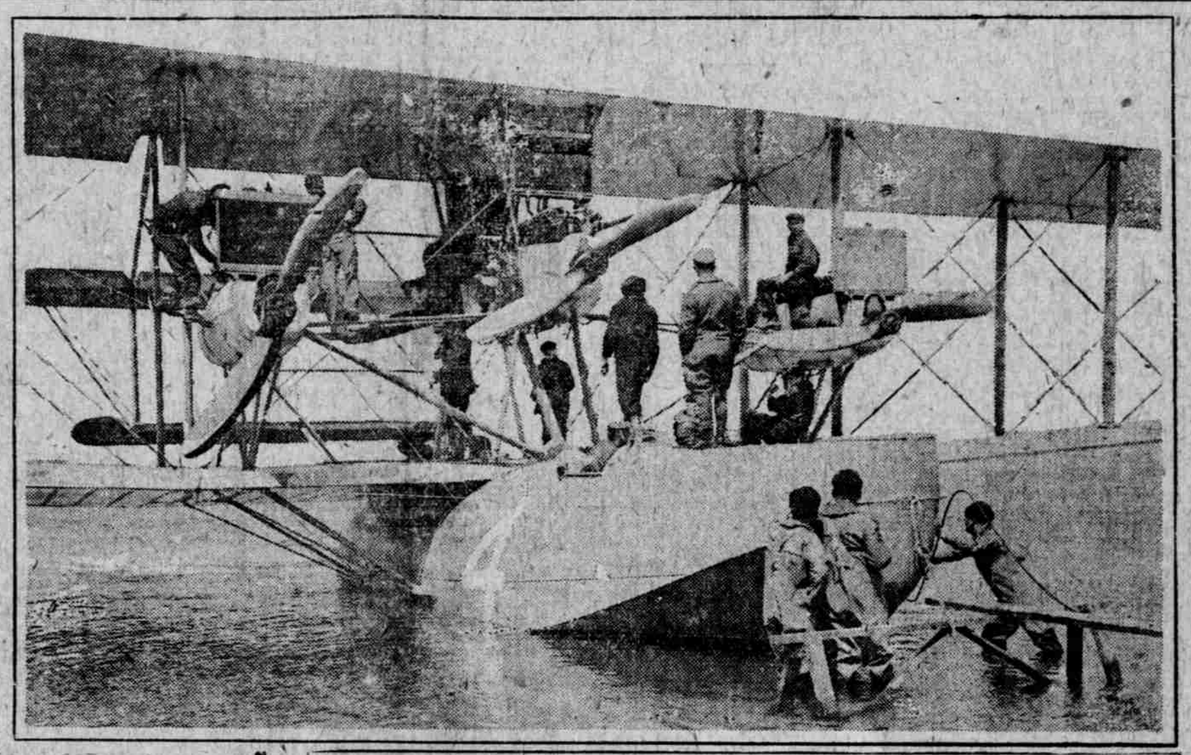
The board will be charged also with making deductions as to the probable damage to ships of various classes of new design and in a good state of preservation and recommending suitable changes in the equipment design and construction of future vessels in the light of the results of the bombing tests.

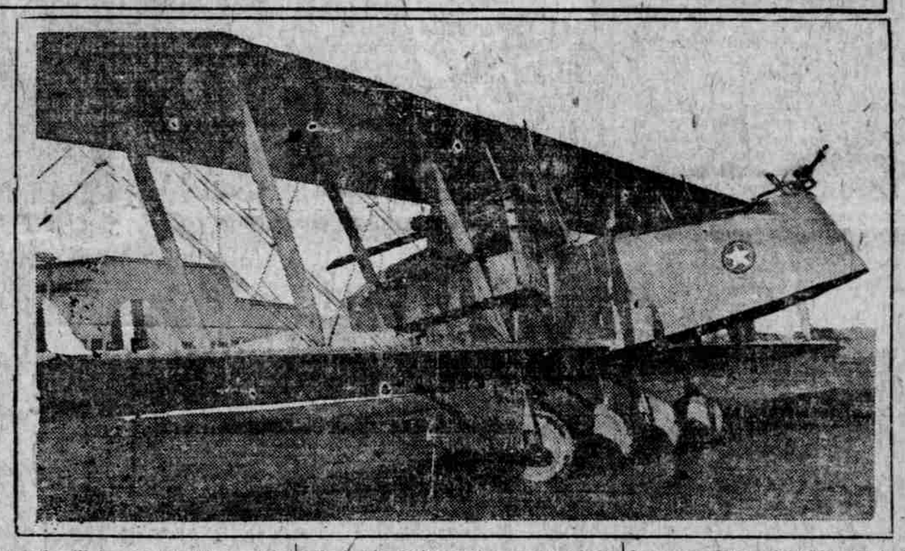
Orders issued by the Commander-in-chief of the Atlantic fleet, Admiral H. B. Wilson, require the board, in addition to all other duties, to check the time of zero hour, the movements of the planes in the air, the number and types of bombs carried by each plane, the time at which the first and last bomb is dropped during each attack, the total number of bombs dropped, the probability of desrtuction of aircraft by surface vessels, the probability of lessening the number of hits by maneuvering the ship attacked and the ability of aircraft to carry out a successful search and deliver an attack at a considerable distance off shore.

A congressional party will witness the tests from the transport Henderson, which will also be the press boat. The general supervision of the experiments is under the direction of Armiral Wilson with General Mitchell in charge of the army air detachment and Captain William Moffett, director of naval aviation, in charge of the naval force.

Will These Soon Be The Nation's First Line Defense?

ABOVE: One of the newest types of seaplanes that are now being used by the United States navy. This type is capable of high speed and long cruising radius. BELOW: A Martin bombing plane; one of the models that will be used in the tests to be conducted during the next few weeks by the U. S. navy. Bombing planes capable of carrying 2000 pound bombs have been developed recently.





GYPSY WEDDINGS ALL ARRANGED BY PARENTS

Peculiar Matrimonial Customs Of Gypsies Explained By Minnesota Attorney

MINNEAPOLIS, Minn., June 17. — Although it is the custom among the gypsies to have the parents of the prospective bridegroom purchase a wife, for their son, covetous wealthy candidates are not always successful even when bidding larger sums for the maiden's hand.

Such was the information gleaned by John D. Greathouse, a local attorney, who acted as counsel for a Chicago gypsy mother and father, when they came here in an attempt to take back their daughter whom they charged was kidnapped, while the mother of the groom-elect maintained she had paid $2,000 for the girl as the wife of her son.

"I have learned that when the mother of a girl among the gypsies takes a liking to a young man and considers him suitable for her daughter, a nominal price will always get the bride-to-be even though there are other offers much higher by men not so well liked," declared Greathouse.

The attorney said that under the traditional customs of the gypsies the younger generation has no voice in determining their mates, and the matching is a matter for the parents only.

"Generally, the mother of a young man, usually around his 19th year, picks out a girl, dickers with her parents and buys her outright," the attorney said. "Then they are married according to gypsy law, after which the groom's parents, in almost every case, start him in business of some kind to make a livelihood."

In recent years, certain gypsy parents, after obtaining money for their daughters, have invoked the American law and had the daughters returned, just to resell them, according to Mr. Greathouse. In most cases, however, when the young suitor is thus outwitted, his parents get their money returned by going before a gypsy tribunal, before which a trial is held, he said. A few of these cunning gypsies, however, fail to adhere to their native laws and the gypsy court's decisions, and with the aid of the American statutes, defraud parents of the suitor, he added. For such an act, however, the gypsies are disowned by their people, the attorney said.

Greathouse said a settlement had been effected in the case with which he was connected, by having the money returned to the young man's parents and the girl returned with her parents to Chicago.

Stuyvesant Fish Tells Origin Of Drinking Toasts

NEW YORK, June 18.—The origin of drinking toasts was defined by Stuyvesant Fish, banker, one of the eleven survivors of the class of 1871 of Columbia University, as toastmaster at the annual Alumni luncheon the other day.

"What is a toast?" he asked, adding, "One of the books published before we lost our liberty to restrain our own appetites says:

"'The toasted biscuit, though long since disused as an ingredient of punch, formed, from a very early period, a favorite addition to many old English drinks.'

"Promising that in the reign of Charles II, it was the fashion for ladies, attired in dresses made for the purpose, to bathe publicly in the City of Bath, the origin of toasts is thus told.

"'It happened, on a public day, a celebrated beauty was in the Cross-Bath, and one of her admirers took a glass of the water in which she stood, and drank her health to the company. There was one in the place, a gay fellow, who offered to jump in and swore though he liked not the "liquor" he would have the "toast." He was opposed in his resolution; yet this whim gave foundation to the present honor which is done to the lady we mention in our liquor, who has ever since been called a 'toast.'

"Thus we see," Fish concluded, "that the origin of toasts was, like that of all things humon—feminine and also aqueous. May these facts excuse me for being accessory to the commission of that which our fathers considered the unforgivable sin — drinking toasts in cold water."

LAWS TO INSURE PROTECTION FOR NEGROES IN GEORGIA TO BE DISCUSSED BY LEGISLATORS

ATLANTA, June 18. — Legislation on finance and law enforcement, with the latter again bringing to the fore discussion of treatment of negroes in Georgia, is expected to occupy much of the time of the general assembly of Georgia which convenes in annual session, Wednesday, June 2.

Hugh M. Dorsey, retiring governor, has indicated that in his final message to the legislature he will propose various measures designed to prevent mob violence and to change the methods of trying persons accused of taking parts in lynchings. Former United States Senator Thomas W. Hardwick, who takes office as governor June 25, declared in a recent address that while standing for law and enforcement, he believed Governor Dorsey's recent pamphlet on "The Negro in Georgia" as a "slander on the state" and that soon after taking office as governor he would issue an official reply to it.

One member of the legislature has publicly announced that he intends to offer resolutions providing for an investigation with a view to remedying conditions if found as Governor Dorsey charges, or impeachment of the governor if not borne out.

Governor Dorsey has discussed proposals for changing the state laws so that a state trial court could be convened by the governor to investigate violence and try the accused. One plan, he sugested and which he is said to have been studying, would provide for such a court to be composed of three to five superior court judges with the court's grand and petit juries drawn from the state at large so as to avoid any possible local prejudice in dealing with mob cases. It also has been indicated that in his farewell message he will propose establishment of a state constabulary.

Demands that the state pass laws covering peonage, now solely a federal offense, have been made in some of the various letters and cards published in the Georgia press during the state-wide discussion of Governor Dorsey's pamphlet on the negro, which various state officials have attacked and defended. The governor has not publicly indicated his attitude on the subject.

Legislation under consideration by the incoming governor is understood to include the raising of the deficit of the state through provisions for a state income tax or a registration tax. Numerous ways have been proposed and Governor Hardwich will select one or several for recommendation.

California Airmen May Soon Be Made To Have Licenses

SACRAMENTO, Cal., June 18.— Organization of an airplane department of the state motor vehicle department will be undertaken immediately by Superintendent Charles J. Chenu, in conformity with instructions contained in a bill passed by the last legislature and recently signed by Governor W. D. Stephens.

The bill provides for the licensing and control of airplanes in California and places the duty in charge of Chenu as heard of the motor vehicle department.

Under the law which goes into effect in July, every civilian aviator in the state must be licensed. Before he can be licensed he must pass a test equal to that prescribed by the army and navy for aviators. Every airplane must be listed, and a license number taken out for it. These numbers must not be less than three feet in height. No one under the age of nineteen years will be eligible to drive an airplane.

The license fee will not be less than $5 per machine and the examination fee for aviators will not be less than $25. No compensation is allowed the examining board an Chenu will endeavor to have army aviation officers asist his department in working out the proper examination, he said.

Under the law, Chenu also will be charged with enforcing regulations regarding acrobatic flights and flying over parks, public grounds and cities. The law prohibits acrobatic stunts under the altitude of 1,500 feet and prohibits flying over public parks, grounds and other public gathering places under an altitude sufficient to permit gliding to some open section in case of accident.

GIVING AWAY NEW NICKELS IS LATEST HOBBY OF JOHN D.; HE KEEPS TRACK OF EACH ONE, TOO

BY E. M. THIERRY

TARRYTOWN, N. Y., June 18.— Hobbies are keeping the richest man in the world alive.

John D. Rockefeller has two.

He gives a brand new nickel to every man, woman and child he meets—including his chauffeur, his caddy and the guards at Pocantico Hills.

He plays golf every morning except Sunday.

These are the things that give him his only real enjoyment and add zest—and perhaps years—to his life.

Rockefeller is getting feebler. But it is significant of his tenacity of spirit that he has discarded the three-wheeled bicycle on which he used to be pushed around his private golf course.

Every day he walks the entire distance of his nine-hole course.

And, the other day he made the round in 42 strokes!

Arthur Lyons, one-armed professional of Briarcliff Lodge club, who played a foursome with John D. as his partner—the others being Rev. D. Cornelius Woelfkin, pastor of the Fifth Avenue Baptist church, and Miss Martha A. Jamison, of Pittsburg—is authority for the low score.

If you want to see how the richest man in the world looks riding his golf hobby, come to Tarrytown and post yourself outside the iron gate of the 6,000-acre estate nearest to the adjacent Sisters of Mercy orphanage.

A hundred yards from the gate stands a little red flag on the green of Hole No. 8. From there it is a long drive to the last hole up near the house, which is hidden by shrubbery.

Promptly at 11 o'clock every morning there appears a little knot of attendants, perhaps a player-guest or two—and a little thin man wearing long, white, baggy trousers, a white shirt with sleeves rollec up, tennis shoes and a large white cap pulled down over his white hair.

That is John D. Rockefeller.

"It's amazing how he can drive the ball," said a guard at the gate near Hole No. 8.

"Yes, he's getting feeble, but he persists in footing it around the course. And he's regular as clockwork. You could almost get your watch by his appearance at this hole. It's always 11 o'clock.

"New nickels? Say, I think his hobby about new nickels gives him as much pleasure as golf. It seems to buck him up to give 'em away.

"I've been here two months now. The first time he saw me he asked me how many children I've got. I told him five. 'Well,' says he, 'that makes seven in the family—here's seven nickels.'

"Brand new shiny nickels, too! Have I got 'em yet? You bet I've got 'em. I'm not going to let him catch me having spent 'em!

"The other day he gave one of the workers a nickel and then he says, 'Young man, do you remember exactly how many nickels I have given you?' and the fellow says, 'Yes, sir, just 75 nickels.' And John D. says, 'Have you still got all of them?' And he says he had every one of 'em.

"'Well,' says John D., 'I'm running short of new nickels, so you bring me those 75 up at the house and I'll give you other money for them!'"

Taxi drivers in Tarrytown think John D. doesn't keep any money in the house except nickels! One of them was called to drive a woman member of the household to the railroad station and she paid her fare in new nickels!