

HAWKER AND GRIEVE WERE PICKED UP 300 MILES OFF THE IRISH COAST

They Had Been in the Water Ninety Minutes When Rescued by the Danish Steamer Mary—Now Safe Aboard a British Warship Off the Orkney Islands—Airplane Was Forced Into the Sea by a Stoppage in the Water Pipes Between the Radiator and Water Pump — The Flying Machine Was Not Salvaged—London Daily Mail Is to Give Hawker and Grieve a Consolation Prize of 5,000 Pounds Sterling.

London, May 25 (By the A. P.)—Missing for six days, and virtually given up for lost, Harry G. Hawker and his navigator, Lieutenant Commander Mackenzie Grieve, the British aviators who essayed a flight across the Atlantic ocean, without protection against disaster save what their frail airplane afforded, are safe tonight aboard the British warship off the Orkney Islands. Tomorrow they will reach the mainland and will proceed to London, where they will be acclaimed as men returned to life.

Some 1,100 miles off from Newfoundland, and 800 from the Irish coast, on Monday, May 20, the aviators, making the west of an engine, were forced to alight on the water. The little Danish steamer Mary, bound from New Orleans and Norfolk for Aarhus, Denmark, picked the wayfarers up and continued on her northward voyage.

Lacking a wireless outfit, the captain of the steamer was obliged to withhold the news of the discovery until he was opposite Butt of Lewis, where the information was signalled by means of flags that Hawker and Grieve were aboard her.

Immediately word was flashed to the British admiralty, which sent out destroyers to overtake the Danish vessel and obtain accurate information. This was done and one of the destroyers took the aviators off and later transferred them to the flagship Revenge.

From this safe haven Hawker sent a message tonight that his machine had a copped owing to the blocking of the water circulation system. "It was no fault of the Rolls-Royce motor, which ran absolutely perfectly from start to finish when all the water had boiled away."

"We had no trouble in landing on the sea, where we were picked up by the tramp ship Mary after being in the water for 30 minutes. We were rescued at 2 p. m. Monday, arriving in London Tuesday evening."

When the aviators stepped away from their starting point, Pilot Hawker let loose his wheels and under-gearing, thereby lightening the weight of the machine by a considerable amount, making a possible landing on the surface of the water. The airplane remained afloat without difficulty during the hour and a half it took the Danish steamer to come up and effect a rescue.

Owing to the difficulties of communication, some time must pass before the full details of one of the most remarkable voyages ever undertaken are known.

The one person in England who had always held hope was Mrs. Hawker. She always predicted the possibility of her husband's return, and, though she had received condolences from all classes of people, including the king, she said today that she had never ceased to believe that some time and in some way her husband would come back.

The official announcement by the admiralty that the aviators were picked up in latitude 59.20, longitude 23.30, having alighted close to the little Danish steamer Mary, owing to the stoppage of circulation in the water pipes between the radiator and the water pump.

The airplane, a Sopwith machine, was not salvaged. The first report of the aviators since their famous "jump off" last Sunday came when the Mary, bound from Norfolk to Aarhus, rounded the Butt of Lewis today and the captain, who fact that she had Hawker and Grieve aboard.

"Said hands of Sopwith airplane" was the signal. "Is it Hawker?" was the question sent by the flags from the Butt, which is the most northwesterly point of the Hebrides group off Scotland.

"Yes," laconically replied the aviator. The admiralty immediately sent a fast torpedo boat destroyer in an effort to intercept the Mary and take off the aviators. Eight destroyers waited several hours, when the message was flashed that the destroyer had come across the steamer and transferred Hawker and Grieve, and was taking them to Thurso, on the northeast coast of Scotland, about 100 miles east of the Butt of Lewis.

The destroyer, the Revenge, reported to the admiralty that the aviators had been rescued. Hawker and Grieve would stay on board tonight. The aviators will reach London at 6 o'clock Tuesday evening. The news of the rescue has electrified the watchers at the Butt of Lewis, and a thorough search of the Atlantic for 300 miles from the Irish coast had given up the quest, and there was practically no hope that the aviators were alive.

This morning, however, the forlorn hope that the aviators might be picked up by some craft without wireless was realized. The Danish steamer Mary, crawling along at nine knots, was the lucky vessel, and her brief message to the watchers at the Butt of Lewis, and she proceeded on her way to Scotland, leaving the public to speculate wondering over the details of the aviators' adventures.

Steamer Cassandra Ex-Soldiers to Aid Police at Toledo

Not Seriously Damaged — Is Putting Into St. Johns Under Her Own Power. Should Trouble Develop When Overland Plant Resumes Operations Today.

St. Johns, N. F., May 25.—Wireless calls for assistance were received today from the Donaldson liner Cassandra, which reports that she had struck an iceberg 160 miles off Cape Race.

The vessel struck a submerged section of the seabed immediately passengers and crew were called to quarters and the ship's boats swung out. Passengers were escorted to deck but with slight confusion. There was no excitement, according to the ship's officers, who stated the damage was limited to springing of several plates on the starboard side below the waterline. The ship made little or no water and after sending out calls for help, came here at top speed.

Montreal, May 25.—The Donaldson liner Cassandra, which is reported to have struck an iceberg 160 miles off Cape Race, is not seriously damaged and is expected to be put under her own power, according to agents of the line from the Camperdown wireless station.

These advices added that officers and crew had been obliged to make repairs at sea. The Cassandra left New York for Glasgow on Monday with 210 cabin passengers and 200 steerage passengers. The vessel also carried a large general cargo. The Cassandra sailed from Montreal last Wednesday for Glasgow. The vessel is 465 feet long, with a length of 45 feet and was built in Greenock, Scotland, by the S. B. and E. Scott Company, Limited, in 1906.

THE CASSANDRA HAS ARRIVED AT ST. JOHNS. St. Johns, N. F., May 25.—The Donaldson liner Cassandra, which struck an iceberg 160 miles off Cape Race, arrived tonight. Her forefoot was holed and 200 passengers were aboard.

PLAN FOR ERECTION OF TENEMENTS IN NEW YORK. New York, May 25.—The New York state reconstruction commission decided at a meeting today to call on the public for suggestions for a tenement corporation which would construct the rent model tenements and apartment houses needed to alleviate the housing problem in New York.

WASHINGTON REPORTS SAY MAJORITY OF MEMBERS OF SENATE AND HOUSE COMMITTEES TO TAKE UP GENERAL REVISION OF TARIFF IN JULY. Dr. Epitacio Pessoa, President-elect of Brazil, left Brazil with his family on the French liner Jeanne d'Arc for the United States.

Transport Kaiser August Victoria, which left Bremer May 11, arrived at New York with 100 troops and Lieutenant General Bullard.

Postoffice Department announced 23 successful trips out of 30 during the first week's operation of the Chicago-Cleveland air mail service.

Director of Baldwin Locomotive Works declared a regular semi-annual dividend of 3 1/2 per cent on preferred stock. No action was taken regarding common shares.

The Costa Rica Minister of War, personally conducting the army against rebels in the northwestern part of the country, reported the insurgents out of ammunition and food and they were retreating.

John J. McGovern, of New Haven, formerly employed as steward on dining cars of the New York, N. H. & H. R. R., pleaded guilty in federal court at Boston, to an indictment charging conspiracy to defraud the government by use of fraudulent meal checks, and was fined \$1,000.

Henry C. Bagley, a past grand master of the Odd Fellows of Maine, and a former member of the Winchester, Mass. city council and board of aldermen of Portland, Me., died Saturday. He was 73 years of age and was a Civil war veteran.

Two submarines and a destroyer were launched at Quincy, Mass., Saturday, the submarines at the Fore River yards of the Bethlehem Shipbuilding Corporation and the destroyer at the Victory Plant at Squantum.

As a result of the arbitration of the demands of 600 Lawrence, Mass., carpenters for a wage increase from 77 to 89 cents, the men will receive 77 cents an hour.

About 30 of the children sent from Lawrence during the textile strike were brought back to their homes today.

ONE TOP PROPOSAL TO BE MADE IN PEACE TERMS

All Other Suggestions and Counter-Proposals Have Been Rejected by the Reply of the Allied and Associated Powers—Germany Is to Be Allowed to Create a Prior Charge Upon Her Assets or Revenues for the Payment of the Mines in the Sarre Region—Berlin Reports That the German Cabinet and Peace Delegates at Versailles Are in Accord to Request Modifications in Various Clauses of the Treaty.

Paris, May 25 (By the A. P.)—With the exception of one minor concession, all suggestions and counter-proposals of Germany for the disposition of the Sarre basin have been rejected by the reply of the allied and associated powers.

Count Von Brockdorff-Rantzau's appeal for an oral discussion of the points at issue in the subject was ignored. The concession granted to Germany might create a prior charge upon her assets or revenues for the payment of the mines in the Sarre region.

Germany's declaration that it was impossible for her to accumulate a sufficient sum of gold with which to make reparations within the fifteen years before the plebiscite is taken, since other reparations would constitute a constant drain.

GERMAN COUNTER-PROPOSALS TO BE PRESENTED THIS WEEK. Berlin, Saturday, May 24.—(By the A. P.)—A semi-official statement issued today says German counter-proposals on the peace treaty would be presented at the beginning of the week.

GERMANY DISCLAIMS RESPONSIBILITY FOR WAR. (By The Associated Press.) Thursday of the present week is the time limit set for the Germans to make known to the representatives of allied and associated powers at Versailles what Germany proposed to do with regard to accepting or rejecting the terms of peace formulated for her.

BE BORN INCITING OPPOSITION TO COVENANT OF THE L. OF N. Washington, May 25.—A plea that the republican party accept the question of a peace league as a party issue and oppose as a unit the league covenant was reiterated by Senator Borah, republican of Idaho, in a letter made public here tonight.

FRENCH AVIATOR ROGET HAS ABANDONED OCEAN TRIP. Casablanca, Morocco, May 25.—Lieutenant Roget, a French aviator, who left Paris early yesterday morning on the first leg of a projected trans-Atlantic flight by way of Dakar to Brazzaville, landed at six o'clock last night at Kenitra, thirty kilometers from Rabat.

NEW NAME COMMUNITY CHURCH OF NEW YORK. New York, May 25.—The Church of the Messiah, founded in 1825 as the second Congregational Unitarian Church in New York, has decided to change its name to the "Community Church of New York."

AVIATOR KILLED IN LEAP FROM BURNING MACHINE. Cleveland, O., May 25.—Hundreds of persons saw Frank McCusker, New York pilot of a mail airplane, leap 200 feet to his death from a burning machine here today. Fifteen minutes before he had announced that he would attempt to establish a record on his flight to Chicago.

CHARGED WITH MURDER OF MRS. DOROTHY SCHWAB. Norfolk, Va., May 25.—Ellier T. Chatman, of Loudoun Co., who was in the company of Mrs. Dorothy Schwab, a local woman, who was murdered mysteriously in the negro section of Norfolk, was being held by a warrant formally charging him with the killing.

MEASURES FOR ENFORCEMENT OF PROHIBITION ACT. Washington, May 24.—Measures for enforcement of prohibition, both under the war time prohibition act and the constitutional amendment, were proposed in a bill introduced yesterday by Senator Sheppard, democratic of Texas, author of the war-time measure.

TO PREPARE FOR RECEPTION OF THE N.C.-4 IN PLYMOUTH. Plymouth, England, Saturday, May 24.—By The Associated Press. The United States destroyer Stockton is expected to arrive here tomorrow with the crews of the naval seaplanes N.C.-1 and N.C.-2, which were forced to withdraw from the same-Atlantic flight. Commander John H. Towers will take charge of the naval preparations for the reception of the N.C.-4, the surviving entry in the flight.

LETT GOVERNMENT ASKS FOR GERMAN TROOPS. Libau, Friday, May 23.—(Via Berlin.)—The Lett government has requested the German government to permit German troops to remain in Lettland as the Lettlandwehr is unable to hold the front along against the Bolsheviki as feasible.

Wool Auction Closed in London. London, May 24.—The wool auction sales closed yesterday with offerings of 8,460 bales. It was a fair selection and the prices were steady. During the series of good combings gained from 10 per cent, while other grades, especially burry wools, declined 5 to 10 per cent.