

NAVY'S GREATEST PLANE IS COMING

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 trans-Atlantic flight, with her crew of five United States navy aviators.

NC-4 With Com. Read Due In Port Today

Famous Pilot of Famous Plane Has Same Crew as That Which Successfully Crossed the Atlantic With Him in May, 1919. Will Tour Far Up the Mississippi River.

The U. S. Navy's famous sea plane, NC-4, the largest plane in the world and first to cross the Atlantic Ocean, which is now making a tour of the eastern coast and Mississippi River and tributaries in the interest of the Recruiting Service, will in Pensacola tomorrow.

The mammoth trans-atlantic flier is in personal command of Lieutenant Commander Albert C. Read and original crew that successfully piloted her across the ocean in her epoch-making flight.

Starting at Portland, Me., the flotilla, which comprises the NC-4 and the destroyer Isabel, have made stops at all important cities on the east coast and have been given tremendous receptions in all cities visited.

The NC-4 comes to Pensacola exactly intact as when she made the now historical flight. At the termination of the flight across the ocean she was dismantled and returned to the United States and placed on exhibition in Grand Central Park, New York City, where hundreds of thousands of persons viewed her. She was then assembled at Rockaway Beach, Long Island, N. Y., and started the Recruiting tour on September 21, at Portland, Maine.

Not only is the NC-4 the first heavier than air craft to cross the Atlantic, but she is the largest sea-plane ever constructed and of a purely American design. She has a wing spread of 125 feet, length over all 63 feet, with a 45 foot hull. Without crew, fuel or equipment she weighs eight tons and loaded with fuel and manned ready for flight her total weight is fourteen tons. Her maximum speed is ninety three miles per hour, and she has carried as many as fifty passengers at one time.

The building of planes of such mammoth size was strictly in line with the program laid out by the Navy Department to combat the submarine menace, and had the enemy under sea craft gained the upper hand during 1918 there would not be hundreds of these giant planes crossing the Atlantic, making the operation of the submarine an impossibility.

On the first trans-Atlantic flight the NC-4 left Rockaway Beach, Long Island, N. Y., on May 8, arriving at Plymouth, England, on May 11, 1918, having covered a total distance of 4,386 miles in 57 hours and 16 minutes at an average speed of 75 miles per hour.

Prior to the trans-Atlantic flight of the NC-4 no airplane had ever flown out to sea far enough to warrant the use of the sun, moon and stars for fixing a geographical position as is done on sea-going ships. Therefore, to cope with this situation it was necessary to invent numerous new and novel instruments for navigational use, foremost among which are the aerial sextant, drift and speed indicator, and course and distance indicator. Therefore, in addition to her historical status, the NC-4, offers many interesting structural features, all of which the officers in charge take pleasure in explaining to visitors.

At the termination of the present recruiting tour the historical craft will be placed on permanent exhibition in the National Museum so that future generations may see the type of craft which first spanned the Atlantic Ocean by air route.

The tour of the NC-4 is being conducted by the Recruiting Division of the Bureau of Navigation, Navy Department, in the interest of the recruiting service. Enlistments are now being made in all branches of the service, and never before were such opportunities offered to the ambitious young men of the country. Our Navy now is among the foremost in the world. During the war new ships were placed in commission so fast that it was necessary to man them with Naval Reserve men, all of whom are now being placed on inactive duty, and promotion for the Regular Service man was never so quick or so certain as at the present time. Congress has also recently made the war pay permanent, making our navy the highest paid service men in the world.

On this stop the NC-4 and its personnel are not paying their official visit to the city of Pensacola, but are merely stopping for fuel and minor adjustments or repairs to the NC-4. The exact length of their stay at the Air Station is uncertain, but will not be more than a very few days, at the most.

JOSEPHUS DANIELS



JOSEPHUS DANIELS Secretary of the Navy

more than a very few days, at the most.

The NC-4 will then proceed westward on her general tour and on her return trip in December will make her official visit to the city. Two naval air station seaplanes of the single Liberty engine type, FIS-2 will meet the NC-4 today at Apalachicola and convey her to the station.

The NC-4 as she will be seen by the people here is exactly the same as when she dropped lightly on the water at Lisbon, Portugal, and thus successfully brought home to the United States the honor of being the first nation to successfully put an airplane across the Atlantic. In each of the towns visited all are invited to see her. Young men in particular are asked to talk with the men that fly her and then make up their mind whether it is worth while to join the Navy.

In all of the cities so far visited, recruiting has been almost doubled. Young men, who are unable to afford the training of advanced schools, have joined the Navy to obtain a better education and learn a trade. Naval Aviation has many advantages and offers many opportunities. Men who previously were enlisted men have now passed out of these ranks and into those of an officer.

There is a need of pilots and the enlisted men may sooner or later quality which will entitle him to 50 per cent increase in pay.

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Caproni Sees Wonderful Future Facing Aviation

(By Countess Maria Albertini Loschi of the Foreign Press Service.)
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Rome, Nov. 1.—Our workers in aviation at Zivzola have never gone on strike," said Gianni Caproni. "They seem too interested in the development of aviation to think of social war. Naturally we have not ignored the tendencies toward social evolution here. Someone recently put forward in our shops a program for an aviation soviet. I had no reason to complain personally, for the workers offered me a salary of sixty thousand. That is much more than I ever got from the government."

The jocular air of this industrial pioneer in Italian aviation was easy to understand. Zivzola-brughiera, a picturesque Lombard town on the banks of the Ticino is a beautiful spot. Caproni loves it because there his first inventor's shop was located. He had seen that shop grow into a great aviation school, at a time when flying was less encouraged and much less understood than today. Now it is the site of his great factories for flying machines. Each workman here has a comfortable cottage. The aviation works, besides, have their own outdoor and indoor baths and gymnasiums, their own movie theatre, their own automobiles for picnicking trips. There are school and university scholarships for the children of the workmen.

I was asking Caproni his opinion of the various trans-Atlantic flights and the reasons why Italy did not compete. "I believe our Italian machines could have crossed the Atlantic three years ago," said Caproni. "We were ready to try, but the government was not at all interested, perhaps rightly so, because then there was plenty of other things to worry about." Just a suggestion of disappointment flitted across the face of the clever inventor, to whom the world owes the crea-

tion of the most stable of all machines, the Caproni plurimotor and pluri-pilot aeroplane which made possible the alternate use of engines, offering the best possible security for long flights such as that across the Atlantic.

"Now however," continued Caproni, "the time for stunt flights is passing. We are entering a great commercial era in aviation, and the competitions of the immediate future will be industrial competitions. Government patronage is going to be replaced entirely by private enterprise. Aviation has got to make good on its own feet, or wings, if you wish—as something that pays."

"What is to be the part of Italy in this effort?" I asked.

"Up to yesterday," answered Gianni Caproni, "Italy had three hundred and fifty thousand specialized workmen in aviation, not to mention her army of pilots whose competence everybody knows. This gives us an excellent start, because, as you are doubtless aware, in the manufacture of aeroplanes, eighty per cent of the success depends on workmanship and only twenty on raw materials. Italy cannot plead poverty of resources, if she falls behind in aviation. We have then a natural, a geographical advantage. Italy is a natural stopping place for aerial navigation between the West and the East. We are going to become one of the great 'aerial docking places' of the world. The conditions which made Italy the greatest medieval maritime nation may reappear to some extent in aviation."

Something of what Caproni was thinking of could be seen from the great plane beside which we were standing. It was a plurimotor and double-decker Caproni triplane, with seats for forty persons—and all the conveniences of home besides. Why a similar machine could not be made for a hundred people, promenade decks and all was surely not obvious to the

simple-minded observer. "What will the world be like, when aerial navigation between the nations becomes an ordinary fact of life," I asked.

"The aerial age," said Caproni, "will be the beginning of real contact and understanding between peoples. There will be a blending of political ideas, and systems, a close interchange of manners and customs, not to mention fashions and the like. Just imagine! A New York specialist will be able to answer an urgent call for an operation in London in a few hours. If you think your dealer is not giving you real Turkish cigarettes, you can take a hop to Constantinople or Pera and get some for yourself. If your husband scowls at your frock in the morning you can run over to Paris and come back with a new one in time for dinner. If he says some evening that he must go to the club, you can answer, 'Very well, I'll just drop down for a call on Edith at Rio Janeiro. See you later.' There is no limit you see, to what aviation may do for the world."

"Is that all you are going to do for the women folks?" I asked.

"We can offer you jobs in our shops," he replied, "We used a great many women, especially at Taliedo, during the war, and they gave excellent results."

"And how about—"

"Yes, yes, everything, schools for girls, gymnasia, shower baths maternity hospitals, recreation rooms, all the up-to-date stuff. The social reformers have got to fly some to catch up with aviation. We are too busy to bother with Bolshevism."

And it was easy to see why Gianni Caproni was popular with his men.

HIS PROUDEST "HONOR."

Lieut. Commander Read received many medals for his Trans-Atlantic Flight, but his proudest honor was that conferred by his mother when she pinned a rose on his blouse.

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ITINERARY OF NC-4.

The following schedule covers trip of NC-4 from Washington, D. C. to the end. All dates are subject to change due to weather conditions etc. Attention is called to the fact that the dates given are the dates of leaving the corresponding towns. Date of arrival in a town is in every case the same as the date of leaving the preceding town. The Naval Recruiting Officers along the route will be kept informed by Lieut. Commander Read of the progress of the tour:
Washington, D. C., October 18.
Norfolk, Va., October 23.
Charleston, S. C., October 27.
Savannah, Ga., October 27.
Jacksonville, Fla., October 30.
Miami, Fla., November 3.
Pensacola, Fla., November 5.
Memphis, Tenn., November 6.
Cincinnati, Ohio, November 10.
Louisville, Ky., November 13.
Owensboro, Ky., November 15.
Evansville, Ind., November 17.
Paducah, Ky., November 19.
St. Louis, Mo., November 22.
Cairo, Ill., November 25.
Helena, Ark., December 1.
Arkansas City, Ark., December 3.
Greenville, Miss., December 5.
Vicksburg, Miss., December 8.
Natchez, Miss., December 10.
Baton Rouge, La., December 13.
New Orleans, La., December 17.
Galveston, Texas December 17.
Mobile Ala., December 22.
Pensacola, Fla., December 22.

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Secretary Daniels "Tries Out" The NC-4



Secretary Daniels made his first inspection of the NC-4, the first trans-Atlantic plane, and tried a seat in the cockpit, when it was brought to Washington to be made ready for tour of Atlantic coast and gulf cities. Lieutenant Commander Read also is seated in the plane. After its exhibition tour the NC-4 will be brought back, dismantled and placed in the National museum.

NOTICE

TO ALL AUTOMOBILE OWNERS

Effective since October 29th, we have changed our hours of closing, and will observe from this date the following hours in our sales department:

Mondays, Tuesdays, Wednesdays, Thursdays and Fridays Closing at 8 P. M. : : : : Saturdays Closing at 10 P. M.
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