

HOP-OFF FOR AZORES AGAIN IS POSTPONED

Disturbance in North Atlantic Prevents Flight.

COMPANY OF NC-4 DESIRED

Commander Would Have Three Go Together but Would Not Sacrifice Weather in Waiting.

TREPASSEY, N. F., May 12.—If Commander John H. Towers, director of the navy's trans-Atlantic flight, planned a "hop off" today of the NC-1 and NC-3 for the Azores, a disturbance prevailing late this afternoon in the North Atlantic compelled him to change his mind.

Commander Towers said he would like to have the NC-4 join the division before the start, but that he was unwilling to sacrifice favorable weather in waiting.

The Americans were confident that the meteorological conditions which caused them to leave their base would keep the British aviators, Harry G. Hawker and Captain Frederick P. Raynham, land-bound at St. Johns.

Further Delay Possible. Indications tonight were that the weather will be unfavorable again tomorrow.

WASHINGTON, May 12.—Official announcement was made by the navy department today that upon the outcome of the proposed test flight of the new navy dirigible C-5 from the naval air station, Montauk, N. Y., to St. Johns, N. C., would depend the plans in regard to the possibility of a later trans-Atlantic flight by a dirigible. The flight to New Foundland, a distance of approximately 1,000 miles, it was said, would be made "whenever weather conditions are favorable."

In making this announcement the navy department disclosed much data regarding the C-5 not heretofore published. The new dirigible, which was commissioned only a week ago, is commanded by Commander E. W. Coll and the members of the crew are Lieutenants J. V. Lawrence and M. H. Easterly, Ensigns D. F. Campbell and Chief Mechanist's Mates T. L. Moorman and S. Blackburn.

C-5 Non-Rigid Airship. The C-5 is a twin-engine, non-rigid airship with two 125-horsepower engines. The dirigible has an envelope displacement of approximately 175,000 feet, an envelope length of 192 feet and an envelope diameter of nearly 42 feet, making her the largest of the navy's airships.

The normal speed of the C-5 is placed in the navy department's announcement at 50 miles an hour, with an endurance at normal speed of ten hours. However, in addition to the fuel load of 4,000 pounds and to the crew of six, it was learned that provision can be made for a greater gasoline-carrying capacity, thus increasing her cruising ability beyond the estimated 500 miles. At a speed of 42 knots the airship has a fuel consumption of ten gallons.

Ocean Trip Held Possible. Officials at the navy department appear to be entirely confident that the C-5 has ample endurance to cross to Europe without a stop. There is a general belief at the navy department that the trans-Atlantic attempt will be ordered immediately after the arrival of the C-5 at St. Johns and before the naval craft patrolling the Atlantic for the flight of the hydrogen-carrying machines, the NC-1 and NC-3 have dispersed.

The department put finishing touches today on preparation for the start of the two seaplanes, NC-1 and NC-2, from Trepassey bay, N. F. The start may come at any time now, depending on weather conditions. Commander Towers today sent in his official account of the flight from Rockaway.

Trip Details Recounted. "Left Rockaway in NC-3, accompanied by NC-4 and NC-1, at 10 A. M., May 8, proceeding in formation along south coast of Long Island; thence over Vineyard sound to Chatham; thence to Seal Island. I received radio from NC-4 at 2:10 P. M. that they were running on three engines and might be compelled to land. NC-4 dropped astern and shortly later was lost sight of. It was believed that she had turned to land near the McDerrutt, which was barely visible off our port quarter.

"From Seal Island proceeded in company with NC-1 to Nova Scotia and up the coast to Halifax, NC-3 landing at 7 P. M., and NC-1 at 7:10 P. M. Made arrangements to leave for Trepassey at 8 A. M., May 9, but discovered cracked tip on pusher propeller of NC-3 and three propellers of NC-1 in similar condition. Obtained spare hubs from Canadian air station and replaced damaged propellers with spares from Hamilton. On attempting start on the morning of May 10, engine started on pusher engine NC-3 broke. Signaled NC-1 to proceed to Trepassey. Replaced starter and left Halifax at 8:15 A. M.

Landing Proves Difficult. "Landing 28 miles northeast of Halifax, examination showed starboard tractor propeller had cracked tip. Returned to Halifax, arriving at 10:30 A. M. Removed propeller from center tractor engine and put on starboard tractor. Left Halifax at 11:40 A. M. and proceeded to Trepassey, landing at 6:30 P. M. Total time from Halifax to Trepassey was six hours and 50 minutes; NC-1, six hours and 56 minutes.

"Each seaplane spent approximately 40 minutes maneuvering for landing at Trepassey under very adverse weather conditions. Winds as high as 45 miles an hour were encountered, although fairly smooth air was found at 3,500 feet. Engines functioned well on both legs. Radio telegraph maintained excellent communication. Navigation was rendered difficult by the high velocity and varying direction of winds and necessity of flying high to avoid rough air but means are regarded as satisfactory.

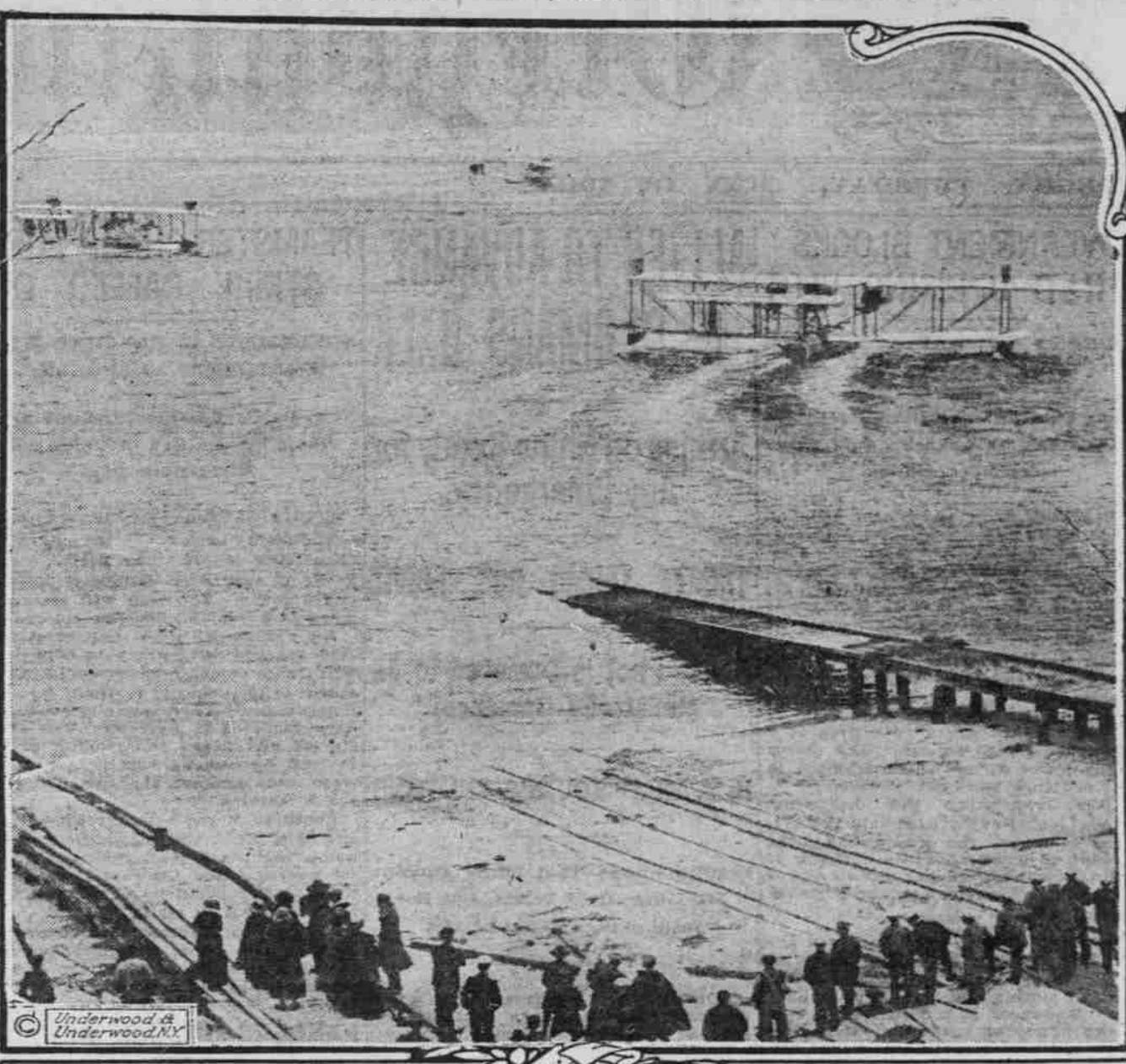
"Are engaged in overhauling and re-fueling NC-3 and NC-1 and will start for Azores when conditions are favorable."

AUSTRIAN FRONTIER FIXED

(Continued From First Page.) nations, with the reply to Count von Brockdorff-Rantzau said had been referred to a committee, had not reached the committee on the league of nations today, but members of the committee

BELLANS' Hot water Sure Relief FOR INDIGESTION

FIRST PHOTOGRAPHS ILLUSTRATING START OF TRANS-ATLANTIC FLIGHT.



Top—Three seaplanes making start. Below—NC-1 just before she started. The two figures on the end of the fuselage (from left to right) are Lieutenant-Commander P. N. Bellinger and Lieutenant-Commander G. D. Murray. To the right are Lieutenant-Commander Mitscher and Lieutenant Barin, pilots. The civilian in back with the cap is Harry Johns of the Curtiss company.

said it was in the form of a general thesis on the merits of a world parliament.

PARIS, May 12.—(By the Associated Press)—President Wilson spent some time today with the American commissioners who have been considering the various phases of the peace treaty. It was pointed out that there are so many points of similarity between the Austrian and German treaties that an enormous amount of time would be saved by preparing the document relating to Austria at once.

STRASSBOURG LIKES PACT

Peace Treaty Is Said to Impress Leaders Favorably.

STRASSBOURG, May 12.—(French Wireless Service)—Industrial, commercial and political leaders in Strassbourg and Alsace are said to be impressed most favorably with the peace terms raised as a port unless Kehl is joined to Strassbourg for 15 years and the French are given the right to establish a toll bridge across the river.

Americans to Be Withdrawn.

ARCHANGEL, Saturday, May 10.—(By the Associated Press.)—Tentative arrangements are being made to begin withdrawal of American troops from north Russia early in June, but no definite orders have as yet been received by the American commander. American troops have not been engaged on a large scale in the past month's fighting.

ARMENIA ASKS U. S. HELP

DELIVERANCE FROM TURKS UPPERMOST IN MINDS.

Paris Scheme of Investigating Mission Opposed and Full Independence Now Sought.

BY WILLIAM T. ELLIS. (Copyright by the New York Herald Company. All rights reserved.)

CAIRO—Sahak II, the Armenian Catholicos of Cilicia, passing through Cairo and learning somehow of the presence of a Herald correspondent, sought opportunity to send to America at once the thanks and the hopes and fears of the Armenian nation.

His holiness was kept in exile by the Turks during the war and, like all Armenians, he is bitter against them. He says "they are still massacring Armenians at Aleppo, where a thousand have recently been slain." When I suggested that the official figures of the British, who are in control in Aleppo and who put down the uprising, are less than fifty dead he shrugged his shoulders.

At this point the young Armenian officer who was interpreting broke in on his own account with: "Sir, these old men don't know anything. I tell

you that we young men of Armenia are resolved upon one thing. If Armenia does not get her liberty—that is, all she claims—there will be no peace for the world. We Armenians will fight until the last."

We discussed figures of population at length, but his holiness and the bishop who accompanied him refuse to accept any of the statistics of the standard authorities, insisting upon a much greater number of Armenians—more than three millions in Turkey and a million and a half in the Caucasus.

Contrasting the Armenians with their neighbors, he declared that every Kurd is a bandit; the Circassians are the same. The Turks live only off the prosperity of the Armenians, who are industrious, enterprising, successful and enlightened Christians.

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CARRIERS WORK TOGETHER

RURAL ROUTE OPERATORS PLAN FOR CO-OPERATION.

Beaverton Is to Be Headquarters of \$2500 Corporation Created by Tri-County Association.

BEAVERTON, Or., May 12.—(Special.)—Forty rural mail carriers, members of the state association residing in Washington, Multnomah and Clackamas counties, who gathered here yesterday for a combined picnic and business session, decided that Beaverton should be the principal place of business of a corporation with a capital of \$2,500 whose purpose will be co-operative buying for rural carriers and postal employees.

OREGON MEN ON WAY HOME

Two Officers and 34 Men of 162d Infantry Leave Havre.

OREGONIAN NEWS BUREAU, Washington, May 12.—Two officers and 34 men, understood to be practically all from Oregon, are with company H, 162d infantry, which sailed on the Rochambeau from Havre for New York, May 10. These men will be sent to Camp Lewis.

JUST SEE HOW POSLAM HELPS SKIN OVERNIGHT

Poslam soothes, refreshes and heals suffering skin, with never a possibility of harm. A first experience with Poslam will prove its value. For instance, apply a little on some affected part at night. In the morning, your own eyes find evidence of its healing work.

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