



## DIRIGIBLE, BLOWN AWAY, FALLS IN SEA

### Blimp Sighted 85 Miles Off Coast by Steamer.

## DESTROYER GOES TO RESCUE

### Giant Airship Breaks From Grasp of 100 Men.

## ATLANTIC DASH DELAYED

### Navy Department Officials Expect to Send Another Balloon to Try Trip, It Is Reported.

ST. JOHNS, N. F., May 15.—The United States navy dirigible C-5, which escaped from its moorings here this afternoon, dropped into the sea about 85 miles off shore, according to a radio message received tonight by the cruiser Chicago from an unidentified British steamship.

The steamship said it was standing by the dirigible. The destroyer Edwards, which went out in pursuit of its position and started at once to salvage the ship.

ST. JOHNS, N. F., May 15.—Plans of the United States navy for a trans-Atlantic flight by a dirigible received a serious jolt today when the giant "blimp" C-5 burst from her moorings in a gale and was swept out to sea soon after she had arrived from Montauk Point, after being in the air continuously for 23 hours and 45 minutes.

The destroyer Edwards immediately set out in pursuit, with orders to bring the big gas bag down with anti-aircraft artillery if necessary. Even if the Edwards is able to rescue the "blimp" before some serious misfortune befalls her, it probably will require some time to repair the damage which may result from her fall into the ocean.

Officer Nearly Carried Away.

Lieutenant Charles G. Little of Newburyport, Mass., who was given charge of the C-5 after her crew had been bundled off to bed aboard the cruiser Chicago, was almost carried away by the fugitive gas bag while making a nerve attempt to deflate it.

Seated in the blimp's nacelle when she broke away, he seized the rip cord and gave a tug which should have opened the big envelope and permitted the gas to escape. The cord broke, however, and Lieutenant Little, realizing he would be unable to bring the ship down, leaped out from a height of 25 feet. His only injury was a sprained ankle.

The escape of the C-5 followed a long struggle by sailors from the cruiser Chicago to prevent its injury when gusty winds swept across its mooring place in Quividi basin and began to swing it about. Several of the sailors, clinging to guy ropes were thrown down by the dirigible's final tug, but none was injured.

New Battle Six Hours.

A landing crew of 100 men under the direction of Lieutenant Little had fought with the gale for control of the C-5 for six hours before it broke away.

Wholly unsheltered on the windswept field, the dirigible pitched and bucked, stripping her bottom of canvas and then tearing the bow planes away. Fenders were placed to blunt the shock and the men of the landing crew rode wildly as they clung to the car through its oscillations under succeeding gusts of wind, endeavoring to save it.

When the wind arose from 30 miles an hour to 40 the rigging on the nose

(Continued on Page 2, Column 1.)

## STORY OF TRANS-ATLANTIC FLIGHT BY THE WINNER TO BE PUBLISHED IN THE OREGONIAN.

The first trans-Atlantic flight by airplane, now about to start, is the biggest peace-time international event of years. A syndicate of American newspapers, of which The Oregonian is the only member in this field, has arranged with Lieutenant Commanders Tower, Read and Belling, U. S. N., who will command the three planes attempting the flight, for exclusive accounts by the winner, whichever one he shall prove to be, of the tremendous race.

The series of articles will appear at frequent intervals over a period of 30 days following completion of the flight and their arrival in a European port. They will include a complete history of the trip, and such preliminaries as may be of interest. Photographs taken from the planes also will be included in this service. They will be reproduced in The Oregonian.

## U. S. PLANES START TO FLY OCEAN, BUT FAIL

### MACHINES ARE FOUND TO BE LOADED TOO HEAVILY.

## NC-4 Arrives and Plans Are for Three Craft to Make Atlantic Flight at Same Time.

TREPASSEY, N. F., May 15.—The navy's two giant airplanes, NC-1 and NC-2, which have been waiting here for several days for a favorable opportunity to start their trans-Atlantic flight, apparently tried to "hop" today, but failed.

The two seaplanes late today taxied down the harbor, their fuel tanks full, but never left the water. While no official statement that the pilots intended to start their 1350-mile cruise to the Azores has been made, it is believed that had the planes been able to take the air they would have attempted the flight.

Fuel Is Discharged.

After cruising down the harbor both planes began discharging fuel, apparently in an effort to lighten their loads. Shortly afterward, however, they returned to the pier moored ships.

While the planes were still taxiing about the harbor, the NC-4, which last Thursday dropped out of the initial leg of the trans-Atlantic flight and put in at Chatham, Mass. for repairs, received. The failure of the NC-1 and NC-2 to start today may mean that the three planes will start together when they attempt to cross the Atlantic.

The NC-4 landed here at 5:37 P. M. Halifax time (New York 5:37 time), sweeping to its moorings in the harbor over the NC-1 and NC-2, which had just returned after an ineffectual attempt to get away on the 1350-mile flight to the Azores.

Lieutenant-Commander A. C. Read of the NC-4 hoped to have his machine overhauled and ready for flight with the other planes if they are able to get away tomorrow.

The crew of the NC-4 owes its chance for an even start from here with the sister planes to the fact that the NC-1 and NC-2 refused to rise from the water this afternoon with the heavy loads of fuel which had been taken aboard.

The NC-1, commanded by Lieutenant-Commander P. N. L. Belling, taxied off down the harbor at 5:04 P. M. Halifax time (4:04 New York time) hoping for a getaway. The NC-2, Commander J. H. Tower's flagship, followed 15 minutes later.

A short time later, however, both reappeared and coming to a stop near the mooring ships, apparently, to discharge excess fuel from the water.

A second attempt to "hop off" was not made, however, and the big seaplanes returned to their mooring places.

Plane Flies 72 Miles an Hour.

The appearance of the NC-4, which had been sighted shortly after the NC-1 and NC-2 taxied down the harbor, was believed to have influenced Commander Tower in his decision to postpone the "hop off" so that all three planes might start together.

The NC-4 apparently was unharmed by her flight from Halifax.

The NC-4 left Halifax this morning at 9:52 1/2 (8:52 1/2 New York time), but was compelled to land 30 minutes later at Story Head for repairs to the oil and gas lines. She resumed the flight at 11:47. Her actual flying time for the 160-mile trip was six hours and 20 minutes, making her average speed 72.5 miles an hour.

## YELLOW PERIL RISES AGAIN

### Sir Douglas Haig Declares Oriental Problem Serious Matter.

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LONDON, May 15.—(Special cable.)—Sir Douglas Haig, who was yesterday installed rector of St. Andrews university, referred in his rectorial address to the danger of the yellow peril. He needed only a little reflection, he said, to understand that this problem was a matter of the utmost seriousness, deserving all the thought that could be given to its solution.

The Chinese must eventually demand a place in the European labor market. India was beginning to turn toward social, industrial and political development. This tremendous problem was only soluble by giving all the races what he proudly regarded as British freedom and justice.

## GIRL FACES INSANE WARD

### Ruth Garrison Leaves Seattle for Walla Walla Penitentiary.

## TACOMA AWAITS CONTRACTS

### Portion of 174 Ships Interests Sound Shipping Interests.

## HARRISON RE-WEDS DAY HE'S DIVORCED

### Philippines Executive, 44, Bride Girl of 18.

## MANY OBSTACLES OVERCOME

### Divorce Case Pending in Sd Diego Concluded.

## ROMANCE BEGUN IN ANILA

### Quarantine and Mother's Objection Surmounted—Washington Co-Ed Governor-General's Wife.

CHICAGO, May 15.—(Special.)—Divorce proceedings, a diphtheria quarantine, angry college authorities, Chicago health officials—all these obstacles had to be overcome before Francis Burton Harrison, governor-general of the Philippine Islands, and the University of Washington co-ed, Miss Elizabeth Wrenmore could be married, but true love will prevail, they say, and it has.

Governor Harrison, 44 years old, and Miss Wrenmore, just turned 18, were married at 6 o'clock this evening at the Blackstone hotel by Rev. Johnston Myers of the Immanuel Baptist church.

Obstacle No. 1 was the divorce proceeding that Governor Harrison's wife, Mrs. Mabel Judson Harrison, was instituting in the superior court at San Diego, Cal. He took a long chance when he set the wedding for this evening, because until late this afternoon no word had been received from San Diego, but an Associated Press dispatch from there at last announced that the decree was signed at noon and he was free to select a new first lady of the Philippines.

Quarantine Small Matter.

Obstacle No. 2 was a quarantine for diphtheria out at the University of California, where Miss Wrenmore was studying, but that was a small matter when love called. She packed a small valise, didn't whisper anything to a soul, and took a train last week for Chicago, where she and the governor had planned to meet.

Up jumped the college authorities in the form of obstacle No. 3. They very indignantly telegraphed to the health authorities in Chicago: "Watch out for Miss Elizabeth Wrenmore. She has broken a diphtheria quarantine." The Chicago health officials met Miss Wrenmore at the train and she broke down and cried because it was the governor she wanted to meet.

But all is right now. They took throat cultures of Miss Wrenmore at the city hall for the last two days and on the slides there wasn't a single lonely diphtheria germ. So she was given a clean bill of health and if the

(Continued on Page 2, Column 2.)

## AMERICAN SHIPPING INTERESTS COMBINE

### ROBERT DOLLAR ELECTED HEAD OF NEW ORGANIZATION.

## REAL CONTENDERS FEW, WOOD LEADS

### General Appears to Be Republican Choice.

## FIELD IS MUCH REDUCED

### Lodge, Harding and Others Practically Out.

## DEMOCRATS FACE DILEMMA

### Third Run for Wilson or Some One Who Lacks Advantage of Running Start, Party's Flight.

## JAPANESE ENVOY ANGERED

### Explanation for Ishih's Return to Tokio Offered in Honolulu.

## HALF OF FORTUNE GIVEN

### Anonymous Donor Contributes \$750,000 to Centenary Fund.

## STRIKE REFUSAL APPROVED

### French Railway Men, by Vote, Say Working Conditions Improved.

## HURRY UP WITH THE PULMOTOR!

### General Wood now appears to be republican choice.

## DUTCH NOT ASKED TO SURRENDER EX-KAISER

### HOLLAND SAYS SHE WILL ACT ACCORDING TO LAW.

## WIMPEG HARD HIT BY GENERAL STRIKE

### Thirty Thousand Men and Women Quit Posts.

## FIREMEN JOIN IN WALKOUT

### Sixty Unions Rally to Support of Metal Workers.

## ARBITRATION PLAN REFUSED

### Gas and Water Works, Abandoned by City Employees, Manned by Private Citizens.

## INFLUX OF CHINESE DENIED

### German Propaganda in Mexico Is Held Responsible.

## POLES WILL GET NO NAVY

### Request for German Warships Is Refused by Allies.

## MEAT PRICES TO STAY UP

### Pre-War Figures Cannot Return for Many Years.

## INDEX OF TODAY'S NEWS

### The Weather.

### Foreign.

### Domestic.

### National.

### Commercial and Marine.

### Sports.

### Portland and Vicinity.

### General.

### Local.

### Editorial.

### Advertisements.

### Obituary.

### Legal.

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