

NAVY BOATS MARK COURSE OF FLIGHT

Destroyers Stationed Almost Every Fifty Miles.

FLARES TO BURN AT NIGHT

Radio Communication Will Be Kept Up Between Planes and Ships Throughout Voyage.

WASHINGTON, May 17.—Coincident with the start from Trepassey Bay, N. F., today of the American navy seaplanes in an effort to make the first trans-Atlantic air passage the navy department made public an order, issued April 15, which governs the action of every aircraft and naval vessel connected with the long flight and provides against almost every possible emergency which may arise during the aerial voyage. The order contains more than 2000 words and is one of the most comprehensive ever issued by the department.

When the plan for the trans-Atlantic flight was first conceived, the task of safeguarding the seaplanes and of obtaining meteorological data necessary to the venture was assigned to the commander of the destroyer force. The order, which was made public today, thus was issued by Captain Harris Laning, chief of staff, destroyers force.

Navy Boat Provides 50 Miles.

The order provides for the stationing and movement of destroyers, four battleships and a number of auxiliary naval vessels in connection with the flight. Although issued at New York a month prior to the actual start of the hazardous journey, the details of the order have been followed without the least hitch throughout the flight.

The route which the seaplanes are to take to the Azores is marked by a ribbon of destroyers stationed about 50 miles apart. These vessels have been on their stations for several days and have kept the department here and the naval officials at Trepassey Bay constantly informed as to meteorological conditions along the coast.

In addition to the destroyers, four battleships, the Florida, Utah, Texas and Wyoming, have been stationed on the outskirts of the course to furnish further meteorological data throughout the flight.

Constant Communication Assured.

The seaplanes are in constant communication with the naval vessels at all times. Every precaution has been taken to safeguard the fliers. In addition to the radio communication the destroyers along the coast are provided with special illuminating torches, star shells and flares for use at night to mark the course and are in constant readiness to answer S. O. S. calls or other distress signals, should accident befall one of the big planes.

Twenty-one destroyers are stationed on the Trepassey-Azores leg with four additional vessels in reserve to replace any craft which may be called upon to answer an S. O. S. signal or itself become disabled. As the seaplanes pass above a destroyer the latter obtains radio communication, ascertains the condition of the planes and indicates the true course to the next vessel.

During the night the destroyers on stations 1 to 5 will keep brightly illuminated to provide against the seaplanes missing a ship and thus losing the way. To guard further against this contingency the destroyers are ordered in the event the seaplanes have not been sighted at the approximate time they should arrive, to make smoke clouds, searchlights, flare star shells and notify the next ship to the westward. The next vessel in the line will make the same signals for three-quarters of an hour before the planes are due to arrive.

Flyers to Carry Colored Rockets.

Upon being notified that it has been sighted by planes or when a station ship sights the flyers, the vessel will immediately stop smoking or firing star shells, will take the exact course to the next station and will act slowly on that course to indicate the proper route, and will keep in radio communication with the flying ships.

Flares for use at night on the water during darkness will indicate their position and condition by radio, rockets and flares with the following meanings: Green star shell—flares are ordered; red star or flare—assistance required. In the event that one plane is forced to land the others will remain in the vicinity until a report of her condition is received or assistance arrives.

BIG SEAPLANES ARE OFF

(Continued From First Page.)

pected to determine the flying altitude, but it was believed 5000 feet would be the limit.

The NC-4, which was left behind at the start from Rockaway Beach by her sister craft because of engine trouble and arrived here from Halifax only yesterday, was in the air today almost as soon as the flagship, rising after a swift 25-minute cruise about Matton harbor.

The NC-1 made two unsuccessful attempts to leave the water while Commander Towers' plane soared above it and the NC-4, but finally it rose nine minutes after the flagship and followed in the wake of the others, which headed for the east as soon as it took the air.

The aviators held a conference shortly before the start to decide means of lessening the 28,800 pounds burden which contributed yesterday to the inability of the NC-1 and NC-3 to rise from the water and to select a place for the "take-off."

It was decided to attempt the ocean flight with the planes weighing 28,200 pounds, leaving behind spare propellers and cutting down the gasoline supply from 1780 to 1630 gallons.

The crews of the three planes are as follows:

NC-1—Lieutenant Commander P. N. L. Bellinger, commander; Lieutenant-Commander M. A. Mitscher and Lieutenant L. T. Barin, pilots; Lieutenant Harry Sadenwater, radio operator; Chief Machinist's Mate C. I. Kesler, and Machinist Rasmus Christensen, engineers.

NC-3—Commander Towers, in charge; Lieutenant-Commander H. C. Richardson and Lieutenant D. H. McCulloch, pilots; Lieutenant Commander

R. A. Lavender, radio operator; Lieutenant Braxton Rhodes and Boatswain L. R. Moore, engineers.

NC-4—Lieutenant Commander A. C. Read, commander; Lieutenant Walter Hinton and Lieutenant E. F. Stone, pilots; Ensign Charles Rodd, radio operator; Lieutenant J. L. Breese Jr., and Chief Machinist's Mate E. S. Rhodes, engineers.

PONTA DELGADA, AZORES, MAY 16.—(8:30 P. M.)

(By the Associated Press.)—Final preparations were made tonight to receive the American naval seaplanes which are expected to arrive tomorrow, and the section of Ponta Delgada harbor where the planes will be moored has been cleared of all craft to allow a safe landing.

Supply Boats Ready.

If the seaplanes follow the scheduled course they will first sight land at Corvo, which is 300 miles west of Ponta Delgada. Supply boats have been stationed at Corvo and also at Horta, on the southeast coast of the island of Fayal, in case a forced landing is necessary. Two destroyers are being held in readiness to go to the assistance of the aviators if they are unable to find the harbor. All the destroyers between the Azores and Lisbon are in position.

Intense interest in the flight is being manifested here, hundreds of persons crowding the waterfront daily, awaiting the flyers.

ST. JOHNS, N. F., May 16.—Harry G. Hawker and Frederick P. Raynham, the British airman, announced that mid-Atlantic weather conditions forbade a start with their machines.

FLIGHT APPEALS TO BRITONS

Start of American Aviators Hailed With Keen Interest.

(Copyright by the New York World, Published by Arrangement.)

LONDON, May 16.—(Special cable.)—Great Britain today hailed the start of the Americans on the trans-Atlantic flight with keenest interest, but there was some disappointment that the British machines were unable to attempt a non-stop flight.

Interest had been lagging until this evening's papers brought the first news that a start had been made by the Americans, because of the frequent but never materializing predictions of a get-away by Raynham and Hawker.

Impetus to world flying, if the Americans succeed, and the experience gained are expected to influence long overseas flights in the future. The greatest praise is expressed for the organization of the American flight and many experts hold the opinion that non-stop Atlantic flights should not have been attempted until such a plan as evolved by the Americans had been devised.

JAIL INMATES ON STRIKE

IMPRISONED I. W. W. IS LEADER OF REFUSAL TO WORK.

Hourly Rollcall Keeps Twenty Mutineers in Line in Their Defiance of Authority.

SAN FRANCISCO, May 16.—(Special.)—Under the leadership of Albert Whitehead, convicted I. W. W. prisoner serving one year in county jail No. 2, the 20 striking prisoners of that institution today showed no signs of weakness in their refusal to go to work. Whitehead has the men organized. Every hour he calls the roll of the 20, asking each if he wants to return to work, and each answers with a vociferous "No."

The strike has been in force for a week and is still going strong. The prison officials say its inception occurred with the advent of the prisoners convicted at Sacramento—Whitehead, Harry Donovan, Wilbur Miller, W. H. Faust and Charles Koenig.

Almost immediately after their arrival, according to Sheriff Finn, the men began to spread their "no work" propaganda and one by one began to gather recruits until the situation grew serious.

Albert Whitehead, the alleged leader of the strike, is being held for deportation by the United States immigration authorities. He has been convicted of disloyal acts and is not a citizen of the United States. The strike is being investigated by United States Marshal Holohan, under whose jurisdiction the five federal prisoners are being held. They may be segregated.

GIANT UNITED STATES NAVAL SEAPLANE, WHICH WITH TWO OTHERS, LEFT FOR FLIGHT ACROSS ATLANTIC OCEAN VIA AZORES.



PHOTOGRAPH SHOWS NC-4 IN HANGAR AT MONTAUK POINT, N. Y. PREVIOUS TO START ON FIRST LEG OF JOURNEY.

RESCUE SHIPS PATROL COURSE OF AIRPLANES

Chain of Destroyers Extends to Portuguese Coast.

SAFETY STEPS PARAMOUNT

Commander Towers Is Confident Air Cruise to Europe Will Be Demonstrated Success.

TREPASSEY, N. F., May 16.—When the giant American hydroplanes sped away into the east over the Grand Banks and the broad Atlantic, they entered upon a course not only carefully charted but rescues of smaller vessels all the way to the Portuguese coast.

Looking upon the cruise not as a sporting venture, nor as an attempt merely to win for the United States the honor of the first trans-Atlantic air flight, but as an undertaking for the advancement of science and seamanship, the American navy placed its own vast resources at the disposal of the aviators and enlisted those of other government departments in an effort to assure the safety of the crews and to reduce to a minimum the element of chance in the project.

Destroyers Give Protection.

A flotilla of destroyers, reinforced by battleships whose more powerful wireless equipment was intended to pick up messages from the flyers in case the mid-Atlantic weather conditions forbade a start with their machines.

WARSHIPS FRONT SMYRNA

ALLIED NAVAL CONCENTRATION HAS BEGUN.

Movement Is in Line With Mandate to Greece to Administer Asiatic City.

PARIS, May 16.—An extensive allied naval concentration has been begun at Smyrna in accordance with a mandate to Greece to administer the city.

The British and the French each have fleets on the scene with landing parties. The Greeks have a battleship and five gunboats and the Italians have five large warships. The United States naval forces are the battleship Arizona and four destroyers. Various allied naval contingents are drawn from the forces in the Adriatic and the Black sea.

Troops also are being concentrated from Saloniki. It is understood that British and French forces are co-operating in the Greek administrative mandate.

The Italian attitude has not been disclosed, but the recent landing of Italian troops at Adalia, on the southern coast of Asia-Minor, and the presence of an Italian squadron at Smyrna leads to the belief that Italy is seeking to safeguard her interests in Asiatic Turkey.

Advices to the peace conference say that transports carrying Greek troops have sailed from Saloniki for Smyrna.

In connection with the military and naval movement at Smyrna, L'intransigent says that allied troops already have been debarked. It says that the concentration at Smyrna is taken against the day when peace conditions imposed on the Turks will be put into effect and when the Turks may be invited to leave Europe.

ATHENS, Wednesday, May 14.—Greek forces landed today at Smyrna, the news being received here with great enthusiasm.

A Paris dispatch Thursday stated that "an important point," in Asia Minor pertaining to the movement finally were deleted and the report adopted for five years with the understanding that the question would be brought before the assembly later. Alliance of all Protestant churches is the foundation of the inter-church world movement.

The new era report, as adopted, urges that arrangements be made for the caring of returning soldiers and sailors and that positions be found for reserve ministers who serve in the war. The report advocates that a greater brotherhood between employer and employe as a means of eradicating bolshevism and I. W. W.ism be brought about and states that the church is the most influential society to bring this about. The report also advocates sex equality in church matters.

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Great Britain's national debt is now more than \$25,000,000,000. This sum equals the cost of 180 Panama canals.

SOUTH BEND WOMAN GONE

Police Asked to Aid in Search for Alice Hudson.

The sheriff of South Bend, Wash., has asked the local police to assist him in locating Alice Hudson, 36 years old, who, he reports, disappeared mysteriously from South Bend on May 12.

The missing woman is described as five feet three inches in height, slender build, dark hair, large blue eyes, light complexion, and attired in a black velvet suit with trimmings around the collar and sleeves, and navy blue chiffon hat with light trimmings, gray gloves and black high top shoes. It is said that she is mentally deranged and that she is under a delusion that she is going to England.

HUNS HAVE NO CHAMPAGNE

Charges of High Living by Delegates Are Denied.

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VERSAILLES, May 16.—(Special.)—

of the expedition, the three planes set out in command of Mr. Towers, Lieutenant-Commander A. C. Read and Lieutenant-Commander P. N. L. Bellinger.

Commander Towers, who is 34 years of age, was born in Georgia and entered the Naval academy in 1902. After service on various warships he was assigned to the aviation section for instruction three years before the outbreak of the European war. Midwinter of 1912 found him in charge of the aviation camp at the Guantanamo maneuver grounds of the Atlantic fleet, which in September, 1914, as a lieutenant, he went to London as assistant to the American naval attaché. After a tour of duty on the staff of the chief of operations at Washington, during which he participated in the selection of aviation stations and won his commission as commander, Mr. Towers was designated early this year to develop the plans for the trans-Atlantic flight.

Lieutenant-Commander Read, 32 years of age, was born in New Hampshire. After leaving Annapolis he filled varied assignments until 1915, when he reported at the naval air station at Pensacola, Fla., for instruction. Two years later he took command of the aviation station at Bay Shore, on Long Island, later assuming a similar post at Miami, Fla. While on the staff of the chief of naval operations at Washington the following year he was detached for temporary duty in connection with the camouflage of sea planes at Hampton Roads, Va., later holding changing assignments until he was named for participation in the trans-Atlantic flight.

Lieutenant-Commander Bellinger, born in South Carolina 32 years ago, went to Annapolis in 1907, and served on duty, which included command of a submarine. He returned to the academy for aviation instruction in 1912, and the following year was assigned to Guantanamo air squadron. After service in 1914 on the staff of the chief of naval operations, he was assigned to the Pensacola station, where he won promotion to the command of the Hampton Roads aviation camp, to which he was later transferred. He was on detached duty department duty when he was selected as one of the trans-Atlantic flyers.

The battleship New York, Arkansas, Utah, Florida and Texas, with Rear-Admiral Rodman's flag flying from the first named, are at sea with the destroyer patrol, which is commanded by Rear-Admiral Plunkett on the cruiser Rochester.

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"THE STORE THAT UNDERSELLS BECAUSE IT SELLS FOR CASH"

Saturday's Special Bargain Budget

Unusual Economy Opportunities!

A Complete New Stock of

Mary Jane Pumps

For Both Women and Misses

In our popular shoe section—Basement—we have gathered a splendid stock of the fashionable Mary Jane Pumps in patent leather. Good reliable footwear with good soles and trimmed with neat bow. All sizes for women and misses priced as follows:

Sizes 5 to 8 at.....\$2.00	Sizes 11 1/2 to 2 at.....\$3.00
Sizes 8 1/2 to 11 at.....\$2.50	Sizes 2 1/2 to 7 at.....\$3.50

Boys' Tan Scout Shoes

An exceedingly durable shoe, made of dark tan calf leather with chrome leather sole and extra well sewed throughout. A splendid shoe for summer wear.

Little Gents, in sizes 11 1/2 to 13 1/2 at \$2	Boys', in sizes 1 to 6 11 at\$2.50	Men's, in sizes 6 to 11 at\$3.00
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A Sale of

DRESS SKIRTS

In Fashionable Styles

At \$2.98

About 120 fine dress skirts in this special assortment. Fashionable styles for both misses and women and especially suitable for street and sport wear. They come in checks, mixtures and plain poplins. Special \$2.98

Children's Coats

To Close Saturday at

Half Price!

A final disposal of some 100 fashionable coats at exactly half price. For that growing child you can well afford to purchase one of these fine coats to wear for best now, or for general wear next season. You have choice from silk or wool materials in checks, cords and mixtures. Sizes 2 to 6 in Copenhagen, tan, green, navy, black, white, henna, etc. All at one-half regular price.

Women's Kerchiefs 10c Each

Sheer batiste handkerchiefs, with white and colored embroidered corner. Also colored border effects.

Initial Kerchiefs 6 for 29c

Pretty initialed handkerchiefs of sheer batiste, with white and colored initials in block, old English and script styles.

Warships Front Smyrna

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Saturday Drug Sundries

5 Bars Ivory Soap for 25c	6 Cans Sunbrite Cleanser for 25c
Limit, 5 bars to each customer. None delivered except with other goods.	Limit, 6 cans to each customer. None delivered except with other goods.
Palm Olive Soap.....10c	LaBlache Face Powder.....55c
Creme Oil Soap.....10c	Java Rice Powder.....45c
3 for.....25c	Diana Face Powder.....39c
Violet Glycerine Soap.....10c	Armond Face Powder.....50c
3 for.....25c	Pebecco Tooth Paste.....45c
Rose City Glycerine Soap.....10c	Boradent Tooth Paste.....25c
3 for.....25c	Magic Dye Soap Flakes, all shades.....10c
Large can "Gets It" Hand paste.....25c	16-oz. bot. Cedar Polish.....35c

Store Opens at 8:30 A. M. Saturday at 9 A. M.

Roberts Bies.

The Most in Value—The Best in Quality

Store Closes at 5:30 P. M. Saturday at 6 P. M.

CHURCH IS IN QUANDARY

PRESBYTERIANS DEBATE ON WORLD MOVEMENT.

Question of Entrance Postponed by Delegates to Assembly After Several Hours' Debate.

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Women's Neckwear 75c

Pretty new collars, vests and sets in Georgette crepe, organdie, pique, satin, bengaline, etc. Plain, hand-embroidered and lace trimmed. Extensive variety of styles to select from.

Auto Caps 98c

A special underpricing of these serviceable caps for outing and auto wear.

Colored Maline 25c a yard

Fine quality waterproof maline in all colors excepting black and white.

Drape Veils Just Half Price

Entire stock of Drape Veils to go at one-half regular selling price. The assortment includes all styles and colors. Black, brown, white, navy, taupe, purple, plain, hexagon, mesh chenille, dotted mesh, chiffon border and handsome embroidered designs. Regularly selling from 50¢ to \$4. On Sale Saturday at Just One-Half Price

Slip-On Veils 25c Each

These extremely fashionable veils come in black, brown, navy, taupe, purple, chenille dot and embroidered motif or plain silk mesh.

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Sheer batiste handkerchiefs, with white and colored embroidered corner. Also colored border effects.

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