

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.

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 were 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 Every 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 course 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 planes 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 were 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.

Flares to Carry Colored Rockets. Upon being notified that it has been sighted by planes or when a station ship signals the fliers, the destroyer 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.

Planes forced to alight on the water during darkness will indicate their position and condition by radio, rockets and flares with the following meanings: Green star shell—retire off the water again, no assistance required; 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.

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 fliers.

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 Halted With Keen Interest.

(Copyright by the New York World, Published by Arrangement.) LONDON, May 16.—(Special cable.)—Great Britain today halted 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.

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 and repair ships 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 fliers in case the mid-Atlantic weather conditions failed to function, formed a chain of communication across the Atlantic while the planes were proceeding to their base.

The fleet will remain on station until the birds have passed, the destroyers so close together that an hour's steaming would bring one of them to the alighting place of any of the aircraft forced to descend. Mother ships, tenders and other naval units, at intervals along the course, have mechanics, tools, extra parts and gasoline aboard, ready to give aid which would make possible resumption of its journey by a plane put out of commission by slight defects.

The patrol fleet, in wireless contact throughout its length and in touch with the United States weather bureau, as well as ships of various nationalities cruising the middle Atlantic, will keep the aviators posted on weather conditions in the areas they are approaching, also co-operating with the navigators aboard the planes in directing the flight.

No Chances Taken. "Give us no luck, good or bad, and the trans-oceanic voyage should be made without trouble," said Commander John H. Towers, chief of the expedition, commenting before the "hop off" on the completeness of the navy's preparations. "We are not undertaking the impossible, we are not banking on chance. We are attempting a flight wholly within the mechanical possibilities of the NC planes, hoping to demonstrate, without reckless risk of life or valuable property, that an air cruise to Europe is a practical proposition."

Gasoline Supply Big. The naval aircraft, the NC-1, NC-3 and NC-4, huge flying boats which ascend from a "take-off" in the water and "land" also on the surface of the sea, are driven by Liberty motors, out to a plane and aggregating 1600 horse power. They are of the biplane type, with a wing span of 126 feet, length over all 69 feet and length of hull 44 feet. The craft weigh 15,100 pounds with navigating and wireless equipment aboard, but without crew and fuel. The total flying weight is 25,500 pounds.

The planes have a dual control system, with seats side by side and forward of the gasoline tank, for the pilots, each of whom has a complete set of instruments, including compasses. The navigating station, outfitted with the regulation marine instruments, is in the bow, while the engineer and radio operator occupy the main compartment at the tanks. The planes are expected to cruise, without winds, 75 (land) miles an hour and the gasoline capacity of 11,400 pounds will carry them more than 1500 miles, considerably in excess of the longest leg of the ocean flight—from Trepassey to the Azores—without refueling.

With Commander Towers in charge

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.

Battleships With Patrol. 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 was promoted to the command of the Hampton Roads aviation camp, to which he returned later in 1917. He was on detached duty department duty when he was selected as one of the trans-Atlantic fliers.

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. Wism 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.

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.

HUNS HAVE NO CHAMPAGNE Charges of High Living by Delegates Are Denied.

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

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

A Fine Lot of 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.

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.

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.

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.

Store Opens at 8:30 A.M. Saturday at 9 A.M. Robert's Biscuits 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.

ST. LOUIS, May 16.—After several hours' debate, delegates to the 131st general assembly of the Presbyterian church today postponed until later session the question of whether the church should enter 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. Wism 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.

German Food Minister Duncker emphatically denies charges made against him by French newspapers that he has bought heavily of wines and luxuries, particularly champagne. Duncker says the Germans have drunk only two bottles of this wine since their arrival at Versailles.

The French Societe des Artistes and Union des Comercants has drawn up a protest against the Germans having the use of the little Trianon Palace gardens while the rhododendrons and azaleas are in full bloom, thereby barring the French public from seeing this unique collection of flowers.

SIX GRADUATE AT FOSSIL. FOSSIL, Or., May 16.—(Special.)—Commencement exercises for the 1919 class of Wheeler county high school were held tonight in the school gymnasium. There were six graduates: Malcolm Keyes, Ingiba Keyes, Beth Keyes, Dorothy Kennedy, Jessie Berry and Margaret Simmons. Four members took the teachers' training course, and

SORE THROAT or Tonsillitis, gargle with warm salt water then apply—VICK'S VAPORUBS YOUR BODYGUARD—30¢, 60¢, \$1.20

BELLANS FOR INDIGESTION 6 BELLANS Hot water Sure Relief

Many School Children Are Sickly Mothers who value their own comfort and the welfare of their children, should never be without a box of Mother Berry's Sweet Powders for Children, for use throughout the season. They Break up Colds, Relieve Feverishness, Constipation, Teething Disorders, Headache and Stomach Troubles. Used by mothers for over 30 years. THESE POWDERS GIVE INSTANT RELIEF. All drug stores. Don't accept any substitute.—Adv.

Soothe Your Itching Skin With Cuticura All drug stores. Free of charge. Cuticura Soap, 25¢. Cuticura Ointment, 25¢. Cuticura Tablets, 25¢. Cuticura Lotion, 25¢. Cuticura Cream, 25¢. Cuticura Powder, 25¢. Cuticura Soap, 25¢. Cuticura Ointment, 25¢. Cuticura Tablets, 25¢. Cuticura Lotion, 25¢. Cuticura Cream, 25¢. Cuticura Powder, 25¢.

two the business course. Each member had a special part in the programme. The boys' and girls' glee clubs furnished music. The address to the class was made by District Attorney W. G. Trill of Fossil.

E. R. PARKER (Painless Parker) PAINLESS PARKER, Dentist 326 Washington St., Cor. Sixth

SAYS: The largest dental practice in the world is done under the E. R. Parker System. A large and successful business of any kind is only obtained by producing the best results at a cost within reach of all.

THE CHINA INN Broadway Bldg., 153 Broadway Up-to-Date Chinese-American Restaurant Dancing and Music. Special Sunday Dinner, 75c



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