



AVIATOR HAWKER OFF FOR IRELAND

Nervy Australian Decides to Risk Everything,

TO BEAT AMERICANS AIM

Most Perilous Airplane Flight in History Is Undertaken by Intrepid Birdmen.

RIVAL'S MACHINE IS WRECKED

Raynham Attempts to Follow but Meets With Disaster in Dash for Air.

ST. JOHNS, N. F., May 19.—Up to 2 o'clock this morning no word had been received from Harry G. Hawker since he started on his trans-Atlantic flight.

ST. JOHNS, N. F., May 18.—Harry G. Hawker, Australian aviator, and his navigator, Commander MacKenzie Grieve, tonight are winging their way across the Atlantic on the most perilous airplane flight in history.

The Australian late today decided not to delay longer and started for the Irish coast, despite weather conditions, characterized as "not favorable, but possible."

When Hawker's Sopwith plane disappeared from view it left behind the shattered hopes of his English rival, Frederick P. Raynham, who in attempting to follow the Australian with his Martinsyde plane, broke a rear axle on his machine.

Both Hawker and Raynham have been here for weeks awaiting favorable weather to start their flight for the \$50,000 London Daily Mail prize, but day after day the start was postponed because of unfavorable conditions.

The hundreds of persons lining the shore thought he was merely making a test flight; but suddenly he was observed to drop his landing gear, thus lighting the load, and only then were the spectators and Raynham aware that Hawker had decided to start his perilous flight.

Hawker and Grieve took the air at 5:55 P. M. today Greenwich time (1:55 P. M. New York time) and expected to reach the Irish coast in 20 hours unless some accident forces them to plunge into the sea.

When the Sopwith biplane passed from view beyond the hills to the northeast headed for the open sea, Raynham was tuning up the engine of his machine. Raynham and his navigator, Charles W. F. Morgan, instantly determined to follow him, for all their preparations had been made weeks ago.

As the Martinsyde taxied along the uneven surface of the runway preparatory to the take-off, the rear axle broke under its heavy load and the machine ploughed into the ground. Pilot and navigator were jammed in the wreckage but apparently neither was seriously hurt.

The 20-hour journey planned by Hawker would land him on the Irish coast at about 1:55 P. M. Greenwich time, tomorrow (9:55 A. M., New York time). He is flying straight for Ireland, winging his way regardless of shipping lanes.

Hawker got away in a lurching 300-yard run, bumping hazardously over the uneven field. The little plane careened and rocked recklessly until a hummock lifted it and its wings "took the air" for a low, swinging start.

WINNIPEG TRAINMEN ASK TO JOIN STRIKE

PARALYZING OF CANADA'S RAIL SERVICE IN PROSPECT.

Report Says Government Will Operate City's Industries Until Differences Are Settled.

WINNIPEG, Manitoba, May 18.—Labor unions tonight circulated a bulletin declaring that the railway-running trades had requested the trades council to call them out to join the general labor strike of more than 30,000 persons which had paralyzed industry here.

A strike by the trainmen would, it is believed, paralyze transcontinental freight and passenger service in Canada. Except for various rumors which could not be confirmed because of isolation from commercial or press communication with outside points, Sunday passed quietly.

Late tonight it was said that local officials and business men in conference with persons friendly to the unions had drafted a plan intended to bring the disagreeing factions together. This plan will be presented to the unions for official action soon, it was said.

'3 HACT HOPERA' IS GIVEN

Art Museum Stages Feature for Annual Exhibition.

A new art sprang into existence Saturday evening at the Portland Art museum with the production, "A Pieta, an Hopera by three Hacts," which was a feature of the annual exhibition and during the three "Hacts" music from all the various operas were played.

The Australian late today decided not to delay longer and started for the Irish coast, despite weather conditions, characterized as "not favorable, but possible."

PRISON MAY GIVE UP GIRL

Governor Asked to Consider Claims of Eugene Bad Check Operator.

EUGENE, Or., May 18.—(Special.)—Mrs. Ethel Scott, young and pretty stenographer, sentenced to the state penitentiary December for obtaining money under false pretenses by passing bad checks, may soon be paroled or pardoned.

It is said that Mrs. Scott has been ill for some time, underwent a surgical operation, and that she will be unable to recover unless removed from prison. Mrs. Scott was arrested at San Bernardino, Cal., last winter after having been absent from Eugene for a number of months.

GIRL SLAYER TO BE MOVED

Ruth Garrison Will Be Taken to Penitentiary Today.

SEATTLE, Wash., May 18.—Ruth Garrison, self-confessed murderer of Mrs. Grace Glatz Storrs, to whom she gave the King county jail early Monday morning for the state penitentiary at Walla Walla in the custody of a matron from that institution.

LAFAYETTE'S ROUTE CALLS

President Wilson Invited to Follow General's Footsteps.

PARIS, May 18.—(Havas.)—President Wilson was invited yesterday by the monument committee to dedicate the place where the monument to commemorate American intervention in the war will be erected, at the mouth of the Gronde. The chairman said the committee would be delighted if President Wilson, on returning to the United States, would depart from Pointe de Grave, from which Lafayette sailed when he left France to aid the American colonies.

SPOKANE JUDGE IS DEAD

E. H. Sullivan Came West in 1862. Attended Willamette University.

FLAGSHIP NC-3 AND MEN STILL MISSING

Destroyers and Battleships Searching.

NO WORD FROM CREW COMES

Big Seaplane Last Heard From Saturday Morning 9:15.

WIRELESS TO DESCENT

Crew of NC-1 Safe at Horta—Conflicting Reports Received as to Fate of Abandoned Craft.

LONDON, May 18.—Meteorological conditions favorable to a continuation of the trans-Atlantic flight of the American naval seaplane NC-4 from the Azores to Lisbon are reported by the air ministry in an official statement issued today.

WASHINGTON, May 18.—Apprehension as to the safety of Commander John H. Towers and his crew of four men, who in the seaplane NC-3 have been lost at sea for more than 40 hours, had begun tonight to displace the feeling of confidence among naval officials that the trans-Atlantic fliers soon would be found by searching vessels.

NC-3 Is Yet Missing. No word had been received from the NC-3 since 5:15 o'clock yesterday morning, when Commander Towers reported that his plane, the flagship of the squadron, was off her course some 300 miles off the island of Fayal, Azores. Dispatches from Rear Admiral Jackson, aboard the U. S. S. Melville at Ponta Del Gada, Azores, tonight said a gale was sweeping the seas northwest of the Azores and that high waves were running.

With the NC-4 at Horta, ready for the next leg of the trans-Atlantic flight and the crew of the NC-1 safely aboard the cruiser Columbia at Horta, the navy with its vast force of vessels concentrated to aid in the trans-Atlantic attempt was bending its energies to the finding of the lost fliers.

Many Ships in Search. Two battleships, the Florida and Texas, and nearly a score of destroyers were scouring the sea over a wide area all day today and tonight.

The fog, which, it is supposed, forced the NC-1 to the open sea, when within a few miles of Corvo headland, the objective, had been dissipated by strong westerly winds this morning, which increased to a gale by 9 A. M. and whipped up a choppy sea, the most menacing condition possible for a seaplane riding the ocean's surface.

Messages received from Rear Admiral Jackson late tonight telling of the damage to the NC-1 caused by the heavy sea running at the time the

WAR INSURANCE CHIEF "RESIGNS" POSITION

WORK HAMPERED BY "RED TAPE," DECLARES LINDSLEY.

Surrender of Office by "Strutting Official" Requested Three Days Ago by Secretary Glass.

WASHINGTON, May 18.—Henry D. Lindsley announced today his resignation as director of the treasury department's bureau of war risk insurance, declaring that excessive "red tape" and ponderous supervision of the treasury department over minor routine matters made successful administration impossible.

The resignation was dated yesterday to take effect tomorrow and had been requested three days ago by Secretary Glass, following Director Lindsley's suggestion more than a month ago that unless he were given wider authority he would retire.

Secretary Glass issued a formal statement tonight categorically denying the charges of Director Lindsley and criticizing the director for failure "to observe the ordinary official amenities."

Director Lindsley, whose home is in Dallas, Tex., and who was head of the army's war risk insurance section in France with the rank of colonel, today made public correspondence between himself and Secretary Glass, telling his story of what he said was serious interference on the part of the treasury with matters of appointment of even minor clerks, salaries of employees, administrative details within the bureau and publicity regarding allotments allowances, compensation and soldiers' insurance.

Colonel Lindsley charged that, although when he was appointed by Secretary Glass last December 16 he was given to understand that he would have authority to reorganize the war risk bureau from the chaotic condition into which the work had fallen, the treasury substantially imposed multitudinous restrictions, delayed action on his recommendations, often for as much as a month, and insisted on submission of innumerable memoranda on minor matters.

Preparation of these often took a large part of the time of the director and his principal assistants, Colonel Lindsley said, to the detriment of more important matters of administration and policy.

Colonel Lindsley in a letter of April 8 to Secretary Glass, said he was prompted to call the secretary's attention to lack of co-operation on the part of the treasury by "my settled conviction that the bureau of war risk insurance is on the verge of a breakdown and failure would be alike a disgrace to the administration and the cause of physical distress in millions of American homes."

Secretary Glass in his statement asserted that he had not received the resignation of Director Lindsley and said that it "would not appear to be necessary to explain to the public the desirability of Colonel Lindsley's dismissal from the service in view of his own statement that on April 8 last he expressed to the assistant secretary of the treasury in charge of the war risk bureau his utter indifference as to whether or not the director's official communication to the secretary of the treasury might be construed as a gross personal affront."

"This one sentence," the secretary's statement said, "is sufficient to show that the resignation of Director Lindsley is not only unwarranted, but also entirely unnecessary."

WE WILL SIGN, SAYS GERMAN DELEGATE

Wrath of Berlin People Feared, Otherwise.

RANTZAU LEAVES VERSAILLES

French Make Mystery of Departure of Delegate.

RETURN IS NOT EXPECTED

Reports Persist That Count von Brockdorff Has Requested That He Be Replaced.

VERSAILLES, May 18.—(Havas.)—A member of the German delegation with the rank of councillor of legation, who returned here recently from Berlin, made this declaration today concerning the peace treaty: "We will sign despite all, because we will be backed to pieces if we return to Berlin without signing."

VERSAILLES, May 18.—(By the Associated Press.)—It is quite possible that Count von Brockdorff-Rantzau, head of the German peace delegation, who left here last night, will not return to conduct further negotiations at Versailles, according to reports received here today from Spa.

The views of the chief of the German delegation and representatives sent from Berlin to consult with him differed so strongly as to the further conduct of negotiations, according to these reports, that Count von Brockdorff-Rantzau requested that he be replaced at Versailles.

Party On Way to Berlin. A special train which took the German party to Spa last night is expected to arrive at Paris tomorrow afternoon on its return trip. It will then be evident whether Count Brockdorff-Rantzau has abandoned the mission or not.

PARIS, May 18.—(By the Associated Press.)—The head of the German peace delegation, Count von Brockdorff-Rantzau, came to Paris last night, but only for a brief stay. On his way from Versailles to Berlin, the count and other members of his party went through the city to the Northern railway station. They arrived at the station at 10:20 o'clock and departed an hour later.

When the count will return is uncertain. It was stated in French circles, which at first attempted to conceal his intended departure, that he was going only to Spa and would return on the next train, but his absence undoubtedly is for a considerable period. Among those who accompanied him was Max Warburg, Herr Leinert and Herr

STATE GASOLINE TAX MAY YIELD \$300,000

ESTIMATE IS BASED ON TWO MONTHS' EXPERIENCE.

Oil Used Since Law Became Effective Would Fill Line of Tanks From Portland to Salem.

SALEM, Or., May 18.—(Special.)—A total annual license tax of \$300,000 may reasonably be expected from the sale of gasoline and distillate in Oregon, according to estimates which have been made by Sam A. Koser, deputy secretary of state, as based on the tax paid by oil concerns since the gasoline license tax bill became effective February 25.

The reports of all dealers up to April 30 show total sales of 4,702,924 gallons of gasoline and 1,033,762 gallons of distillate, on which a 1-cent tax for gasoline and 1/2-cent for distillate was exacted on each gallon. The money received in taxes so far amounts to \$52,228.10, which is placed to the credit of the state highway fund.

It would require a train of 460 ordinary tank cars of 12,500 gallons capacity. If these auto oil tanks were placed on highway and run 50 feet apart, they would fill the road between Portland and Salem.

GREATER WAR PREDICTED

Henry Morgenthau Says U. S. Will Be in Conflict Within 20 Years.

COBLENZ, May 18.—(By the Associated Press.)—Henry Morgenthau, former American ambassador to Turkey, addressing an assembly of soldiers here, predicted that the United States would again be involved in war within 15 or 20 years.

"Do not go home and tell the people the war is over," he said. "We have got to prepare for a greater conflict, a greater sacrifice, a greater responsibility. The younger men of America may have to fight."

The representatives of the countries of the world came to Paris, he continued, "with fixed and conflicting demands and, consequently, several nations had been disappointed because their representatives did not get everything they expected."

REDS FORCED TO RETIRE

Fleet Attacks Towns in Vicinity of Petrograd, Bolsheviks Say.

LONDON, May 17.—A report on military operations sent out by wireless from Moscow by the bolshevik government says: "Along the gulf of Finland the enemy made a descent, under cover of warships in the region of Kaskklova, 75 miles southwest of Petrograd. The villages of Ropsha and Kussominka were bombed by enemy ships. Odoof, on Lake Peipus, was abandoned by Red troops."

HUN CASUALTIES 6,873,410

2,050,460 Dead, 4,207,028 Wounded, 615,922 Taken Prisoners.

PARIS, Saturday, May 17.—(Havas.)—German losses up to April 30 last were 2,050,460 dead, 4,207,028 wounded and 615,922 prisoners, a total of 6,873,410, according to figures published in Berlin.

GENERAL ZELAYA IS DEAD

President of Nicaragua for 16 Turbulent Years Passes Away.

NEW YORK, May 18.—General Joseph Santos Zelaya, president of the republic of Nicaragua for 16 turbulent years, died at his home here late Saturday night after a long illness, it was learned tonight.

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- The Weather. YESTERDAY'S Maximum temperature, 67 degrees; minimum, 52 degrees. TODAY'S—Showers; moderate to fresh south to west winds. Foreign. Japan's position toward China is made clear. Page 8. Soviet rulers of Hungary hold receptions in palaces of former royalty. Page 6. Flagship NC-3 and men still missing, destroyers and battleships searching. Page 1. Germans make covert bid for sympathy of American homes. Page 2. Winnipeg trainmen ask to join strike. Page 1. German junkers blame social democrats for hard peace terms. Page 2. Poland and Ukraine may be keystone of barrier against Russia. Page 2. Four hundred soldiers killed in fight at Smyrna landing. Page 6. Daring English aviator makes little provision for safety in case he falls in water. Page 5. "We will sign, despite all," says councillor of German delegation. Page 1. Austrian peace treaty to be ready latter part of this week. Page 3. Hawker, Australian aviator, is off for Ireland. Page 1. National. War-period airplane history record of achievement. Page 4. War insurance chief resigns at request of Secretary Glass. Page 2. Republican victories disturb democrats. Page 10. Eyes of America and world turn to new congress. Page 1. Pacific Northwest. Captain of Czech-Slovak high command, in Seattle, tells of Petrograd. The suit over water right at Hood River involves interests approximating \$10,000,000. Page 8. State gasoline tax may yield \$300,000 annually. Page 1. Sports. City amateur boxing championship at M. A. A. C. tonight. Page 12. Standifer and Cornfoot teams break even on double-header. Page 12. Coast tennis men are given ranking. Page 13. Portland and Vicinity. Fiction writing largely matter of toll. Maryland Allen tells students. Page 17. Everett court session for bond issues for road building. Page 15. Episcopal diocese of Oregon begins week of convention. Page 20. Hundred thousand song books being printed for Victory Rose Festival. Page 11. Dr. John H. Boyd talks on path to happiness. Page 14. Jam and chocolate prized overseas. Page 20.

AIRMAN TELLS OF TRIP TO AZORES

Thrills Recounted by Commander of NC-4.

FLIGHT MOSTLY NIGHT ONE

Sight of Rising Moon Far Out on Ocean Welcome One to American Aviators.

DESTROYER'S SIGNALS SEEN

Fogs, Adverse Winds and Rain Among Things Experienced in Memorable Voyage.

(Copyright by the New York World and the Pulitzer Publishing Company and St. Louis Post-Dispatch. All rights reserved. No part of this dispatch must be used without permission. The Oregonian prints below Lieutenant-Commander A. C. Read's own account of his thrilling trip in the NC-4 from Trepassay Bay, N. F., to Horta, Azores. The announcement that the aviator was called yesterday by the aviator himself. It is the first of the narration especially arranged for by the New York World for its own use and that of a few other newspapers with the commanders of the seaplanes which undertook the trans-Atlantic flight. The announcement that the aviator was called yesterday by the aviator himself. It is the first of the narration especially arranged for by the New York World for its own use and that of a few other newspapers with the commanders of the seaplanes which undertook the trans-Atlantic flight. The announcement that the aviator was called yesterday by the aviator himself. 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