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NC-4 TO START THIS MORNING

Record-Making Plane Sole Hope of Naval Fliers.

LISBON GOAL BEFORE DARK

Admiral Jackson Sends Word That Everything Is O. K. for Final Effort.

NC-1 SINKS DEEP OFF CORVO

NC-3, Battered by Waves, Will Be Dismantled and Sent Back to United States.

WASHINGTON, May 20.—Tugging at anchor in the harbor of Ponta Delgada, Azores, the seaplane NC-4, the lone surviving entry of the American navy for first trans-Atlantic flight honors, awaits only morning and favorable weather to start the 800-mile dash to Lisbon, Portugal.

Lieutenant-Commander A. C. Read, her skipper, hopes to "hop off" on the third leg of the journey at 6 o'clock in the morning, and believes he will reach Lisbon before dark.

Only Brief Stop Plan.

If all is well with the flight, an overnight stop will be made at Lisbon and the NC-4 will proceed on the last lap of the trans-Atlantic journey for Plymouth, weather permitting.

The NC-4 was overhauled here today and took on a full supply of fuel. Everything about the giant seaplane, which has so far broken all previous distance records, is ready for the next phase of her daring journey.

Everything in Readiness.

After three days at Horta, where she landed upon completion of the record-making flight from Newfoundland, Lieutenant-Commander Albert C. Read's big ship flew to Ponta Delgada today, covering the 150 miles in one hour and 44 minutes. This was at the rate of approximately 86 miles an hour.

Rear-Admiral Jackson, in reporting the arrival of the NC-4 at Ponta Delgada, said the plane was "O. K." and Flight Commander John H. Towers tonight reported the plane to be in "excellent condition."

Day Trip Planned.

Naval officials here expect the NC-4 to get away tomorrow unless weather conditions are very bad. The flight to Lisbon should not require more than 10 hours. After replenishing fuel supplies and being overhauled in Portugal, the NC-4 will undertake the last leg of the voyage to Plymouth, England.

The NC-4 was definitely made the sole reliance of the American navy in an attempt at this time to cross the Atlantic through the air through a report received tonight from Commander Towers at Ponta Delgada, who informed the navy department of the sinking at sea of the NC-1 and the commencement of the dismantling of the NC-3 preparatory to shipping the plane back to the United States.

NC-1 Is Total Loss.

The NC-1, which was in command of Lieutenant-Commander Bellinger, sank off Corvo this afternoon, after the United States destroyer Fairfax was unable to salvage her. The heavy seas made towing impossible and the destroyer stood by waiting for the weather to moderate. But the body of the machine filled with water and the wings were broken off. This, combined with the weight of the engine, caused the plane to settle many fathoms deep.

Previous reports had said the NC-1 was outside the port of Horta in bad condition, and it was presumed by navy officials here that her bow was torn off by destroyers attempting to tow her into port.

NC-3 Badly Strained.

It had been thought the NC-3, despite the damage wrought during nearly 60 hours spent on a high-running sea, might be put into shape to resume the flight. Commander Towers evidently after examining his flagship decided to leave the field to the NC-4 alone.

This information was received tonight at the navy department in a cablegram from Commander Towers at Ponta Delgada, giving a general

ASSEMBLY IS PAINED OVER ELDER WILSON

PRESBYTERIANS CRITICISE PRESIDENT'S VIEWS.

Resolution Adopted Urging Congress to Sustain All Features of War-Time Prohibition Act.

ST. LOUIS, May 20.—President Wilson was criticized today by commissioners to the 131st general assembly of the Presbyterian church, United States of America, for requesting congress to repeal or amend the war-time prohibition act and a resolution was adopted urging congress to sustain the law. President Wilson is an elder in the church.

A copy of the resolution will be mailed to the president. It follows:

"This assembly learns with pain that the president of the United States has recommended to congress that it repeal a part of war-time prohibition and in view of this fact we most earnestly petition congress that it not only retain the measure but that the measure be enforced to the fullest extent, to the end that the needs of the world for food may be met and that the efficiency and morale of our own people be preserved."

When the resolution was read, the commissioners applauded for several minutes.

The Rev. Dr. W. M. Hindman of Columbus, O., declared "such a stand is very unbecoming for an elder in the Presbyterian church and for a man holding so high an office as that of the president of the United States."

B. E. Prugh of Harrisburg, Pa., state chairman of the prohibition organization of Pennsylvania, asserted "this is the second time President Wilson has stepped in to defend the liquor interests and means the undoing of all that has been done."

Enforcement of war-time prohibition was emphasized further in the report of the temperance committee, which requested congress to "oppose all efforts to rescind any part of war-time prohibition to become effective July 1." The report advocated world prohibition. The committee deplored the use of cigarettes, especially by women, and urged upon Presbyterians the non-use of them.

WELCOME GIVEN MARINES

All San Francisco Joins in Tribute to Naval Battles.

SAN FRANCISCO, May 20.—While the old battleship Oregon, the cruiser Marblehead and a fleet of smaller naval vessels swung at anchor in the bay, San Francisco put on a big display in honor of the navy, marines and coast guard here today. In the pageant through the heart of the city naval units were represented.

Floated depicted the scenes through which the marines passed at Belleau Wood and Chateau Thierry. After brief addresses at the city auditorium the paraders sat down to long tables arranged in the city center. The program was to continue until late tonight.

OREGON TALKS TO HAWAII

Wireless Plant on Coos Bay Can Also Hear France and Guam.

MARSHFIELD, Or., May 20.—(Special.)—The naval radio station at Englewood which recently picked up messages from the station at Lyons, France, has been conversed with the station at Hawaii and received messages dispatched from Guam, due to recent equipment, particularly receivers, installed at a cost of \$10,000.

Chief Radio Operator Charles A. Stumpf declares the station hears at first hand practically everything that is going on at sea along the Pacific coast of the United States. Additional operators have lately been posted here, and there are now eight experts employed during the 24 hours of each day.

TOES EACH WORTH \$50,000

Ruth St. Denis Insures Fingers and Toes for \$1,000,000.

YANCOUVER, B. C., May 20.—Miss Ruth St. Denis, a California dancer appearing here in vaudeville, today placed with Lloyds, the British insurance house, a million-dollar accident policy covering her fingers and toes during the next two weeks. C. Gardner Johnson, local representative of Lloyds, announced today.

Mr. Johnson said Miss St. Denis holds an American policy, but found it would not be valid while she was playing in Canada. The amount of premium was not announced.

LAKE BLAMED FOR QUAKE

Water Storage Held Responsible for San Salvador Shake-Up.

WASHINGTON, May 20.—Scientists employed by the San Salvador government have reported that the recent earthquake which killed 50 people, injured many more and caused between \$5,000,000 and \$10,000,000 damage to property in the city of San Salvador, was caused by the enormous storage of water in Lake Ilopango, according to dispatches received today by the Salvadoran legation.

The lake's level, which had been raised by the storage of water in it for irrigation and power, will be lowered.

DAY PER QUART, SENTENCE

22 Quarts of Whisky Bring Owner 22-Day Jail Term.

SEATTLE, Wash., May 20.—One day in jail for every quart was the sentence passed upon Luko Nicholich, a miner, arrested recently in Tacoma with 22 quarts of whisky in his possession. He pleaded guilty. He will serve his time in the Pierce county jail.

AIRMAN TELLS OWN STORY OF FLIGHT

Second Leg of Trip Ends at Trepassey Bay.

COURSE IS FOLLOWED EASILY

Ships Send Up Smoke Clouds to Catch Aviator's Eye.

DRIFT IN AIR CALCULATED

Commander of Naval Airplane NC-1 Writes Narrative Just Before Start for Azores Islands.

The Oregonian presents herewith Lieutenant-Commander Bellinger's personal narrative of the flight from Rockaway Beach to Trepassey Bay, Newfoundland. This article was written just before the NC-1, in company with the NC-3 and NC-4, started on the great flight for the Azores. It is now definitely known the NC-1 is officially "out of it," having become practically a wreck in the heavy seas off the Azores. Lieutenant-Commander Bellinger and his men were rescued, however, and are now at Horta. The following article was telegraphed from Trepassey Bay just before Lieutenant-Commander Bellinger "hopped off."

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BY LIEUTENANT-COMMANDER BELLINGER.

TREPASSEY BAY, N. F., May 20.—

(Special.)—On the memorable day of May 3, 1918, the NC-seaplane division, consisting of NC-1, NC-3 and NC-4, was placed in regular commission at the naval air station at Rockaway, N. Y. The personnel of these seaplanes was placed in the same status as if the officers were attached to seagoing vessels of the navy. The personnel assigned to NC-1 was commanding officer and navigator, Lieutenant-Commander P. N. L. Bellinger; first pilot, Lieutenant L. T. Barin; second pilot, Lieutenant-Commander N. A. Nitcher; operator, Lieutenant H. G. Baden; engineer, Lieutenant H. G. Baden; warrant machinist, A. R. Christensen; engineer, Chief Machinist's Mate A. C. L. Kesler.

Men Have Not Too Much Sleep.

The day of the first leg of the trans-Atlantic flight was set and everyone was standing by, but there was no inactivity because it only was by rushing work in day and night shifts that we could make everything ready in anticipation of the start, and the crews that stepped aboard for the first leg were by no means an overworked lot. The order was given by Commander Towers to stand by, and soon the motors on all planes were turning over slowly, being warmed up and made ready for the getaway.

We left Rockaway at 10:09 A. M., May 8, bound for Halifax. NC-3 plane got into the air first, next NC-4 and finally NC-1. The formation was in accordance with the plan.

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REPUBLICAN SOLONS CALL PROGRESSIVES

McNARY AND GRONNA NAMED FOR COMMITTEE WORK.

Belief Is Expressed That Trouble Between Two Wings of Party Has Been Adjusted.

WASHINGTON, May 20.—Possibility that the progressive group of republican senators might take no part in the selection of senate committees was removed today by the appointment by republican leader Lodge of Senators McNary, of Oregon, and Gronna, of North Dakota, both allied with the progressive wing, to places on the party committee on committees, and acceptance of the former.

Although no reply had been received from the North Dakota senator tonight, it was believed that the differences, which resulted first in Senators Borah, of Idaho, and Johnson, of California, and later in Senators Kenyon, of Iowa, and Jones, of Washington, declining appointments on the committee, had been adjusted.

The committee on committees, which makes all republican committee assignments in the senate, at a meeting today was understood to have agreed on concessions to the democrats in the membership of the appropriations committee, which under previous plans would consist in the new senate of 12 republicans and 8 democrats. The committee, however, declined to entertain any suggestions as to giving the minority a larger representation on the foreign relations, interstate commerce and finance committees.

Five senators belonging to the progressive republican group, Senators Borah, Johnson, Jones, Kenyon, of Iowa, and Norris, of Nebraska, met today to discuss the larger representation on the foreign relations, interstate commerce and finance committees.

Senator Borah announced after the meeting that no final plans had been reached.

CAPTAIN SAVES HIS SHIP

Norwegian Bark Superior Reported Lost Arrives at New York.

NEW YORK, May 20.—Three months after the 50-year-old Norwegian bark Superior became a "mystery of the sea," by "disappearing" off the island of Bali in the Malay archipelago on a voyage from Manila to New York, the vessel arrived here today with her captain unaware that his ship had been given up as lost.

The crew was recruited in San Francisco before the ship sailed from that port for the Philippines in December, 1918. Captain Hansen explained that after he and the crew, believing the Superior was going on the rocks, put out in two lifeboats toward shore, the wind veered and his own boat returned to the ship. Meanwhile the mate and six of the crew went ashore, and believing the vessel had been lost, so reported.

ASIATICS BECOME CITIZENS

Corean and Chinese Who Served in Army Held Eligible.

SAN FRANCISCO, May 20.—Asiaties who served with American military forces during the world war are eligible to American citizenship under the naturalization law enacted by congress in May, 1918, Federal District Judge F. H. Rudkin ruled yesterday. He granted citizenship to Chong Cha, a native of Corea, and Lui Hoy Hong, Chinese.

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HOPE FOR HAWKER FADES EVERY HOUR

Searching Planes Called in Because of Gale.

MINESWEEPERS SCOUR COAST

Latest Belief Is That Accident Sent Flier Down.

SECOND TRIAL PROPOSED

Raynham, Olcott and Brown Ready to Make Effort at Non-Stop Flight Record.

LONDON, May 20, 11 P. M.—(By the Associated Press.)—Up to this hour there is no word of Harry Hawker and his navigator, Lieutenant-Commander Griev, who left St. Johns Sunday to attempt a non-stop flight to Ireland. Not a single report has been received from any of the numerous airplanes, destroyers, minesweepers and light craft of all descriptions which have swept the seas off Ireland.

Their task has been hampered by fog and rain.

In an official communique just issued justifying the attitude of the government in relation to the cross-Atlantic flight which has ended in disaster, the admiralty warns the public that in view of the vast areas involved the chance of finding Hawker and Griev are very remote.

Government Urges Caution.

The communique, referring to recent criticism, says that the attitude of the air ministry has been to enjoin caution, rather than to urge such attempts, and while anxious to do the utmost to save such gallant and intrepid airmen as Hawker and Griev, the government feels bound to warn those who may in the future attempt to fly the Atlantic that its resources make it utterly impossible that the immense task of patrolling 2000 miles of ocean can be undertaken.

All communication centers in London are silent as to news from Hawker and Lieutenant-Commander Griev. Even the rumors which prevailed yesterday and last night have died out, the opinion held in admiralty circles is that Hawker came to grief soon after he started.

Sudden Fall, Theory.

It is pointed out that the aviator almost certainly would have lost a farewell message before getting out of radio range, had an accident not befallen him suddenly.

ST. JOHNS, N. F., May 20.—Frederick P. Raynham, the British aviator who intended to attempt the ocean flight simultaneously with Harry G. Hawker, believed to have been lost at sea, came to grief when his Martinsyde plane was wrecked while running to the "take off," announced today that he was in England.

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GOVERNOR LISTER IN SERIOUS CONDITION

EXECUTIVE NOW UNDER CARE OF SEATTLE SPECIALIST.

Malady Described as Symptoms of Brights Disease, Aggravated by Internal Complications.

OLYMPIA, Wash., May 20.—(Special.)—With little or no apparent prospect of ever regaining his former health and vigor, Governor Lister was taken from Olympia today in an ambulance for the second time this year. He went to consult specialists at Seattle as the result of a relapse he suffered several weeks ago after he had so far recovered strength as to be able to ride down town and visit the executive offices. Speedy development of stomach trouble ensued beyond which the governor has made no progress since.

The most optimistic of the governor's friends now concede hopelessness of when the legislature assembled in January, Governor Lister remained at his office for several days, and when taken home continued for some time to direct executive affairs through Attorney General W. V. Tanner and Dr. Henry Suzzalo, serving in advisory capacity.

In a short time he was taken in what many feared to be a dying condition to the Western Washington hospital to be under direct care of Dr. W. N. Keller, superintendent of that institution.

Inference from this that the governor's mind was affected annoyed him so that he returned to Olympia on March 14 and has remained here until today. His malady is described as symptoms of Bright's disease, aggravated with internal complications affecting other vital organs.

Governor Lister is 49 years old.

PASTOR THOUGHT DROWNED

Car and Clothes Are Found Near River, Owner Missing.

CORVALLIS, Or., May 20.—(Special.)—J. Cronenberger, pastor of the First Christian church of this city, is supposed to have been drowned in the Willamette river this afternoon. He left home shortly before lunch with his bathing suit, saying he was going swimming. He had been in several times this year and was an expert swimmer. He had not returned at 3 o'clock this afternoon.

Sidney Trask, a neighbor, went down the river in search of the clergyman. His car was found and his clothes were lying nearby on the river bank. The fire company was immediately notified and together with a large body of citizens dragged the river, but without success.

Rev. Mr. Cronenberger came to this city last fall from Colorado. He is survived by a widow and several children, one being in the army.

UTAH FIRE IS MYSTERIOUS

Business Section of Town of Helper Damaged to Extent of \$100,000.

HELPER, Utah, May 20.—Fire, said to have been of mysterious origin, which began in the rear of a bakery in the business section of Helper early today, caused damage estimated at \$100,000, and was not placed under control until the fire department from Price, several miles away, and that of the Denver & Rio Grande railroad here came to the assistance of the local department.

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HUGE LEGISLATIVE PROGRAMME IS ON

President's Message Read in Both Houses.

IMMEDIATE ACTION ASSURED

House to Take Up Suffrage Resolution Today.

ROADS RETURN PROMISED

Wilson Recommendations in Many Cases Anticipated by Leaders on Republican Side.

WASHINGTON, May 20.—President Wilson's cabled message outlining legislation for the extra session of the new congress was read separately in the senate and house today by clerks, and arrangements were made by congressional leaders for immediate consideration of the vast legislative programme, with the equal suffrage resolution to come up tomorrow in the house.

Major recommendations of the president were for the early return to private ownership of railroads, telegraphs and telephones, for repeal of war-time prohibition insofar as applying to beer and wine, for woman suffrage, retailing tariffs, protection of the dyestuff industry and labor and employment measures. The president announced his intention to turn back the railroads at the end of the calendar year.

Wilson's Plans Anticipated.

Republican leaders met the president's proposals for early return of public utilities by statements that such legislation already was planned. As to the prohibition recommendation both republican and democratic "dry" leaders joined in vigorous statements dissenting from the president's suggestions and predicting that no beer and wine repeal would be passed. Opinion in both senate and house was that the ban on beer and wine would not be lifted.

Presentation of the president's message—the first ever transmitted to this country by cable—was the principal business of today's session. Neither the senate nor house was in session much more than an hour, the former adjourning until next Friday and the house until tomorrow. Before the president's message was read, the house arranged to "take up tomorrow the woman suffrage resolution. Its adoption, before adjournment, is planned. Senate leaders have promised prompt action in the upper body probably early next month.

Flood of Bills Reported.

The flood of bills and resolutions opened in the senate today, while scores were thrown into the house hopper which yesterday received about 1200. The principal measures in the senate asked for copies of the peace treaty for definition of the American policy in Russia, adoption of woman suffrage, establishment of a federal budget system and repeal of the luxury taxes and the daylight saving law. All were referred to committees, democratic senators objecting to all requests for immediate consideration.

Republican plans for many investigations were launched in a resolution by Chairman Green of the house merchant marine committee, proposing inquiry into operations of the shipping board and emergency fleet corporation. Representative Welby of Ohio, asked for an investigation by a "non-partisan commission of irregular and unlawful expenditures."

Organization Pushed Forward.

Organization of senate and house was pushed forward today at a committee conference of house republicans, a meeting of the republican steering committee with Speaker Gilman and an initial meeting of the republican senators' committee on committees. The democratic senate steering committee will meet tomorrow to consider minority changes.

Of the recommendations in the president's message, those for return to private ownership of railroads and wires and repeal of wartime prohibition against beer and wines drew most comment from congressional leaders. It was agreed that legislation dealing with the public utilities virtually is assured at the present session. Leaders also were interested in the president's statement that if he was familiar with administrative questions affecting telegraph and telephone systems he could "name the exact date for their return also."

Prohibition Feeling Strong.

In proposing the beer and wine measure, the president said that "demonstrations of the military forces . . . has proceeded to such a point that it seems to me entirely safe now to remove the ban upon manufacture and sale of wines and beers." Legislation is necessary to remove the prohibition provision, the president said he had been informed by his legal advisers.

Senator Sheppard of Texas, democrat, and Representative Randall of California, prohibitionist champions of the war time "dry" law, and other prohibition advocates, issued statements announcing determined opposition to repeal legislation. They declared a large majority of congress favors prohibition and predicted the repeal measure would not be enacted. Some republican leaders

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