



OCEAN SPANNED; AIR HONOR WON

**NC-4 Is Safe at Lisbon
After Record Flight.**

TIME 26 HOURS 41 MINUTES

**Lieutenant-Commander Read's
Plane Journey Complete
Without Accident.**

NAVAL OFFICERS ARE JUBILANT

**American Aviator Expects to
Finish Course to England
Within Day or Two.**

LISBON, May 27.—(By the Associated Press.)—When the American naval seaplane NC-4, in charge of Lieutenant-Commander Albert Cushing Read, circled over the River Tagus this evening, and glided to the water in a graceful sweep, achieving the first trans-Atlantic air flight and establishing a world record, Lisbon went wild with enthusiasm, and the thousands of people lining every vantage point cheered as they never cheered before. Portuguese enthusiasm found its full vent in the booming of guns, the shrieking of whistles and sirens, and the echoing shouts of the populace.

For days the people of Lisbon had been awaiting the completion of this momentous voyage over the Atlantic, and though disappointed from day to day because of the inability of Commander Read's craft to continue its flight because of unfavorable weather conditions, yet each day they looked hopefully towards the west for the coming of the Americans.

City Dons Gay Garb.

Early in the day word was flashed that the NC-4 had started and at intervals there were bulletins of the progress made. The whole city was in a festive and during the latter hours virtually all business was abandoned by those who crowded everywhere to witness the arrival.

Guided by skillful Yankee hands the American plane, which had covered the distance between the protecting destroyers along the route with clock-like regularity, swept in over Lisbon, settled down gracefully near the cruiser Rochester, her intrepid flight commander and his crew being given a typically American welcome by the jacksies who crowded every point of vantage on the cruiser's rail and guns.

WASHINGTON, May 27.—Blazing the way of the first air trail from the western to the eastern hemisphere, the United States navy seaplane NC-4, under Lieutenant-Commander Albert Cushing Read, swept into the harbor of Lisbon, Portugal, today, the first airship of any kind to have crossed the Atlantic ocean under its own power and through its natural element.

Taking the air at Ponta Delgada, Azores, at 6:18 A. M., Washington time, on the last leg of the trans-oceanic portion of the voyage from Rockaway Beach, Long Island, to Plymouth, England, the NC-4 covered the 800 miles in 9 hours and 43 minutes, maintaining an average speed of better than 80 knots an hour. The total elapsed flying time from Newfoundland to Lisbon was 25 hours and 41 minutes.

Trip to Plymouth Next.

At the first opportunity the big plane will continue to Plymouth, 775 nautical miles to the north. Possibly Commander Read may start tomorrow.

To the navy department, however, it makes little difference when he completes the journey. The great object of all the effort lavished on the undertaking—navigation of a seaplane across the Atlantic through the air—has been accomplished. Twentieth century transportation has reached a new pinnacle and the United States navy has led the way.

Naval officers emphasized that the long delay at the Azores was due to the weather and to no weakness of the machine or its daring crew, nor to any failure of the carefully laid plans of the department to guide the fliers to their destination.

No Flaw in Flight.

The 14 destroyers strung from Ponta Delgada to Lisbon reported with machine-like precision as the flight

WILSON ESPOUSAL OF WETS PUZZLES MANY

**VARIOUS EXPLANATIONS OF
BAN LIFTING OFFERED.**

**Long Stay in Gay Paris Suggested
by Some, While Others See
Politics in Action.**

OREGONIAN NEWS BUREAU, Washington, May 27.—One hears a variety of reports in Washington about why President Wilson suddenly came out boldly for the "wets" in recommending that the war-time ban be taken off wines and beer.

One story is that his long stay in gay Paris, with its social atmosphere surpassing that of any other city in the world, together with his long separation from the American people, their wants, desires, aspirations and convictions, have made him a changed man. It is asserted that he has seen a new light and feels that perhaps the people of the United States have dealt too harshly with men who crave a little drink now and then.

Another view suggests politics. He realized, it is said by some, that congress would never repeal wartime prohibition which most folks know was never enacted because of the war but because the war gave excuse for action. His plan was, it is declared, to place himself on the side of the "wets" and thus ingratiate himself with the liquor interests in a way to improve democratic chances in the states of New York and New Jersey, which are expected to be the battleground of the next presidential campaign.

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OREGON'S OWN GET JOYOUS WELCOME

**Battle-Scarred Artillery-
men Reach Home.**

CITY TURNED OVER TO BOYS

**Acting Mayor Pays Tribute to
Returned Fighters.**

PORTLAND HOST AT DEPT.

**Reception Accorded Batteries A and
B Greatest Ever Given Unit of
Returning Soldiers.**

Memories of long marches, days with nothing more to eat than a bit of hard-tack and the exciting days of action in the big engagements of the last six months of the war faded when the members of "Oregon's own" batteries A and B of the 14th field artillery, landed at union station yesterday.

Mothers, fathers, sisters, sweethearts and wives and others participated in the greatest reception ever accorded a unit of returning men. Cheers were lost in the wild shrieks of delight uttered as some mother would spot her boy in a perfect sea of happy humanity. Portland turned out in numbers to welcome her battle-scarred soldiers, whose service record was with that of any organization of the American expeditionary forces.

Captain Gay Still Commands.

The men arrived at union station shortly after 9 o'clock yesterday morning, in command of Captain James A. Gay, Jr., who left Portland almost two years ago as commander of battery B and returned in command of the same organization. Several hundred casualties were on board the troop train and were cared for during the day by the United auxiliaries reception committee. At Troutdale a large delegation of veterans of battery A and representatives of the auxiliaries of batteries A and B, headed by Acting Mayor Bigelow, met the train and journeyed into the city with the fighting artillerymen.

By way of adding to the spirit of the reception, Old Sol himself peeped from behind clouds just as the troop train entered the train sheds at the depot and smiled down on the crowds until the men had marched from the depot to Liberty Temple.

Portland Theirs for Day.

At Liberty Temple, Acting Mayor Bigelow assured the men that they owned Portland for the day and that they could take anything they wanted. "We are proud of the members of batteries A and B," said Mr. Bigelow. When it is remembered that these two units composed but a small part of the regiment it is interesting to know that the members of batteries A and B

ALL LONDON HONORS HAWKER AND GRIEVE

**RECEPTION NOT EXCEEDED IN
TIMES OF CORONATION.**

**Plane in Which Daring Australian
Attempted to Fly Atlantic Is
Picked Up by Vessel.**

LONDON, May 27.—(By the Associated Press.)—Harry G. Hawker and Lieutenant-Commander McKenzie Grieve were given a remarkable reception on their arrival in London tonight from northern Scotland, where they were landed Monday morning.

Such enthusiasm was shown in the greeting of the two intrepid aviators probably never has been exceeded, except in the times of coronation. The crowds began gathering early in the afternoon along the route from the railway station to the Aero club, where Hawker and Grieve were formally welcomed on behalf of London. When the train pulled into the station the entire line over which the procession was to pass was jammed with cheering people.

A foretaste of the great welcome that the aviators would be received. During the afternoon when Mrs. Hawker went to the railroad station to proceed to Grantham to meet her husband. The throng about the station loudly cheered the plucky little woman who never gave up confidence that her husband ultimately would be rescued.

Arriving in London, headed by an Australian band and a body of Australian troops, Hawker and Grieve passed through the densely packed streets on the way to the Aero club. In the procession were the mayor and a deputation of the Royal Aero club. Another delegation in the parade was composed of workers from the Sopwith works, where Hawker's machine was constructed.

The first official welcome was accorded the aviators on the station at St. James by the mayor of that borough, but still another was given them inside the Aero club building. Like Mrs. Hawker, Mr. and Mrs. Grieve proceeded up the line and met their son and bade him welcome and congratulated him on his rescue before he reached London.

In every town through which the train carrying the aviators passed crowds of people gathered to cheer them. Wherever the train stopped official receptions were extended the heroes. Asked whether he would make another attempt to fly across the Atlantic, Hawker said tonight:

"I don't know. It depends upon the Sopwith firm."

800 REDS TO BE DEPORTED

**Another Round Up of Anarchists Is
Made in Buenos Aires.**

BUENOS AIRES, May 26.—As a result of another round-up of anarchistic agitators on Saturday, the number awaiting deportation aboard two army transports has increased to 800. Agitators who are natives of Argentina are being sent to the prison on the island of Terra del Fuego.

MYSTERY MALADY KILLS 11 BABIES

**Dozen More Seriously Ill
at Waverley Home.**

SPECIALISTS SAY DYSENTERY

**Children Suffer Great Agony
When Stricken by Disease.**

BRANDY ASKED FOR RELIEF

**City and State University Scientists
Co-operate in Seeking Means
to Check Plague.**

Eleven babies are dead, 21 have been afflicted with a mysterious malady, and last night, according to the statement of Mrs. D. C. Burns, president of the Waverley Baby Home, 12 babies were in a most critical condition at that institution. All of the children are less than 3 years old.

Mrs. Burns said that the little sufferers are in terrible agony, screaming with pain, and with blood coming from their mouths and ears. The cases have been diagnosed by specialists as dysentery of a highly infectious type. The home is under strict quarantine, and the cases have been isolated as soon as they were discovered.

Specialists Called to Home. Dr. J. B. Biderbach and W. F. Patrick have general charge of the cases, and yesterday they called in all the baby specialists of the city in consultation. A call went out for some brandy as a last resort, and friends of the officers of the home managed to unearth a small amount, less than a pint, although much more should be available, some of the doctors said.

In making a statement regarding the epidemic, Dr. J. B. Biderbach, who for years has directed the feeding and general health conditions at the home, said that the malady started about two weeks ago, when it was noticed that the children showed intestinal disturbances.

University Aid Sought.

The cases multiplied and then the doctors suspected that something infectious had started. The laboratory experts of the University of Oregon were called in and by the culture methods they located the bacillus of dysentery (flexner type), which is highly infectious.

Isolation of the cases was adopted and quarantine was established. "The last seven days no new cases have developed," said Dr. Biderbach. "We have had 21 cases and 11 deaths. At present the spread of the thing is stopped. The infectious nature of this condition is such that we always expect a high mortality. Dysentery bacillus in association with streptococcus produce ulceration in the intestinal wall and virulent toxins, which account for the high mortality."

At 12:00 P. M. T. which was 11 o'clock in the morning of the 17th, there was a momentary lull and 1

NC-3 WRECK LAID TO SEVERE STORMS

**COMMANDER TOWERS RELATES
STORY OF FLIGHT.**

**All Hands, Hungry and Thirsty,
Pump Until Seaplane, Forced to
Land, Is Rescued.**

The Oregonian presents this morning a strikingly vivid account of the wreck of the ill-fated NC-3, written by Commander John H. Towers, under whose guidance, after having been battered by the wind and the waves, the seaplane made the harbor of Ponta Delgada, Azores, without outside assistance. A brief outline of the remarkable trip already has been printed. The following narrative was written by the commander as he was being conveyed from Ponta Delgada to Lisbon on a destroyer. He filed it at the cable office as soon as he reached Lisbon.

BY COMMANDER JOHN H. TOWERS. Copyright by the New York World, the Pulitzer Publishing company and the St. Louis Post-Dispatch. Published by arrangement.

LISBON, May 27.—(Special cable.)—I have previously written an account of the NC-4. The purpose of this article is to recount some of the experiences of that flight which are of a rather remarkable nature.

As is known, the three seaplanes left Trepassy Bay late in the afternoon of May 18. They stayed together until early in the morning of the 19th, when the flagship NC-3, which I commanded, lost sight of the other two. On account of the failure of the lights to illuminate the instrument board, it had become necessary to go above the clouds to get the benefit of the moonlight.

Star Shells Guide N. C. 3.

"It was beautiful up there, like sailing over a sea of snow. And through occasional rifts in the clouds we could see the NC-1 and NC-4 below us, one on one side and one on the other. The star shells from the destroyers exploded above the clouds, so there was no difficulty about keeping on our course."

As dawn began to break, however, conditions changed. The destroyers stopped firing star shells and the clouds grew thicker and blacker. For these reasons we decided to go down through the clouds as soon as possible. This was when we were about 700 miles out from Newfoundland.

I telephoned to the pilots and when a small hole through the clouds appeared ahead we plunged down and through, to try to locate NC-14 destroyer. I knew that according to the atmospheric laws the winds up high were more from the north and had been making an allowance for this, but, of course, there was no way of telling how much allowance to make.

Pilots Fight Doggedly.

The weather got worse instead of better, with fog and rain and occasional high winds and this continued for five hours. The pilots fought doggedly and any one who has flown in the rain can imagine what five hours of it, combined with the fog, coming on top of 16 hours night flying, must have been. The most dangerous effect was the drowsiness. My medical chest contained some strychnine tablets which had been put in for this emergency and I gave Richardson, who was suffering most, two doses. At times the squalls were so bad that we had to turn and run before them. We made frequent attempts to get above them, but they seemed to extend all the way up to the heavens.

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REDS BLAMED FOR UNREST IN CANADA

**Government Control Held
Aim of Radicals.**

"ONE BIG UNION" MOVE SEEN

**Sweeping Charge Made by
Minister of Labor.**

WALKOUT ONLY BEGINNING

**Object Back of General Strike Effort
Held Industrial and Pro-
vincial Domination.**

CALGARY, Alberta, May 27.—(By the Canadian Press.)—The open charge was made today by the Hon. Gideon Robertson, Canadian minister of labor, in a telegram to Mayor Marshall of Calgary, that the present strike situation in Canada is a movement by radicals to assume control of government affairs.

In his telegram, sent from Winnipeg, Mr. Robertson charged that the "one big union" movement is the underlying cause of the whole trouble. "I have very carefully considered the cause of the existing general strike," the message said, "which the strike committee claimed was called for the purpose of forcing upon certain employers recognition of the workmen's right to collective bargaining."

Outsiders Held Responsible.

"The employers affected proved conclusively that they had no objection to their employees organizing themselves and these employers have dealt with committees of their employees, elected as representatives of the various craft unions concerned in their industry. The employers have furthermore expressed perfect willingness to meet and confer with executive officers of the various organizations if desired, but they refused to deal with a body known as the metal trades' council, which is elected by other employees outside of their own."

"Twenty-four hours before the sympathetic strike was called, the premier of Manitoba urged an adjustment of the matters in dispute by arbitration, and in a final attempt to avert a general strike, asked the committee if it would cancel the strike, provided the employers would agree to recognize the metal trades council. To this question a negative reply was given."

General Control Object.

"Subsequently events have proved conclusively that the motive behind the general strike effort was the purpose of assuming control and direction of industrial affairs, also of municipal, provincial and federal activities, so far as they were being carried on in this city, and with the avowed intention of extending that control to a wider field. "I have no hesitation in saying that the 'one big union' movement is the underlying cause of the whole trouble and that the Winnipeg general strike deserves no sympathy or support from labor organizations outside of Winnipeg."

ALL STRIKERS TO BE OUSTED

**Names Are Ordered Stricken From
City Payroll.**

WINNIPEG, May 27.—The Winnipeg city council today formally notified all unionized city employees participating in the general strike that they are no longer connected with the municipal government service and that those who desire to apply for reinstatement will be classed as new employees.

All seniority rights and privileges have been forfeited, the council declared. Organization of new city forces will begin Thursday.

Every leading development in the Winnipeg general strike situation today was related to the governmental movement to deal directly with the great body of union workers.

Summary Action Taken.

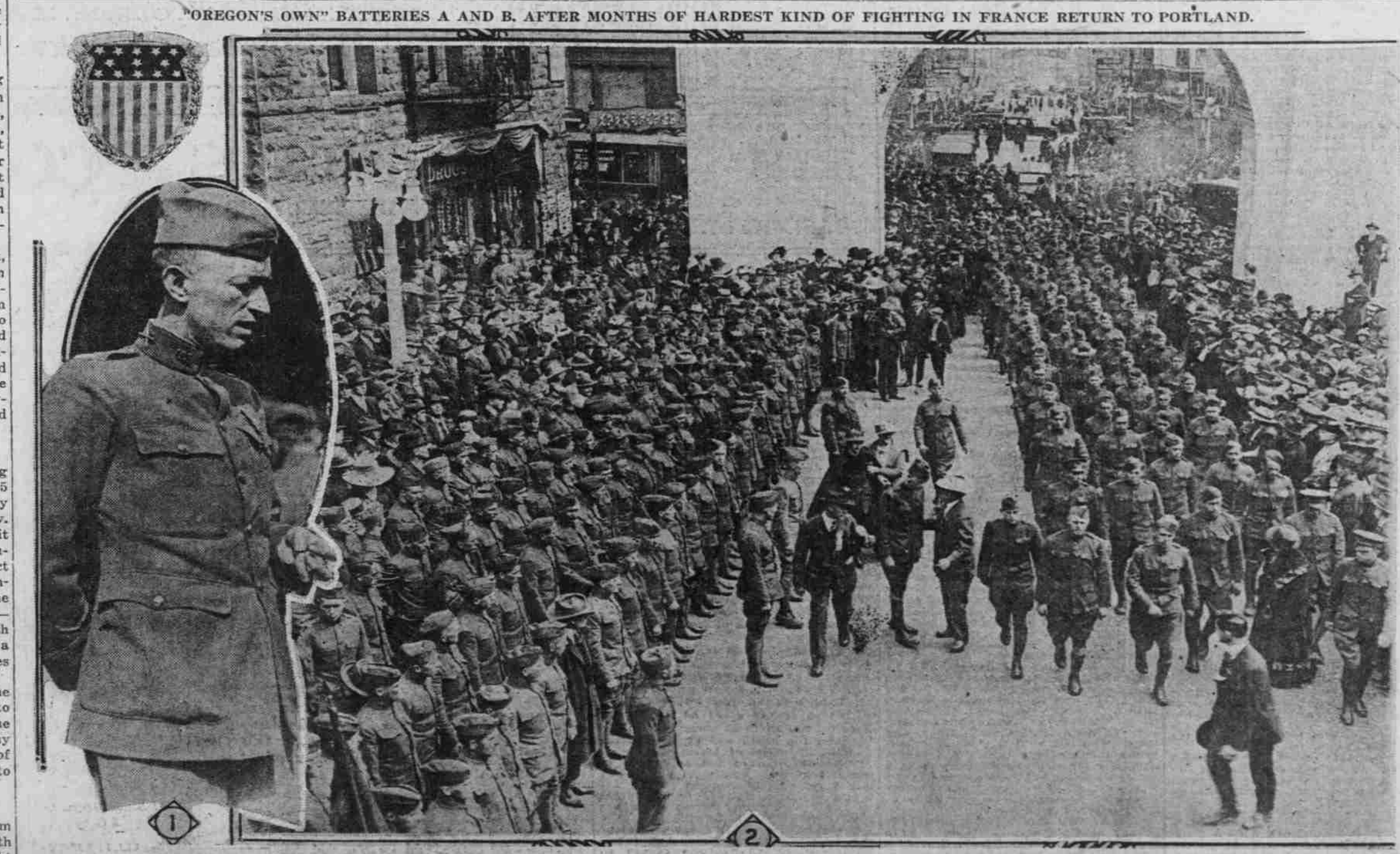
City officials, including the majority of the council, took steps for reorganizing the personnel of municipal utilities. Every city employee who obeyed the command of the union leaders to strike was today stricken from the city payroll. These persons were notified that they have the option of applying for city positions; that their applications will not be considered unless they agree to return to work with the understanding that they will not join any sympathetic strike movement in the future.

At the direction of Gideon Robertson, minister of labor, the postoffice department today increased its volunteer force to reduce mail congestion. Reports that Robertson had extended to Wednesday the time limit for striking postal employees to return to work were denied by the minister.

A conference of city officials to consider the advisability of resuming street car service will take place tomorrow.

SASKATOON, Sask., May 27.—By a vote of more than five to one Saskatchewan labor unions decided to go on a sympathetic strike at noon today.

MOOSEJAW, Sask., May 27.—Moosejaw is the latest town to threaten to join the spreading strike in the cities of western Canada. The trades and labor council by a vote of 6 to 2 has decided to ballot on a sympathetic strike to be called on Thursday night if a settlement is not reported in Winnipeg before that time.



1—CAPTAIN JAMES S. GAY JR., IN COMMAND OF TRAIN. 2—BATTERY A LINED UP IN LIBERTY SQUARE, WITH BATTERY B ENTERING TO HEAR WORDS OF WELCOME BY ACTING MAYOR BIGELOW.