

# PLANES ROAR TO SAN BARTOLOME BAY

### First 300 Miles of Flight South Completed.

### MACHINES START IN FOG

### Journey Down West Coast to Canal Zone Declared Among Most Hazardous Undertaken.

SAN DIEGO, Cal., Dec. 30.—Twelve great seaplanes roared into San Bartolome bay on the Lower California coast, some 200 miles from their starting point, at the naval air station here today. The planes, comprising the F-5-L divisions being transferred to the Panama canal zone on a flight which is being watched with interest by airmen the world over, completed the first step of their journey this afternoon.

All 13 of the F-5-L machines landed without mishap at 2:05 P. M. NC No. 5 was forced to put back into San Diego harbor after having winged its way only a few miles down the coast, its hull having been damaged in taking off this morning. Officers, crew and mechanics went to work as soon as the big seaplane had "taxied" in and the "hop" to Magdalena bay and those in charge expressed the hope that the seaplane would be ready to resume its journey Saturday morning with a non-stop flight from San Diego to Magdalena bay, to overtake the rest of the seaplanes there New Year's day.

The seaplanes started on schedule time at 8 o'clock this morning, the F-5-L divisions leading. The machines had to take off in a fog which was thick enough to make some trouble but within a few minutes broke into clear weather. That, however, did not last long, for off Cedros island the seaplanes ran into a brisk rain storm.

Despite the rain the planes kept ahead without meeting with any serious trouble, and radio messages said they all landed in perfect order. For about two hours after the arrival of the F-5-L planes some anxiety was felt for NC-4, but at 5 P. M. a bulletin was flashed by the fuel steamer Cuyama that the plane had landed at San Bartolome bay at 4:05 P. M.

If plans made tonight are carried out, the NC-5 will have to make a 700-mile "hop" to reach Magdalena bay. There the seaplane will refuel and on Sunday will try to fly across the gulf of California and catch up with the seaplanes which tonight are resting at San Bartolome.

Radio Messages Flashed. Only one radiogram was received here direct from the seaplanes after they departed. That was flashed in at 8:15 A. M., and said the "hops" were flying over Mexican territorial waters.

Not until 2:55 P. M. did another message come here. That was sent by the aircraft tender Aroostook and said: "Both divisions of F-5-Ls passed Cedros Island at 1:15 and landed alongside fuel steamer Cuyama at San Bartolome bay at 2 o'clock. Have heard nothing of the NC-5 since they left San Diego."

The eagle No. 49 was on patrol about 70 miles north of Cedros island, the Aroostook with refueling craft tender Mugford, was off Cedros island.

Low-flying fog banks with a threat of rain greeted the fliers as they embarked aboard a motor sailing launch at the air station at 7:15 A. M. to be taken aboard their respective seaplanes.

Rain Squat Predicted. Captain Henry Mustin, squadron commander, with other officers of the air fleet, held a short conference at the air station dock a few minutes before the departure. To Captain Mustin was handed a radiogram from the Aroostook, which told him that rain could be expected at San Bartolome bay. Captain Mustin smiled. "What's a little rain on a day like this?" he said.

He bade good-by to his wife and two small children. Other officers said good-by to relatives and a few minutes later the roar of the first Liberty motor shook the air.

Officers of the North Island naval air station expressed themselves as pleased with the result of the first day's flight. They believe that confidence will be installed among the officers and men making the flight, now that the first leg of the 3000-mile voyage has been achieved without any major mishaps.

Flight Hazardous One. The 3000-mile flight to Balboa, canal zone, is regarded by naval authorities as a more severe and hazardous test than the crossing of the Atlantic ocean. The route lies along the Mexican and Central American west coast, with "hops" of the seaplane squadron sounded from bay to bay or port to port.

Take-off of the fleet of aircraft was accomplished without untoward incident, the fleet taxiing down the harbor channel to the port entrance under the Point Loma headland and there, with the engines idling, the rising into the sky as the mighty roar of their combined motors passed from hearing.

Twelve of the fleet are F-5-L naval seaplanes fitted with twin Liberty motors of 400-horsepower each. These, in two divisions, led and forward among them was Captain Henry Mustin, commander of the Pacific air force and flight commander, aboard the seaplane No. 2, with his permanent whipping from the outboard strut. Lieutenant L. D. Spaulding is pilot of this "flagship."

Noted Flyer Participates. In the wake of the F-5-L divisions the two great NC seaplanes, Nos. 5 and 6, of the type which successfully flew across the Atlantic, took off ten minutes later. These are equipped with three Liberty motors of 400-horsepower each and with superior speed were expected to overtake the F-5-Ls on the first lap of the 2000-mile flight which was to find the aircraft fleet riding the waters of San Bartolome bay, on the Lower California coast, this morning. Commander John H. Towers, who won fame in the trans-Atlantic flight of NC planes, is commander of the NC division in the Balboa flight, but is commanding from aboard the auxiliary aircraft tender Mugford, which, with the aircraft tender Aroostook, sailed in advance to the vicinity of Cedros island to await the passing of the planes.

Commanding the F-5-L divisions is Lieutenant-Commander C. P. Mason, aboard seaplane No. 3, piloted by Ensign W. H. Rohrbach. In comparison of the trans-Atlantic and Balboa flights, Commander John H. Towers said he regarded the present one more difficult, because about 1800 miles longer and less safeguarded.

since in the Atlantic flight the entire Atlantic force of destroyers served as patrol.

Many Dangers Admitted. It is believed, however, that preparations for the present flight are adequate and that it will be successfully made, although dangers are many. By the plan of daylight flights from bay to bay or port to port, ready check upon the squadron's "laps" will be available. At the San Bartolome bay stop the ship Cuyama, fuel steamer, is awaiting the aerial fleet to replenish the fuel tanks and provide warm dinner for the crews. The aircraft will remain there until tomorrow morning and then "hop" to Magdalena bay. On the following day they will cross the Gulf of California to Banderias bay on the Mexican mainland. This stop is expected to prove one of the most troublesome, since the bay is open to the sea and high seas will make alighting and take-off dangerous.

The flight is expected to Banderias will take place New Year's day and a stay of several days will be made there. A flight to Magdalena bay is to follow January 8 and to Salina Cruz January 8. Probably the most dangerous air currents to be encountered will be in crossing the Gulf of California from the harbor of Salina Cruz also offers dangers in that the aircraft must taxi into the port from the open sea.

Weather Reports Relayed. From Salina Cruz the air fleet will go to the Gulf of Fonseca January 9, to the Gulf of Nicoya January 12, to Bahia Honda January 15, and the following day drive to Balboa.

Beside the fleet aircraft tender Aroostook and the special tender Mugford, fuel steamer Cuyama and the minesweepers Partridge, Cannet and Kingfisher, and the Eagle boat No. 2, are out on the "hop" to Magdalena bay. The plane fleet, some dispatched to stations far in advance and others to lags ahead, while the planes are resting in ports after passing of original station.

Weather reports are to be relayed from stations to the Aroostook and the radio reports will come in by way of the New Orleans station to the local station.

For emergency in case of becoming lost, each of the seaplanes is carrying two wireless stations and has star shells for night signaling.

WEDDING PRECEDES FLIGHT Flier Becomes Bridegroom Five Hours Before He Starts.

SAN DIEGO, Cal., Dec. 30.—Lieutenant Harry V. Baugh, commanding the NC-5 seaplane, which left with the Panama flight squadron at 8 A. M. today only to be delayed by a mishap to return soon after that, became a bridegroom five hours before he started. He was married to Miss Katherine C. Booth, 21 years old, of Kansas City, Mo., Lieutenant Baugh is 26 years old and comes from Bonnevill, Ill.

Lieutenant Baugh and Miss Booth went with a friend at 2:30 A. M. to the home of County Clerk McLeese, who performed the ceremony. The justice got out of bed, hastily put his clothes on and soon performed the ceremony. Then the couple hurried back to North Island, just in time for Lieutenant Baugh to report for the flight.

ACHIEVEMENT ONLY BEGUN Big Things Predicted for Next Few Million Years.

CHICAGO, Dec. 30.—Human achievements beyond present comprehension and discovery of forces that will make radium and electricity pale into insignificance in the next few million years were predicted last night by Professor R. Moulton, of the University of Chicago, before the American Association for the Advancement of Science.

Professor Moulton said man's intelligence today will have the same ratio to the man of future years as the tool has to the 20th century human.

The future life of planets is a matter of a trillion years or so, Professor Moulton said, and theories of collisions between planets are based on at least any collision is improbable for several thousands of millions of years.

GREEK PREMIER EVASIVE Reply to Allied Note Contains Only Vague Expressions.

ATHENS, Dec. 29.—Premier Rallis today replied to the joint note from Great Britain, France and Italy, presented December 3. The reply contains vague expressions. It veils the hope that the allies will press over recent events in the face of the real situation and says that Greece asserted, by the 98 per cent vote returning Constantine, the right of peoples to govern themselves.

Rallis' note, which was approved by King Constantine, leaves the inference that Greece is ready to maintain an army in Smyrna when the funds are provided.

FRANCE UNAWED BY REDS Government Held Ready to Deal With Revolutionaries.

PARIS, Dec. 30.—The chamber of deputies voted confidence in the government today, 451 to 54, after a discussion of an interpellation regarding the Tours socialist congress.

# PRESIDENTIAL VETO BLOW TO RAILROADS

### Clayton Act's Provisions to Be Enforced Tomorrow.

### FURTHER DELAY DENIED

### Wilson Overrides Advice Given by Interstate Commerce Body on Anti-Trust Law.

WASHINGTON, Dec. 30.—Railroads of the country after tomorrow will be prohibited from buying equipment from companies in which they or their officers are interested, as the result of the veto today by President Wilson of a bill to delay further the operation of such a prohibitory provision in the Clayton anti-trust act. The last of three separate two-year suspensions of the prohibitory section will expire tomorrow at midnight.

The president in announcing his veto through a message to the senate, declared the railroads had been given several extensions of time to prepare for observance of the law, and that no adequate reasons had been presented for further postponement of its operation.

Railroad representatives, on learning of the presidential veto, which overrode a six-to-four recommendation of the interstate commerce commission, that the bill be approved, declared failure to suspend further the operation of the Clayton act provision would mean a drastic immediate revision of carriers' system of buying equipment. The contention also was made by the railroad representatives that the required change would add hundreds of thousands of dollars to the cost of railroad operation.

Message Is Tabled. The president's veto message, on receipt by the senate, was read and left on the vice-president's desk for future action. Senate leaders said they could not determine immediately what would be done, or when further action would be taken. Senator La Follette, republican, Wisconsin, an opponent only to be replaced by a mishap to return soon after that, became a bridegroom five hours before he started.

The president's veto message in part follows: "I return herewith without my signature senate bill No. 4526, amendment 301 of the transportation act by extending the effective date of section ten of the Clayton act."

The Clayton anti-trust act was responsive to recommendations which I made to the congress December 2, 1913, and January 20, 1914, on the subject of legislation regarding the very difficult and intricate matter of trusts and monopolies. In speaking of the changes which opinion deliberately sanctioned, and for which business waits, I observed:

Act Is Defeated. "It waits with acquiescence in the first place, for laws which will effectually prohibit and prevent such interlockings of the personnel of the directorates of great corporations as in effect result in making those who borrow and those who lend practically one and the same, those who sell and those who buy but the same persons trading with one another under very different names and in different combinations, and those who affect to compete in fact partners and masters of some whole field of business. Sufficient time should be allowed, course, in which to effect these changes of organization without inconvenience or confusion."

This particular recommendation is reflected in section 10 of the Clayton anti-trust act. That act became law October 3, 1914, and it was provided that section 10 should not become effective until two years after that date, in order that the carriers and others affected might be able to adjust their affairs so that no inconvenience of confusion might result from the enforcement of the provisions of the act.

Delay Declared Sufficient. "In all more than six years have elapsed since this enactment was put upon the statute books, so that all interests concerned have had long and ample notice of the obligations it imposes. When it is considered that the congress is now in session and can readily adopt suitable amendments if they shall be found to be necessary, such reasons for further delay appear to me to be inadequate. The soundness of the principle embodied in section 10 appears to be generally admitted. The wholesome effects which its application was intended to produce, should no longer be withheld from the public, and from the

common carriers immediately concerned, for whose protection it was particularly designed."

# SHIP BOARD TO FEEL AX

### Agents for the Butterick Patterns and Delineator—All New Styles Now Showing.

### Completing the Year With a Wonderful List of Underpriced Offerings for Our

### 1051st BARGAIN FRIDAY SALE!

With cash the shopping public is indorsing this store's economy service. When the people lay their money down on our counters in exchange for our merchandise they are furnishing the most substantial proof that this store is cutting down the high "cost of living." The test of this store's increasing economy service is its rapidly increasing business. We sell for less because we buy and sell for cash. Big values, honest service—these are the things our patrons have learned to look for—AND WE NEVER DISAPPOINT. Here's a list of Friday's Special Offerings:

Hundreds of Women Will Quickly Profit by This Great 1/2 Price Sale Vanity Fair Silk Underwear

Choice From Our Entire Stock of This Celebrated Silk Underwear Without Restriction at a Uniform Reduction of Exactly One-Half Regular Selling Prices!

Parents! Think of It! Children's Hose at 25c Pair All Sizes 6 to 10

EXTRA! A Great Special Purchase and Sale of Georgette Crepes at 85c Yd.

Ribbons, Ready-Made Hair Bows In a Wonderfully Attractive Showing and the Most Important Underpricing of the Year

BLANKETS In the Friday Sale At Half Price!

Nainsook Finish LONG CLOTH At 25c Yard

TOWELS Most Wonderful Values Friday at 50c Each

Almost HALF PRICE for Men's Black Wool-Mixed Socks

OUR STORE NOW OPENS AT 9 A. M.

DAVIDSON ELECTRIC CO. ATWOOD

for the first week after the New Year only. A few specialties are:

Single Chain Drops, \$2.65 and up.

Two-Light Fixtures, \$6.40 and up.

Three-Light Fixtures, \$9.00 and up.

Bowl Fixtures, \$12.40 up.

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The committee feels that some ships should be sold. It feels that now is not the time to take money and lend it to any shipping board concern to build other ships, because the money is likely to be lost. The committee feels that it must get behind the shipping board and compel it to sell its plant and equipment.

The chairman also attacked the war department for spending more money than congress had appropriated.

WHAT CONGRESS DID YESTERDAY. Senate. Notice was given by Borah that he will oppose use of pension building for an inaugural ball and will seek to limit expenses of ceremonies at capitol to \$10,000.

A bill offered by Senator Gronna placing all prohibition enforcement officers under the civil service.

Senator King proposed a resolution requesting the state department to furnish information regarding the aggregate of American claims against Germany.

A veto message was received from the president withholding approval of a measure affecting one section of the Clayton anti-trust law.

The Calder committee examined former Fuel Administrator Garfield in executive session. Adjournment was taken until next Monday.

House. Began consideration of sundry civil bill for fiscal year ending June 30, 1922.

Sale of government ships at loss to private concerns and subsidy in addition, if necessary, favored by Chairman Good of appropriations committee in address to house.

Banking and currency committee reported favorably senate bill granting extension for one year to member banks of federal reserve system of the privilege of lending 20 per cent of their capital and surplus on paper secured by liberty bonds.

Bureau of building construction and housing bill introduced in the department of commerce under bill introduced by Representative Tinkham, republican, Massachusetts.

Commenting on the care and training of district court judges, Mr. Good said that both the war risk insurance bureau and the federal board of vocational education would have unexpected surplus funds at the current fiscal year and that with these amounts available, together with appropriations carried in the bill, the war risk insurance bureau would have approximately \$100,000,000 and the board for vocational education \$75,000,000 during the coming fiscal year, approximately the amounts he said, they had estimated they would need.

"Congress will take care of the disabled soldiers," Mr. Good declared. He pleaded for passage of the bill as presented by the committee, declaring it was necessary to act on it without regard to personal considerations.

Lightening Taxes Is Aim. Behind the whole measure, he said, was an urgent desire to reduce the expense of the government and lift part of the heavy tax burden.

The chairman explained that it was not possible at this time to estimate how much the appropriations in all the supply measures, about \$1.5 billion, could be reduced from last year. The amount would depend, he said, on the policy to be adopted in providing for the army and navy estimates.

Grade Crossing Petitioned. SALEM, Or., Dec. 30.—(Special.)—The county court of Douglas county has made application for permission to establish a grade crossing over the tracks of the Southern Pacific company near Cornutt.

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Misses' and Children's Pin-Top Hose Supporters