

PREPARATION FOR LONG FLIGHT WAS MADE IN DETAIL

Every Contingency Discounted in Advance; English Rushed to Frozen Coast; Were Delayed.

WEATHER GREAT PROBLEM
Secretary Daniels Had Prepared for Flight and Seaplanes Were Built Before War Was Ended.

By Joseph Mulvaney
Trepassy, N. F., May 15.—Perfect preparation and faultless execution is what made the Atlantic flight possible for the American seaplanes. From the inception of the idea to the fulfillment of the present phase, the navy department has not the project through with characteristic thoroughness.

So far no detail has been found lacking and the vast minutiae overlooked by private adventurers was verified as far back as the first of the year.

The vital factors were machines, men and weather. In the navy-Curtis type seaplanes, built for overseas flight before the war terminated, Secretary Daniels was confident that the first requirement was fulfilled.

U. S. FLIERS REJOICE
In the personnel of the navy aviation service were thousands of first class fliers, all eager to embark in this pioneer enterprise. The men selected are not the pick of the service in the ordinary sense of the phrase; they are just representative, seasoned airmen with a special knowledge of the particular type of seaplanes. Hundreds more equally good are available, the fliers here agree, and they take pride of service in that particular fact instead of seeking individual glory from their own selection.

But the weather was the hardest problem to solve. British aviators, rushing headlong to Newfoundland to start in pursuit of the \$50,000 prize, found themselves icebound and their planes endangered by gales.

NEW WEATHER HISTORY
The Americans knew from the study of weather reports and charts for two more years that the Atlantic flight would be impossible in present day planes before this month. The shipping directions in the text books of naval vessels show plainly the treacherous nature of the wind and the danger of fog through the winter and early spring.

The special detachment organized under Commander Towers by Secretary Daniels' order calculated from past performances that climatic conditions would change for the better around May 10. On that basis the destroyers were formed into flotillas to patrol the coast.

Weather service was installed on the mother ship, supply and repair ships were made ready, the shortest course to the Azores, Portugal and Iceland was mapped and all set with every leg of the journey covered in advance of the earliest possible date of the start of the flight.

READY FOR TROUBLE
Enough spare parts are at hand almost to build a new machine, in addition to scores of other parts. The breakdown of the NC-4 at Chatham was discounted in advance, as shown by the onward progress of the flight when she was disabled.

Accidents to several destroyers, the forced landing of a plane, interruption of radio communication—none of these would stop the flight so long as seaplanes remain in the air.

With each knot covered the chance of success is increased, not only by mileage, but by the decrease in weight caused by the consumption of fuel and oils and by the increased flexibility.

Adventurers Ready To Start in Search Of Treasure Halted

San Francisco, May 17.—(U. P.)—The search for Siberian treasure in the little steamer *Louisa Stevenson* and famous in his travel stories isn't getting off to the flying start its romance loving crew expected. Today, Federal officials stopped in, and the *Casco* was weighing anchor for the treasure fields halted it.

Departure was stopped because the crew contained a surplus of banking clerks and ex-soldiers, and not a full equipment of sailors. The state department also refused to issue the *Casco's* passport, apparently owing to the present Russian situation.

PERSONNEL GIVEN OF DARING CREWS

Trepassy, N. F., May 15.—The crews of the naval seaplanes that left Friday on their transatlantic flight were as follows:
NC-1—Lieutenant Commander P. N. L. Bellinger, commander; Lieutenant Commander M. A. Mitscher and Lieutenant L. T. Barin, pilots; Lieutenant Harris Sundenwater, radio operator; Chief Machinist L. I. Keeler, mechanic; Chief Machinist Asmud Christensen, engineer.

NC-2—Commander Towers in charge; Lieutenant Commander H. C. Richardson, pilot; Lieutenant E. F. Stone, pilot; Chief Machinist E. R. Stone, radio operator; Lieutenant J. L. Brezee Jr. and Chief Machinist's Mate E. S. Rhodes, engineers.

INVESTIGATION OF DEATH OF TUCK TO BE BEGUN TUESDAY

Mayor Baker Asks Civic Organizations to Appoint Members To Assist in Probe.

Public investigation of the charges of gross negligence against city officials in connection with the death last Wednesday of Eugene Tuck, murder suspect, was ordered today by Mayor George L. Baker. The committee, including one member from each of seven civic clubs, will conduct the hearing, which will begin next Tuesday at 2 o'clock at the city hall.

The purpose of the hearing is said to be to determine all facts in the affair, and Mayor Baker stated today that any city official found guilty of neglect of his duties would immediately be discharged.

Mayor Baker has requested presidents of the Ad Club, Rotary club, Progressive Business Men's club, Elks club, Y. M. C. A. and Kiwanis club to name one of their members to act upon the investigating committee. This body will have the power of a court in summoning witnesses.

Eugene Tuck died from lobar pneumonia in the county jail last Wednesday morning following his incarceration in the city jail, where he had been pending investigation of the death of his wife, Mrs. Eugene Tuck. He had been moved to the county jail the evening before last, when he had a temperature of 102 degrees, a pulse of 96 and respiration of 22. He declared, according to Dr. Rose, that he had no pain in his chest. Dr. Ziegler asserts that Tuck told him on Tuesday that he had no pain and was not sick, although Tuck admitted he had not eaten, and that nothing tasted right.

Dr. Ziegler states that Tuck staggered and his sleep was fitful. He arranged for a quiet place for the prisoner, he says, and left medicine for him.

Mrs. Eivers, the nurse, reports that Tuck was nauseated and coughing when he was brought to the emergency hospital Saturday afternoon. He was given a cough medicine and a morphine dose, it is said. Ziegler told her that the case was queer and that maybe Tuck was a morphine fiend, Mrs. Eivers declares.

Prisoners assert that Tuck asked for no medical assistance and did not complain of being ill.

Republicans Promise An Early Return of All Telegraph Lines

Washington, May 17.—(U. P.)—Immediate restoration of the country's telegraph and telephone lines to private ownership and an early investigation of Postmaster General Burleson's conduct of them was promised today by Representative Steenerson of Minnesota, chairman of the House committee on communications. Steenerson said he would introduce a resolution in the house on Monday that would require the government to relinquish all wire communication now under government control and at the same time to explain to Congress every phase of his management, especially with regard to all moneys received and expended by the postoffice department in running both telegraph and telephone services.

LISBON FOREIGNERS HERD TO WAIT FOR AMERICANS

Sporting Blood of Portuguese Up and Betting Heavy; Prepare Landing Place.

Lisbon, May 17.—Three large boats at the mouth of the Tejo river mark the landing place for the three American seaplanes after their epoch making flight across the Atlantic. Really they will be used as reception places for the people of Lisbon. Several planes of the Portuguese air force plan to fly out to meet the Americans and pilot them into port. The whole town of Lisbon is expected to turn out in flight in honor of the pioneers.

Swift destroyers were held in readiness at both ends of the journey and along the line of flight ready to dash off to the rescue if any of the machines got into trouble.

Lieutenant C. L. Rhodes, reserve engineer on the NC-3 did not make the flight. He and the wireless telephone operator were finished at the plane by a launch in order to save weight.

NEWS AS EAGERLY SOUGHT AS ON ELECTION NIGHT

Washington, May 17.—(U. P.)—The transoceanic flight of the seaplanes was the first official transatlantic flight undertaken by any government. The navy assumed full responsibility for its success or failure and put its entire resources at the command of the fliers.

Navy officials were placing their bets on the NC-1. She is the only one that has gone thus far without a mishap. The NC-3, which was finished at the plane, has had a romantic career since she was completed last October and has stood endurance tests which led every official to believe that she had the best chance of getting across. The NC-3 is the favorite of the mechanics who put the three machines in readiness for the flight.

UNDANED BY FIRE

The NC-1 was nearly left behind at the start from Rockaway when she caught fire a few hours before the start and lost one wing and suffered other damage. In 16 hours, however, a two day repair job was finished and the plane sent up for a test flight. She worked perfectly.

Because of almost perfect weather conditions the navy again during the flight to establish the record for distance. The Bar Harbor, Me., station could hear the seaplane commanders about 1250 miles away talking among themselves.

The transatlantic fliers carried a letter of greeting from Harold Braddock, director of the War Savings Stamp campaign committee, to Robert Kinsler, chairman of the British national war savings committee of the \$10,000,000 in war savings stamps and certificates held by American citizens.

ALL ATHIRST FOR NEWS

Lights glowed from every ship in the harbor throughout the night as officers and men sat about tables, waiting for news from the American fliers.

Dispatch boats swept back and forth across the bay between the mother ship Melville and other warships.

Hourly bulletins were issued on the progress of the historic flight. These were quickly prepared, handed to couriers on motor boats and distributed to the eagerly waiting ranks of all ships and to the watchers in the city.

The men of the many foreign craft in the harbor lined the rails anxiously as the motor boats approached. As the dispatch boats returned with the news, cheers went up from these ships.

GREAT DIRIGIBLE VANISHES IN FOG

Naval Cruisers Give Up Hope of Locating Gas Bag; Sea Runs Choked With Ice.

Washington, May 17.—The dirigible C-5 is lost, according to a message the navy department received Friday from the cruiser Chicago. The message came by way of Otter Cliffs and indicated that the blimp could not be found and that the search for her would be discontinued for the present at least. It read:

"The dirigible C-5 is lost. Unable to learn whether merchant ship which reported it had abandoned it or failed to rescue it, Edwards unable to locate either of them. On advice of commanding officer, returning to St. Johns."

Later advices from St. Johns are to the effect that the destroyer Edwards, which put to sea in pursuit of the runaway dirigible, returned to port after having searched the ocean to the eastward all night and this afternoon without finding any trace of the big gas bag. The destroyer visited the position where the British steamer War Pigeon reported sighting the blimp, but found nothing all night and this afternoon.

The Edwards made the same mistake during the night. Numerous large sized bergs were passed and present grave danger for any ships in that area unless the weather is very clear.

Grain Futures Are Lower With Limit Put on Speculation

Chicago, May 17.—(U. P.)—A suggestion by Julius Barnes, president of the United States Grain corporation, to limit speculation by grain traders, combined with reports of good weather, lowered grain futures on the Chicago board of trade today.

Large holders of grain became uneasy after Barnes' statement was made public and liquidation followed. Free offerings of cash corn by farmers also acted as a depressing factor. Provisions dropped with grain.

Special 5 MAPS Feature

SHOWING AT A GLANCE THE GREAT CHANGES MADE THROUGHOUT THE WORLD BY THE PEACE TERMS

One map presents the new Europe, giving not only the frontiers laid down in the peace terms but also showing by dotted lines the probable or possible boundary lines to be determined upon, thus affording an approximate idea of the future European frontiers.

Another map contrasts in a striking way the great Germany of 1914 with its shrunken self of today, telling more plainly than words of the downfall of the arrogant Empire of the Hohenzollerns.

A third map shows the disposition of the German colonies in Africa; a fourth map the distribution of the German Islands in the Pacific.

The fifth map shows the Chinese city of Kiaochow which is awarded to Japan, and its geographical relations to Peking, Korea, and the Japanese archipelago.

These five maps, which are included in THE LITERARY DIGEST for May 17, will make clear to the reader in five minutes what the war has accomplished in five years.

The Peace Terms That Take All the Fight Out of Germany

A Summary of the Greatest Treaty of Peace in History With Comment Upon It From the German, British, French and American Press

Japan's Victory at Paris
Hungary's Third Stage of Decline
German Bluster About Peace Terms
A Flivver on Rails
The Doctor's Troubles
Paderewski—A Pianist Turned Statesman
Can Acting Dolls Displace Actors?
Pogroms Expected in Russia and Poland

Interesting Half-tone Illustrations, and Humorous Cartoons

Showers for First Of Week Forecasted

Washington, May 17.—(U. P.)—Weather forecast for the period May 15 to 24 inclusive: Pacific states. The coming week will be one of normal temperature and generally fair weather except occasional showers are probable first part of week on north Pacific coast.

J. L. RIPLEY FUNERAL HELD THIS AFTERNOON FROM FINLEY CHAPEL

Pallbearers From Engineering Department of O-W. R. & N., Where Deceased Worked.

The funeral of Joseph L. Ripley was held this afternoon from the Finley chapel, Rev. O. W. Taylor officiating. Mrs. Virginia S. Hutchinson gave a vocal solo. Pallbearers were from the engineering department of the O-W. R. & N., where Mr. Ripley has been employed for the past 18 years.

Edgar G. Smith, who died in this city Thursday, was a resident of Stanfield Ore., aged 50, a native of Sun Prairie, Wis., and until recently a traveling salesman for a dentist supply house. His sister, Mrs. J. L. Dugas of St. Paul, Minn., was with him when he came to Portland recently seeking medical aid. The funeral was held this morning at the Portland crematorium. J. P. Finley & Son had charge of arrangements.

Mrs. Ida Hulery Fletcher died in Oakland May 7, at the home of her sister, Mrs. E. J. Bray, just a month past her sixty-fifth birthday. She was born in Eugene, Ore., and was a native of New York city and resided at 498 East Sixteenth street, where he died Friday. He is survived by a widow, Mrs. Elizabeth Ripley, and two children, Raymond and Hazel Ripley. Final services were at Riverview cemetery.

PLANES MAY SAIL BACK OVER OCEAN

Americans Yet Undecided Whether to Return From England by the Cloud Route.

Trepassy, May 17.—Whether the American seaplanes on arriving at Plymouth, England, will try to fly back to America is a question still undecided. In the last few days Commander Towers discussed the proposition with the other fliers and speculated on the possibility of making the return trip, but the pressure of preparation for the dense fogs, and longer courses to the south would therefore be essential.

Several members of Towers' command are eager to return to private business after the flight and he hesitated to ask them to remain to risk their lives in a more dangerous venture.

Extraordinary preparations have been necessary on both sides of the ocean, yet no decision has been made as to how the seaplanes are to return after England is reached and it is quite possible that if the long leap overseas is successful a return trip will be authorized.

Dr. Wilson to Speak
Dr. Clarence True Wilson, chairman of the temperance work for the Methodist church throughout the nation, will speak Sunday morning at the Central Methodist church. The pastor, Dr. A. R. Maclean, has invited the public.

Mannerheim Advance Denied

Copenhagen, May 17.—(U. P.)—The report that General Mannerheim's Finnish (anti-Bolshevik) army is just outside of Petrograd in its advance into Finland was denied by the Finnish legation here today.

Accused of Cutting Timber

A complaint filed by Assistant District Attorney Beckman in federal court today charges Patrick Reilly with cutting timber on government land in Garrison county and manufacturing it into posts which he sold for \$84, the sum it is sought to recover.

Telegraphers May Discharge Present Officials of Union

St. Louis, Mo., May 17.—(U. P.)—A fight on the present officials of the Order of Railway Telegraphers has developed at the convention of that organization. In session here, politics cropped out with the opening of the gathering, according to the reports, and delegates are discussing plans for a change in the personnel of the officers of the organization.

PADEREWSKI TRIES TO QUIT HIS JOB

Polish Premier Would Resign Because of Lack of Diet Support.

Warsaw, May 16.—(Via London, May 17.—(U. P.)—Premier Paderewski of Poland has resigned because the diet refused to support his pledge to the allies that the offensive of the Polish army case, but the resignation was not accepted.

Leaders of the Polish diet are urging that the offensive against the Germans be pushed to the utmost.

General Pilsudski, one of the chief leaders of the Polish army, is supporting the premier and has already commanded the order to attack Galicia. The political situation in Poland is becoming acutely grave.

Food Supplies Promised

London, May 17.—(U. P.)—Herbert C. Hoover in a letter to Premier Paderewski has promised food supplies for Poland immediately, according to a Warsaw dispatch to the Post. The food administrator also has guaranteed that Poland will get the necessary supplies for reopening her textile mills, the dispatch stated.

Ukrainians Attack Poland

Paris, May 17.—(U. P.)—The Ukrainians have launched an offensive against Poland, according to advices reaching here today. Heavy fighting is reported.

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THE LITERARY DIGEST

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