

PILOT DESCRIBES FIRST LEG OF TRIP ACROSS ATLANTIC

Commander Richardson Writes Details of Journey Up Coast From Rockaway to Halifax.

SHARP GUSTS ENCOUNTERED

Seaplane, However, Responds Nicely to Various Mechanisms and Comes Through Safely.

By Commander Holden C. Richardson, Pilot of NC-3. Trepassy, N. F., May 16.—On the morning of Thursday, May 8, everything was in readiness about 8 o'clock for the start of the flight from Rockaway Beach to Halifax.

NC-1 and NC-3 each had trial spins to assure that everything was O. K.

Up to about 9:30 a. m. the weather reports were uncertain, but as further reports came in conditions appeared to improve and Commander Towers, in command of the first regular seaplane division to be commissioned in the United States navy, gave his decision to start.

The crews then got their baggage and gear together, made their farewells and got on board. NC-1 was tied up, fall to the beach, as was NC-3, while NC-4 was on the marine railway.

NC-3 UNDER WAY FIRST. NC-3 was under way first, at 10:07 a. m., and taxied out into Jamaica bay until NC-4 and NC-1 were under way in the order named.

It was pretty hazy ahead but the Long Island shore was still visible about 10 miles off. NC-4 was well inshore, and NC-1 was trailing well offshore at an altitude of 1800 feet.

ORDERED TO WORK INSHORE. Commander Towers then directed us to work more inshore to the northward.

We tried to use the "Bungee" but found it too stiff. At 12 o'clock we had Montauk Point ahead; the main land near New London was just visible and Block Island was dead ahead.

We altered our course to pass to the southward of Block Island and light which we passed at an altitude of 2300 feet at 12:15 p. m.

The little island seemed very clear and beautiful with its toy houses, Christmas trees and roads. We could see the surf breaking on the rocky shore. We also noticed several steamers whose smoke gave indication of the direction of the wind at the surface of the water.

NC-1 and NC-4 had forged well ahead when we again changed our course and headed up Vineyard Sound, past Menemsha Light and 4 made a wide circle to get back into position.

TURBULENT AIR ENCOUNTERED. Passing Woods Hole at 1 p. m. at an altitude of 2500 feet we got several bumps from turbulent air.

A haze was developing ahead as we came in sight of Buzzard's bay to the northwest. We continued eastward, passing over Monomoy about 1:30 and getting a few bumps while crossing Nantucket shoal.

At 2000 feet Massachusetts bay was visible almost as far as Cape Cod and Follis Rip lightship was visible to the southward. It was hazy ahead but visibility was good.

At 2000 feet we lost sight of the main land astern. About 2 p. m. a radio report was received by the division commander to the effect that NC-4 was having motor trouble and was proceeding on three engines.

At the same time we sighted the first destroyer to the northward, making smoke. We soon lost sight of NC-4 well to the northward against a dark haze and heard nothing further from her until the next morning.

At about this time I felt the need of some food and went aft to get some coffee and sandwiches. There was no difficulty about this, for Lieutenant McCulloch and I had been taking half hour turns at the wheel. I found the reserve engine, Lieutenant Rhodes, and the engineer, Boatwain Moore, on watch at their stations, noting the oil pressure and the salt water temperature. The gasoline supply was also keeping an eye on the engines and propellers.

Leutenant Commander Lavender was busy with the radio and I did not disturb him.

I then went forward and consulted with the division commander, also with Lieutenant Commander Byrd, who was busy with the navigation devices which had been his pets since he was assigned to assist in the preparations for the flight.

Another destroyer sighted. At 2:30 p. m. we sighted No. 3 destroyer dead ahead. At about 4 p. m. we passed almost directly over No. 3.

About 4:30 p. m. though well out in the open sea and at about 2500 feet altitude we ran into a sharp wind squall, requiring sharp maneuvering to keep our course, and to keep properly trimmed.

About 4:40 p. m. we sighted Cape Sable on our port hand. From here on the weather was clear. At this time NC-1 was following astern but at a much higher altitude.

From the time we passed Cape Sable until we headed into Halifax we were continually subjected to sharp squalls which made it necessary for both pilots to work in conjunction on the control and to be on the job every second for the remaining three hours of the run.

SHIP WELL BEHAVED. Although the disturbances were powerful, NC-3 responded to her controls very satisfactorily and to a high degree showed inherent stability and good balance, but like a well-behaved ship, she was not without her moments when these were wrong, so we had to fight to correct the difference.

Longitudinally and directionally the balance was especially good, but the lateral balance was seriously affected by the side wind getting hold of one wing ahead of the other.

The turn indicator is quite sensitive and by its use, except in strong gusts, it is possible to keep from turning and thereby improve the compass reading. The atmosphere was clear but the sky was cloudy.

Every promontory contributed squalls and sharp gusts. In a short while we learned the action of these gusts on our plane and could anticipate them and thereby reduce the resulting disturbance.

AVIATORS ARE NOW WAITING IN AZORES

Coast Too 'Dry' for Eastern War Bride

Spokane, May 21.—(U. P.)—Alleging that his war bride, Cleopatra McEwen, of Norfolk, Va., refused to live with him in dry territory, Sergeant Glen McEwen, wearing a distinguished service cross, has asked a divorce.

The couple married at Norfolk in February and came west. It is alleged trouble started when Mrs. McEwen discovered that there was no "liquor" out here.

The couple lived together but three days. McEwen won his decoration for rescuing wounded men under machine gun fire.

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CONFECTIONERS WILL HOLD FIRST ANNUAL MEETING JUNE 10-12

Convention Arranged for During Festival So Delegates May Enjoy Rose Show.

The Oregon Retail Confectioners' association will hold its first annual convention in Portland, June 10, 11 and 12.

The committee in charge of the program is arranging to take care of the business of the association during the first day of the meeting, that members may enjoy the delights of the Rose Festival.

There are more than 1000 members of the association and the majority of them, with their families, will attend the convention, according to officials of the organization.

The confectioners were first organized during the war, to study together government regulations affecting their business. The advantages of exchange of views and experiences became evident. It was decided to make the organization permanent.

Local manufacturers and producers of confectionery products are arranging to entertain the visitors after their business program is completed.

Officers of the association are: Charles Ernest, president; Charles James, first vice president; Edward A. Klees, second vice president; Frank W. Beach, secretary; James Griffith, treasurer.

A number of visitors from Washington and California are expected at the convention.

Several more cases of influenza have been reported in Marshfield but they are mild. The spread has not been alarming but the situation is being carefully watched.

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This is the third illicit still which Sheriff Stanwood has put out of commission in the Nehalem valley within a few weeks.

The other two alleged operators, Sam Hay and Bud Baldrige, are said to have disappeared, the former going to Canada.

Clatskanie, May 21.—E. L. Bessey, prominent dairyman of Coos Bay, died at his farm home on Coos river from influenza. He was 55 years old and a native of Massachusetts.

He had resided in this locality for 15 years and was a leader in the local dairy industry.

Mr. Bessey is survived by a widow and three children. One son, Alden Bessey, died in the army service during the war.

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'BARRED DOOR' LAW IS UNCONSTITUTIONAL, SAYS CIRCUIT COURT

Kavanaugh Holds Ordinance Gives Chief Despotic Power in Gambling Investigation.

Portland's "barred door" ordinance is unconstitutional, oppressive and unconstitutional, in the opinion of Circuit Judge Kavanaugh, who decided Tuesday in favor of Lee Foo and Chung Lee, Chinese fined in the municipal court under the ordinance, who had appealed.

The court held that although the act purporting to be one necessary for fire prevention, in reality it was aimed at Chinese suspected of operating games of chance. That the ordinance gave a despotic power to the chief of police to determine himself who were violators of the law and that it was unjust legislation was the conclusion reached by Judge Kavanaugh.

"GRAFT," SAYS MALARKY. "Graft" was openly charged against the police department by Dan J. Malarky, counsel for the Chinese merchants, in a bitter arraignment of the methods used to break into their homes and places of business where gambling was suspected.

Neglect of big criminals in connection with a campaign of "persecution and oppression" might be waged against the Chinese inhabitants of the city was charged by the attorney.

"The taxpayers of Multnomah county and the morals of the community would be better off," said Mr. Malarky, "if the police would carry out their duty by breaking in some of Portland's hotels for a change. These sensational raids against Chinese, innocent and guilty alike, serve simply to distract the public's attention from far more serious conditions which exist here and to which the police pay no attention. I commend the police to some of our leading hotels for a condition which is far more harmful than the occasional fan tan games they interrupt in the Chinese quarter."

There is a crusade of graft in connection with these "barred doors," stated Mr. Malarky, "and it is being carried out against the Chinese by officials of Portland wearing blue coats."

"They don't know what a search warrant looks like at the police station. They break into the homes and stores of the innocent and guilty alike, take what they please, give no receipt and often when the poor Chinaman comes to recover his stuff, he finds that there is no record of it."

The appeal from the action of the municipal court was a test of the validity of the ordinance prohibiting certain kinds of doors in buildings without the sanction of the chief of police. Any door not entirely of wood, more than two inches thick, which does not open inward and which has more than one fastening is illegal, according to the ordinance, providing one has not secured a permit. It was pointed out that one of the other of these provisions would include nearly every door in Portland.

A new handbag for women can be contracted in size to serve as a shopping bag or purse.

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