

## AMERICA UNITES IN GIVING PRAISE TO OCEAN FLYERS

Washington Thrilled by Report  
of Safe Landing Made by Two  
Daring Men After Rough Trip,  
MAY AFFECT CONGRESS

Secretary Daniels Says Advance  
of Recent Months Makes Great  
Appropriation an Urgent Need.

Washington, June 16.—The capital was electrified Sunday by receipt of news of the landing of Captain John Alcock and Lieutenant Arthur W. Brown in their Vickers-Vimy bombing biplane at Clifden, Ireland, thereby concluding the first successful non-stop transatlantic flight.

"I am intensely gratified and very pleased," said Secretary of the Navy Daniels. "It was a great achievement and shows that we are just on the threshold of greater developments in aviation than we ever dreamed of—even a month or two ago. It also shows the necessity of liberality on the part of congress in the matter of American aviation service."

**NAVY NEEDS MONEY**  
It was only yesterday that Mr. Daniels sent a letter to Senator Carlisle, chairman of the naval affairs committee of the senate, protesting against the action of the house in reducing the appropriation for naval aviation to \$15,000,000, as compared with the \$20,000,000 appropriation that Great Britain has made for the improving of both her naval and military air fleets.

Doubtless the feat of the Anglo-American aviators in crossing the Atlantic in 16 hours and 27 minutes—Lieutenant Brown is an American—will have more effect in changing the mind of congress than any number of letters from either navy or war department officials. Congress now sees an accomplished fact and is not expected to disregard it.

There were plaudits without number this afternoon in war and navy department circles when news of the flight came in.

**PRaise IS UNSTINTED**  
Once it became known that the Vickers-Vimy machine had landed at Clifden, Ireland, army and navy officials expressed their admiration of the daring of the two aviators, who flew in the face of the Hinkley-Grievous flight, which would have ended disastrously in mid-ocean were it not for a passing freighter, which rescued the two men.

"I think it was wonderful," said Mrs. A. C. Read, wife of the commander of the NC-3, who also expressed admiration for the Alcock-Brown expedition.

"We did not get over any too soon," she said.

Just as the American transoceanic flight first demonstrated the feasibility of crossing the Atlantic by air, the present flight, in the belief of navy officials here, emphasized the need of an adequate air force for the United States. Their views are shared by war department officials and by the country at large, it is believed.

Mr. Daniels' letter to Senator Page recounts the tremendous developments of aeronautics down to the feat of the NC-4 and adds:

"We are now expecting a visit from the British rigid dirigible R-34, which is to make an attempt to fly directly from England to the United States. The performance of this British rigid to date indicates the practicability of such a voyage, and even should the present attempt fail by some mischance there is every prospect that the voyage will soon be successfully accomplished."

"I feel sure that you will agree with me that the United States, where was built and operated the first successful flying machine, which, under the stress of war, made a supreme effort during the last two years and is now, broadly speaking, abreast the rest of the world in aeronautical development and ahead in some respects, as indicated by the successful voyage of NC-4, should not now falter and fall by the wayside in aviation."

Secretary Daniels wants at least \$10,000,000 for the development of the naval aviation during the coming year. Navy experts have asked for \$15,000,000.

It only \$15,000,000 is forthcoming the navy will be compelled to forsake its program for the building of dirigibles. The rigid dirigible, he says, rendered splendid service during the period of the war and was used successfully by Great Britain and Germany.

Part aircraft plays in keeping with a battle fleet, Mr. Daniels says, are as follows:

"Spotting from aircraft to assure the gunnery efficiency at long range, and gunnery efficiency is perhaps more than anything else the real measure of efficiency of the fleet."

**ENGINE POWER NEEDED**  
"Several times in our recent fleet exercises low visibility or smoke screens have absolutely prohibited spotting from ships and all spots had to be taken from the spotters in the aircraft overhead. The improvement in the ability to spot is one of the compelling reasons for shooting at longer ranges. A naval action undoubtedly will be begun in clear weather at ranges of over 20,000 yards and spotting from high in the air will be of paramount importance."

Rear Admiral D. W. Taylor, chief of the bureau of construction and repair said:

"I am very glad they got over and they are to be congratulated on their exploit. The fact that the feat has been performed will give great impetus to the art of long distance flying."

Navy officials still maintain that there is no American machine that can duplicate the feat of Captain Alcock and Lieutenant Brown. What appears to be a warning is made power for the simple plane or planes of the Vickers-Vimy type. It is stated, however, that American planes in recent tests at flying fields have made 134 miles an hour, while the Vickers-Vimy made 124 miles an hour.

Officials said there would be very little progress if the navy is not supplied with money liberally for aeronautic experimentation.

**USE OF LAND PLANE FOR FLIGHT IS BIG ADVANCE**  
New York, June 16.—It was a splendid flight, said Allan R. Hawley, president of the Aero Club of America, when informed of Captain Alcock's arrival on the Galway coast.

"We are glad to see it proved that a land plane can make a flight of nearly 2000 miles over seas where it would not be possible to make a landing. The flight proves that such a plane can fly any part of the world under almost any conditions. I have no doubt that Alcock and Brown will be awarded the Daily Mail's \$50,000 prize. They certainly deserve it."

Captain Robert Barthlett, who accompanied Admiral Peary on two of his trips to the North Pole, and who is planning an airplane expedition to the Polar region, said:

"Captain Alcock has won the greatest sporting competition in the world. No doubt many other big machines will follow. The result will be that England and America will be brought into closer bonds of union."

"Captain Alcock's flight shows how tremendous are the possibilities when we can use land planes to cross the ocean. Land and seaplanes are destined to be the greatest aids commerce ever had. I have no doubt the American army will be successful in its plan to make the flight to the Pacific in an airplane without any hitch."

## Vickers-Vimy Crew and Biplane

CAPTAIN JOHN ALCOCK, PILOT

Born 1892 at Manchester, Eng., adopted aviation as a profession 1910.

Won Royal Aero club flying certificate in 1912.

Won second place in the famous London-Manchester race, 1913.

Joined the royal naval air service, 1914.

Won record for long-distance bombing raids at Turkish front.

Taken prisoner when defective motor forced him to land inside Turkish lines.

Repatriated in 1917.

Awarded distinguished service cross.

LIEUTENANT ARTHUR W. BROWN, NAVIGATOR

Born in Glasgow, Scotland, of American parentage, 1886.

Enlisted in university and school course, 1914.

Served in France, 1915.

Transferred to royal flying corps.

Taken prisoner on western front, while flying as observer; wounded.

Repatriated, December, 1917.

VICKERS-VIMY BIPLANE

Length, 42 feet 8 inches.

Height, 15 feet 3 inches.

Wing span, 67 feet from tip to tip.

Weight (gross), 11,120 tons pounds.

Motors, two Rolls-Royce, 250 horsepower each.

Speed, 90 miles an hour near ground, 103 miles at 8000 feet.

Cost, \$39,000.

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## STRIKE OFF OFF, SAY WORKERS

Burleson's Order to Companies to  
Negotiate Does Not End  
Crisis, They Assert.

Atlantic City, N. J., June 16.—(U. P.)—Postmaster General Burleson's order to the telephone companies to negotiate with their employees, so as to avert the threatened electrical workers' strike, was one of the most engrossing topics discussed by American Federation of Labor convention delegates today.

Burleson's order will only postpone the crisis, according to Thomas Flaherty of the postal workers. He predicted the companies and the workers would be at loggerheads again when the wires are returned to their owners.

"If the employees find they have been 'double crossed,' in the words of Frank Burleson, international president of the Electrical Workers' union, 'our action will be more determined than ever.'"

The convention today was to receive a full report of the telephone situation.

It was considered probable that the second week of the session opened, that the convention would have to sit perhaps 10 days longer. A mass of resolutions confront the delegates.

The school board has not bound itself to follow the program announced. It is certain that two new high schools must be built. As to the school of construction, the proposed northeast high school unless a part of the large tract owned by the board in Beaumont should be used, and this has not been considered.

"If Mr. Groat is correct in defining the overworking of the schools the building program should probably be immediate. It could be spread over a number of years, then it is probable it could be financed from taxation and I would favor that method unless an actual emergency exists."

The citizens committee of 100 will hold a called meeting at the Central library this evening to consider the report of a special committee of inquiry into the school situation.

Dr. A. J. Bale.

The subcommittee has its report ready. This report does not constitute an official recommendation of the bonds was hinted this morning. That sentiment as to the bonds will be so far from unanimous as to have been a subject of discussion at the meeting of the committee of 100.

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## Aviator Carries American Flag on Trip Over Ocean

London, June 16.—(I. N. S.)—While the first non-stop America to Europe flight was essentially a British affair, a tiny American flag made the history making flight in the pocket of Lieutenant Arthur W. Brown, navigator of the Vickers-Vimy machine.

The Stars and Stripes, it was learned today, was present to give color to the triumph of the British aviators. Miss Kennedy, daughter of a major in the royal air force, Miss Kennedy was one of the happiest girls in England today.

Lieutenant Brown and Miss Kennedy will be married shortly and will reside in America.

board of school directors, responded to the questions quoted.

"The program as announced has not been formally adopted by the school board, but was considered at a committee session of school directors," he said.

"The program involves the construction of two new high schools, nine new elementary schools and additions to seven other elementary schools, together with an estimated investment of \$270,000 in sites."

"Consequently, the school board has not bound itself to follow the program announced. It is certain that two new high schools must be built. As to the school of construction, the proposed northeast high school unless a part of the large tract owned by the board in Beaumont should be used, and this has not been considered."

"If Mr. Groat is correct in defining the overworking of the schools the building program should probably be immediate. It could be spread over a number of years, then it is probable it could be financed from taxation and I would favor that method unless an actual emergency exists."

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