

The Weather

Maximum yesterday.....70
Minimum today.....38

MEDFORD MAIL TRIBUNE

Predictions

Today, Fair.

Daily—Fourteenth Year.
Forty-ninth Year.

MEDFORD, OREGON, THURSDAY, MAY 15, 1919

NO. 46

SEAPLANES START ACROSS ATLANTIC

N-C 1 AND N-C 3 HOP OFF 5 P. M.

Two U. S. Seaplanes in Spite of Adverse Weather Conditions Start Atlantic Flight—NC-4 En Route Expects to Catch Them—Destroyers in Atlantic Getting Low on Fuel Supply Renders Start Imperative—British Flyers Refuse to Start.

TREPASSEY, N. F., May 15.—The American navy seaplane NC-1 left her moorings this afternoon for the flight to the Azores taxiing along the water for the hop-off.

The NC-1 left at 5:34 p. m. New Foundland time.

The NC-1 was quickly followed by the NC-3, which taxied from her moorings at 5:52 p. m.

ST. JOHNS, N. F., May 15.—A seaplane, probably the NC-4 was sighted over the Island of Pierre, 180 miles southwest of Trepassey, at 4:20 p. m. (New York time).

TREPASSEY, N. F., May 15.—The American seaplanes were getting ready at 5 p. m. for their hop off on the trans-Atlantic flight to the Azores. The start was expected at any moment.

TREPASSEY, N. F., May 15.—Commander Towers announced after a conference this afternoon with his trans-Atlantic flight colleagues that reports of weather conditions on the eastward end of the course to the Azores were "not highly favorable." However, no decision was announced regarding a possible start late today.

ST. JOHNS, N. F., May 15.—Although reports received here indicate that the American seaplanes might start this evening on their trans-Atlantic flight, Hawker and Havnham, the British flyers, announced that unfavorable weather would prevent their "hop-off" today.

TREPASSEY, N. F., May 15.—Commander John H. Towers, chief of the American seaplane division, announced today that the NC-1 and NC-3 might start before nightfall for the Azores.

WASHINGTON, May 15.—First reports furnished Commander John H. Towers at Trepassey Bay today showed poor weather conditions for beginning the flight across the Atlantic.

Variable and fresh winds, strong south and southwest over eastern part of course; clouds, rain squalls and poor visibility" was the forecast sent from Washington on the basis of data furnished by the destroyers and other station ships on the course to the Azores.

HALIFAX, N. S., May 15.—The (Continued on Page Six.)

FORCED TO KISS U. S. FLAG SUES SALEM ATTORNEY FOR \$5000

SALEM, May 15.—James Sykes, a logging company's employe, has filed suit in the circuit court here against Morris W. Welch, city attorney, and Elmer Mangis, of Salem, demanding \$5000 damages for alleged injuries and humiliation caused him when he was, as he charges, set upon and beaten by a crowd of men last November because he refused to participate in a demonstration celebrating the premature announcement of the signing of the armistice in the world war. Sykes alleges that among other things he was compelled to mount a post and kiss the American flag in the presence of a mob which threatened to throw him into the river.

U. S. DIRGIBLE BREAKS ADRIFT AFTER FLIGHT

C-5 After 25 hour Trip to Newfoundland Breaks Moorings in Terrific Storm—U. S. Destroyer Starts in Pursuit—Exciting Journey Closes With Misfortune.

ST. JOHNS, N. F., May 15.—The dirigible C-5 broke adrift in a strong west wind this afternoon and was carried out to sea.

Lieutenant Charles G. Little, who was in the cockpit when the balloon broke loose, tried to deflate the bag by pulling rip cords. He jumped free as the big "ship" shot upward. Men on the ropes were thrown to the ground, but no one was injured. The destroyer Edwards, which arrived here today, may start in pursuit.

ST. JOHNS, N. F., May 15.—The C-5 was ready for a flight across the Atlantic, her commander, Lieutenant Commander Coil, declared as he stepped out of the dirigible's basket. Both the crew and the machine stood the trip well, he said. As yet, he added, no orders had been issued for future movements.

ST. JOHNS, N. F., May 15.—The American naval dirigible C-5, scheduled for a possible non-stop flight from this port to the British Isles, arrived here today after a day and night cruise from Montauk Point, N. Y. The balloon had been in the air 25 hours and 45 minutes.

The C-5 reached the quidiwhi anchorage at 1:45 p. m. Greenwich time (9:45 a. m. New York time). The start from Montauk Point was made at 8 a. m. yesterday.

With Lieutenant D. P. Campbell at the wheel, the big bag made a perfect landing within the narrow confines of the old cricket field used as an anchorage. It had been seeking St. Johns for several hours, its radio having been out of commission for a time. Lieutenant Commander Coil said, and the last few miles of the journey was made by following the railroad track to this city.

The "blimp's" troubles began shortly after midnight, the commander said, when the sky became overcast. Before that time the balloonists had operated under a full moon, flying at an altitude of 1400 feet. The big craft lost its bearings when approaching Little Miquelon Island, off the south coast of New Foundland and about 170 miles from St. Johns.

Officers working on plans for the C-5's possible ocean cruise estimated that with favorable conditions a flight to England could be made in 40 hours. This would tax the dirigible's fuel capacity almost to the maximum and if head winds developed it might prove necessary to shave the course to the Azores where fuel ships already are awaiting the several crews of the trans-oceanic seaplanes.

Lieutenant Commander Coil described the trip as the roughest he had ever made. He gave credit for completion of the voyage largely to Lieutenant Campbell and Lieutenant J. V. Lawrence, both of whom, he said, were weary "and almost senile," but stuck to their posts.

"We made a 'land fall' at St. Pierre, but found ourselves on the west instead of the east shore of Placentia Bay," said the commander. "From this point we attempted to follow the Chicago's radio directions, but they did not work. For the moment we were lost. We started across lots" and saw about all of New Foundland, and I must say this (Continued on Page Six.)

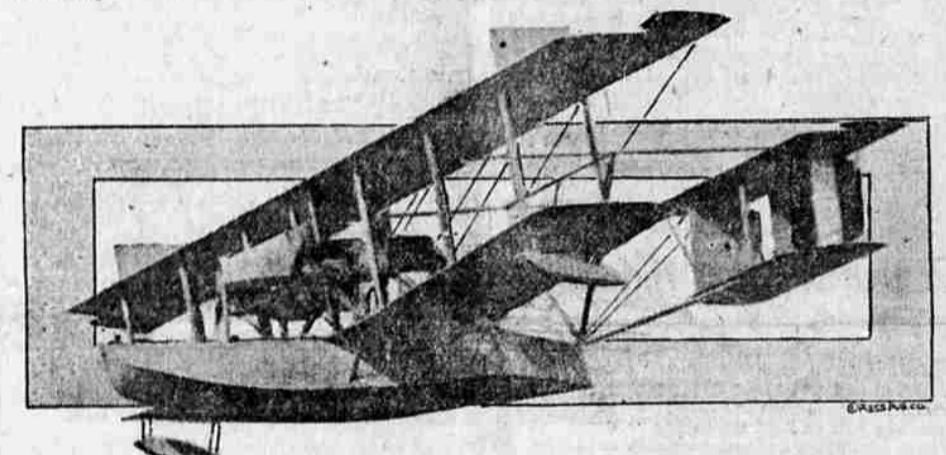
LIVESTOCK MEN TO ORGANIZE SYSTEM

CHICAGO, May 15.—A committee of 15, representing various livestock producing interests, met here today to organize a system for bringing the growers into closer touch with packing and shipping interests. The meeting was an outgrowth of a conference held here about two months ago when the producers rejected a packers' proposal for a joint committee to supervise relations between the chief livestock interests. The producers chose instead to organize a committee of their own which would handle their general problems but not be bound by joint action.

THE BOYS WHO'RE OUT TO WIN FOR AMERICA IN OCEAN FLIGHT



David McCullogh, at the left, is first aid to Lieut. Com. Patrick N. L. Bellinger who is picked by the United States navy to pilot the NC2 in the first American flight across the Atlantic.



This is the first photograph of the NC-3 which started today with the NC-1 for the flight across the Atlantic. This plane is under command of Lieut. Commander P. N. L. Bellinger, with the following crew: Pilots, Lieut. Commander M. A. Mitscher and Lieut. L. T. Barin; radio operator, Lieut. H. Sadenwater; engineer, Chief Machinist's Mate C. I. Kesler; reserve pilot, Machinist R. C. Christensen.

WINNIPEG TIED UP BY STRIKE OF 27,000 MEN

WINNIPEG, Man., May 15.—Winnipeg's union workmen walked out on a general strike at 11 a. m. today, following the failure of metal workers and employes to adjust their differences.

A committee of about 1,000 citizens has been formed to assist in maintaining order and to recruit volunteer workers for the water and gas systems. An emergency life saving crew of firemen has been organized to remain on duty throughout the strike.

Approximately 27,000 men answered the strike call, according to the Winnipeg Trades and Labor Council which is directing the walk out.

At 11 o'clock the union men took the street cars to the harbor, loading elevators stopped running, postal employes left their work, delivery boys ceased to bring mail, and other footsies, bus conductors and stenographers left their desks. All the firemen, except the life-saving crew, walked out.

Although the police had voted to strike they were ordered by the municipal strike committee to remain at their posts.

ADMIRAL KOLCHAK CAPTURES SAMARA

BERNE, May 15.—The troops of Admiral Kolchak have captured Samara, an important city on the Volga river. The Ukrainian press bureau here says it learns from a well informed source.

HELSINGFORS, May 14.—The Russian soviet government, according to reports received here, has advised the population of Petrograd to leave without delay. All government departments will depart from Petrograd by July 1.

Recent reports from Finnish sources have been that the Finnish troops were preparing to march on Petrograd.

DENSMORE CHARGES BRINGS WILL SUIT

SAN FRANCISCO, May 1.—Papers were filed in court here today in an action by Lieutenant W. E. Crothers, late of the Canadian army, to secure a redistribution of the will of the late James G. Fair, in which he was named as an heir, on the ground that he was deprived of his legal share through fraud practiced in the supreme court.

Fair left a \$12,000,000 estate. The act on was based upon contentions in the report of John B. Densmore, federal director general of employment, and other published accusations that a bribe of \$410,000 was given Judge F. W. Henshaw, then a justice of the supreme court, to change his decision after the will had been sustained in the supreme court.

WASHINGTON, May 15.—An increase of unemployment in the week ending May 10, was reported today by the United States employment service. In a total of 83 cities only 12 had a shortage of labor, in 29 supply and demand balanced, and 42 reported an increase of 127,850 to 135,380 persons out of work.

AIR MAIL SERVICE FROM CLEVELAND TO CHICAGO 3HRS

CLEVELAND, Ohio, May 15.—The Chicago-to-Cleveland airplane in charge of Pilot Fry reached Cleveland at 12:18 p. m. The mail is fine in Cleveland at 2 p. m. Trent C. Fry is in charge of the machine, which is a De Havilland Four. The mail bag weighs 450 pounds.

CHICAGO, May 15.—The first airplane in the new Chicago-Cleveland aerial mail service left here today at 9:35 a. m. The mail is fine in Cleveland at 2 p. m. Trent C. Fry is in charge of the machine, which is a De Havilland Four. The mail bag weighs 450 pounds.

CLEVELAND, Ohio, May 15.—Daily air mail service between Cleveland and Chicago was started at 9:30 o'clock this morning when Pilot Edward Gardner left here for Chicago. He is scheduled to arrive at Chicago between 1 and 2 p. m. The mail weighs about 300 pounds.

WASHINGTON, May 15.—Appropriate ceremonies were held today at College Park, Md., in observance of the anniversary of the first flight of the Washington-Philadelphia-New York air mail service. Records show that of the 1263 trips scheduled for the year, 1136 were successfully completed and the total distance flown was 128,255 miles. Revenues of 7,720,840 dollars carried amounted to \$159,700, as against the cost of the service of \$137,900.

The two planes used on the trips today are the same machines that made the first trips a year ago. They have been constantly in service and are propelled by the same motors.

SOLDIERS WHO LOST THEIR BAGGAGE ASKED TO REPORT

WASHINGTON, May 15.—Soldiers who have lost their baggage while en route from the front to the United States were advised by the war department today to send their names, present addresses and a description of the missing property to the Lost Baggage Depot, Hoboken, N. J.

ALLIES REFUSE LABOR DEMAND OF GERMANY

Rights of Labor Properly Safeguarded in Treaty of Peace Declares Clemenceau in Lengthy Statement—German Anxiety for Social Justice Not Justified.

BY ASSOCIATED PRESS, May 15.—Germany has met with another rebuff from the council of four of the peace conference in the effort her plenipotentiaries at Versailles are making to secure alterations in the peace treaty by setting forth objections in a series of notes.

The council has refused to consider the note sent by the Germans regarding international labor legislation, and in a lengthy note states the reasons why such consideration is not given.

PARIS, May 15.—The council of four has declined to consider the note from Count Von Brockdorff-Rantzau, chief of the German peace mission, relative to international labor legislation. In a note sent to the German delegation today, M. Clemenceau says:

"Sir: I have the honor to acknowledge receipt of your letter of May 10 in regard to international labor legislation, together with a draft of an international agreement on labor law. The reply of the allied and associated governments is as follows:

"They take note of the declaration made by the German delegates that domestic peace and the advancement of mankind depend upon the adjustment of the labor question and they are convinced that such adjustment will be rendered easier in the future than in the past, as men's minds are freed from the fear of war, and industry is relieved of the burden of armaments which German militarism had imposed upon it.

"Part XIII of the draft of the conditions of peace provides a means by which such adjustments can be made, and section II of this part of the draft lays down the principles which will progressively guide the labor organization and the League of Nations. Article 427 indicates clearly that the enumeration of the principles set forth is not exhaustive. The purpose of the labor organization is that it should promote the constant development of the international labor regime.

"The draft of the international agreement on labor law, prepared by the German government is deficient in that it makes no provision for the representation of labor at the international conference which is proposed. It is also inferior to the provisions submitted in part XIII of the peace conditions in the following respects:

"(a)—Five years is suggested as a maximum interval between conferences. (Article VII). The peace conditions—one year.

"(b)—Each country has one vote. (Article VII). The peace conditions give a vote to each delegate, whether representing a government, employers or workers. (Article 390).

"Social Justice
"(c)—Resolutions are only binding if carried by a majority of four-fifths of the voting countries. (Article VII). The peace conditions provide that a majority of two-thirds only of the votes cast shall be necessary on the final vote for the adoption of a recommendation or the draft of a convention by the conference. (Article 405).

"The allied and associated governments are therefore of the opinion that their decisions give satisfaction to the anxiety which the German delegates profess for social justice, and insure the realization of reforms which the working classes have more than a right to expect after the cruel trial to which the world has been subjected during the last five years.

"Accept, sir, etc. . . . (Signed) "G. CLEMENCEAU.

FOREIGN MAIL SERVICE IS NOW PARTLY RESTORED

WASHINGTON, May 15.—The foreign mail service interrupted by the war has been restored to normal and the foreign mails post has been considerably extended beyond points reached before the war, it was announced today. Certain restrictions still apply to mail matter destined for enemy territory and parts of Russia.

PREMIER APPEALS TO ENGLAND

Scheidemann Bes British People to Realize Appalling Position Germany Is Placed in—Can't Believe Fellow Human Beings Can Intend to Reduce Kindred Civilized People to Slavery—Don't Force Us Down in Hour of Weakness.

BEITLIN, May 15.—(By the Associated Press.)—Philipp Scheidemann, the German premier, has sent through the Berlin correspondent of the Daily Herald, the labor newspaper, an appeal to the British people to realize the "appalling position Germany is placed in by the peace conditions."

Herr Scheidemann in his appeal says: "We cannot believe that fellow human beings, however much under the influence of a wicked war, can really intend to reduce a kindred civilized people to slavery, for that is what these conditions mean.

"We Germans call upon you English not to force us to sign away our birthright and peace of Europe in our hour of weakness."

Can't Accept Treaty
BERLIN, May 14.—Count Von Brockdorff-Rantzau, the head of the German peace delegation, in communicating the text of the three notes he sent to Premier Clemenceau, pointed out the peace treaty in its present form could not be accepted and could not be signed because it was impossible to fulfill its terms.

Dispatches from Versailles reporting the count's version add that he told the German delegation that they would sign nothing if it was not intended to fulfill. The delegation, he continued, would endeavor to improve the treaty and make its signing possible.

Austrian Peace
PARIS, May 15.—The Austrian peace terms probably will be presented to the Austrian delegation next Wednesday.

The terms, it is understood, require the dismantling of the famous Skoda works among other armament plants.

The council of four this morning discussed with its military advisers the military terms of the treaty. It is understood that these are similar to those in the German treaty, including the prohibition of conscription.

931 U. S. OFFICERS AND MEN ASSESSED FOR CAR OF CHAMPAGNE

COBLENZ, May 1.—(Correspondence of Associated Press.)
* Nine hundred thirty-one officers and enlisted men of the Third United States army have been assessed by an army board as approximately 27,000 francs to reimburse a French railway company for the loss of 2175 bottles of champagne which disappeared near Toul last December.

The board decided to prorate the cost of the champagne among all the Americans on the train according to their pay allowances.

Three majors, 15 captains, 92 first lieutenants and one hundred and seventy-four second lieutenants and 617 enlisted men were involved. The railroad employes reported that the morning after the raid on the car of champagne there was nothing left but the bottles, many of which had been broken.

Portland Mill Burns.
PORTLAND, May 15.—Fire at the plant of the University Park Shingle mill here early today destroyed four kilns and 5,000,000 shingles, causing a loss of \$30,000.