

Partly cloudy; local thunder-showers Monday and Tuesday.

On your paper. Read carefully. It says before you begin and what makes a single copy.

HAWKER TAKES CHANCE IN GAMBLE WITH DEATH; TOWERS AND FLAGSHIP MISSING, N-C 1 INJURED; WEATHER STOPS N-C 4 FROM RESUMING FLIGHT

AUSTRALIAN STAKES ALL TO BEAT AMERICANS IN TRANS-ATLANTIC FLIGHT

Hawker and Grieve Began Most Perilous Airplane Flight in History Sunday Afternoon Bound for Irish Coast

ASCENT FROM ST. JOHNS IN SOPWITH MACHINE WAS WITHOUT NOTICE

Expected To Reach Irish Coast This Morning, Barring Accident, and Thereby Win Glory and Purse of \$50,000 Offered by London Newspaper; It is a Non-Stop Flight and Different Class of Attempt From That by the Navy-Curtis Machines Now on Their Way

NOTHING HEARD FROM HAWKER AND GRIEVE SINCE PLANE STARTED

St. John's N. F., May 19.—Up to 2 o'clock this (Monday) morning no word had been received from Harry G. Hawker since he started on his trans-Atlantic flight. Weather reports from the Atlantic were favorable and indicated improvement in some of the storm areas.

St. John's, N. F., May 18.—(By the Associated Press.)—Harry G. Hawker, Australian aviator, and Commander Mackenzie Grieve, his navigator, are winging their way across the Atlantic tonight on the most perilous airplane flight in history.

They took the air at 5:55 p. m. today, Greenwich time (1:55 p. m. New York time), and expect to reach the Irish coast in twenty hours unless some accident forces them to plunge into the sea.

May Win Glory and \$50,000.

When the Sopwith biplane passed from view beyond the hills to the northwest, headed for the open sea, it left behind with shattered hopes Hawker's English rival, Frederick P. Raynham, who had hoped to be first across in a Martinsyde plane and win glory and the \$50,000 prize of the London Daily Mail.

Englishman Couldn't Follow.

Raynham was tuning up the engine of his machine when Hawker flashed over the Englishman's airframe, dropping as he went the undercarriage of his Sopwith to lighten the load he must carry. Raynham and his navigator, Charles W. F. Morgan, realized then that the Australian was on his way. Instantly they determined to follow him for all their preparations had been made weeks ago, but misfortune intervened.

Flight Without Nettle.

While Raynham's injuries were being treated Hawker was well on his way. Sunday eighteenth, listlessly watching what they supposed was to be a trial flight of the Sopwith, were amazed when they saw the undercarriage drop like a plummet near the Martinsyde airframe. They knew it meant Hawker had determined to tarry no longer for it left him without landing equipment but lightened his craft for his hazardous voyage.

If the daring Australian wins his gamble with death it will bring him first honors in the non-stop trans-Atlantic race, undying fame and a rich prize. He decided to risk everything when he heard of the arrival of the United States navy's seaplane N. C. 4 at Horta and reiterated his statement that he would "beat the Yankees across," although the venture of the navy aircraft has no bearing on the Daily Mail contest, nor did they attempt a non-stop flight.

Due On Irish Coast This Morning.

The twenty-four hour journey planned by Hawker would land him on the Irish coast at about 1:55 p. m. Greenwich time tomorrow (9:55 a. m. New York time). He is flying straight for Ireland, winging his way regardless of shipping lanes.

Hawker got away in a lurching 300-yard run, bumping hardily over the uneven field. The little plane came and rocked recklessly until a hummock lifted it and its wings "took the air" for a low, swinging start. Hawker was at the control.

Waved Quick Farewell.

The Sopwith began to speed up as

HAWKER'S FLYING PARTNER WHO ALSO HOPPED OFF SUNDAY



Grieve is navigator for Captain Harry G. Hawker, who has been waiting with a Sopwith plane at Newfoundland for a favorable moment to start on a trans-Atlantic flight. Yesterday he "hopped off" with Hawker in his Sopwith plane.

soon as it floated into the air and Hawker headed straight into the north-east. When he dropped his undercarriage he and Grieve waved a quick farewell.

Flying straight, without swerving a hair from the chosen course, the little plane faded rapidly from view. In five minutes it had dwindled to a speck in the sky and in six minutes it was out of sight beyond the hills.

Staked Everything to Beat U. S. Hawker's start was made in the face of weather conditions which he characterized as "not yet favorable—but possible." He and his navigator gravely considered the hazards of the attempt and decided to stake everything on an effort to "beat the Americans."

Overnight reports to the meteorological station had showed increased atmospheric pressure, smoother seas and fair barometer conditions. Although winds and pressures were not all they hoped for, Hawker and Grieve ordered their hand satchels packed and made ready for the start.

No Use For Pajamas.

Hawker considered weight of utmost importance. Lifting Mackenzie Grieve's bag, he found it heavy and inquired anxiously if he could not dispense with "pajamas on the trip." When asked if he thought he would have a chance to sleep during the voyage, Hawker replied: "We'll have a long sleep coming at the end of it."

It was 5 o'clock in the afternoon, Greenwich time, when Hawker ordered his Sopwith plane out of its hangar for a ground and wind test. Over in the Quidividi field at the other end of the city Raynham had found cross wind sweeping over his Martinsyde "take off" grounds.

Good Enough.

Hawker tried out the Sopwith for a minute or two and called conditions for a start "good enough." Grieve agreed. The plane was then given a final inspection.

At 5:51 Greenwich time, the Sopwith was ready. At 5:55 sharp Hawker gave the word and the ground crew "let go." The little plane jerked forward, then moved steadily over the uneven ground. Hawker gathered speed rapidly as he bowled over the turf, rocking heavily. At 300 yards he was going fairly well but swaying badly. A hummock "lifted" him at 300 yards and with a last lurch the Sopwith "took the air."

She's Off!

From the instant it "set sail" directly northeast, winging higher and higher. When the undercarriage was dropped, the little group of spectators cried out: "She's off!"

Raynham at Quidividi heard the roar of the Sopwith engine as the plane rose well into the air. He ordered the Martinsyde made ready at once and went into hasty consultation with his navigator Morgan.

Collapse of English Machine.

Within an hour the Martinsyde was taxing for a start, with Raynham at the control, bumping heavily and rocking from side to side over the rough ground. Suddenly a rear axle buckled and the machine crashed on its side, plowing into the earth. Raynham and

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NAVY CRAFT SCOUR THE SEA IN VAIN

Apprehension As To Safety of Commander Towers And His Flagship

NOT A WORD SINCE EARLY SATURDAY MORN.

N. C. 1 Badly Damaged But Crew Saved; Read and His No. 4 in Good Shape and Was Ready To Resume Flight On To Lisbon Sunday But Weather Prevented

PROSPECTS FOR FLIGHT BY NO. 4 TO LISBON TODAY.

London, May 18.—The air ministry report issued today, says: "Conditions generally are favorable for continuing the flight to Lisbon. The barometric pressure is falling somewhat in the Azores, and there is mist at Ponta Del Gada, but the winds are light and westerly. "Conditions on the direct Atlantic route are improving."

Washington, May 18.—Apprehension as to the safety of Commander John H. Towers and his crew of four men, who in the seaplane NC-3, have been lost at sea for more than forty hours had begun tonight to displace the feeling of confidence among navy officials that the trans-Atlantic fliers soon would be found by searching vessels.

No word had been received from the NC-3 since 5:15 o'clock Saturday evening when Commander Towers reported that his plane the flagship of the squadron, was off her course some 300 miles from the Island of Fayal, Azores. Dispatches from Rear Admiral Jackson, aboard the U. S. S. Melville at Ponta Del Gada, Azores, tonight said a gale was sweeping the seas northwest of the Azores and that high waves were running.

NC-4 Ready To Proceed.

With the NC-4 at Horta, grounded and ready for the next leg of the trans-Atlantic flight, and the crew of the NC-1 safely aboard the cruiser Columbia at Horta the navy with its vast force of vessels, concentrated to aid in the trans-Atlantic attempt, was bending all its energies to the finding of the lost fliers.

Two battleships, the Florida and Texas, and nearly a score of destroyers, were scouring the sea over a wide area all day today and tonight.

The fog which, it is supposed, forced the NC-1 to the open sea when within a few short miles of Corvo Headland, the objective point of the aerial argonauts had been dissipated by strong westerly winds this morning which increased to a gale by 9 a. m. and whipped up a nasty, choppy sea, the most menacing condition possible for a seaplane riding on the surface of the ocean.

No. 1 Badly Damaged.

Messages received from Rear Admiral Jackson late tonight telling of the damage to the NC-1 caused by the heavy seas running at the time the plane was found, served to increase the apprehension felt for the safety of the crew of the NC-3. The lower planes of the NC-1 were badly damaged, one pontoon was entirely carried away, the right wing was badly broken, the left wing ribs were damaged, and the elevators were smashed.

Chances Against Flagship.

Naval vessels standing by in an effort to salvage the big boat reported to the department that the seas were running so high that it was impossible to save it at this time. It was pointed out that

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TWO OF THE PILOTS NOW OFF WITH THE N. C. SEAPLANES ON TRANS-ATLANTIC FLIGHT



Lieut. I. T. Barin, left, and Lieut. M. A. Mitscher, pilots of one of the Navy-Curtiss seaplanes now off in trans-Atlantic flight.

Search Of Destroyers For Commander Towers And N-C 3 As Yet Unrewarded

NC-1 Safely in Tow of Destroyer Fairfax, en Route to Horta, Where the Successful No. 4, and Commander Read Were Forced to Remain Over Sunday on Account of Unfavorable Weather Conditions.

Ponta Del Gada, May 18.—The NC-4, which arrived safely at Horta Saturday morning, reported today that the weather there was unfavorable for a continuation of the flight to Ponta Del Gada.

NC-1 Safely in Tow.

A wireless message from the destroyer Harding said that the destroyer Fairfax was towing the NC-1 into port. The crew of the NC-1, headed by Lieut. Commander Bellinger, is expected at Horta tonight on the steamer Ionia, which rescued them.

Searching for NC-3 Flagship.

(By The Associated Press.) Ponta Del Gada, May 18.—The cruiser Columbia at Horta, Fayal, reported shortly after noon today that she had intercepted messages passing between destroyers to the effect that missing seaplane NC-3 had been forced to alight between stations 17 and 18, where the seaplane was last heard from at 9:15 o'clock, Greenwich time, Saturday morning. The Columbia reported that destroyers were searching for the flagship of the seaplane fleet.

Still Searching for Towers and Flagship.

Washington, May 18.—Destroyers and battleships still were searching today for the NC-3 flagship of the naval trans-Atlantic flight squadron, which, with Flight Commander John H. Towers and his crew of four men, has been missing since 5:15 o'clock yesterday morning, when it reported that it was off its course some 300 miles from the Island of Fayal, Azores.

NC-1 Reported Sunk; Crew Saved.

London, May 18.—Lloyds reports that the steamer Ionia, with the crew of the American seaplane NC-1 aboard, arrived at Horta Sunday, and that the NC-1 sank 120 miles off the Island of Flores.

PREACHER SHOOTS FOUR BULLETS INTO A MAN.

Richmond, Va., May 18.—Robert Spencer, 32, business man at Buckingham Courthouse, was brought to a private hospital here tonight suffering from four bullet wounds said to have been inflicted by Rev. C. T. Beall, pastor of the Baptist church at Dillwyn and Buckingham Courthouse. Surgeons pronounce the wounds fatal.

The Count May Not Return.

Versailles, May 18.—(By the Associated Press.)—It is quite possible that Count von Brockdorff-Rantzau, head of the German peace delegation, who left here last night, will not return to conduct further negotiations at Versailles, according to reports received here today from Spa.

DIFFERENCES BETWEEN HUN PEACE DELEGATES

GENERAL FOCH TO GET HICKORY CANE

Col. Al Fairbrother Makes Trip To Washington To Complete Arrangements

SOUVENIR EDITION OF BOOKLET GOES WITH IT

Battle of Guilford Court House Recalled in Memoranda for French Commander; Colonel Pratt Called To Washington; Senator Simmons Arrives For Opening of Congress

By S. R. WINTERS. (Special Leased Wire.)

Washington, D. C., May 18.—The hickory cane from Guilford Battleground, fashioned from a log hewn in the forests of Guilford county for presentation to General Foch, commander in chief of the Allied armies, will soon be started on its journey overseas. Col. and Mrs. Al Fairbrother, of Greensboro, were in Washington today completing arrangements with Secretary of the Navy Daniels whereby the \$300 walking staff will be transmitted to the Allied commander.

Colonel and Mrs. Fairbrother came to Washington with the intention of obtaining passports for entry to European countries but the difficulty of securing traveling papers led them to abandon their original plans of presenting the token of appreciation to Marshal Foch in person. While in the city Colonel and Mrs. Fairbrother presented one of the souvenir editions explaining the objects of the cane to the Congressional Library, which was graciously accepted. The tastily arranged booklet, handsomely bound in morocco, contains the names of the 611 subscribers to the fund making possible the purchase of the \$300 gift. Only four of the souvenir editions are in existence—one being sent General Foch along with the gift, one for the Greensboro library and the other for the State Library in Raleigh.

Gift From People.

The idea so happily conceived by Colonel Fairbrother was popularly subscribed to by 611 Guilford county people and as many more would have quickly grasped the opportunity had not the funds been attained and further support declined. Old men, women and men in the prime of life, and even tots, offered to subscribe to the idea which so pleasingly weaves together the threads of the unmet sentiment and patriotic impulses. Some children wished to contribute five cents.

The hickory tree from which the staff was carved grew in the forests of the Guilford Battleground and as Colonel Fairbrother so cleverly describes, "Just within the shadow of Greensboro that the famous Guilford Battleground, now a national park, basked in the sun and on its fertile lands for over a hundred peaceful years had been growing the forests which the sport of nature plants. Out there was a hickory tree, and why not cut it—why not fashion that into a staff—into something that you could use—something that you would appreciate—and send it to you appropriately designed carrying to you a message of love and good cheer?"

Staff is Hand-Made.

The staff is hand-made and hand-wrought, and the goldsmiths of New York consumed three months in fashioning the cane. The end is ivory tipped, and the gold-embossed handle bears this greeting to General Foch: "This hickory staff was cut on the Guilford Battleground where in 1781 Generals Greene won the decisive victory in the American war for independence." On the cover of the souvenir edition explaining the objects of the token is printed this message: "To General Foch, whose military genius won the independence of the world." Within the pages of this booklet, written in the inimitable style of Colonel Fairbrother are these words:

Why Taken is Given.

The prefatory remarks are made in this picturesque language, "Pardon this intrusion, but permit me to say that while you, a grim strategist of war—acclaimed by the nations of the earth first place in military achievements—winning that recognition and that fame by reason of your wonderful resourcefulness and genius—found not only applause in the war departments and in official circles of the world whose honor you so grandly defended and whose victories you so signally

Head of German Delegation Goes To Have a Heart-to-Heart Talk with the Ebert Government

VON BROCKDORFF MAY NOT RETURN TO PARIS

Independent Socialists of Germany Represented as Still Favoring the Signing of the Peace Treaty In Face of Strong Opposition; One Delegate Quoted as Saying "We'll Be Hacked To Pieces if We Return Without Signing"; Hungarian Treaty Procedure Held Up

(By the Associated Press.)

Sharp differences have arisen among the members of the German peace delegation over the peace treaty and Count von Brockdorff-Rantzau, head of the Teutonic plenipotentiaries, may return to Berlin to discuss with the Ebert government whether the terms presented by the Allied and associated governments shall be signed. He has already reached Spa and conferred with technical experts.

A majority of the delegates, including the financial experts, are asserted to be strongly against submission to the terms, and so marked has become the division between the opposing factions that it is quite probable Count von Brockdorff-Rantzau will not agree to remain a party to the negotiations. Unofficial advices from Spa are to the effect that the Count already has asked to be relieved of his arduous task. The departure of the head of the German delegation will not necessarily cause an interruption of the negotiations, however, as these may be conducted meantime by those members of the party remaining at Versailles.

The Independent Socialists of Germany are still in favor of signing the peace treaty, in the face of strong opposition on the part of the non-socialist supporters of the government. In this connection one member of the German delegation, ranking as a councillor of legislation, is quoted as having declared:

"We will sign despite all, because we will be hacked to pieces if we return to Berlin without signing."

Austrian Treaty Held Up.

"The failure of the Hungarian delegates to arrive at St. Germain and the uncertainty as to conditions in Hungary are holding up the presentation of the treaty to be offered the Austrians for signature. It is expected now that the document will not be handed to the Austrian plenipotentiaries until late in the present week.

Thus far the only business transacted by the Austrians at St. Germain has been with the inter-Allied representatives in connection with the methods and details of the revivalling of Vienna and the remainder of Austria as that state is constituted at present. Indications are that Italy will take a leading part in the negotiations with the Austrians as the Entente powers most concerned in them.

Fighting in Smyrna.

Serious fighting attended the landing of Greek troops at Smyrna last Thursday. Three hundred Turks and one hundred Greeks were killed during the encounters.

PRESENTATION OF THE AUSTRIAN TREATY DELAYED.

Paris, Saturday, May 17.—(By the Associated Press.)—The Austrian peace treaty according to indications today, will not be ready for presentation before the latter part of the next week. It is understood that the failure of Hungarian delegates to arrive and the uncertainty regarding conditions there caused a considerable redraft of portions of the document concerning overlapping questions in the former dual monarchy.

Meanwhile the members of the Austrian delegation at St. Germain have as yet done little except to accustom themselves to the pleasures of the historical and beautiful place.

NEW ALBEMARLE PAPER WILL BE STARTED SOON

(Special to the News and Observer.) Albemarle, May 18.—The Stanly County Herald is the name of a newspaper to be established in Albemarle within the next sixty days. The paper will be edited by A. C. Huneycutt, an attorney of the local bar. It will be published weekly. The company, which will be incorporated, will purchase a complete newspaper plant in the near future and has leased a store room. It is believed that there is a good field here for a good weekly paper. The News, a tri-weekly, being at present the only newspaper published in the county.

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