

Local thundershowers Wednesday and probably Thursday.

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FIRST FLIGHT ACROSS IS A VICTORY FOR U. S. NAVY

FLIGHT ACROSS ATLANTIC FEAT ACCOMPLISHED BY U. S. NAVY SEAPLANE NC-4

Made Trip From Azores To Lisbon in Nine Hours and 44 Minutes, at Rate of 80 Miles Per Hour

PLANNED LAST NIGHT TO GO TO PLYMOUTH TODAY

Much Coveted Honor of Accomplishing The First Aerial Voyage Across The Atlantic Belongs To A Machine Designed, Built and Manned by Americans; "We Are Safely On The Other Side of The Pond," Was The Authoritative News Flashed Back From The NC-4; Crew All Safe and Well

Washington, May 27.—The American naval seaplane NC-4 arrived at Lisbon, Portugal, at 4:01 p. m. Washington time, completing the first trans-Atlantic flight. The ship made the distance from Ponta Del Gada to Lisbon in nine hours and 44 minutes, making her actual flying time in crossing the Atlantic from Newfoundland 26 hours and 41 minutes.

Ponta Del Gada, May 27.—(By The Associated Press.)—The arrival of the NC-4 at Lisbon marks the completion of the first trans-Atlantic flight in history with the coveted honor owing to a machine designed, built and manned by Americans.

Flotilla Commander Wortmann at Ponta Del Gada has received a radio message relayed from the plane saying: "We are safely on the other side of the pond."

Engines Worked Splendidly. Later messages reported the crew all well and gave brief details of the arrival in Portugal. The engines worked splendidly and apparently there was no untoward incident of any kind.

The NC-4 was greeted by the cheers of great crowds on the waterfront, the shrieking of whistles and the ringing of bells. The plane covered the distance at a speed of more than 80 miles an hour.

Whistles Blow Greetings. As soon as the news was received here, Admiral Jackson ordered all the war craft in the harbor to blow their whistles and sirens. This was kept up for five minutes, the sailors and officers meanwhile cheering the great American triumph.

Off to Plymouth Wednesday. Commander Reed, according to information here, plans to remain at Lisbon, overnight and continue to Plymouth tomorrow, weather permitting.

WILL CONTINUE FLIGHT TO PLYMOUTH, ENGLAND

(By The Associated Press.) Washington, May 27.—Blazing the way of the first air trail from the Western to the Eastern Hemisphere, the United States Navy seaplane NC-4, under Lieutenant Commander Albert Cushing Read, swept into the harbor at Lisbon, Portugal, today, the first airship of any kind to have crossed the Atlantic Ocean under its own power and through its natural element.

Taking the air at Ponta Del Gada, Azores, at 6:18 a. m. Washington time, in the last leg of the trans-oceanic portion of the voyage from Rockaway Beach, L. I., to Plymouth, England, the NC-4 covered the 800 miles in 9 hours and 44 minutes, maintaining an average speed of better than 80 knots an hour. The total elapsed flying time from Newfoundland to Lisbon was 26 hours and 41 minutes.

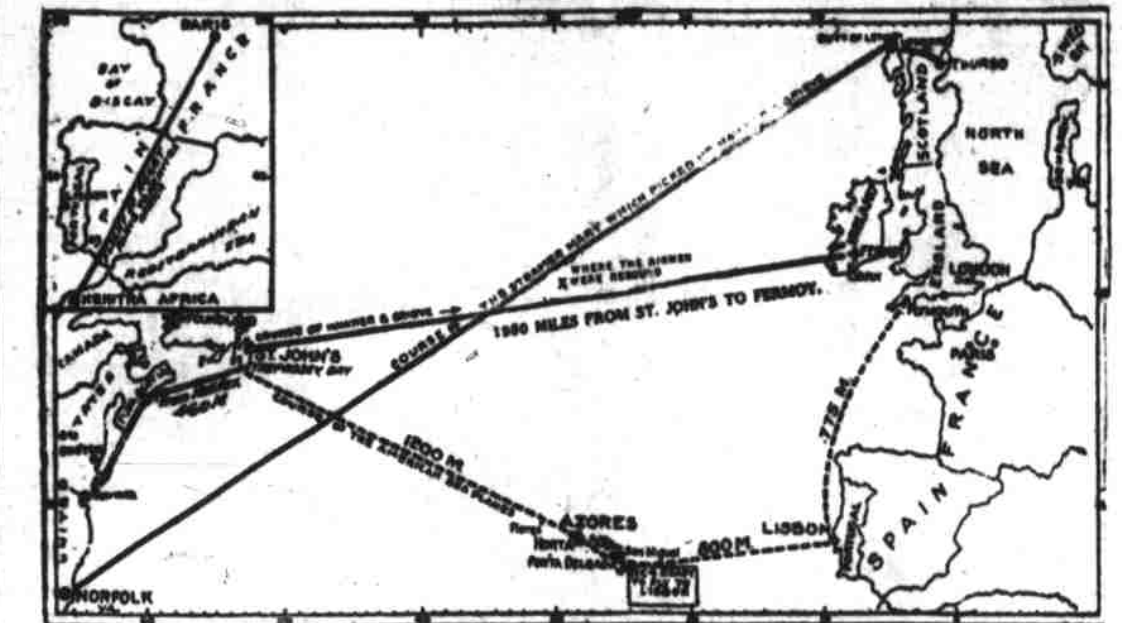
Object Already Accomplished. At the first opportunity the big plane will continue to Plymouth, 775 nautical miles to the north. Possibly Commander Reed can start tomorrow. To the Navy Department, however, it makes little difference when he completes the journey. The great object of all the effort lavished on the undertaking, navigation of a seaplane across the Atlantic through the air, has been accomplished. Twentieth century transportation has reached a new pinnacle and the United States navy has led the way.

Weather Only Caused Delay. Navy officials emphasized that the long delay at the Azores was due to the weather, and to no weakness of the machine or its daring crew, nor to any failure of the carefully laid plans of the department to guide the flyers to their destination. The 14 destroyers strung from Ponta Del Gada to Lisbon reported with machine-like precision today as the flight progressed. The plane was never off its course, and there was no moment when officials in Washington did not know within a few miles where it was in the air.

Chain of Communication Unbroken. To maintain adequate communication for this stage of the journey, the destroyers stuck to their posts after the flying boat had passed, relaying back to Ponta Del Gada reports from ships farther eastward. The chain was not broken until after the plane was safely

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MAP SHOWS ROUTE TRAVELED BY READ'S NC-4 AND WHERE HAWKER DESCENDED AND WAS RESCUED



Hawker had traveled over 1000 miles, about half way to Ireland, in eight hours at an average speed of 130 miles per hour. (Insert shows Roget's flight on Saturday of 1350 miles from Paris to Morocco.) Read's time from Ponta Del Gada to Lisbon was 9 hours and 44 minutes; total time of the two "legs" from Newfoundland 26 hours and 41 minutes.

GREAT ENTHUSIASM AMONG PORTUGUESE

Lisbon, May 27.—(By The Associated Press.)—The achievement of the first trans-Atlantic air flight, with Lisbon as the first European stopping point, has aroused the enthusiasm of the Portuguese as no event has stirred them for many years. When the American seaplane NC-4 came over the Tagus river this evening, the populace crowding all places of vantage, gave full expression to this enthusiasm by cheers of welcome, the booming of guns and the ringing of bells.

For days the people of Lisbon had been awaiting the completion of this momentous voyage over the Atlantic and, though disappointed from day to day because of the inability of Commander Read's craft to continue its flight from the Azores because of unfavorable weather conditions yet each day they looked hopefully towards the west, for the coming of the Americans. Now they are able to say that they never doubted that the NC-4 would wing its way safely across the intervening 800 miles of water. Early in the day word was flashed that the NC-4 had started and at intervals there were bulletins of the progress made.

URGE MORE SHIPS FOR LATIN TRADE

Seven Southern Senators Continue Fight For Allocation of Vessels To South

RECENT ASSIGNMENT NOT SATISFACTORY

Seven North Carolina Post-offices Advanced in Rating Because of Increased Receipts; Former Superintendent High Point Schools Named Minister To Finland

(By S. R. WINTERS.) (By Special Leased Wire.) Washington, May 27.—The contents of a letter jointly signed by seven Southern Senators and forwarded to Edward N. Hurley, chairman of the United States Shipping Board, leaked out today in which insistent request is made for the allocation of fourteen ships for commerce between the South Atlantic ports and Latin-America. The communication was written subsequent to the allocation of six cargo carrying vessels to Wilmington, Savannah, Jacksonville, Brunswick and Charleston. The unyielding attitude of the Southern Senators indicates that the South Atlantic Maritime Corporation will not be content with less than fourteen vessels.

"We have gone over the list of over five hundred ships allotted to companies in other ports, and we find it difficult to understand why the facilities requested for the Southeastern ports are not furnished," is the straightforward challenge made to the chairman of the shipping board.

"We are deeply interested in the subject of shipping from the Southeastern ports and we feel that we are justified in urging you to furnish the means to accomplish the result," reads a paragraph in the letter sent Chairman Hurley.

Appreciation for the allocation of the six ships is expressed in the communication, but the tone of the letter makes emphatic its position of accepting the six ships assigned only as "part payment" of the full claims to fourteen ships. So far so good, is the vernacular that reflects the contents of the letter. A report from Matthew Hale of Wilmington, president of the South Atlantic Maritime Corporation, was enclosed with the communication and Mr. Hurley is requested to give this presentation special consideration.

The memorial to Chairman Hurley was written in the office of Senator Duncan U. Fletcher of Florida and jointly signed by the following seven Southern Senators: Senators F. M. Simmons and Lee S. Overman of North Carolina, Hoke Smith of Georgia, Park Trammell and Duncan U. Fletcher of Florida, E. D.

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HAWKER'S BIPLANE REPORTED RECOVERED

St. John's, N. F., May 27.—The Sopwith biplane, in which Harry Hawker and McKenzie Grieve attempted to fly across the Atlantic, was picked up in Latitude 49.40, north, longitude 29.08, west, by the American ship, Lake Charlestown, according to a radio message received by the Purbeck liner, Sachem and relayed here tonight.

FOGH IS READY FOR ANY EVENTUALITY

Allied Commander Makes Further Inspection of The Occupied Area

SOVIET AUTHORITIES IN PETROGRAD OVERTHROWN?

Report Confirmed That Allies Will Lend Aid in Supplies, and Money To Anti-Bolshevik Forces in Russia; No Definite Hour Set For German Reply Today

(By The Associated Press.) In anticipation of the possibility of a declaration on the part of the Germans to sign the peace treaty, Marshal Fogh, the commander-in-chief of the allied and associated armies, has made a further inspection of the occupied area in the west and its general vicinity and reported his observations to Minister of War Clemenceau. The landing of American and British marines at Danzig probably indicates that another step to meet any eventuality has been taken. The question whether the German plenipotentiaries will affix their signatures to the document is still a moot one in Germany.

Confirmation has been received of the report that the allied and associated powers are to lend aid in supplies and money to Admiral Kolchak, the anti-Bolshevik leader in Russia conditional upon the establishment of a constituent assembly and a lawful government in his country.

A report from Viborg is to the effect that the Soviet authorities in Petrograd have been overthrown. There is no confirmation of the report.

Time Not Definitely Set. Germany's counter-proposals to the peace treaty of the Allied and Associated Powers, comprising a volume of goodly proportions, are in readiness for presentation to the Peace Congress at Versailles.

No official announcement has as yet been made of the time when Count von Brockdorff-Rantzau will appear before the representatives of the victors in the war to make Germany's final plea for the amelioration of some of the conditions of the treaty which are declared to be too severe for fulfillment, but the time cannot be extended beyond noon of Thursday when the limit for reply expires.

Mainfold Arguments. Late dispatches from Berlin indicate that the German document is to contain manifold representations and arguments for a lessening of the severity of the terms, not alone from the financial and economic standpoint but also with regard to disarmament, both on land and sea, but a plan for mutualizing under the League of Nations war craft and merchant shipping of the world's nations. Territorial relinquishments also are to be argued against.

Friday is to witness the receipt by the Austrians of the terms of the peace treaty that has been formulated for the former empire of the Hapsburgs. The plea of the chief of the Austrian delegation for haste by the Allies in making known their terms probably responsible for Friday having been chosen as the day for the Austrians to appear before the Peace Congress, previously having been believed that the ceremony would not take place until next week.

To Repeal Semi-Luxury Taxes. Washington, May 27.—By unanimous vote the House ways and means committee today ordered a favorable report on the resolution repealing the so-called semi-luxury taxes in the war revenue bill. Action on proposed repeal of other tax levies in the bill was deferred.

FIRST TROOPS OF 81ST DIVISION ON WAY HOME

Brest, May 27.—The American battleships South Carolina, Minnesota and Missouri are sailing this afternoon with the first troops of the 81st division, the "Wild-Cat" division, to be repatriated. The troops are from North and South Carolina and Georgia. On board also are the 156th artillery brigade and the 306th ammunition train complete. The three battleships are bound for Newport News.

ELECT PENROSE AND WARREN TODAY

Republican Progressives All Apparently Tamed to a Frazzle

(By The Associated Press.) Washington, May 27.—Election by the Senate tomorrow of Senator Penrose, of Pennsylvania, and Senator Warren, of Wyoming, as chairmen of the Finance and Appropriations committees, respectively, is regarded certain as a result of the open conference today of Republican Senators.

The Progressives, led by Senator Borah, of Idaho, were routed by a vote of 34 to 8 in their effort to supplant Senator Penrose, and in private statements later agreed that their fight would not be taken to the Senate floor.

Republican Leader Lodge plans to present in the Senate tomorrow the Republican committee assignments, with prospects of a solid vote of the Republican majority for their adoption. The committee nominations are to be made en masse, but the Republican plan of avoiding a separate vote for chairmanships required by Senate rules was threatened tonight by opposing Democrats, who were said to be prepared to demand votes on the chairmanships so as to require the Progressives to record themselves squarely on Senators Penrose and Warren.

REPEAL OF DAYLIGHT SAVING LAW IS RIDER TO AGRICULTURAL BILL

Washington, May 27.—The agricultural bill, carrying appropriations of \$32,825,000 and a legislative rider providing for the repeal of the daylight saving act, was before the House today. Principal increases to the bill, which originally totalled \$31,573,000, were appropriations of \$500,000 for fighting animal tuberculosis, and \$200,000 for extermination of the corn borer, an insect which has caused much damage to crops in New York and Massachusetts.

The rider for the repeal of the daylight saving act provides the act shall be repealed on the second Sunday after the measure is signed by President Wilson.

The Senate was idle, having adjourned yesterday until Wednesday.

POLES AND CZECHS TO SETTLE DIFFERENCES. Copenhagen, May 27.—Premier Paderevski of Poland has arranged with President Masaryk of Czechoslovakia, according to a dispatch from Oraga, that the Teschen question which has caused much difficulty between Poland and Czechoslovakia shall be settled by a Polish-Czech commission, which will sit at Oraga.

TO AMERICANIZE WOMEN IS PURPOSE

Mid-Biennial Council of General Federation of Women's Clubs Adopts Program

ELABORATE LUNCHEON SERVED FOR VISITORS

Lieut. Gov. Max Gardner and Other Prominent Speakers Welcome Members Formally To Asheville and To The State; Dr. Anna Howard Shaw Attending Convention

Asheville, May 27.—At the two business sessions today of the General Federation of Women's Clubs of America, plans were worked out for a program of "Americanization for the women of the United States." The officers of the federation and the others in authority, spent the entire morning on this idea, and plans have begun to reach a definite program for the big task. The Americanization of the woman is the great object of the mid-biennial Council and the General Federation, which meets in 1920.

This afternoon one of the most beautiful and elaborate luncheons ever held in Asheville, took place at Grove Park Inn. The luncheon committee had prepared covers for 300 ladies, and the speakers' table was to accommodate 25 of the more distinguished guests. The speakers' table, however, had 95, and scores of women were turned away because of the lack of room. Telegrams from 25 women wishing to reserve seats at the luncheon were turned down.

Among the speeches which were made at the luncheon this afternoon were responses to toasts by Mrs. William J. Bryan, Mrs. T. W. Bickett, president of the North Carolina U. D. C.; Mrs. LeRoy Springs, president of the South Carolina Federated Clubs, and Mrs. Clarence Johnson, president of the North Carolina federation. Mrs. Charles M. Platt, of Asheville, responded to a toast to the "Womanhood of America."

Mrs. Eugene Keiley, of Charlotte, was toastmistress, and showed herself very capable in this position.

The presiding officer at all of the meetings in regard to the business of the General Federation of Clubs is Mrs. Josiah Evans Cowles, of Los Angeles, Cal., president of the General Federation. She came here in company with her husband, a noted physician of California, to attend the convention. Mrs. Cowles is the daughter of Thomas Clarkson Hill and the granddaughter of Henry Branson, who represented Randolph county for many years in the North Carolina Legislature. Her parents moved to Indiana in their early life.

Visitors Are Welcomed. Tonight at the city auditorium the first official welcome of the convention was accorded the delegates. The theatre was most beautifully decorated and a large "welcome" sign was placed across the front of the stage. Berry's band, which is here for the summer, furnished the music. Addresses of welcome were made by Mayor Gallatin Roberts, Mrs. James M. Gudger, Jr., Mrs. Clarence A. Johnson and Hon. O. Max Gardner. Mrs. Josiah E. Cowles responded to the addresses on behalf of the Mid-biennial Council.

After the welcome exercises at the auditorium a reception was given the ladies at the Battery Park Hotel by the Asheville Board of Trade. This affair was equal to the luncheon in its beauty and grandeur and nothing was spared to make it one of the best events of the entire convention. There were several hundred ladies present, practically all of the Asheville club women.

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BIGGEST NAVY OR LEAGUE OF NATIONS

Secretary Daniels Prefers and Recommends The Latter To Committee

NAVY HEAD EXPLAINS WHY HIS MIND HAS CHANGED

When He Recommended The Big 1919 Navy Program Last December The League of Nations Plan Was Not Under Consideration; Other Nations Will Follow Suit

Washington, May 27.—The policy of the Navy Department for a fleet "second to none in the world," has been temporarily abandoned.

Secretary Daniels, appearing before the House Naval Affairs Committee today to outline the needs of his department for the next fiscal year, recommended that the entire 1919 three-year building program of ten battleships and ten battle cruisers be abandoned, saying that the trend of the world towards universal peace and the operations of the proposed league of nations made competition for supremacy of the seas no longer necessary.

Must Show Faith in League. The Naval Secretary asserted that as the United States had taken a foremost part in promoting the league of nations plan, it would be this nation's duty to show faith in the covenant by refusing to authorize further large additions to the sea forces. Work on the 1919 program, he said, should be completed as soon as possible, but the 1919 program, which, it is estimated, would involve an expenditure of more than a billion dollars, should be "wiped off the slate."

No Half-way Ground. "There can be no half-way ground," he told the committee which will initiate all naval legislation. "Either we must have the League to safeguard the interests of every nation, or the biggest navy in the world."

Why He Changed Policy. Explaining the reasons for the Navy Department's change of policy, Secretary Daniels said that when he appeared before the committee last December and urged additional ship construction, the associated governments had not begun consideration of the League of Nations plan and conditions made it necessary that the United States should not be caught again as unprepared as it was at the outbreak of the war.

New Era Has Begun Since. "But since then," he said, "the covenant has been drafted and a new era for the world has begun. Peace will take the place of bloodshed. It will be far best for the interests of all nations that the United States should set a precedent by stopping where it is."

Other Nations Will Emulate U. S. Mr. Daniels said that if the United States did not launch new building programs, other nations would follow the example and change their naval plans accordingly. Great Britain, France and Italy, he asserted, were waiting on the United States.

The Work of the Navy. Starting with some observations of his recent trip abroad as related to naval plans and construction, the secretary touched upon almost every feature of the navy's work in the war and will continue his testimony tomorrow.

There has been no change, he said, respecting a division of the fleet, half of which will be known as the Atlantic and the other half as the Pacific; with two of the best admirals in the navy in command of each. The divisions will be equal as to dreadnaughts and ships of every type, he said, and the plan was devised to ward off the danger common after every war, that the personnel would grow stale.

Aviation The Big Thing. The real big thing that should have attention, Mr. Daniels said, is aviation and at great length he told of what other nations had accomplished, particularly Italy, and of the vast sums appropriated for this service, which required modern equipment. In this connection he declared that the navy should have at least forty-five million dollars this year for experimental purposes mostly

60 SOLDIERS PERISH AND 100 INJURED IN BARRACKS FIRE. London, May 27.—A building used as a barracks by the occupation troops at Ludwigschafen, has been destroyed by fire. Forty soldiers perished, and a hundred were injured, according to a Central News dispatch from Berlin via Copenhagen.

Lewis Defeats Stecher. Norfolk, Va., May 27.—In a flash wrestling match tonight, Ed (Strangler) Lewis defeated Joe Stecher two out of three falls. Stecher won the first fall in 37 minutes with the double wrist lock, and Lewis the second and third falls with his famous head lock, in 59 and four minutes.

Lloyd-George Coming Over. Paris, May 27.—(By The Associated Press.)—Premier Lloyd George of Great Britain, it is understood, is considering favorably a proposal from the American peace delegation that he visit America this year. The Premier would go to the United States especially to attend the first meeting of the league of nations in Washington in October.

Mr. Bryan Will Speak. (Special to News and Observer.) Winston-Salem, May 27.—Hon. W. J. Bryan will make two addresses in this city on the evening of June 10th, under the auspices of the Anti-Saloon League. His subject will be "National and World-wide Prohibition."

GERMANY WOULD BE MEMBER OF LEAGUE

And Wants To Be Given 'Equal Vote'; Demand in Answer For Plebiscite

SIGNING OF TREATY SAID TO DEPEND ON THESE

'Cardinal Features' of German Reply Approved By Herbert Cabinet and Hun Peace Delegation; Forecast of High Spots in The Reply Which Is Expected Any Hour

Berlin, May 26.—(By The Associated Press.)—The question whether Germany will sign the peace treaty or not, it was believed here tonight, depends altogether on whether the allied and associated powers will agree to a plebiscite in all disputed territories and the recognition of Germany into the league of nations as a member with an equal vote.

Reply Expected Any Hour. Both these issues are made the cardinal features of the German reply which has been approved by the cabinet and Count Von Brockdorff-Rantzau and his associates and which is being put into shape for presentation within the next 36 hours.

Self-Determination. The reply in general will reaffirm the adherence of Germany to the principles laid down in the armistice conditions and will lay special weight on the right of self-determination which Germany is willing to grant in all contested sections of her frontiers. The allies also will be asked to abide by the decision of a popular vote in Austria on the question of union with Germany.

With the League or Against It. Some of the more prominent economic and financial issues suggested in the allied peace terms, Germany is willing to have adjusted by the league of nations in which she expects to become a member on a basis of equality.

If the world league were based on any other scheme of membership, it was declared to the correspondent in authoritative quarters tonight, Germany would be forced to consider it as an alliance against her.

Army of 100,000 Men. The German reply to the allied peace terms will agree that the German army shall be 100,000 men on a peace footing, but will urge that this limit be not enforced until conditions are thoroughly stabilized.

Will Feed Anti-Bolsheviks. London, May 27.—(By The Associated Press.)—The allied and associated powers have made arrangements to feed Petrograd and render assistance to the starving population after the expulsion of the Bolsheviks. Herbert C. Hoover, the head of the allied relief, has the details in hand. It is hoped that relief will be in the city within 96 hours after the Bolshevik withdrawal.

AUSTRIANS TO GET PEACE TERMS FRIDAY. St. Germain, May 27.—(By The Associated Press.)—The allied council's reply to the protest of Dr. Benner, head of the Austrian delegation against the delay in the presentation of the peace terms has been received by the Austrian delegation. It is understood that the reply gives formal notice of the presentation of the terms on Friday.

BOLSHEVIK PANIC AT PETROGRAD REPORTED. (By The Associated Press.) Stockholm, May 27.—The sound of a heavy bombardment has been heard within the last few days in the direction of Petrograd and Kronstadt, according to advice received from Viborg.

Conference at Stockholm. Stockholm, Sunday, May 25.—(French Wireless Service.)—The Premier and Foreign Ministers of Denmark and Norway are expected here this week to confer with the Swedish government concerning the situation in which the League of Nations places the Scandinavian countries. It is held that the league would demand the breaking up of the Scandinavian league.

POINDEXTER THINKS PEACE TERMS TOO EASY. Republican Senator Objects To Food For Germans Under Hoover Plan. Washington, May 27.—Lack of severity of the peace terms imposed on Germany was criticized by Senator Poindexter, Republican, of Washington, in a letter written to a constituent and made public today by the senator.

"Foch was right," said Senator Poindexter, in his letter, "the French have been fortunate enough to produce several men in this war who combined the genius of great soldiers and great statesmen. Foch is one. I am very sorry that the United States was humiliated by having a self-appointed representative who used the control of finance and of food of this great nation to ameliorate the terms to be imposed upon Germany. There are times when softness is not in the interest of humanity and civilization, and this was one of those times."

Washington, May 27.—The Sopwith biplane, in which Harry Hawker and McKenzie Grieve attempted to fly across the Atlantic, was picked up in Latitude 49.40, north, longitude 29.08, west, by the American ship, Lake Charlestown, according to a radio message received by the Purbeck liner, Sachem and relayed here tonight.

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