

THE WEATHER  
Washington, May 17.—Shows this afternoon; fair and cooler Sunday.  
TEMPERATURE AT EACH HOUR

8	9	10	11	12	1	2	3	4	5
64	67	68	69	70	71				

# U. S. SEAPLANE CROSSES OCEAN IN EPOCHAL FLIGHT; NC-4 IS FIRST TO ARRIVE SAFELY AT AZORES AT 9:20

## 75,000 SHIPMEN FROM 10 DELAWARE YARDS REVIEWED

Permanent Recognition Demanded by Army That Built Fleet for Pershing

125 BANDS, 200 FLOATS IN LINE OF 30 BLOCKS

Academy Mass-Meeting Follows Broad Street Procession Headed by Hurley

The army that built the bridge of ships for Pershing passed in review on Broad street today.

It was a review and a demand from 75,000 men who drove home the rivets in ten Delaware shipyards that the work they did in the war be recognized by permanence in times of peace.

Headed by Edwin N. Hurley, their chief, who left his duties as chairman of the shipping board today to give official sanction to the men's demands, they filled Broad street in a parade thirty blocks long.

Each carrying the flag for which he had labored in the shipyards, these riveters and shipwrights, carpenters and electricians—the best ship builders of the world—spoke through banners carried at the heads of divisions and the 2000 floats scattered down the long lines.

These banners told the men what they had done for their country. "We built ships for peace. Let us build them for peace," read one. Another read, "Give us the money and we'll build the ships. One of the floats carried the slogan: "We don't need to go to China or Japan to build our merchant marine." This was a reference to the award of American contracts to the Orient recently.

**Purpose of Parade**

The purpose of the parade was to show the city the men who had made the Delaware river district the greatest ship producing center of the world and to impress on Congress the need for immediately passing appropriation bills to complete the merchant marine program to prevent the closing of the yards and the resulting unemployment of thousands of skilled workers.

Officers of the Delaware River Ship Council headed the parade with Harry E. Murray, president of the council, at their head. Chairman Hurley, accompanied by Matthew Brush, president of the American International Shipbuilding Corporation, fell in behind the council when the head of the parade reached the offices of the Emergency Fleet Corporation, at 140 North Broad street. Cheers from the shipworkers passed up the long line as it halted, to allow Mr. Hurley to step into line with them.

The officials stayed in the parade until after it had passed around City Hall. Then Mr. Hurley and Mr. Brush, accompanied by Fred T. Morris, representative of the Emergency Fleet Corporation at Hog Island, went back to the reviewing stand on the north plaza of City Hall and from there watched the march by. Governor Sprunt and Mayor Smith, who had been invited to review the parade, were conspicuous by their absence from the stand. Neither official turned up, although until the last moment those arranging the parade expected them to attend. Joseph B. Wilson, brother of President Wilson, a Baltimore business man, was an interested spectator in the north plaza stands.

Thirteen thousand men from the New York Shipbuilding Company headed the parade, headed by floats announcing the achievements of the yard in turning out a battleship and twenty-two merchantmen during the war. A big float carried a sign: "Here we are with Hurley, 82,000 strong."

Each department had a section of its own headed by a float showing the work of those men. The electrical department led with a float showing a searchlight, engine-room bell, binacle light and wireless system all at work. The carpenters and forgers, the joiners and patternmakers, each headed by a demonstration of what they can do, came in order, thousands of them twelve deep across Broad street.

They were not exactly the working men one would expect in such demonstrations. They wore no rough clothes. Neither did they look as though dressed up in Sunday best. They were nattily dressed young men for the most part, showing all the evidences that they were workmen accustomed to shipyard pay envelopes.

**12,000 From Cramps**

Cramps' 12,000 men, with a record of merchant ships and destroyers to rival the country, followed next in line, with William Mahan at their head. Like the men from the Camden yard, they had their floats showing they had built ships in the war and before. All carried flags and marched behind banners demanding recognition from Congress.

**So the World Wags**

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## SHIPYARD WORKERS IN PARADE DEMANDING CONTINUANCE OF BUILDING



Above, workers of the New York Shipbuilding Company, of Camden, parading on north Broad street. Below, two young sons of A. Neubert, a Hog Island shipyard worker, youthful participants in today's demonstration.

**WILSON'S PICTURE NOT ON CAMDEN ARCH, SO SHIPMEN AVOIDED IT**

2500 New York Workers Brought Twenty Floats for Parade Here Today

Twenty-five hundred New York Shipyard workers refused to march under the "victory arch" of the Ninth Ward Republican Club at Broadway and Royden street, Camden, this morning because it did not have a picture of President Wilson on it.

The paraders were on their way to Philadelphia to take part in the big demonstration for a continued shipbuilding industry on the Delaware.

Word had been sent to the Republican Club that the workers wanted to see a picture of the President on the arch, but no notice was taken of their demand. When the parade representing the electrical department reached Line street, a square from the arch, the leaders turned down Line street to Fifth and continued to the ferry. There were twenty floats in this section of the parade.

**N. Y. MAN FOR SCHOOL HEAD**

Professor Strayer, of Columbia, Says He Knows Sproul's Choice

Professor George D. Strayer, member of the faculty of the Teachers' College, Columbia University, said today he knew the man selected by Governor Sprunt to succeed the late Dr. Nathan C. Schaeffer as state superintendent of public instruction.

He declined to divulge the name, but the inference was given that a prominent educator in New York has been selected for the post.

Professor Strayer, who is a native of Pennsylvania, declined the place several weeks ago. Governor Sprunt announced this week that he had selected a man for the vacancy caused by Doctor Schaeffer's death, but was not ready to name him.

**FIFI WIDENER RESTING**

In Berkshires for Treatment of Throat Affliction

The presence of Miss Fifi Widener in Lenox, Mass., caused comment today in a New York newspaper, which hinted that Miss Widener had been sent there by her parents to break off a budding romance.

The rumor, heard in this city several weeks ago, was denied at that time by Joseph E. Widener, father of Miss Widener, who is sixteen years old.

He said that such a report was entirely unfounded, and that his daughter had been sent to the Berkshire Hills in the hope that the climate there might help to cure an affection of the throat.

**COLDER THIS SPRING? NO; YOU ONLY THINK SO, SAY WEATHERMEN**

Temperature for Month Is Normal, but Rainfall Exceeds Season's Average

No, it isn't any cooler than usual at this time of the year.

The temperature for the first sixteen days of the present month has been virtually normal, according to statistics at the Weather Bureau. The reason these days have seemed a little cool, said the weather officials, is by contrast with an abnormally warm winter and spring.

The average temperature thus far in May is only one-half degree below the normal, which is 60.

It was much cooler in the corresponding period in 1917, when the average temperature was a little over fifty-seven degrees. The May average last year was ten degrees higher than this year.

Three and five-hundredths inches of rain have fallen this month. The normal for the entire month is 3.20 inches. The excess so far is 1.26 inches. Last year there occurred the greatest twenty-four-hour fall ever recorded when, on May 27, it equaled 3.16 inches. The total fall for the month was 6.81 inches.

**TOTS TRIED TO SAVE DOG**

Terrier, Run Over by Truck, Died Despite Tender Efforts

"Oh, get him a drink of water."

Two little tots with the tenderness and anxiety of Red Cross nurses today bent over the broken body of a black and white terrier, the wheel of a heavy truck had just passed over its body on Main street, near Pensdale street, Manayunk.

One of the children was, for the minute more indignant than tender, and she shook her tiny fist at the indifferent driver of the truck, who did not stop. The terrier died before the water could be secured, and the youngsters lifted the body carefully and hunted a place for burial. But a patrolman found them.

"It hurt me to take that dog away from them," said the patrolman. "for there were tears in their eyes. But the laws of a city are laws, and dead dogs can't be buried on public highways."

**BRITISHERS MAY FLY TODAY**

Raynham and Hawker Preparing for Long-Delayed Start

St. John's, N. F., May 17.—(By A. P.)—Announcement was made here this morning that the two British aviators, Frederick P. Raynham and Harry G. Hawker, would in all probability start their transatlantic airplane flight this afternoon.

It contains approximately 4500 words and probably will be transmitted to Congress Tuesday.

**4500 WORDS FROM WILSON**

Text of Message to Congress Received by Secretary Tumulty

Washington, May 17.—(By A. P.)—President Wilson's message to the extra session of Congress was in the hands of Secretary Tumulty today, having been received over the cables during the night.

It contains approximately 4500 words and probably will be transmitted to Congress Tuesday.

**Two Guiding Principles**

With these four factors known, he says, "we can lay down two guiding principles:

"First, That we ought to sell for either private or foreign account all ships thus far constructed or under construction."

**63 YEARS OLD TOMORROW**

Samuel Matthews Vauclain, president of the Baldwin Locomotive Works, who was born in this city sixty-three years ago tomorrow, will be honored by a city, state and nation at a banquet to be held at the Bellevue-Stratford tonight.

Representatives of wealth totaling more than \$3,000,000,000 will be seated around the fifty-eight tables. Men from the shops, governors and generals, business men and legislators will vie in honor to the man who government officials declare "contributed more than any other American" to the winning of the war.

The War Department will pin a Distinguished Service Cross on Mr. Vauclain's breast and a gold and silver platter, seventy two inches long, on which is a replica of his greatest mechanical effort, the huge fourteen-inch mobile battery, will be presented to him as a token of esteem.

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## SOLDIER DEMANDS TRIAL OF OFFICER

Lieutenant Admits Knocking Down Man at Pier, but Denies Striking Woman

COMPLAINANT IS WOUNDED

An admission that he had knocked down a man on Snyder avenue yesterday when it was invaded by a crowd welcoming veterans of the 108th Field Artillery was made today by Lieutenant John O'Day, of the quartermaster corps guard. He denied he struck a woman.

William J. Martin, 2556 North Cleveland avenue, an honorably discharged soldier, who was shot twice and gassed at Chateau-Thierry, asserts the lieutenant knocked him down because he didn't move off the pier fast enough.

Mrs. Martin, the veteran's wife, declares that when she remonstrated the officer struck her a stunning blow in the face with his open hand.

Martin says he is going to demand a court-martial for the lieutenant. If the military authorities refuse to act he says he will cause the officer's arrest for assault and battery.

**Gate to Pier Broken Open**

Lieutenant O'Day, in giving his version of the occurrence, said a gate leading to the pier had been broken open by the crowd. He had strict orders, he said, to keep unauthorized persons off the wharf, which is under Government control.

"I didn't strike, I kept shoving," the lieutenant explained, as he described the forward rush of the crowd eager to gain a vantage point as the troopship Peerless drew near.

"I hit one man and knocked him down," the lieutenant continued. "I would have broken his neck if I had hit him again. I didn't hit any woman."

"Mr. Martin claims he was the man you knocked down," the officer was told.

"I don't know who it was. The man gave me an argument. The fact is I just shoved him and he fell down."

The pier force of guards is commanded by Captain O. H. C. Gustafson. He succeeded former Captain James Robinson when Robinson was returned to his old post as superintendent of police in this city.

**Guards Following Orders**

Captain Gustafson today said he did not witness the incident in which Lieutenant O'Day figured. The guards, he declared, were following out their orders in clearing intruders off the pier.

"The situation was acute," the captain explained, "and our guards had to get the crowds back. Lieutenant O'Day is not one to lose his head. He is a big, husky man, and a push from the wharf, which is under Government control, would have been sufficient to bring in the next year or two."

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**Was Prepared Before War Started**

Attributed to Mr. Vauclain's will be the following achievements:

Preparedness to cope with war before war was declared.

Cutting of all government "red tape" for the safety of the fighters.

Changing of the machinery of the Baldwin plant to make rifles the minute the country went to war.

Getting the first 750 "Pershing" locomotives built and to France before the government ever hoped.

Conceiving the most destructive of all American weapons—the 14-inch mobile battery.

The gathering will be representatives of every walk of American life. William E. Corey, "the steel king," will attend and near him will sit George W. Johnson, ninety-two years old, whose hands since the days of Matthias Baldwin, have helped fashion the Corey product into the finished locomotive. Johnson is the oldest Baldwin employe.

**Crowell to Decorate Him**

Assistant Secretary of War Benedict Crowell, will convey the government's honor to Mr. Vauclain and General William Crozier, whose activities are closely linked with Mr. Vauclain's throughout the war, will also be present. W. R. Harlan, Thomas S. Gates, Frank W. Morse and others.

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## FINISH THE SHIPS, PIEZ ADVISES U. S.

Retiring Fleet Corporation Director Urges Against Cancellation of Contracts

How Piez Report Views Hog Island Shipyard

Expenditures there were fully justified by war conditions. As a peace-time venture it is open to criticism; as a war undertaking it is not.

The yard now delivers one ship a week and produces the equivalent of two vessels weekly.

Exceeds in production any shipyard in the world.

**Completion and sale of vessels making up the surplus of the American shipbuilding program and government aid for American shippers to operate the emergency fleet are among important recommendations made by Charles Piez, former director general of the Emergency Fleet Corporation, in his final report to the board of trustees.**

Mr. Piez's report, in which are embodied those of vice presidents and other executives of the organization who retired with him on May 1, is exhaustive in every phase of the monumental task which the fleet corporation undertook on April 16, 1917, and which is now nearing completion.

Mr. Piez is shown to entertain opinions on the consummation of America's merchant marine aims sharply at variance with those of Edward N. Hurley, chairman of the United States shipping board, who, Mr. Piez points out, may not have been fully informed of the existing situation when he recently made "premature announcement" of additional ship contract cancellations amounting to 2,000,000 tons.

**Should Consider Builders**

"Certainly consideration for the shipbuilders and for the many men engaged in the industry should prompt the government to sell its surplus of ships rather than cancel contracts," says Mr. Piez.

The former director general urges the immediate adoption of a definite program which the officers of the fleet corporation can follow and says that the steps to be taken to arrive at that are, in his judgment, as follows:

"First, To have the United States shipping board and the division of operations determine approximately what American needs justify in the way of tonnage that tonnage.

"Second, To determine how the existing program of the fleet corporation can be made to conform to the determination so reached.

"Third, To arrive as nearly as possible at the price which that tonnage is likely to bring in the next year or two."

"Fourth, Learn what opportunity can be found for the employment of the shipyard workers who will be thrown out of employment by a sudden interruption of shipyard activities."

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## Pope to Ask Easier Peace for Germany, Rome Says

Teutonic Episcopate Induces Pontiff to Urge "Important Paris Delegation" to Modify Terms—Berlin Plans Plebiscite

By the Associated Press

Rome, May 17.—In response to a petition from the entire German episcopate, begging his good offices in securing a mitigation of the terms of peace, Pope Benedict has taken steps to communicate with the head of one of the most important delegations at the Peace Conference, with a view to getting the conditions modified.

A dispatch from Cologne, Germany, yesterday said Cardinal Hartmann, archbishop of Cologne, had requested the Pope to intervene between the Allies and Germany to "protect Germany from the complete ruin which menaces her."

Berlin, May 17.—(By A. P.)—The German government has arranged for a plebiscite, if the Allies refuse to make concessions in the treaty of peace, according to the Zeitung Am Mittag.

Serious rioting occurred at Stettin on Thursday night, according to the Lokal Anzeiger. A crowd stormed the prison and liberated all under detention there and attacked the barracks. It is believed that all roads and railways leading to the city have been occupied by the leaders of the mob to prevent the arrival of reinforcements to the government troops, withdrawal of which is sought by the leaders of the disorderly elements. Many shops are reported to have been plundered.

Rioting continued all Thursday night, the troops in the barracks offering obstinate resistance. The number of casualties in the fighting is unknown.

**Mob Demands Rejection**

Mass demonstrations are the order of the day, both in Berlin and the provinces. A crowd estimated at 200,000 persons, and including people from the frontier regions, assembled on Thursday at the Reichstag building and adopted a series of resolutions against the peace terms. The neighborhood of the Hotel Adlon, the headquarters of the allied missions, has been placed under guard of a cordon of police.

In consequence of veiled insinuations in the Pau-German newspaper that the Ebert-Scheidemann government intends to sign the Allied peace terms, notwithstanding their severe provisions, semi-official announcement was made last night that all roads and railways leading to the city have been occupied by the leaders of the mob to prevent the arrival of reinforcements to the government troops, withdrawal of which is sought by the leaders of the disorderly elements. Many shops are reported to have been plundered.

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**F. W. SAUTER FOUND DEAD FROM GAS**

Fred W. Sauter, a retired businessman of Philadelphia, was found dead today in his cottage at No. 10 South Roxborough avenue, Ventnor, by a neighbor. The room in which the body was found was filled with gas which flowed from a stove. A card found in Sauter's pocket bore the address, 2713 West Girard avenue.

**TWO HURT WHEN AUTO CRASHES INTO FENCE**

QUARRYVILLE, Pa., May 17.—Daniel Glackin and Oliver Sbofi, both of Pleasant Grove, were seriously injured when an automobile in which they were riding crashed into a fence at the side of the state road running through here.

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President of Baldwin Works Will Be Honored at Banquet by Nation's Leaders

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The War Department will pin a Distinguished Service Cross on Mr. Vauclain's breast and a gold and silver platter, seventy two inches long, on which is a replica of his greatest mechanical effort, the huge fourteen-inch mobile battery, will be presented to him as a token of esteem.

**U. S. TO DECORATE VAUCLAINE TONIGHT**

President of Baldwin Works Will Be Honored at Banquet by Nation's Leaders

63 YEARS OLD TOMORROW

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**SENATE'S NERVES AT HIGH TENSION**

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## AIRCRAFT LANDS AT HORTA AFTER 15-HOUR FLIGHT

NC-1 Reported Close to Islands, While NC-3 Is Behind and Off Course

1200 MILES TRAVERSED WITHOUT AN ACCIDENT

Fog Forces Commander Read to Water—May Start for Ponta Delgada Today

SPEED AVERAGES 80 MILES

American Birdmen Cover Most Difficult Leg of Flight in Night's Shadow

By the Associated Press

Washington, May 17.—The American naval seaplane NC-4, under Lieutenant Commander Albert C. Read, has established the greatest of all records in transatlantic flying, having landed safely at Horta, Island of Fayal, Azores, at 9:20 o'clock this morning, Washington time, after winging her way from Trepassey Bay, Newfoundland, in fifteen hours and thirteen minutes.

The NC-1, under Lieutenant Commander Patrick N. L. Bollinger, was reported close behind the NC-4, but the NC-3, flagship of Commander John H. Towers, was last reported, at 5:15 a. m. (Washington time), as off her course somewhere between station ships 17 and 18, about 100 miles from Horta.

**Believe Others Have Arrived**

Although no word had come from the NC-3 and NC-1 since early morning, officials were confident early this afternoon that both transatlantic seaplanes had reached their destination. At last reports they were only a short distance away and because of the time elapsed since those reports were received it was assumed that the ships had arrived at Ponta Delgada, where it was originally intended to descend, instead of landing at Horta to join the NC-4. Horta is 150 miles this side of Ponta Delgada.

Fog evidently caused Commander Read to land at Horta and officials here assumed that, after taking fuel from the cruiser Columbia, he would continue on Ponta Delgada to spend the night before taking the steamer Lisbon, Portugal, on the next leg of the overseas voyage.

**Flight Beat Schedule**

Commander Read reached Horta several hours ahead of the scheduled time for the flight, officials having estimated that twenty hours would be required for the seaplanes to reach Ponta Delgada. Had he continued to that port at the speed maintained throughout the long voyage, Commander Read would have covered the 1500 miles in a little more than seven days.

The fact that the NC-4 was the first of the three to reach the Azores drew comment from naval officials here. This ship was the "lame duck" of this division from the time it started from Rockaway Beach, L. I. Three of the four Liberty motors which drove the ship to the Azores were installed after it left New-York because of trouble with the original motors.

**Hard Luck Plane Wins**

Commander Read was forced to land at Chatham light, Mass., on the first leg of his flight to Newfoundland. He remained at Chatham for several days, repairing. He again was forced to make a landing on the way from Halifax to Trepassey to make repairs, and at Trepassey another new motor was put in the plane before it started overseas. Despite these handicaps the NC-4 led the way to the Azores virtually all night.</