NC-4 Delayed; Won't two hours' fuel supply on hand and with the weather clearing it was decided to descend and ascertain our exact Start Flight Today

bights with the next full moon, three weeks hence. From Harbor Grace came word that the Handley Page super-bomber would be in the air within ten destroyers had not been receiving the messages.

"All the crew thought the sea would moderate, but the plane was badly damaged in the high billows that we were bomber would be in the air within ten days, instead of a fortnight, as the as-

word that the Handley Page superbomber would be into her with the new shedly dark
days, instead of a fortnight, as the assembling of this machine which will state the antiferior of the sembling of the machine stempt a flight in the position
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a Vimy homber, expects the latter may be a superport of the state of the sta

An attempt is to be made by the sectained. Meteorologists of the expeditions met last night and considered de feets due to transmission delays, and a Germany to Refuse request will be made of the British air ministry for more voluminous reports.

ALL ON PLANE NC-3 ANTICIPATED DEATH

Crew Gave Up Hope While Adrift at Sea, Towers Says

Ponta Delgada, Azores, May 21.-Lieutenant Commander Albert C. Read flew here yesterday from Horta in the American scaplane NC 4.

"Exceptionally bad weather, which was totally unexpected, was the sole reason for the failure of all three of the American navy's scaplanes to fisfrom Trepassey, Newfoundland, to Ponta Delgada on schedule time," said Commander John H. Towers to the cor-

respondent of the Associated Press. The man who commanded the over-seas flight in his flagship NC-3 and the members of his crew, who had restorm overhead and the turbulent sea when the plane was damaged Satur day in alighting on the water were much refreshed after having regained sleep lost while bucking the storm for sixteen hours and being adrift fiftythree hours more, entirely out of com-

munication with the world. Crew Gave Up Hope

"Individually," said Commander Towers, "the members of the crew of the NC-3 virtually gave up hope of being rescued Saturday night, but collectively they showed no signs of fear and 'carried on' until they arrived in port here Monday and heard the forts firing salvos in welcome and witnessed the scenes of general jubilation over their escape from the sea.

"Having run short of fuel and encountered a heavy fog, the NC-3 came down at 1 o'clock Saturday afternoon in order that we might obtain our bear The plane was damaged as it the water and was umab to rise. While we were drifting the 205 miles in the heavy storm the high seas washed over or pounded the plane and the boat began to beak. So fast did the water enter the boat that the members of the crew took turns in baling the bull with a small band pump, while others stood on the wings in order to keep the plane in balance. Mean-while we were steering landward.

"That our radio was out of commis That our radio was out of commis-sion was not known to the crew until our arrival here. Communication had been cut off since 2 o'clock Monday morning, owing to our having lost our

Smoke to Keep Awake

"We ate chocolate and drank water from our radiator. This was one only means of subsistence. The even smoker heavily in order to keen awake while we were drifting. No one of us ob-tained more than four hours of sleep after leaving Trepassey until Ponta

tained more than four hours of sleen after leaving Trepassey until Ponta Delgada was reached."

The hands of all the members of the crew of the NC 3 were badly swollen as a result of their becoic work at the pump. Otherwise they did not undergo any suffering, except Lieutenant Commander McCullough, one of the tolots, who had a rather severe attack of sea sickness. The men have now fully recovered from their trying experience.

"The NC 3 encountered heavy clouds at 1 o'clock Saturday morning. The light instruments on board failed, and we sailed the plane above the clouds in order to get the benefit of a moonlight reading of the instruments.

"We kept in sight of the NC 4 until hearly daylight Saturday, and with the NC-1 until shortly after daylight. All the planes were flying in formation, but the NC-1 until shortly after daylight. All the planes were flying in formation, but the NC-1 and NC-4 were underneath the clouds part of the time, because their light instruments were good.

"The NC-3 had no difficulty in being guided by star shells, scarchlights and smoke from the station ships until we reached Station 14, which was not seen.

"I assumed that we were off our course, but did not know on which side, and began flying a parallel course in what I thought was the direction of Corvo, Shortly after daylight we encountered a heavy fog, rain squalls and high winds, all of which continued until the NC-3 went down upon the water.

"Before alighting on the surface of the sea my calculations showed us to be in the vicinity of land, but with only

MAGUIRES

machine is being rebuilt. He said when he recovered from his injuries he would make an effort to obtain a now plane and start an independent flight for the British Isles.

"I believe a transatlantic flight is without foundation and were based on practicable without a stop with planes a little larger than the NC type. The planes worked perfectly and could have run 6000 miles

the presention of the task of win-ning the warr with all the greater ning the ware with all the greater zeal and cuthus; as in because we know that for us this is a war of high principle, debased by no selfish ambition of conquest or speliation. **
It is because it is for us a war of high, disinterested purpose, in which all the free peoples of the world are bunded tegether for the vindication of right, a war for the preservation of our nation and of all that it has held dear of principle and of purpose, that we feel ourselves doubly constrained to propose for its outcome only that which is righteous and of irreprese hable intention, for our foes irreproachable intention, for our foes has fallen to the United States in the

"sunny south.

being just and holy, the settlement must be of like motive and quality. For this we can fight, but fer nothing less noble or less worthy of our tradi-

Sent Out "Messages"

Continued From Page One

Consideration as part of the hazards of transatiantic flight, members of the other cross-ocean expeditions today of know the radio was uscless and not know the radio was uscless and the correct continued from Page One

Note:

Not

more if there had been sufficient fuel on inference that the German official reeral expeditioners here preparing for board.

The flights to obtain more satisfactors weather reports than any heretofore obtained any the perionsel by the NC 3."

The description of the expedition of the exped son's program, which, it will be said was accepted in good faith by both parties as a hasis for negotiations.

The German peace mission at Ver to Sign Treaty smilles will, in the course of the next few days, transmit a series of important notes dealing with the issues in-Lorraine and occupied territory, the size of the indemnity, the manner of its payment, German private property in hostile countries and the rights of

U. S. Leads World. Peru Holds New York, May 21 .- Peru's first ambassador to the United States, Dr. Francisco Tuedelay Varacela, at a Pan-American Society luncheon here vester day, declared "Peru considers with sin core gratification the decisive part which as well as for our friends. The cause process of world construction.

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CENT. This Department will be closed

May 30th (Memorial Day). Payments

should be made at once to avoid the rush

which comes to this office the last day of

W. FREELAND KENDRICK

Receiver of Taxes

the month.

It is a wholesome and easily

"Monumental," Says

tee. Mr. White, counsel for the re-Penrose of Charter bearing that the bill was a practical On the contrary, he showed other-

wise. If the present program is carried out amendments to the charter bills will be submitted to the House committee on municipal corporations next week. Attorney General Schaffer, Mr. White and Mr. Connelly will offer the amendments

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Full description of, and information concerning, the property to be sold, the terms and conditions of inspection and sale, and the order thereof, may be obtained by application to JOSEPH F. GUFFEY, Director, Bureau of Sales, 110 West 42nd Street, N. Y. City.

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