

Hawker Relates Story of Flight

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We were fairly in a fog with the clouds low and were almost on top of her before we saw her.

"We sent up our very light distress signals. These were answered promptly and then we flew on about two miles and landed in the water ahead of the steampship.

"We made a very good landing, although the sea was high. The machine floated at an even keel well out of the water.

Machine Begins to Sink

"We watched the steamship approaching and put out our own boat and stood by in case the machine should break up and sink, which she began to do rapidly in the heavy sea. The sea was running up to twelve feet and breaking right over the machine and us.

"Our life-saving suits kept us dry and for an hour and a half we watched the crew trying to launch a lifeboat. The Mary was only 200 yards away.

"After much difficulty the lifeboat succeeded in reaching us. We boarded the lifeboat and were pulled to the ship by a line.

"Owing to the heavy sea it was impossible to save anything. When we got to the ship we were without our boots and caps, while Grieve also had lost his coat. We were very sorry to lose a lot of valuable instruments and the mail.

Climbing aboard we found that Captain Duhn spoke very good English. He had been afraid that we would go down before his boat reached us.

The aviators were picked up at 8:30 a. m. Greenwich time, Monday, May 19.

In Nick of Time

Describing his reception on the Mary, Hawker said that Captain Duhn said to him:

"Another hour and you would have gone down."

Hawker said that the captain thought the aviators were Americans. The rescued men were struck with the casual manner in which the captain took the whole business, as if it were an every day affair to take airmen out of the Atlantic. The aviators asked the captain his bearings and what likelihood there was of meeting a ship and getting into the main route of steamers. At that time the captain thought there was a very good chance of sighting a ship with wireless at any moment.

Monday night the storm got worse and the Mary had to leave to, making about one knot an hour in a northerly direction. This took the steamer off the shipping route and lessened the chance of meeting another ship.

Hawker said that he and Grieve slept or tried to sleep most of the time. They drank tea and read the captain's English books. They saw the lighthouse at St. Kilda but were unable to communicate with land until the ship reached the Butt of Lewis.

Declare Motor Reliable

"I want to emphasize," Hawker told the correspondent, "that the fault was not due to the motor which was reliable in every way, running satisfactorily from start to finish. Even after all the water had boiled away, the motor was still running merrily, although it was red hot when we alighted on the water."

The correspondent adds that there were amazing scenes on the trip through the Scottish Highlands to Inverness. At every station women threw flowers and kisses to the rescued aviators and men clung to the train and sought to enter it while it was moving. Hawker and Grieve shook hands with hundreds in a cheering crowd which had invaded the Inverness station.

On their arrival at Inverness the aviators received a telegram from King

George Inviting them to Buckingham Palace on Wednesday.

When Hawker and Grieve arrived at Edinburgh today they were seized as they left the train and lifted to the shoulders of a crowd which bore them to a hotel, where they had breakfast. They were heartily cheered when their train left Edinburgh station at 10 o'clock.

Lieutenant Commander Grieve gave the Daily Mail the following statement:

"When a few hundred miles out a strong northerly gale drove us steadily out of our course. It was not always possible, owing to the pressure of dense masses of clouds, to take our bearings, and I calculate that at the time we determined to cut across the shipping route we were about 200 miles out of our course.

Up to this change of direction we had covered about 1000 miles of the journey to the Irish coast."

Borah Mourns at Progressive Bier

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ation to stick by the party and maintain complete harmony in the Senate.

"It doesn't matter a continental damn to me," said the Senator from North Dakota, "whether Penrose is head of the finance committee or not."

Such was the end of the Progressive movement that began with western Republicans six months ago. Borah went from the conference completely defeated and humbled.

The open party caucus was without precedent in Washington. It represented a condition imposed upon the Republican leaders by Senator Borah, who he found that he could defeat Penrose only by deadlocking the Senate and throwing the balance of power to the Democrats, demanded an open hearing at which he could state his position clearly—a course that is impossible in the usual party caucus behind closed doors.

The Idaho senator had threatened to carry his fight to the Senate floor if the leaders refused to accept that way out of the dilemma. Mr. Lodge therefore announced at the opening of the session that the conference was held to "reconsider" the action taken previously by the party conferences which have just approved Penrose as finance chairman and Warren as chairman of the committee on appropriations.

Harmony was established in three-quarters of an hour. Borah and his progressive associates intimated plainly that they will vote from this on with the Republican majority. The conference was exquisitely stage managed. The guests of honor were herded in the corridors and kept there for twenty minutes while the rehearsal was on. Then they were admitted in a solemn procession.

Mr. Borah spoke with considerable feeling. He said it would be wrong to suppose that there was anything personal in the recent opposition to Senator Penrose within the party.

"I am not challenging the intelligence of Senator Penrose," said he. "I am simply expressing a difference of view in relation to finance and taxation that certainly will cause a permanent cleavage sooner or later in the Republican party. The views expressed by the Pennsylvania senator since he arrived recently in Washington make it plain that the coming finance and revenue bills will be modeled after the finance and revenue bills passed at the last two sessions of Congress.

"I hold that if it were not for general interest in the league of nations the country would now be profoundly concerned about the manner in which the stupendous debts and obligations left to us by the war are to be met.

"History shows that it has always

been a matter of doubt whether the years after the war do not involve greater hardship and suffering for the people than the years of war itself. We shall probably find in this country that some of our greatest burdens are still ahead."

Mr. Penrose Not Present

Here Mr. Borah intimated that Senator Penrose didn't favor a proper distribution of tax burdens. Such a policy he said, referring to that attributed to the Pennsylvania senator, represented a sure means for the breeding of unrest and bolshevism in the United States.

Mr. Penrose did not attend the conference. Mr. Lodge said nothing beyond the staccato announcements which ordinarily fall to the chairman of a meeting.

Mr. Borah was most earnest at the beginning of his address when he said, two or three times, that the difference of view relative to revenue theories was the only difference that existed between him and his colleagues in the Senate.

Policeman Killed by Motor Thieves

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to have been stolen from a resident in Boston, Mass., and driven from that city by the thieves.

Chase Starts in Trenton

The chase by Braun after the thieves started in Trenton shortly after 9 o'clock this morning, when the police of the second district of the New Jersey city learned that the machine the two men were trying to sell had been stolen.

In their first break to get away the thieves are said to have deliberately turned to one side of Cambridge street, Trenton, to run down Patrolman Hort, who was approaching to place them under arrest. They then fled from the city, closely pursued by the motorcycle policemen.

Mrs. James Foster and Mrs. James Croslan, of Red Lion and Bensalem roads, were the first to reach the policeman as he lay in the road. He uttered a few unintelligible words and then breathed his last. The women said they paid no attention to the men in the car as hundreds of machines pass along the road every day. "When the automobile and the motorcycle passed me I noticed that they were almost abreast," said Mrs. Foster. "A moment later I heard several loud reports, but thought it was the back fire of the motorcycle. I was startled to see the policeman fall and ran to see if I could aid him. He was dead."

The Tacony police were then summoned by Mrs. Croslan.

Braun Had Six Children

Braun lived in Trenton at the corner of Trenton avenue and Stanton street. He is survived by his widow and six children. He had been connected with the Trenton Police Department for twelve years.

The description of the fugitives follows:

One man is 5 feet 6 inches tall, about

twenty-three years old, and weighs about 128 pounds. He has a long, smooth face and a light complexion. His hair is medium dark brown. He was dressed in a brown suit, and wore a checked cap and a shirt with soft collar attached and a bow tie.

The second man is 5 feet 6 inches tall, about twenty-six years old and weighs about 140 pounds. He wore a dark brown suit and a brown soft hat. He has a small red moustache and dark red hair. His complexion is florid.

Allies Promise Kolchak Money

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was erroneously stated that the Council of Four had decided to maintain the blockade of Germany until a regular government based on a free and popular mandate was set up. The dispatch in question referred to the decision regarding Hungary.

The note sent to the Peace Conference by Dr. Karl Renner, the Austrian chancellor and head of the peace delegation at St. Germain-en-Laye, protesting against the delay was couched in courteous terms. It now appears that the delegation may receive at least a part of the treaty for its consideration before the end of the present week.

U. S. Seaplane NC-4 Hops for Lisbon

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by trouble with the fourth engine of the plane.

The seaplane sent a wireless message to Admiral Jackson after starting, which read:

"We seem to be on our way. Many thanks for your hospitality."

A report from the NC-4 was received as she was passing station No. 1 at 11:13 o'clock, 7:13 Washington time.

Twenty-five minutes later, at 11:38 (7:38 Washington time), she reported that she had passed at that moment station No. 2. The seaplane passed station ship No. 4 approximately 200 miles out of Ponta Delgada at 12:54 Greenwich time, (8:54 a. m. Washington time).

[This report shows an average speed of over eighty miles an hour for the first 200 miles.]

Station ship No. 5, more than 250 miles east of Ponta Delgada, reported the NC-4 had passed at 13:35 Greenwich time (9:35 a. m. Washington time).

Station ship No. 6 was passed by the NC-4 at 2:05 o'clock p. m. Greenwich time (10:05 a. m. Washington time).

When she passed station ship No. 6 the seaplane apparently had covered more than 300 miles in 227 minutes, the exact distance depending upon the position of the station ships at the time the plane passed. The average speed up to this point was in excess of eighty knots an hour (ninety-two miles an hour).

Station ship No. 7, approximately

350 miles from the starting point, was passed by the seaplane at 2:40 p. m. Greenwich time (10:40 o'clock Washington time).

Station ship No. 8, more than half way to Lisbon, was passed at 15:16 Greenwich time (11:16 p. m. Washington time).

More 79th Soldiers Due Here Tomorrow

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have arrived. Hundreds of telephone calls are received hourly asking information of returning units and almost as many questioners apply in person and receive the desired information.

All doubts about a Seventy-ninth Division parade have been removed. There will be a procession, but not on the same elaborate plan of the parade of the Twenty-eighth Division. There will be about 8000 men in line and the line from Division. The parade will include the following units:

The 158th Infantry Brigade, consisting of the 315th Regiment Infantry ("Philadelphia's Own"), the 316th Infantry and the 312th Machine-Gun Battalion. The 312th Regiment Field Artillery will also be in line and all other distinctly Philadelphia units, such

as the 305th Ammunition Train, in case they are in the city in time for the parade.

The parade question was definitely settled by the War Department. When it was found that Camp Dix was so congested that it would take at least ten days to demobilize the men of the division after they reached that cantonment, Washington settled upon the parade as a means of diverting the attention of the men from the long stay and relieving the monotony by a demonstration in this city.

Word was received from the War Department today that the liberal policy as to parades of returning troops has been ordered modified. This was done

to prevent serious delays in the return of troop trains to the ports of embarkation.

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