

**Destroyers Fail To Find Trace Of Lost NC-3**

Continued from preceding page

missing; boat floating high, no serious damage apparent. Fairfax will tow to Horta as soon as practicable, depending on state of sea." The cable was sent at 8 a. m. and was signed by Admiral Jackson.

**NC's Designed To Bomb U-Boats**

Transatlantic Planes Suggested in 1917 by Admiral Taylor

WASHINGTON, May 18.—American naval seaplanes, which have underpinned the first flight across the Atlantic ocean, were built especially for bombing German submarines and in initiating their design Rear Admiral David W. Taylor, chief of the bureau of construction and repair, had in mind the construction of ships capable of flying across the ocean, so as to avoid difficulties of delivery during the war.

This was disclosed today by the Navy Department, which made public the following memorandum sent by Admiral Taylor on August 25, 1917, to Naval Constructor W. C. Westervelt, his assistant for aeronautics.

"The United States motor gives good promise of being a success, and if we can push ahead on the airplane end it seems to me the submarine menace could be abated, even if not destroyed, from the air."

The ideal solution would be big flying boats or the equivalent that would be able to keep the sea (not air) in any weather and also able to fly across the Atlantic to avoid difficulties of delivery, etc."

Admiral Taylor, after discussion of the problem with his assistants, directed the preparation of tentative plans.

Early in September, Glenn H. Curtiss, of the Curtiss Aeroplane and Motor Corporation, and his engineers, W. L. Gilmore and Henry Kleckler, came to Washington at the navy's invitation to discuss the proposed designs, and they cooperated with the navy throughout the designing and building of the ship.

**Pan-American Aero Convention Praises Navy for Sea Flight**

ATLANTIC CITY, N. J., May 18.—A resolution congratulating the Navy Department and those who had a hand in the transatlantic flight of the navy's seaplanes was adopted at to-night's session of the Second Pan-American Aeronautic Convention. The resolution says:

"Whereas, the members of the Pan-American Aeronautic Convention heard with applause the decision to bridge by air the great span between the Old World and the New and have viewed with admiration each step conceived and executed;

**Raynham Mishap Blow to Hawker**

Zest of Sea Race Marred When Briton Is Forced to Make Flight Alone

By Harry E. Tudor

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posed competitive flight across the Atlantic as an aeronautic duel, pure and simple.

**COMMANDER MACKENZIE GRIEVE**



Navigator of the Sopwith plane which flew for Ireland yesterday.

work in connection with their duties as employees of the Sopwith and Martin and Handyside firms. They have been well aware that success on the part of either would be merely a "sporting win," and that the Americans, through their elaborately prepared-for flight, would be regarded as the actual pioneers of air travel across the Atlantic.

**Flight Their Life Ambition**

Both Hawker and Raynham had told me at different times that a successful flight between America and Great Britain was their life ambition. In 1913 Hawker was the sole survivor of the seaplane race around Britain. It was sheer determination under the disadvantage of a disabled arm and bodily exhaustion that brought him through.

Raynham's principal, crass-water exploit was his flight in an Avro hydro-aeroplane to Heligoland—one of the tests that Germany demanded be filled before she purchased the machine. This was in 1912, and although the long talk of German invasion seemed as far distant as ever Raynham afterward expressed regret that the Avro had not failed in the test and so balked Germany's desire to learn the design and principles of the machine.

Race Marred by Mishap

After the weeks of weary delay culminating in yesterday's jump off, I believe Hawker is no less disappointed than Raynham at the latter's mishap. Neither of them cares for the plaudits of a solo accomplishment where the zest of the contest has been marred.

So far as Great Britain is concerned the congratulations of the entire nation will be most sincerely accorded the commanders and crews and designers of the NC's.

**Table Decorations**

These charming fruit centres serve a double purpose. They are useful fruit dishes as well as attractive decorations for the table or sideboard.

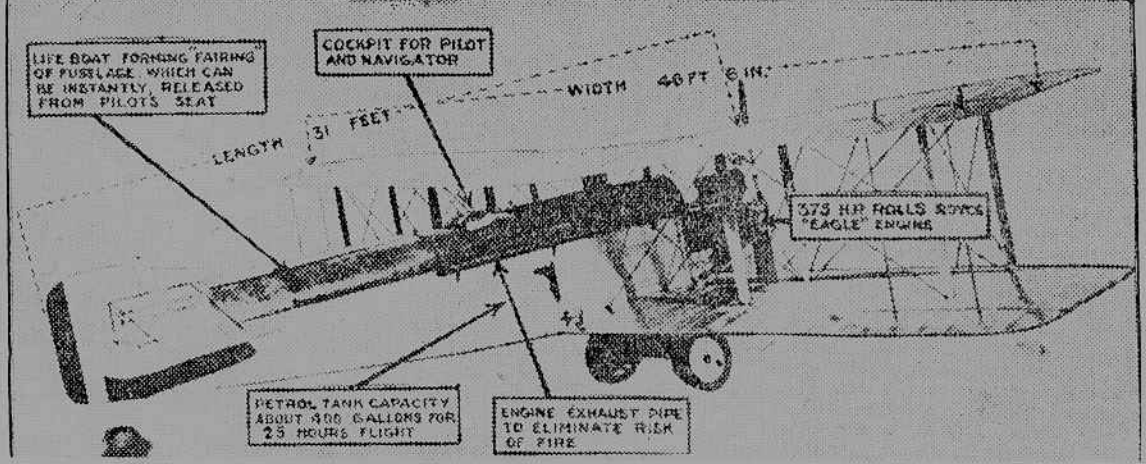
We have a very broad range of crystal and china selections at attractive prices.

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**Chronology of Conquest of Air**

- Important events in the history of heavier-than-air machines are, briefly, as follows:  
1500—Baptiste Dante made glider flights near Lake Trasimene, Italy.  
1500—Leonardo da Vinci sketched a parachute, an ornithopter and a helicopter.  
1742—Marquis de Bacqueville, using imitation flapping wings, flew from his house on the Seine to Garden of Tuileries.  
1781—Karl Meerwein, of Baden, computed the area of a spindle-shaped man-supporting surface, from proportions of bird weight and wing surface. These figures were later substantiated by Lillenthal. Aviator was fastened to the middle of the under surface, holding a rod which operated the wings. One attempt by Meerwein was unsuccessful.  
1809—Sir George Cayley built a glider of 300-foot wing surface which skimmed the ground and sailed from hillsops.  
1842—Hanson patented a monoplane to be driven by a steam engine. It had a wing span of 140 feet.  
1855—Captain Le Bris made a partially successful flight with his glider.  
1871—M. A. Penaud built a toy model which flew 131 feet in the Garden of the Tuileries.  
1877—William Kress made a model fitted with two propellers and double control.  
1890—Clement Ader, near Metz, France, experimented with a monoplane driven by a forty horse-power motor.  
1891—Lillenthal began experimental flights with monoplane gliders near Berlin.  
1893—Horatio Phillips constructed a multiplane aeroplane, with wings superimposed, after the principle of Wenham. It was equipped with a 5.5 horse-power motor and one propeller.  
1894—Sir Hiram Maxim built a three-man carrying machine with propellers operated by a 360 horse-power engine. Total weight 5,000 pounds. Machine was wrecked.  
1895—Percy S. Pilcher built monoplane gliders which operated successfully.  
1896—Professor S. P. Langley's steam-driven toy monoplane model flew over the Potomac successfully for over 3,000 feet, at from twenty to twenty-five miles an hour.  
1900—Wilbur and Orville Wright experimented with gliders with arched surfaces and adjustable rudder in front.  
1903—Wright brothers' machine, weighing 760 pounds, flew at speed of thirty to thirty-five miles per hour for period of twelve seconds.  
1905—Wright brothers flew for a distance of twenty-four miles in thirty-eight minutes.  
1906—Santos-Dumont made the first officially recorded European flight, leaving the ground for a distance of thirty-six feet at the rate of twenty-three miles per hour. In another flight he remained in the air twenty-one seconds and flew a distance of 700 feet, winning prize offered by French Aero Club.  
1907—Delagrangé demonstrated a Voisin biplane, and Henry Farman, an Englishman, flew a Voisin over 2,500 feet in 52.5 seconds in a straight line.  
1908—Henry Farman made a complete circuit of about a mile in one and one-half minutes. Delagrangé flew at Milan in a Voisin machine, covering a distance of ten and one-half miles in sixteen minutes. Glenn H. Curtiss flew his June Bug at the rate of thirty-nine miles per hour. Henry Farman remained in air for 21.5 minutes, flying three-quarters of a mile and carrying a passenger. Orville Wright made official flights at the Camp de Auvours, surpassing French records for duration, distance and height. Later he made a flight of one hour's duration, followed by one of one hour and thirty-one minutes' duration, covering forty-two miles. He also made another flight of one hour's duration with passenger. Farman made first 'cross-country flight from Chalons to Rheims, a distance of sixteen miles, in twenty minutes. The first

**THE SOPWITH BIPLANE**



Detail of Harry G. Hawker's machine, which yesterday flew from Newfoundland for Ireland.

and American crews will supply the necessary impetus to commercial aviation throughout the United States. There are to-day thousands of experienced air service men anxious to stay in the game, even to their financial disadvantage. I anticipate an immediate boom that will solve the problems of many of them.

**NC-3 Able to Signal On Ten-Mile Circuit**

Coupling Wireless With "Skid Fin" the Only Trick That Is Left Them to Summon Aid

There is one way in which Lieutenant Commander R. A. Lavender, radio operator of the missing seaplane NC-3, can communicate with the destroyers searching for him, despite the fact that

the surface sending set was discarded at Tremasset, N. F., before the machine started for the Azores. The only difficulty in this case would be due to the fact that he would be sending on "undamped" waves which the destroyers are not especially equipped to receive. There is no reason, however, why the operators of the destroyers

should not connect up their receiving instruments in such manner as to receive the "undamped" signals.

**American Flying Club Gets All Flight News**

New Wireless Service Only One of Numerous Features to Interest Aviator Members

Up on the roof of the American Flying Club, at 11 East Thirty-eighth Street, a brand new radio outfit sputtered and sparked. It was picking up the latest news from the transatlantic fliers as they beat their way onward through the Azores fogs.

Below in the clubrooms, while the crowds in the streets pressed close around newspaper bulletin boards, a little knot of United States army aviators

sat at their ease getting the freshest details of the big feat toward which the eyes of the world were turned.

That is a sample of the sort of service the latest aviation club in America is going to render its members. It is a sample, too, of the sort of service that the club purposes to pass on to the public as soon as its machinery is fully operating.

"Our object," said Lieutenant John P. Cahen, special representative of the

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Investors have purchased Five Hundred and Fifty Million Dollars of our  
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with never a dollar of loss, a record of which we feel justly proud.  
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RICHARD M. HURD, President  
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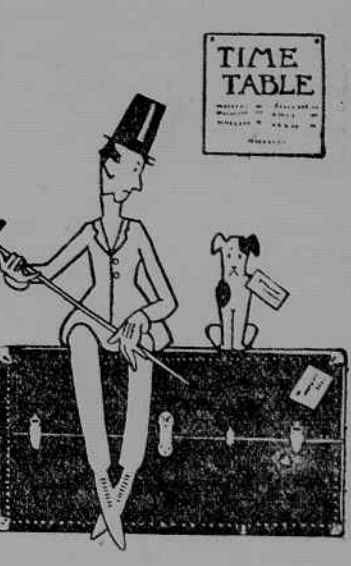
club, just back from overseas service, "is to see to it that aviation remains a live thing to every man, woman and child in the country." It is equally, or perhaps even more, their object to see to it that every American aviator is provided with a rendezvous of a sort which, they declare, never before has been possible. "First of all," said Lieutenant Cahen, "our organization is an army organization. The government and the United States army are actively behind it. Major General Charles T. Menoher, head of the aviation section, is our honorary president. Major General Leonard Wood is our honorary vice-president. Practically every American flyer you ever heard of is a member. Every American flyer you're ever going to hear of is going to be. And American flyers are first, last and all the time to be made to realize that it is their club and no one else's, to be run as they wish."

**Louis Bleriot, Channel Flier, Says Americans Make His Feet Small**

PARIS, May 18.—All the newspapers pay warm tribute to the feat of the American seaplanes in flying across the Atlantic from Newfoundland to the Azores, and say that May 17 marks one of the great events in the history of the world.

Louis Bleriot, in the "Excelsior," recalls his flight across the English Channel ten years ago. He said his flight at that time was deemed an extraordinary performance, but it was insignificant compared with the brilliant exploit of the American naval officers. He declares that none better than he is able to appreciate their prowess, and says he is glad to see the Americans succeed, although French aviators showed the way.

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and save more than the price of a good handbag on the cost of a good trunk, and then save some more on the handbag. For surely among this mass of luggage there's some trunk, bag or suitcase to answer your particular travel needs. Counting up the savings on it all—there's luggage that we would usually sell for \$25,290.08 priced at \$20,710.08—and the savings are yours!

**Don't "Pack"---Put!**

That's what travel amounts to when you have a WARDROBE TRUNK. You're not confronted with the harrowing prospect of diving through oceans of clothes for the thing you want is always on the bottom somehow. You put your clothes away in a wardrobe trunk, just as you would at home. And the convenience of home is yours when you open the trunk, after you "get there."

**Save \$9.00 on A Fibre Wardrobe Trunk**

It is priced \$49.50 in the sale, and would usually be \$58.50. This is the sort of trunk that outwears travel. It is an open bulge top model, fitted with boltless interlocker. Built on three-ply basswood veneer box, fibre inside and out, brass reinforced. Has twelve combination hangers, strapless retainer, bag for soiled linen and complete compartments for underwear, hats and shoes. Size, 45 x 22 1/2 x 21 1/2 inches.

**All Kinds of Trunks but the Elephant Variety**

General purpose trunks, steamer trunks, hardwood slatted general purpose trunks, hardwood slatted steamer trunks, fibre wardrobe trunks and plain wardrobe trunks—every one at less than usual.

**Suitcases of Cowhide, Shirracane, Matting**

A good, sturdy cowhide suitcase that would usually be \$17.74 is priced \$13.49. And with the saving you can buy a matting case at \$4.24, which would usually be \$4.96.

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Offer Remarkable Values in a  
**Sale of Men's Oxfords**  
Very Special  
At \$5.95  
These are the best Oxfords seen in a long time at \$5.95. The lasts are very graceful and the workmanship of a character that immediately inspires confidence. The leathers are:  
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