WHILE THE MEETING AT THE HIGH SCHOOL CANNOT BE HELD TONIGHT, WE CAN STILL BUY BONDS

NEW YORK METAL MARKET.
New York, May 8. — Copper steady; electrolytic 15⅜@15½; Iron unchanged from Tuesday. Lead, firmer; spot 4.75@4.95; June, 4.82@4.95. Spelter, firm; East St. Louis spot 5.92 bid; June 5.95@6.02.

# The Evening Herald

STEER PRICES.
Kansas City—$10 to $18.50.
Chicago—$16.85 to $19.75.
Denver—$13.56 and $15.50.

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# TRANSATLANTIC FLIGHT BEGUN

## TODAY IN THE NEWS

**They're Off!**
**That Vague Indemnity**
**Where the Howl Will Come**
**The Straw in the Wind**

YANKEE enterprise and daring seem likely to score again. While the British airmen have been making promises to start their trans-Atlantic flight almost daily for the past month, the American navy has been saying little— but sawing a lot of wood.

Today, with comparatively little heralding, three Navy-Curtiss hydro-airplanes started their history making journey to England.

The good wishes of the entire world go with them. They are striving to write a new page in the history of the world's science. Theirs is not an idle game, but if it succeeds, it will be a monumental contribution to aeronautics and to seamanship.

America has full faith in her intrepid young men who are winging their way eastward.

Closer scrutiny of the peace treaty convinces one that no terms might be imposed upon as far as money damages are concerned. Nowhere in the summary as given out yesterday is there mention of the precise amount that the enemy is to be made to pay. The wisdom of leaving the amount floating is to be questioned. Both victims and culprits should know the extent of the reparations to be exacted.

It may be argued that the amount of damage done is difficult to determine. So was the rest of the work of the peace conference difficult, but at least a minimum should have been named, the maximum to be fixed after further investigation.

We expect, however, that the most [illegible] feature of Germany's punishment will be the loss of [illegible] [illegible]

It is here that the howl may be expected.

Eventually, however, we believe that the Germans will sign the treaty. To do otherwise would be national suicide.

[illegible]

### Meeting at High School Tonight Is Called Off

The patriotic meeting which was to have been held at the high school tonight has been called off, because of the fact that the principal speaker, Lieut. Emile Renaud, missed his connections and will be unable to reach the city in time for the gathering.

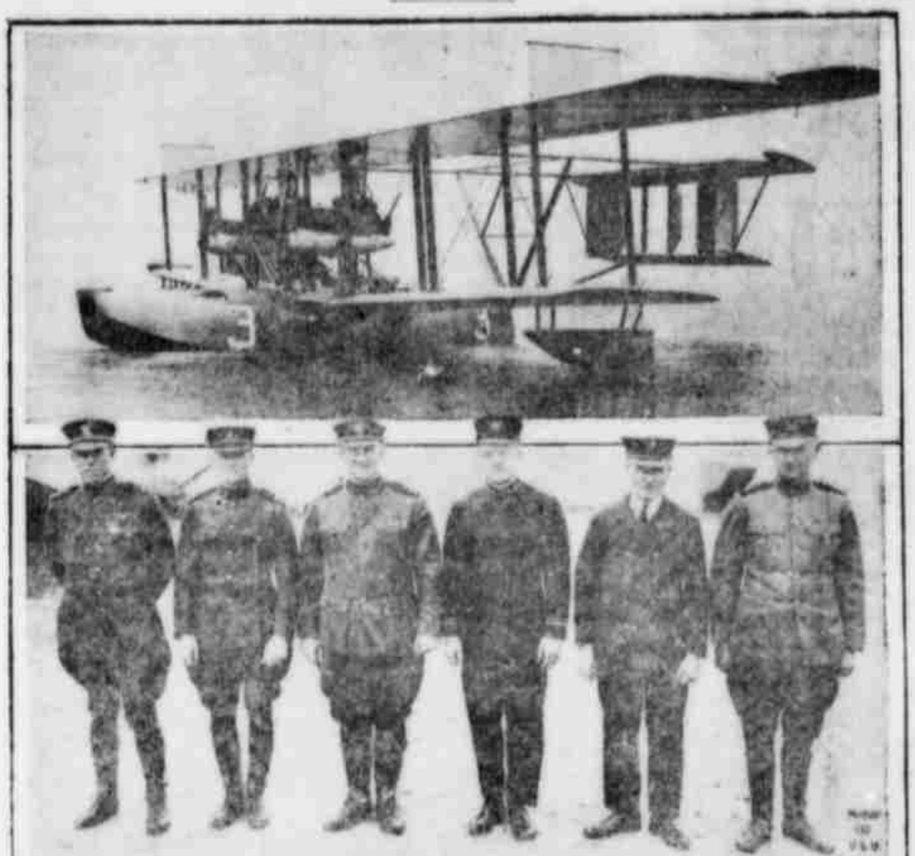
Announcement to this effect was made late this afternoon by Max Nordhaus, chairman of the Bernalillo county Liberty loan committee.

DAILY WEATHER REPORT.
At the University of New Mexico Albuquerque.

[illegible]

State Weather.
Tonight fair, local frost north portion; Friday fair, warmer east portion.

The N. C.-3, the first plane to start Transatlantic trip today, and its crew.



This photograph shows the N. C. 3 after it had completed a trial flight, during which three different types of propellers were tried out. Below are the six men who will compose the crew on the flight to New Foundland. They are, commanding officer, Lieut.-Commander P. N. L. Bellinger; pilots, Lieut.-Commander M. A. Mitscher, and Lieut. L. T. Barin, radio operator, Lieut. H. Sadenwater; engineer, Chief Machinist's Mate C. I. Kesler; machinist, R. Christensen. Christensen will be dropped at New Foundland and the N. C. 3 will start the trans-Atlantic flight with a crew of five.

## CATHOLIC CHURCH TO BE FINAL BULWARK IN CLASH BETWEEN LAW AND SOCIALISM, SAYS BISHOP

BY THE ASSOCIATED PRESS

Santa Fe, May 8.—"In the final clash between law and order and socialism," said Bishop Lillis, of Kansas City in his sermon yesterday at the consecration of Archbishop Albert Daeger, "the Catholic church will be found to be the main bulwark against it." The bishop denounced the "[illegible] of bolshevism," and declared that "property rights and natural rights, and when the state attempts to interfere with the natural rights of man it becomes tyrannical." The speaker also paid his respects to the divorce evil chiefly blaming the legislatures for the "mad rush to made divorce easy."

Over three thousand people attended the consecration ceremonies at St. Francis cathedral. The retiring Archbishop Pitaval was the first on record to consecrate his own successor. Other Prelates present including Bishops Granjon of Tucson, Bishops Shuler of El Paso and Tihen of Denver. Monsignor Fourchegu, administrator of the archdiocese and the venerable Father Jules Deraches, eighty years ago a church pioneer in this district. This is the first time the consecration of an archbishop has taken place in Santa Fe.

A pathetic incident in connection with the consecration was the finding of eighty-year old Carmel Romero's body on a trail through the hills from the village of Tesuque to Santa Fe, the old man having dropped dead from exhaustion while walking seven miles into the city to attend the ceremony.

### Santa Fe Paper Loses $10,000 Libel Suit

SPECIAL DISPATCH TO THE HERALD

[illegible]

Paris.—There is no indication that President Wilson contemplates [illegible] because of the [illegible] of congress May 19 and he undoubtedly will remain here through the fifteen days allowed the Germans for consideration of the peace terms, probably until the treaty is signed.

Paris.—The control of three [illegible] upon the disposition of the former German colonies. The mandate for the German Samoan islands goes to New Zealand and for the other German possessions south of the equator to Australia. [illegible]

Paris.—[illegible]

## FOE BEGINS HOWL OVER THE TERMS ALREADY

**German Delegates in Paris Complain Bitterly of the "Unexpected Harshness" of the Conditions of Peace**

**HEAD OF HUN ENVOY MAKES SHARP SPEECH**

**Allied Statesmen Angered and For a Time It Seems Possible That An Equally Sharp Retort Might Be Made**

BY THE ASSOCIATED PRESS

Versailles, May 8.—The German delegates to the peace congress complained bitterly this morning to one of the French liaison officers of the [illegible]

The delegates said they had expected from the newspaper reports that the demands in many respects would be [illegible] but were not prepared for the terms as actually laid down in the printed copy of the document.

The scene at yesterday's session of the peace congress, when the terms of the treaty were presented to the German delegates was an impressive one and the function was not without its tense moments. [illegible]

[illegible]

"Has anyone further observations to make?" and when there was no response continued:

"I then declare the session closed."

## YANKEE NAVAL PLANES FIRST TO START TRIP ACROSS THE BIG POND

**N. C.-3 First of Three Hydro-Airplanes to Start On First Leg of Voyage—Rockaway Beach, N. Y., to Halifax; Total Distance Is 3,925 Nautical Miles; To Go By Way of the Azores and Portugal, Thence to England**

BY THE ASSOCIATED PRESS

NEW YORK, May 8.—The first trans-Atlantic flight was begun when three N. C. (Navy-Curtiss) hydro-airplanes left the government air station at Rockaway beach at 10 a. m. today on the first leg of the journey—Rockaway to Halifax—a distance of 540 miles.

The N. C.-3, with Commander John H. Towers, chief of the expedition, was the first plane to take to the air.

The N. C.-1, with Lieutenant Commander P. N. L. Bellinger, and the N. C.-4, with Lieutenant Commander A. C. Read, as the commanding officers, were close behind the N. C.-3. The planes were escorted to sea by a squadron of navy scout planes.

Proceeding in a general northeasterly direction, the trio of giant air and water birds should reach Halifax before nightfall, barring mishap. Thence the route runs 1,350 miles to the Azores, another 800 miles to Portugal, and on to Plymouth, England. The total distance between Rockaway Beach and Plymouth is 3,925 nautical miles.

The N. C. 3 cruised for a minute northerly in Jamaica Bay, moving at half speed through the water and turned west for the open sea. The throttles were thrown wide open and with a roar of the 1,600 horsepower motor the plane took to the air.

One minute later the N. C. 1 lifted herself from the water, followed within fifty seconds by the N. C. 4, and the world's first trans-oceanic flight was actually in progress.

The escorting scout planes turned back about three miles from Rockaway and the three trans-Atlantic fliers sped away on their great adventure.

The crews on the three seaplanes are:

N. C. 3—Commander J. H. Towers, commanding officer and navigator; Commander H. C. Richardson and Lieut. D. H. McCulloch, pilots; Lieut. Commander R. A. Lavender, radio operator; Machinist L. R. Moore, engineer; Lieut. Braxton Rhodes, reserve pilot, engineer, and Lieut. Commander R. E. Byrd, radio operator. The latter two will go only as far as New Foundland.

N. C. 4—Lieut. Commander A. C. Read, commanding officer and navigator; Lieuts. E. F. Stone and W. K. Hinton, pilots; Ensign H. C. Rodd, radio operator; Chief Machinist's Mate E. S. Rhodes and Lieut. J. L. Breese, reserve pilot-engineer, the latter going only as far as New Foundland.

N. C. 1—Lieut. Commander P. N. L. Bellinger, commanding officer and navigator; Lieut. Commander M. A. Mitscher and Lieut. L. T. Barin, pilots; Lieut. Harry Sadenwater, radio operator; Chief Machinist's Mate C. I. Kessler, engineer; Machinist Rasmus Christensen, reserve pilot engineer, the latter going only as far as New Foundland.

A pathetic incident in connection with the flight occurred when the news of the start was telephoned to Chief Mechanic E. H. Howard, who was to have been a member of the crew of the N. C. 4 and whose left hand was cut off by one of the plane's propellers yesterday. Howard is in the naval base hospital in Brooklyn and an attempt was made to have him speak over the telephone. After a few minutes the nurse who answered the call returned and said:

"You will have to excuse him. He feels pretty bad."

## CHANCE LIKELY TO PLAY LITTLE PART IN TRANS-ATLANTIC TRIP BEGUN TODAY

**Course Carefully Charted and Patrolled by Rescue and Repair Ships, All the Way to Portuguese Coast**

**CRUISE NOT SPORTIVE ONE, BUT SCIENTIFIC EFFORT**

**American Navy Has Placed Vast Resources at Disposal of Aviators, and Other Government Departments Are Aiding**

BY THE ASSOCIATED PRESS

New York, May 8.—When the giant American hydro-airplanes sped away into the east, over the Grand Banks and the broad Atlantic, they entered upon a course not only carefully charted, but patrolled by rescue and repair ships all the way to the Portuguese coast.

Looking upon the cruise not as a sporting venture, nor as an attempt merely to win for the United States the honor of the first trans-Atlantic air flight, but as an undertaking for the advancement of science and seamanship, the American navy placed its own vast resources at the disposal of the aviators, and enlisted those of other government departments in an effort to assure the safety of the crews and to reduce to a minimum the element of chance in the project.

**Destroyers Form Chain.**

A flotilla of destroyers, reinforced by battleships whose more powerful wireless equipment was intended to pick up messages from the fliers in case the radio sets of the smaller vessels failed to function, formed a chain of communication across the Atlantic while the planes were proceeding to their base here. The fleet will remain on station until the birdmen have passed, the destroyers so close together that an hour's steaming would bring one of them to the alighting place of any of the aircraft forced to descend. Mother ships, tenders and other naval units, at intervals along the course, have mechanics, tools, extra parts and gasoline aboard, ready to give aid which would make possible resumption of its journey by a plane put out of commission by slight defects.

The patrol fleet, in wireless contact throughout its length and in touch with the United States weather bureau, as well as ships of various nationalities cruising the middle Atlantic, will keep the aviators posted on weather conditions in the areas they are approaching, also co-operating with the navigators aboard the planes in directing the flight.

**"It Can Be Done."**

"Give us no luck, good or bad, and the trans-oceanic voyage should be made without trouble," said Commander John H. Towers, chief of the expedition, commenting before the "hop off" on the completeness of the navy's preparations. "We are not undertaking the impossible, we are not banking on chance. We are attempting a flight wholly within the mechanical possibilities of the N. C. planes, hoping to demonstrate, without reckless risk of life or valuable property, that an air cruise to Europe is a practical proposition."

One of Commander Towers' brother officers declared that a new branch of the science of navigation was growing up around the N. C. planes, thus making the flight an undertaking expected to contribute materially to the advancement of the profession of the sea. Giant strides have been made in development of the steering and weather charts to be used on the flight and the crews expected to accomplish worth while results in the experiments above blue water.

**Liberty Motors Used.**

The naval aircraft, the N. C. 1, N. C. 3 and N. C. 4, huge flying boats which ascend from a "take off" in the water and "land" also on the surface of the sea, are driven by Liberty motors, four to a plane and aggregating 1,600 horsepower. They are of the biplane type, with a wing span of 126 feet, length over all 69 feet and length of hull 44 feet. The craft

(Continued on page two.)

## NEW MEXICO MAN'S TERM IN PRISON IS SHORTENED BY U. S.

**Sentence of William T. Walker, Convicted Under Espionage Act, Changed From Two Years to One**

BY THE ASSOCIATED PRESS

Washington, May 8.—Fifty more men convicted during the war for violation of the espionage act have been granted clemency by President Wilson on the recommendation of Attorney General Palmer in pursuance of the policy of being lenient to those who have already served a year or more in prison, and whose sentences in the stress of war times now appear excessive.

Perley B. Doe, son of the late Chief Justice Doe of the New Hampshire supreme court, convicted in Colorado, on a charge of issuing circulars condemning the war, was given a commutation of sentence to expire at once.

Others granted clemency, with the district where they were convicted the original sentence and the commuted sentence respectively, include:

G. M. Strode, Arizona, two years; time served.

**William T. Walker, New Mexico, two years, one year one day.**

W. H. Fadler, Arizona, five years, time served.

George Simpson, one year nine months.

Joseph Nichols, Arizona, 18 months one year one day.

Perley J. Burns, Arizona, two years, one year one day.

## GET IT WHILE IT'S NEWS— NOT WHEN IT'S HISTORY

FIRST in peace, first in war. Father Time is still casting his lot with the evening papers.

Yesterday's Herald, for instance, contained the first official summary of the peace treaty published in Albuquerque. It will be noticed that there were two official summaries. The first and briefer one ended with the words, "international action" immediately after the subhead, "Twenty-seven pillars." THE HERALD printed this briefer summary in full.

Yesterday's Herald published all the SALIENT points of the treaty, and, as usual, it published them FIRST.

Moreover, if we glance at the morning paper today, we see that there is another story played up on its first page. That is the call of congress for May 19.

The Evening Herald printed that story FIRST, also.

Today's story on the start of the trans-Atlantic flight is another example of the afternoon paper first-ness in the newspaper world.

While people continue to do important things in the daytime instead of at night, your afternoon paper will give the news FIRST.

GET IT WHILE IT'S NEWS—NOT THE MORNING AFTER THE NIGHT BEFORE!

## AN UNRENTED HOUSE IS WORSE THAN A DEAD LOSS

¶Because depreciation, taxes, etc., go on whether a house is rented or tenantless.

¶The main idea is to rent a house quickly.

¶Days mean Dollars.

¶A Go-Getter Want Ad in the Herald is the quickest way to rent your house. Herald Want Ad results are proven.

### THE HERALD GO-GETTER WANT AD MAN

Is on the other end of every telephone

Call 345 — Call 345