

The Weather
Probably Showers Tonight and
Wednesday; Cooler Wednesday.
Highest temperature yesterday, 94
Lowest temperature last night, 58

ROSEBURG NEWS-REVIEW

Consolidation of The Evening News and
The Roseburg Review

DOUGLAS COUNTY

An Independent Newspaper, Published for
the People

DOUGLAS COUNTY
"The End of the
Homeseeker's Trail"

VOL. XXVIII NO. 52 OF ROSEBURG REVIEW

ROSEBURG, OREGON, TUESDAY, JUNE 21, 1927.

VOL. XXVIII NO. 127 OF THE EVENING NEWS

LIBRARY
University of Oregon

NEUNER CLOSES FOR STATE IN BITTER SPIRIT

Prosecutor Flays Defense Attorneys as Well as De Autremont.

COURT HALTS CLASH

Newbury Argues Defendant Not Linked With Crime; Case Goes to Jury This Afternoon.

(Associated Press Leased Wire.)
COURT HOUSE, Jacksonville, Ore., June 21.—The fate of Hugh de Autremont, charged with the murder of Charles O. (Coyle) Johnson during the Siskiyou Tunnel holdup, drew closer to the jury this morning when at noon United States District Attorney Neuner approached the close in the final argument for the state. The instructions of the court will then stand alone between him and the deliberations of his peers.

"The fiery prosecutor once turned his face livid upon Defense Attorney Collier and shouted: 'Why did you put in a self-declaration?'"

"Because it was testified to," answered Collier.

Neuner then sprang before Attorney Newbury, and shouted:

"And you said 'we were basing an inference upon an inference.'"

"Talk to the jury, not to me," snapped Newbury. "I'll talk to you outside."

The court calmed the rising storm.

Resents "Frame" Charge
"This is not a mutual benefit society," shouted Neuner. "We are here trying a murder case, much as we all regret it. It is a duty of the prosecution to demand the death penalty for Hugh de Autremont."

Defense counsel has spoken of this boy, and they recanted the word boy. They painted Riddiford (postal inspector) as one with a cloven hoof and Jefferson as a stool pigeon. It is unfair to play upon your prejudices.

"To the gentlemen who told you Professor Hehrlich received pay from the government, I tell you, and him, it is a lie—a lie. The prosecution are not savages 'framing up' a case. Uncle Sam does not do that. Neither does the state of Oregon."

With scathing sarcasm Neuner flayed what he called "the ridiculous reasoning of the defense," and spoke directly at defense attorneys as he roared his charges.

Looking straight at the defendant, and answering the defense mention of trial compulsion, Neuner shouted:

"It doesn't bother Hugh any more to have lawyers fling stinging accusations in his face."

"Somebody shot Coyle Johnson in the back when he writhed with seven buckshot in his abdomen. The shells and cartridges don't prove it," cried Neuner, "but it is a circumstance consistent with guilt."

Exhibits Reviewed
Neuner then discussed the suitcase belonging to the de Autremonts, they claim, and found near the tunnel and the tree-shooting near the bandit camp.

"They shot at 14 to 15 feet, at straight trees with bodies the size of a man and all in thickets. The"

(Continued on page 31x.)

KANSAS CONVICTS MUTINY BECAUSE DENIED TOBACCO

(Associated Press Leased Wire.)
LANSING, Kans., June 21.—Three hundred and twenty-eight prisoners in the state penitentiary mine here mutinied today, overpowered fourteen guards and blocked the cages. It was announced from the warden's office this afternoon.

The prisoners placed heavy timbers beneath and above the mine cages so they could not move from the top. A mutinous spirit has been prevalent at the prison since Sunday. It is announced, when the prisoners demanded that they be allowed to have cigarettes and cigarette papers sent to them from outside.

Last night prisoners caused a slight disturbance in one of the cell houses, the warden's secretary said.

The "hide out" of the prisoners in the mine is similar to one staged in July, 1926, when prisoners made several demands upon Warden W. H. Mackey. The demands were not granted, and the convicts surrendered after staying 26 hours in the mine.

Back In Oregon



Hugh DeAutremont's brothers, Roy (above) and Hugh.

TWINS BEHIND JAIL BARS AT JACKSONVILLE

Ray and Roy DeAutremont Meet Parents and Pose for Cameramen.

ARREST CUTS WEIGHT

Brothers Capture Due to Remark of Roy While Under Influence of Liquor.

(Associated Press Leased Wire.)
JACKSONVILLE, Ore., June 21.—Ray and Roy De Autremont, charged with their brother Hugh, whose fate goes to the jury this afternoon, with the Siskiyou Tunnel holdup and murders, arrived this morning at the county jail in custody of Sheriff Jennings and postal inspectors.

They were arrested in Steubenville, Ohio, on June 8, last. The twins were greeted through the bars of the county jail by their father and mother.

Hugh was taken to the court room before the arrival of his brothers, and enroute faced a movie camera.

"Smile," suggested the cameraman.

"I can't do it. I'm not used to it." was the rejoinder from the manacled prisoner.

Ray and Roy were brought to the county jail in two automobiles and a few minutes later were taken through the jail doors.

Roy was all smiles, but Ray, his hair bleached, and who left a wife and child in Ohio, was sober.

In reply to a request from a cameraman for a smile, Ray answered "It's pretty hard to do."

Both replied, "you're welcome" in response to thanks of photographers.

According to Captain C. B. W. Long of the postal inspection service, Ray weighs 128 pounds and Roy 129 pounds, losing weight since their arrest. They normally weigh 145 pounds.

The two brothers will be arraigned some time today, at first opportunity.

Liquor Betrays Roy

IRONTON, O., June 21.—Corn liquor, made in a moonshiner's shack in the Kentucky hills, caused the capture of Roy and Ray De Autremont, wanted for their alleged holdup of a Southern Pacific passenger train and the murder of four trainmen on October 11, 1922.

This was revealed here by officials who said it was Roy De Autremont's love of intoxicants that finally brought them their clews which led to the capture of the twins at Steubenville, O. Roy, they said, became drunk one night two years ago, while carousing with moonshiners in a shack in the Kentucky hills. While intoxicated he told his drunken companions of his real identity and of the crime for which he and his

(Continued on page 5)

FOUR YEARS OF DODGING TOLD BY PRISONERS

DeAutremont Twins Recite Changes of Residences to Evade Officers.

POSTERS NUMEROUS

Month Longer Wanted for Final Flight; Refuse to Talk of Case Against Them.

(Associated Press Leased Wire.)
PORTLAND, Ore., June 21.—Living the life of a hunted thing, dodging about the east to escape recognition and arrest, maintaining an aloofness hardly in keeping with their friend-making propensities, Ray and Roy De Autremont, charged with Hugh, their brother, with four brutal murders and the dynamiting of a mail train, finally fell into the hands of the ever-searching government.

They told about it last night, between trains, they ate and smoked in the county jail.

They told of being witnesses in Scioto county, Ohio, of greeting the sheriff of the county as they emerged from the court room of passing the bulletin board in the same court, on which staring at them, were their likenesses on a government reward poster.

They told of hasty departures from this town and that of the night when officers closed in on their home to effect their arrest, only to find them flying of a woman neighbor who told them she had once been hostesses for "one of the twins," though she had not, and of Ray's wife, Hazel, and their year old baby, Jackie Hugh.

And then, in the close custody of Sheriff Ralph G. Jennings and his son, Louis, they were bundled aboard a Medford bound train at 8 p. m. destined for Jacksonville and arraignment today or tomorrow.

They will be returned, probably tomorrow night, to the Multnomah county jail.

Last night the train bearing them to Portland, made a prolonged stop at Mountville station and the party of officers and prisoners alighted and proceeded to the jail.

The two tired youths were searched. Then newspaper reporters until we got to them," Roy said. "The interrogation continued until 7:30 p. m."

Talk, But Not of Crime
The twins were eager for the opportunity to talk until the case itself was mentioned. Then Ray looked at Roy. Roy looked at Ray. Each shook a decisive head.

"We're not crossing any bridges until we get to them," Roy said. "Better leave the case out of this."

It was while they were eating in

(Continued on page 5.)

Oil Scandal Hits Big Business Men

(Associated Press Leased Wire.)
LOS ANGELES, June 21.—Dr. E. J. Linckley, city prosecutor, informed the city council today that more than 300 criminal complaints, involving some of the biggest business men and leading citizens of Los Angeles, would be issued by his office in connection with the Julian Petroleum stock scandal.

ATTENDANCE AT FREE COOKING SCHOOL LARGE

Attractive Setting Due to Cooperation of Local Business Firms.

NEW RECIPES SHOWN

Varied List of Prizes at News-Review Event Is Stimulus to Keen Competition.

The Roseburg News-Review's free cooking school opened at the Armory this afternoon with a large attendance. Every indication points to one of the finest schools of its kind ever held in the southern part of the state.

In making arrangements for this school the News-Review has been given the complete cooperation of a number of business firms, contributing greatly to the success of the event.

The kitchen furniture, including tables, kitchen cabinet and Coliseum rug, have been furnished through the courtesy of McKean, Darby and Baldwin.

All kitchen utensils used by Mrs. Sexton in her work have been provided by the Churchill Hardware company.

The fine concerts which preceded each lecture are being furnished through the courtesy of Ott's Music store.

The Model Dairy is supplying all of the milk and cream used in the cooking demonstration.

The flowers used to decorate the Armory and platform are furnished by The Fern Florists.

The meat is furnished by Boyer Brothers of the North Side Meat Market.

The Calumet Baking Powder company supplies all of the baking powder, and the Crisco company is furnishing a liberal supply of its product for use in cooking.

The electric ranges used are furnished by The California Oregon

(Continued from page 2.)

ELECTORS NAME V. T. JACKSON, B. S. NICHOLS

Only Small Difference in Standings of the Four Candidates.

LARGE VOTE CAST

Five Hundred and Eight Ballots in Hotly Contested School Election Yesterday.

R. S. Nichols and V. T. Jackson were elected school directors yesterday in one of the closest elections to be held in the district in many years. There was a fairly good turnout of voters, a total of 508 votes being cast. The election was so close, however that there was only 52 votes difference between the highest and the lowest number received by the candidates.

The election was hotly contested, as each candidate had a great many friends who were working industriously in the campaign.

The voting was quite brisk from the time the polls opened at 2 o'clock until the closing at 8 p. m. When the vote was counted it was found that B. S. Nichols had received the highest number of votes 255, with V. T. Jackson third with 235 votes, despite the fact that his name was not printed upon the ballot, but had to be written in. T. H. News received 213 votes. Two blank ballots were cast.

The two directors chosen at yesterday's election are well qualified for the positions, both being men of business ability and having a strong interest in the city schools. Mr. Nichols has been quite prominent in many public enterprises in the past. He has served several years as a member of the city council. He is active in church work and was recently selected to represent the Presbyterian church of this city at the assembly in Los Angeles.

Mr. Jackson has been a member of the school board for the past three years and has served as chairman during the past year. He has been a very valuable director because of his executive ability and has at all times been willing to give a great deal of time to school work.

MISS WHITNEY IS PARDONED AFTER 7 YEARS IN COURT

(Associated Press Leased Wire.)
SACRAMENTO, June 21.—Charlotte Anita Whitney, gray-haired, seven-year fight to avoid a term in San Quentin prison, following conviction of syndicalism. A pardon issued last night by Governor C. Young removed the convict stigma which had grown more and more menacing as court after court refused her plea during the long legal battle which only ended in the federal supreme court.

In explaining his reasons for the pardon, Young denied that Miss Whitney could be classed as a "criminal" despite her violation of the criminal syndicalism act.

Miss Whitney was arrested in November, 1919, when she defied Oakland police and delivered a speech on behalf of John Macguy, accused I. W. W. She was convicted of syndicalism and the case eventually reached the supreme court of the United States, which last May upheld her conviction.

PAVED HIGHWAY WEED TO KLAMATH ANNOUNCED PLAN

(Associated Press Leased Wire.)
SAN FRANCISCO, June 21.—State Senator J. J. Murphy of Weed, California, announced yesterday after a tour of the northern California counties that plans for a paved highway from the Pacific highway at Weed to Klamath Falls, Oregon, would be discussed at a conference to be held in Sacramento, July 29. The object is to provide a direct motor route to the Klamath region in competition with the Oregon highway.

SNOW HALTS BOY SCOUTS ON WAY TO THREE SISTERS

E. A. Britton, scout executive for Coos and Douglas counties has written home that the Boy Scouts, who recently left Roseburg for an outing in the Three Sisters district have been located at Alder Spring but intended to leave today for Frog camp. They were halted by snow but expected to be able to get through to their destination today. They will leave Friday or Monday, Mr. Britton says, and will go to Bend and then in to Diamond Lake, making the trip by auto. Letters may be addressed to the boys to Frog Camp, Scout Camp in care of McKenzie River Stage Co., Stage Terminal Hotel, Eugene.

Body Shipped South Dakota

The body of Munro Spafford, 96-year-old resident of this city, who passed away Sunday at the home of his granddaughter, Mrs. A. B. McInture, is being shipped by the Roseburg Undertaking company, to Deadwood, South Dakota, from where it will be taken to Sturgis for interment. Mrs. Hattie B. Brightman, a daughter, left last night, accompanying the remains on the journey.

Awaiting Nod From Weather Man

COMMANDER R. E. BYRD

That, for many years, has been the story of Commander Byrd. He has dedicated himself to mingling the romance of pioneering with the practical and scientific. Though he stands as one of the nation's finest explorers, he has let scientific purpose strip him of considerable glamour. He may not fire the public imagination as a Lindbergh, nor hold it captive as long, but he has already achieved the immortality of the historians.

His flight across the pole attended to that. Before then, he was setting down data for the sea ships that plough the icy lanes of the Arctic. And his records will not end in Paris. If he decides not to fly a return trip, you can put it down in your note book that he will be in the vanguard of those who circle the globe. If not this time, then some other.

A Virginian.

Science has a way of taking its time and in all things Commander Byrd is carefully methodical. He came out of Virginia, where his brother is the governor. In appearance and actions he is typical of the high-bred "southern gentleman." He was on the field to bid Lindbergh God-speed and he dated his take-off after the Lindbergh welcome.

That's Richard Byrd, all over! Sincere, considerate, enthusiastic over the feats of others, first to recognize the other fellow's victory—a true sportsman!

Upon his report will rest largely the future of passenger flying across the Atlantic. The men who navigate the sky in years to come will steer by his stars!

SCIENTIFIC DATA FOR POSTERITY, BYRD'S AIM

Flies Not for Adventure, but to Chart Atlantic Skyway Weather for Future Aviation—Establishment of Passenger Routes Rests on His Reports.

NEW YORK, June 21.—This New York-to-Paris hop-off, vogue has now reached the statistical, scientific stage.

Hazard heroes have had their fling. They have added much to romance and legend, but little to exact science. That it can be done, they have demonstrated, but no figures and no data for the necessary conclusions of those who calculate in terms of the future.

Air Sherlock.

And that's where Commander Richard E. Byrd comes in. His role is that of an "airplane Sherlock," who must apply acute observation, analysis and deduction to his task. That mysterious sky-way lying between America and France must be charted, its air currents, landmarks and weather studied, as the early mariners charted the sea for reefs and islands and other dangers to future navigators.

Thereafter, with everything nicely noted on blueprints and maps, flyers can begin to approximate the practicability of air lines across the Atlantic.

A Lindbergh's exploit goes into the records of glamorous adventure; a Byrd's exploit goes into the records of standardized statistics. He will avoid the more dangerous routes, he will perhaps add many miles to the flying distance of Lindbergh and Chamberlain, following closer to the steamer lanes; he will make his conditions as nearly ideal as possible. Such is the way of established traffic!

BYRD CHOOSES 3RD COMPANION FOR OCEAN DASH

Lieutenant Bernt Balchen, Former Norwegian Army Officer, Is Named.

WIDELY EXPERIENCED

Hop-Off Across Atlantic for Paris Will Occur Tomorrow A. M. at the Earliest.

(Associated Press Leased Wire.)
NEW YORK, June 21.—Take-off for France of the four-man crew of the monoplane "America" will be impossible either tonight or tomorrow morning, and present atmospheric conditions do not look favorable for a hop-off any time tomorrow, James H. Kimbrough, weather meteorologist, announced today.

ROOSEVELT FIELD, June 21—

Formal announcement was made today that a fourth man will travel in the trans-Atlantic monoplane, America, on its ocean flight and that the man will be Bernt Balchen, former lieutenant in the Norwegian army.

"I decided to take a fourth man," Commander Richard E. Byrd, who is in charge of the expedition, announced, "to demonstrate that such a number can be carried on a trans-oceanic trip. I would like to call this fourth man a passenger, but Balchen is so useful that in effect at least, he will be an important member of the crew. He deserves to go along because of all the help he has given us and because he has proved himself to be a man."

In announcing Balchen's appointment this morning Byrd said there seemed to be only about one chance in 10 of hopping off for Europe tonight. He said that with such weather reports as he had he would tentatively set tomorrow morning as the earliest time for a take-off. More complete reports of atmospheric conditions due later in the day, however, he acknowledged, might alter this guess either forward or back.

Balchen Experienced

Lieutenant Balchen is an experienced pilot, navigator and mechanic. He came into wide notice in 1925 when he flew over the Arctic wastes in search of the missing expedition headed by Roald Amundsen. Last year he was a member of Amundsen's North Pole expedition in the airship Norge, being stationed at Spitzbergen.

There he became friendly with Commander Byrd, who was getting ready for his polar flight in the Miss Josephine Ford and after Byrd had flown over the pole, he brought Balchen back to this country with him.

Balchen became a member of the flying staff of the Fokker airplane staff at Teterboro and it was he who made the final tests on the America and flew it from New Jersey to Roosevelt Field, where it was officially turned over to Byrd. During the month of preparation here Balchen has been constantly about the hangar, aiding in many ways. Byrd said today that Balchen probably would be called on during the flight to act as navigator while he takes his

(Continued on page 6.)

BYRD CHOOSES 3RD COMPANION FOR OCEAN DASH

Lieutenant Bernt Balchen, Former Norwegian Army Officer, Is Named.

WIDELY EXPERIENCED

Hop-Off Across Atlantic for Paris Will Occur Tomorrow A. M. at the Earliest.



SCIENTIFIC DATA FOR POSTERITY, BYRD'S AIM

Flies Not for Adventure, but to Chart Atlantic Skyway Weather for Future Aviation—Establishment of Passenger Routes Rests on His Reports.

NEW YORK, June 21.—This New York-to-Paris hop-off, vogue has now reached the statistical, scientific stage.

Hazard heroes have had their fling. They have added much to romance and legend, but little to exact science. That it can be done, they have demonstrated, but no figures and no data for the necessary conclusions of those who calculate in terms of the future.

Air Sherlock.

And that's where Commander Richard E. Byrd comes in. His role is that of an "airplane Sherlock," who must apply acute observation, analysis and deduction to his task. That mysterious sky-way lying between America and France must be charted, its air currents, landmarks and weather studied, as the early mariners charted the sea for reefs and islands and other dangers to future navigators.

Thereafter, with everything nicely noted on blueprints and maps, flyers can begin to approximate the practicability of air lines across the Atlantic.

A Lindbergh's exploit goes into the records of glamorous adventure; a Byrd's exploit goes into the records of standardized statistics. He will avoid the more dangerous routes, he will perhaps add many miles to the flying distance of Lindbergh and Chamberlain, following closer to the steamer lanes; he will make his conditions as nearly ideal as possible. Such is the way of established traffic!

BYRD CHOOSES 3RD COMPANION FOR OCEAN DASH

Lieutenant Bernt Balchen, Former Norwegian Army Officer, Is Named.

WIDELY EXPERIENCED

Hop-Off Across Atlantic for Paris Will Occur Tomorrow A. M. at the Earliest.

(Associated Press Leased Wire.)
NEW YORK, June 21.—Take-off for France of the four-man crew of the monoplane "America" will be impossible either tonight or tomorrow morning, and present atmospheric conditions do not look favorable for a hop-off any time tomorrow, James H. Kimbrough, weather meteorologist, announced today.

ROOSEVELT FIELD, June 21—

Formal announcement was made today that a fourth man will travel in the trans-Atlantic monoplane, America, on its ocean flight and that the man will be Bernt Balchen, former lieutenant in the Norwegian army.

"I decided to take a fourth man," Commander Richard E. Byrd, who is in charge of the expedition, announced, "to demonstrate that such a number can be carried on a trans-oceanic trip. I would like to call this fourth man a passenger, but Balchen is so useful that in effect at least, he will be an important member of the crew. He deserves to go along because of all the help he has given us and because he has proved himself to be a man."

In announcing Balchen's appointment this morning Byrd said there seemed to be only about one chance in 10 of hopping off for Europe tonight. He said that with such weather reports as he had he would tentatively set tomorrow morning as the earliest time for a take-off. More complete reports of atmospheric conditions due later in the day, however, he acknowledged, might alter this guess either forward or back.

Balchen Experienced

Lieutenant Balchen is an experienced pilot, navigator and mechanic. He came into wide notice in 1925 when he flew over the Arctic wastes in search of the missing expedition headed by Roald Amundsen. Last year he was a member of Amundsen's North Pole expedition in the airship Norge, being stationed at Spitzbergen.

There he became friendly with Commander Byrd, who was getting ready for his polar flight in the Miss Josephine Ford and after Byrd had flown over the pole, he brought Balchen back to this country with him.

Balchen became a member of the flying staff of the Fokker airplane staff at Teterboro and it was he who made the final tests on the America and flew it from New Jersey to Roosevelt Field, where it was officially turned over to Byrd. During the month of preparation here Balchen has been constantly about the hangar, aiding in many ways. Byrd said today that Balchen probably would be called on during the flight to act as navigator while he takes his

(Continued on page 6.)

BYRD CHOOSES 3RD COMPANION FOR OCEAN DASH

Lieutenant Bernt Balchen, Former Norwegian Army Officer, Is Named.

WIDELY EXPERIENCED

Hop-Off Across Atlantic for Paris Will Occur Tomorrow A. M. at the Earliest.

(Associated Press Leased Wire.)
NEW YORK, June 21.—Take-off for France of the four-man crew of the monoplane "America" will be impossible either tonight or tomorrow morning, and present atmospheric conditions do not look favorable for a hop-off any time tomorrow, James H. Kimbrough, weather meteorologist, announced today.

ROOSEVELT FIELD, June 21—

Formal announcement was made today that a fourth man will travel in the trans-Atlantic monoplane, America, on its ocean flight and that the man will be Bernt Balchen, former lieutenant in the Norwegian army.

"I decided to take a fourth man," Commander Richard E. Byrd, who is in charge of the expedition, announced, "to demonstrate that such a number can be carried on a trans-oceanic trip. I would like to call this fourth man a passenger, but Balchen is so useful that in effect at least, he will be an important member of the crew. He deserves to go along because of all the help he has given us and because he has proved himself to be a man."

In announcing Balchen's appointment this morning Byrd said there seemed to be only about one chance in 10 of hopping off for Europe tonight. He said that with such weather reports as he had he would tentatively set tomorrow morning as the earliest time for a take-off. More complete reports of atmospheric conditions due later in the day, however, he acknowledged, might alter this guess either forward or back.

Balchen Experienced

Lieutenant Balchen is an experienced pilot, navigator and mechanic. He came into wide notice in 1925 when he flew over the Arctic wastes in search of the missing expedition headed by Roald Amundsen. Last year he was a member of Amundsen's North Pole expedition in the airship Norge, being stationed at Spitzbergen.

There he became friendly with Commander Byrd, who was getting ready for his polar flight in the Miss Josephine Ford and after Byrd had flown over the pole, he brought Balchen back to this country with him.

Balchen became a member of the flying staff of the Fokker airplane staff at Teterboro and it was he who made the final tests on the America and flew it from New Jersey to Roosevelt Field, where it was officially turned over to Byrd. During the month of preparation here Balchen has been constantly about the hangar, aiding in many ways. Byrd said today that Balchen probably would be called on during the flight to act as navigator while he takes his

(Continued on page 6.)

PRAGUE-NEW YORK FLIGHT LATEST ON AVIATION PROGRAM

(Associated Press Leased Wire.)
PRAGUE, Czechoslovakia, June 21.—Two Czech-Slovak airmen, Captain Frantisek Mrkva and Lieutenant Ludwik Pavlovsky, announced today their intention to fly from Prague to New York and return in August. Their plane and its motors will be Czech-Slovak manufacture.

Plans for trans-Atlantic flights were announced at London Monday by two British Imperial Airways fliers—Captain Robert H. Macintosh and Lieutenant Colonel P. F. Minchin. They hoped to fly back across the Atlantic, after refueling and an 8-hour rest.

The Lindbergh and Chamberlain flights also have spurred German aviators to thoughts of making a westward flight across the ocean. Advertis from German Monday said that Ernst Udet, noted aviator, was seeking a suitable machine in which to attempt an air voyage to the United States and return during the summer. Another German, Otto Koennicke, is planning to undertake a non-stop flight from Berlin to San Francisco, with a brief stop at New York.