

GIRL LINDBERG STARTS ON AIR TRIP OVER SEA

Miss Amelia Earhart, Social Worker and College Graduate, Hops Off From Boston, En Route to England

TREPASSEY, N. F., June 4.—(AP)—The plane Friendship, groomed for a trans-Atlantic flight, landed here at 1:28 eastern daylight time. It left Halifax, where its flight from Boston was interrupted by fog yesterday at 8:36 a. m., eastern daylight time.

Wilmer Stultz, who was pilot for Mrs. Francis Wilson Grayson on her first attempt to fly the Atlantic last year, is pilot of the plane. The co-pilot is Miss Amelia Earhart, amateur aviator, and director of Denison House, Boston's oldest settlement center. She is of fair complexion and bears a striking resemblance to Colonel Charles Lindbergh, whose trail blazing path across the north Atlantic she hopes to follow. Louis Gordon of San Antonio, is flight mechanic.

The plane, equipped with pontoons, is a tri-motored Fokker, purchased from Commander Richard E. Byrd. The expedition is backed by the Mechanical Science corporation, represented by the New York publisher and explorer, George Palmer Putnam.

With no advance publicity the plane, named the Friendship, took off from Boston harbor yesterday morning for Trepassay, N. F., running into fog off Halifax. Stultz turned back and landed in the harbor here.

Present plans call for a stop at Trepassay only long enough to fuel the plane, then she will head out across the Atlantic for London, her destination.

The flight is the first attempted by a plane equipped for landing on water and is expected to prove the practicability of airplane service to Europe.

Scientific Expedition. "It is understood that the backers of this enterprise are interested primarily in scientific experimentation in air transportation over water," said a statement from Mr. Putnam.

"For the first time in trans-oceanic flying a tri-motored ship is equipped with pontoons making it possible to land anywhere in water. It is this type of equipment that Commander Byrd has favored from the first as the feasible development for long distance commercial flying over water."

Commander Byrd also issued a statement at New York, in which he said:

"I believe that the flight of the three-engined plane that will fly with one engine dead, which is equipped with floats for landing in water, is the next step in trans-Atlantic flying and is a sensible pioneering effort. I wish the pilot and crew good luck and every success and have confidence in the courage and ability of the personnel."

He explained that he had not announced the sail sooner because it was "made with the understanding that regardless of circumstances, it was to be kept secret."

The Friendship has a wing spread of 71 feet and is powered with three 220-horsepower Wright whirling motors. Its weight, with crew, fuel supply and pontoons, is slightly in excess of 12,000 pounds. It is equipped with a 600-meter sending and receiving radio equipment and emergency radio equipment for sending messages in event the plane is down with motors silent.

BOSTON, June 4.—(AP)—This city's "Lindbergh" girl today was determined to be the first of her sex to emulate the famous birdman.

She was Miss Amelia Earhart, 30-year-old social service worker and airplane pilot, who with Wilmer Stultz, noted aviator, and Lew Gordon, a mechanic, took off from here yesterday on the first leg of a trans-Atlantic flight to England.

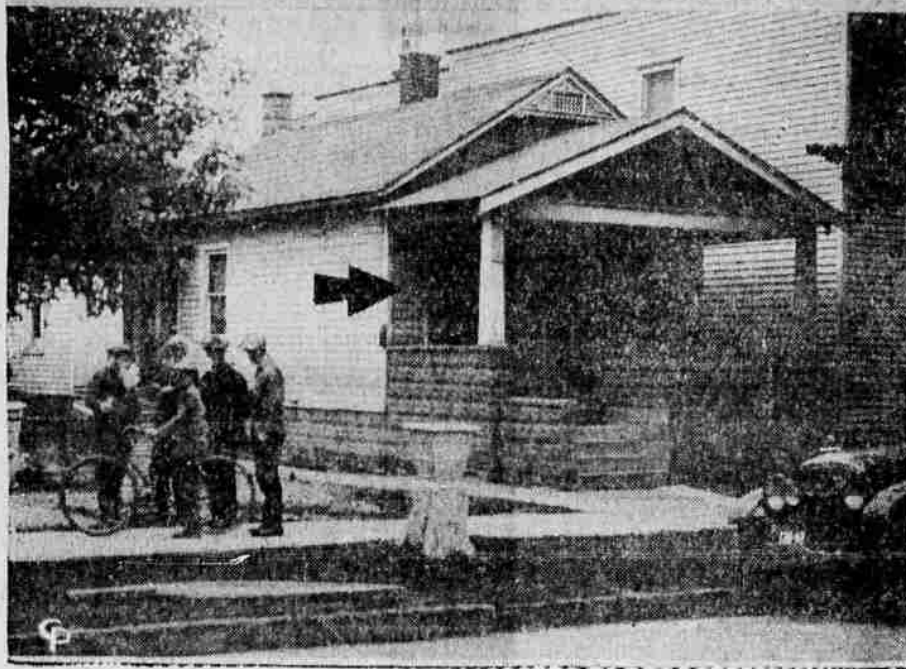
An artist has remarked that Miss Earhart looks more like Lindbergh than Lindbergh himself. When her picture was published along with news of her flight, comments about the similarity were general. She has short, curly blonde hair and a Lindberghian smile. Her features are notably like the colonel's.

For three weeks preceding yesterday's sunrise takeoff, Miss Earhart had stayed at a hotel under the name of Dorothy Binney, the maiden name of Mrs. George Palmer Putnam, wife of the New York publisher, who is one of the backers of the flight.

Miss Earhart came to the Denison house, a social service center, two years ago from California. She had prepared for college at Hyde Park high school, Chicago, and the Ogonts school in Philadelphia, and had studied in Columbia, Harvard and the University of California.

She has been flying since 1925 and enjoyed the distinction of being the first woman granted an air license by the National Aeronautic association.

CITY AROUSED OVER KIDNAPING, SLAYING OF GIRL



No crime in recent years has so aroused Toledo, O., as the kidnaping from her bed at home of Dorothy Selanowski, and the finding of her mutilated body an hour later on the porch of her grandparents' house, across the street. Pictures are of Dorothy, her father, Felix (above), and a brother, while below is a picture of the house of Felix Dohrenicki, the grandfather, arrow pointing to porch where the body was found.

thought that Wilmer Stultz was to fly her to Europe in Charles Levine's Columbia this summer, broke into tears when she learned Stultz had flown from Boston to heart.

Telephoning the newspapers for information, Miss Holt said: "I can't understand it. Wilmer was down here only a few days ago and I asked him when he was coming back to fly the Columbia. He said in just a few days, and that he would be here today sure."

"And now he has gone and taken off with this other woman."

After a moment her voice steadied and she continued: "My car is waiting down here now and I am going right out to Curtis field and see if I cannot take off at once. Captain Bontiller will fly with me."

She found the Columbia being locked up in her hangar, however. Mechanics estimate it would take two days to get the plane into shape for an ocean flight.

Thera Rascho, the German woman-flier, expects to have her new Ballanca plane before the end of the week and hoped to take off on the ocean attempt before the first of July.

HALIFAX, N. S., June 4.—(AP)—The monoplane Friendship hopped off this morning for Trepassay, Newfoundland, on the next leg of a contemplated flight across the Atlantic to England.

A perfect takeoff from the eastern airport on Halifax harbor was made at 8:36 o'clock, eastern daylight saving time. The plane will be refueled at Trepassay, just before the hopoff from here 100 gallons of gasoline were put aboard.

Albany College President Gets Iowa Position

FAIRFIELD, Iowa, June 4.—(AP)—Dr. Clarence W. Green, for five years president of Albany (Oregon) college, today was elected president of Parsons college by the board of trustees in annual meeting. He succeeds Dr. Howard McDonald, who died last July 2.

Dr. Green will take up his new duties about July 1. He was born in Hadley, Mich., in 1873 and is a graduate of Michigan State Normal college and the University of Michigan, 1902. He obtained his master's degree from the University of Michigan.

BERRY RECEIPTS HEAVY, BUT FIRM PRICE SUSTAINED

PORTLAND, Ore., June 4.—(AP)—Strawberry receipts were heavy but prices held firm at \$1.25 and \$1.35 for good stock. Canners were taking the bulk of offerings, otherwise the price would have been around 80 cents, commission men say. In view of the warm weather which has followed last week's rains, supplies of berries within the next few days are expected to be large.

Locally grown bunches of vegetables were more plentiful and went to the trade around 75c to 85c for turnips, beets and carrots while radishes and green onions averaged about 35 cents per dozen bunches.

Receipts of poultry and country dressed meats were comparatively light early today and prices were notably steadier. Lamb were bringing 25 to 27 cents for good springers, while old Crows were almost absent, what few there were going around 15 to 20 cents.

Although local receipts of butter and butterfat have been heavier than usual during the past week, the market was decidedly firm this morning with storage buying active. Demand from outside markets was a factor in keeping prices up.

Egg prices were steady, but the market was inclined to be slightly bullish and slight advances were looked for late today. Saturday's receipts were light at 846 cases of which the bulk went into storage. Stocks in cooler at the close were reported at 61,053 cases.

LINDY HOPS OFF FOR EAST AGAIN

EL PASO, Tex., June 4.—(AP)—Colonel Charles A. Lindbergh took off for the east today without revealing his destination. The Lone Eagle flew into El Paso at 5:40 p. m. yesterday from the west coast, left an hour later and then returned after 24 minutes because of a sand storm east of here. Attendants at the airport said they believed Colonel Lindbergh was headed for St. Louis. His takeoff was made at 5:20 a. m.

DOW WALKER AND OTHERS LOSE OUT ON DEMURRERS

PORTLAND, Ore., June 4.—(AP)—The conspiracy to defraud suit brought by Howard Sutherland, alien property custodian, against E. W. Wickey, Dow V. Walker and August Wempe, is now ready to be tried on its merits.

Three circuit judges sitting en banc overruled demurrers presented by Walker and Wempe to the suit.

Prior thereto the courts had ruled out a counter claim interposed by Wempe. As soon as the defendants file their answer the suit will be ready for trial.

The overruling of the demurrers constituted a victory for John R. Latourette, who is representing the alien property custodian in the litigation.

In the demurrers, Walker and Wempe contended that the alien property custodian was without legal authority to sue as Congress passed an act recently to turn all German property seized during the war back to its owners. Had the demurrers been sustained the suit would have been dismissed and the three defendants freed from liability.

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OREGON GRANGERS START MEETING

LONGVIEW, Wash., June 4.—(AP)—The vanguard of 1000 Grangers expected to attend the fifty-fifth annual Oregon Grange meeting across the river at Rainier, Ore., was arriving today. Master George Palmer of Oregon arrived Sunday.

Meetings are to be held at the Rainier high school. Election of officers and a joint meeting with Washington Grangers at Longview will be on Wednesday, when both state masters will deliver addresses at an open-air meeting at the athletic stadium.

FLYERS BATTLE ELEMENTS
(Continued from Page One)

10,000-foot elevation. The motors doing heavy pulling now at 6000, getting dark."

But the plane successfully climbed over the storm, regardless of how much previous gasoline must be used in the upward "detour."

Before the plane made its take-off from the Barking Sands course on the island of Kauai, Captain Charles Kingsford-Smith, pilot of the expedition, declared that he had only one destination in mind and that was Suva, in the Fijis. Persons who know the South Sea, spoke of dangers before him and suggested that he veer eastward to alight at Apia, Samoa. But Captain Kingsford-Smith said "no," of adverse conditions forced the plane to land anywhere short of Suva, it would be on Canton island in the Phoenix group, but he would not change his course.

Poor Landing Field. Canton would provide a poor emergency landing field. This dot of land in the South Sea lies 1866 land miles from Honolulu and 1278 land miles from Suva. It is a rim of coral varying in width from 50 to 600 feet and rising above the sea from 10 to 20 feet. No one lives on the island, and should the plane be forced to descend upon it, the chances are that it will "crack up" or be wrecked in the act, and the fliers would have to wait at least three days before rescue ships could reach them.

Before the plane took off from Kauai at 5:20 a. m. Sunday, 1200 gallons of gasoline and 20 gallons of oil were pumped into the plane's tanks. It was estimated that these amounts would give the plane a safety margin of some 200 miles over the distance to Suva, 3138 miles away. Climbing above storms naturally would eat into the margin and the question arose as to whether sufficient fuel and oil remains to carry the plane to its proposed destination.

During the night a message was broadcast, saying that one generator failed to function when the plane was but three hours out of Kauai, consequently there was no opportunity for the fliers to charge the batteries and have lights. They were obliged to use auxiliary lights, they said.

Receiver Doesn't Work. Land stations that tried to communicate with the plane found that the craft's receiving apparatus did not work. Had the receiver worked the land stations might have been able to correct an error of slightly over one degree which the plane made at one point during the flight to the equator. This was a deviation of about 50 miles westward of the

prescribed course and was attributed to dead reckoning, instead of observation reckoning of the course during flight. The error was corrected, however, and the plane was on its course as it passed over the magnetic equator, some 20 miles north of the zero latitude.

Elaborate preparations have been made at Suva for reception of the Southern Cross. A landing place has been made and an extensive police force has been mustered to keep back the crowds of natives, many of whom have never before seen an airplane. The fliers estimated, before hopping off from Kauai, that they would arrive at Suva some time Monday morning.

FANNING ISLAND, June 4.—(AP)—The Southern Cross, reporting its position at 1 a. m. (4 a. m. Pacific coast time) stated "rain, 1 a. m. Position latitude 3 south; longitude 171 west. Now over Phoenix group. All well."

SAN FRANCISCO, June 4.—(AP)—The steamer Sonoma, bound from San Francisco to Sydney, reported to the Markay Radio and Telegraph company at 3:55 a. m. today that the Southern Cross had passed overhead at 1 a. m. Pacific time at a position 2505 miles from San Francisco. The steamer had sighted the plane in the vicinity of the Phoenix Islands and attempted to radio

the airman on 600 meters wavelength. The plane failed to answer. The plane was flying at 1400 feet altitude. The steamer said the air was rough, but that the weather was fair.

The message was the first reported that the plane had been sighted since the fliers started the Hawaii-Suva lap of their flight to Australia.

FANNING ISLAND, June 4.—(AP)—After a long silence the Southern Cross radioed at 3:20 a. m. (6:20 a. m. Pacific coast time) the following message: "Doing fine. Been expecting sight land, but none yet. It's not so clear as one would like. Altitude 1000; speed 80 knots."

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