## Three Capitals Deeply Engrossed Over the Fate of Fliers

his ship had experienced clear weather as true, she wept quietly in her exall day and night Saturday and had cess of relief. encountered no fog until off Nantucket. that a constant watch had been kept certainly, that all would be well? but nothing had been seen of the airplane. Both received many messages asking for news.

Two at sea were asked to keep a know he will keep his promise."

sharp lookout yesterday for the plane by the Independent Wireless Telegraph Company. They were the West Apaum, 971 miles east of Ambrose Light, and the Cameronia, which sailed Saturday. Messages from the Olympic and the

Majestic were received by The New York TIMES. They read: S. S. Olympic, May 10. Have not seen, have not heard of air-plane. MARSHALL, Commander. Steamship Majestic, May 10.
Heard nothing of Nungesser.
COMMANDER.

### Wants Planes to Search.

Gen. O'Ryan, President of the Colonial Air Transport, asking that airplane carriers and equipment be ordered out to search the North Atlantic over their route in the belief that the largest area could be covered in that

There was more interest displayed in the fate of Captain Nungesser and Captain Coli by New Yorkers than in anything which has occurred in a long time. On the street, in the subway, at dinner tables, the dramatic and nomantic attempt, and the mystery surrounding it, were the subject of conversation. The daring of the pilots, the great difficulties they had to en-counter and the silence which had surrounded them since they left France appealed to the imagination of people and caused many words of regret over their end and the hope that such courage had not met complete dis-aster.

MME. NUNGESSER COLLAPSES. Coli's Mother Is Bearing Up Bravely and Praying for Him.

PARIS, May 10 (A).-Captain Nungesser's gray-haired mother broke down when friends told her that the first reports that her son had reached New York safely were erroneous. The strain of sleepless nights has told on her, and she is extremely nervous. Yesterday afternoon, when reports

"I can't help crying," she told the However, he was far south of the fli- newspaper men. "You know, I haven't ers' course. Captain William Mitchell slept for two nights. What mother of the American Merchant reported could-even if she knew, as I knew "What I want most of all is for him to be back here for my birthday, May 30. He promised me he would, and

> Today, with all the world waiting for news of the fate of Nungesser and Coli, she was still confident that her son, France's great war ace, would come out of his adventure with flying colors, even if he did not reach his goal by air.

MARSEILLES, May 10 (A).—Captain Coli's mother is bearing up bravely in the absence of news as to the safety of her son, navigator for Captain Nun-gesser in the French Paris-to-New York flight. Seen at her home in the Joliette quarter of Marseilles, residence of seafaring men, she said:

A telegram was sent to Secretary of the Navy Wilbur yesterday by Major of my son when he was on a perilous Gen. O'Ryan. President of the Colonial adventure, and I have never ceased since I knew he had left on the Atlantic flight.
"He wrote me: 'I am leaving. Pray

for me. Your prayers always keep me out of danger.' He is a son of the sea, and is religious, like most men who follow the sea."

Both Captain Coli's mother and father the control of the ther come from seafaring families.

### PINEDO HOPES TO FLY TODAY

Will Continue Boston-Philadelphia Trip if Fog Lifts.

Commander Francesco de Pinedo, the Italian aviator, hopes to hop off for Philadelphia early this morning, provided the fog which has shrouded New York for the last two days clears sufficiently.

Three mechanics worked on the plane all day yesterday in the East River at the foot of Tiffany Street, the Bronx, where de Pinedo was forced down by the fog on Monday on his Boston-Philadelphia trip. They rewired the plane's ignition system, which was said to have suffered from the damp weather conditions. A police launch stood by to guard against possible anti-Fascist attempts against possible anti-Fascist attempts to destroy the plane. Before the mechanics left the plane, the Santa Maria II was refueled with 475 gallons of gasoline.

Late last night Commander de Pi-

nedo stood at his hotel window at the Plaza, looked up at the dripping skies and shook his head. "I'm not

# CROSSING IRELAND

Three Reports Agree on White Plane Observed There on Sunday Morning.

MAY SEARCH IRISH COAST

Grieve, Harry Hawker's Comrade, Thinks Odds Are 1,000 to 1 Against Rescue.

Copyright, 1927, by The New York Times Company Special Cable to THE NEW YORK TIMES. LONDON, May 10.-Reports which agree with each other record the passage of a white airplane over various places in Ireland Sunday morning. As airplanes seldom travel over that part

of Ireland it attracted attention. A man who saw it through binoculars at Dungarvan, where it passed at 10:10 A. M., says that he could discern the French tricolor on it.

At 10:50 A. M. Lloyds agent at Killrush at the mouth of the Shannon, saw an airplane headed west which he believed to be Captain Nungesser's. He telephoned to the Coast Guards at Loophead, but owing to the haze the machine passed there unnoticed. Ten minutes later Father Madden of Carrigaholt, nine miles west of Kill-

Atlantic. Inquiries in the Irish Free State are stated to have established definitely that it was Captain Nungesser's ma-

rush, saw a plane making for the

chine that was seen. These reports are held to dispose of the idea held by some in Paris that Captain Nungesser was forced to descend in the Channel soon after quitting the French coast.

May Patrol Irish Coast.

French airplanes will be sent to pa- to-one chance against the French air- one at that," said Dr. A. N. Goldsmith, FRENCH RLIERS SEEN French airplanes will be sent to patro-one chance against the French trol the west coast of Ireland against men being picked up by a ship. the possibility that the aviators met

their outward journey. word of them. Neither has so far with visibility at a maximum it should to Ireland.

The Englishman who probably is most interested in the fate of Captains Nungesser and Coli is Commander Greive, who with Harry Hawker disappeared on May 18, 1919, for a week. Today he described anew how he and Hawker sought the refuge of a friendly ship when their plane almost reached the limits of endurance. After a desperate cruise lasting two hours they finally sighted a Danish vessel. Because he lost sight of the water,

his course. The result was that their have had to come down through runplane shifted 200 miles off of it. By ning out of gasoline. I consider that measuring the motion of the waves he it was unwise to attempt to cover such declared it possible to steer on a comparatively straight line.

Though the odds were against it, he have affected the flight is the fact hoped the Frenchmen were aboard some small vessel which was without

with the world.

If Captain Nungesser was forced ney."
down in midocean, some think that by tetting out the gasoline he could keep the plane afloat long enough for rescuers to reach him. It is also thought possible that he has landed in some remote part of Newfoundland.

Neither the United States liner Republic nor the Cunarder Mauretania, which arrived in Plymouth today from New York, saw or heard anything of the French airmen. The Republic reported encountering fog during the closing stages of the voyage near Ire-land and again in the English Channel. The captain of the Mauretania pointed out that his ship's track anyway was far removed from the course of the French airplane at that stage of the trip.

gerongutical experts here Tonight aeronautical experts here share the opinion that Captains Nungesser and Coli were forced to descend somewhere in the Atlantic through engine trouble or stress of weather. Their chances of rescue depend upon how long the machine can keep afloat and how near it was to regular steamer routes.

Hawker's Comrade Sees Little Hope. Persons who saw Captain Nungesser's plane pass southwest of the coast of England or southern Ireland are being requested by radio today to communicate with the air attaché of the French Embassy. It is understood that Hawker's Comrade Sees Little Hope. Companies Se

chief broadcasting engineer of the Some idea of the loneliness of the Radio Corporation of America. "In with accident before getting far on Atlantic as viewed from the air is my mind, being at sea in a disabled given in the log of the airship R-34 airplane would call unmistakably for Neither the British Admiralty nor during its transatlantic flight in 1919. apparatus that would tell some one the Air Ministry today had heard any It records that at a height of 5,000 feet about it and do it lustily. "In my opinion, a good transmitter joined in the search from the Channel be possible, according to textbooks, to would be of much more value than a see a distance of eighty-one miles from right forward to right aft. In his log Air Commodore Maitland wrote:

"Yet—although this area of visibility works out at 19,200 square miles—not a ship was in sight. I am afraid that my ambition to see a steamer at close quarters in this gigantic Atlantic will who is dumb. never be realized. The air pilot, Captain F. Courtney, thinks the chances of the French airmen being picked up by a small ship without wireless are very remote. He in the air, or by means of a sail util-

suggests that they may have come down somewhere in the western Atlantic, where it was known that weathowing to the weather, Commander er conditions were very unfavorable. Grieve, who was Hawker's navigator, said today that he was unable to keep winds," he says, "he would certainly

Institute of Radio Engineers, called attention to the flight of the naval seaplane PN-9 1 in its attempt to cross that, having such a big load to carry, from Cali the engine would have had to run full ber, 1926. wireless and unable to communicate out from the start instead of being with the world.

### CALL FLIERS UNWISE TO DISCARD RADIO

Experts Point to the Value of Light Transmitting Set in Summoning Aid.

Radio men in New York were de ploring the fact yesterday that Captain Nungesser's White Bird did not carry radio apparatus. Engineers are of the opinion that it is folly to save weight by discarding radio, which in case of distress, they say, is the best friend of fliers floating on the surface of the sea. It is pointed out that a transmitter would greatly enhance the possibility of finding the White Bird and give the world a ray of hope for

from California to Hawaii in Septem-"The planes were equipped with receivers only," said Dr. Bown, "and it was reported that they listened to radio messages exchanged by those who were engaged in searching for them, but could not answer because their planes were not equipped with transmitters. They actually received the message, according to the reports, that proclaimed the abandonment of

"However," Dr. Goldsmith added,

"under normal navigating conditions

ized after the plane has alighted on

the surface of the ocean, a receiving

set would be valuable. Observation of

most direct course pursued to make a

Dr. Ralph Bown, President of the

safe landing."

radio beacons might be taken and the

the search. The fact that the planes had radio receivers no doubt kept up had radio receivers no doubt kept up the spirits of the men, but I think a transmitter would have proved much more valuable."

B. E. Smith, representative of A. D. Cardwell, builder of small transmitters and receivers designed for airplane

use, said: "In my opinion, a radio transmitter is by far the most valuable piece of ap-paratus that an airplane can carry on long flights. Many of the pilots have a limited knowledge of code, or do not know the code at all, so that in the stress of emergencies they are rendered unable to copy intelligently. However, having a transmitter and a code chart showing the characters, nearly any one could send recognizable signals at slov

Mr. Smith stated that the Bellanca

New York were the subject of a question by General Girod, himself an airman and President of the Army Commission.

In his question two Ministers, M.

In his question two Ministers, M.

The process of Command the confidence that every effort of the process of Command the confidence that every effort of the process of the for only a few, for most of France then was abed, happy. For the major-

> The evening newspapers, which put Paris in a frenzy yesterday, published

a joint apology today, declaring that they would not have published what they did but for the fact that their dispatches were confirmed successively by "official manifestations" of the Interior. M. Painievé, War Minister himself cabled congratulations to the fliers Monday and the Government

So the popular mind found it conve nient to pass the responsibility to the United States. Even the moderate Temps shows ire, saying:

"The dispatches which troubled u most and which permitted us to be lieve and hope, carried the official hall mark of the Government of the United States, which, like so great a part of France, submitted itself uncontrollably to this outrageous, disorderly madness

This has reference to the naval state ment, later corrected by the United States Navy Department, that Nungesser had been sighted off Portland. Me. All day police guarded the newspaper offices,

But amid all the worry and anxiety the public has not altogether lost its ense of humor over some of the pub lished dispatches, which as the hours vore on yesterday reported Nungesse at various points, getting nearer and

nothing in the dispatches to indicate this. At 10 o'clock last night one paper published a special edition giving a description of the scene in New York Harbor, with the names of the reception committee and prominen personages on the welcoming boats, and even quoted Captain Nungesser's first weary, happy words to the re

General Delcambre. Chief of the owed the steamer lanes they would Nungesser was not afraid of rain, what he dreaded was fog and head

was persuaded to disperse.

## intentionally led the French to believe SAINT ROMAN STILL MISSING

and Mouneyres.

day has passed without word of Captain Saint Roman and his companion, Commander Mouneyres, French aviators, who started on an attempt to fly across the Southern Atlantic from St. Louis, on the west coast of Africa, to Pernambuco, Brazil, last Thursday norning. A high official of the Foreign Office

nearer the coast.

The Coast Guard service began its search for the missing fliers before Secretary Mellon was asked by the President to order it on that duty. Commercer George C. Carmine, divi
Commercer George C. Carmine, divi
Tive French evening newspapers and all news agencies.

Chamber of Deputies,

Guestions Cabinet on False News.

Chamber of Deputies,

Questions Cabinet on False News.

Such irritation as was expressed had a far sadder character than can be so cheaply and the United States. Last night, described as anti-Americanism and character than can be so cheaply and the United States. Last night, described as anti-Americanism and character than can be so cheaply and the United States. Last night, described as anti-Americanism and character than can be so cheaply and the United States. Last night, described as anti-Americanism and the provinces were in joyous celebration and particle it. Today A fing of the Foreign Office all news agencies.

Chamber of Deputies,

Guestions Cabinet on False News.

In the Chamber of Deputies, and had returned a negative repip. He pointed out that the bureau was ignorant of the Foreign Office all news agencies.

Such irritation as was expressed had a far sadder the flight as a race between France character than can be so cheaply and the United States. Last night, described as anti-Americanism and the provinces were in the foll The Associated Prest todd The Foreign Office all news agencies.

Such irritation as was expressed had a far sadder the flight as a race between France of the foll The Associated Prest todd The Americanism and the United States. Last night, described as anti-Americanism and the United States. Last night, described as anti-Americanism and the United States are provinced when Paris and the United States are provinced in the follows agencies.

A find of Including the follows agencies.

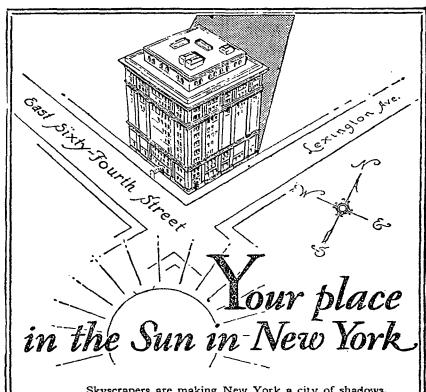
A find of Including the follows agencies.

In the Chamber of Deputies were the fill the fill the follows agencies.

A find of Including the follows agencies.

A find

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Skyscrapers are making New York a city of shadows. It is becoming increasingly difficult to find your place in the sun-to select a permanent town home where fresh air and abundant sunshine are definitely assured.

At No. 133 East 64th Street, in the most socially desirable section of New York, the old Beekman restrictions protect the light and air all around. Spacious ten and thirteen room apartments are well laid-out with full Southern exposure. Not to be found anywhere else in the East Sixties.

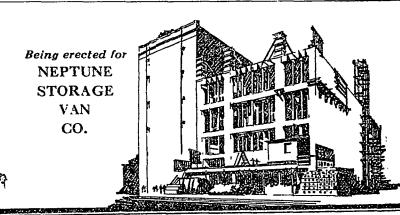
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L 85 Times.

400 ROOMS WITH BATH HOTEL **MNICKERBOCKER NEW YORK** WEST 45" CTREET Just East of Broadway Times Square HEART OF THEATRICAL

FIRST IN ROTOGRAVURE—The New York Times was the first American newspaper to adopt the rotogravure piecess of printing. It now leads all the publications of the world in volume of rotogravure lineage carried, A display of rotogravure urinting has been arranged by the mechanical and advertising departments of The Times, which is open to the public in The Times Annex. 229 We't 43d Street, daily, excent Sunday, from 10 A. M. to 6 P. M.—Advt.

## that the plane had been sighted off sure yet," he said, when asked if he the Newfoundland coast were accepted would hop off in the morning. CRAFT PUSH SEARCH

Continued from Page 1, Column 7. missing fliers, but planes were held in readiness all day in the hope that the

weather would clear.

The tug Wandank put into Gloucester in the forenoon and soon resumed the search. She is a 1,000-ton craft with a crew of thirty-five men, and has a radio transmission range of about 300 miles. The tug Mojave, 570 tons, has a radio transmission set with a range of only fifty miles. These two beston Navy Yard at 1 o'clock this morning, but the fog held them up and they did not start on the search until 6:50 A. M.

These two planes to scout the Channel and has amounced cooperation of the French and American ships patroling the waters on the other side.

A message stating that the trans-

Searched From Cape Race South.

Special to The New York Times. Guard cutter Tampa, on arrival here tonight reported having searched the recan from Cape Race to Sable Island for Captains Nungesser and Coll in the plane White Bird, but found no trace of them. The Tampa searched over a radius of 300 miles, weather conditions being most unfavorable. Sunday evening a snowstorm set in and con-tinued throughout that night and the

weather has been cold since. The Tampa picked up numerous ocean and others off the coast of New foundland, but none of them sighted The United States cutter Modoc, which relieved the Tampa, has taken up the search. Ice conditions are re-

ported normal off the Grand Banks. BOSTON, May 10 (A).-Dangers from ice in the North Atlantic, always a threat at this season and a potential menace to the French fliers if they were forced to come down to the ocean's surface in that region, were uphasized by a report today from the Coast Guard cutter Modoc, on ice The Modoc broadcast a warn-

Continued from Page 1, Column 6.

European side of the Atlantic. They

even may have made descent in low

visibility or during storm contacts

nearer the Irish than the Newfound-

Appeal To All Ships.

the fate or location of the aviators the

sent out read:

In an effort to get a better line on

French transatlantic plane has not

been heard from. All ships are re-

quested to keep lookout and report

any trace of plane or personnel dis-

This was sent out in a general broad

cast at 9, when the time signals were sent out from Arlington, and at 10 o'clock tonight, when both time sig-

HERRICK FEARS

lane. While this is somewhat south of the course which Nungesser had charted, it is an indication of the likely conditions throughout the region.

## IN CHANNEL FOR PLANE

English Waters—Cooperate With Us on This Side.

Molloy of the United States Coast by the general direction of aeronautics Heavy leather flying suits worn over thank cutter Tampa, on arrival here office from its representatives in the ordinary clothes, augmented with extra French Embassy in London.

agreed in their report of its passage. The plane was going northwest at the

(Carrig Island and Kilrush are about 50 miles in a direct line from Paris. The elapsed time from the take-off at Le Bourget until the plane was reported over Carrig Island is five hours and forty-two minutes, indicating that he plane was making a speed at that

began a search of the English Channel that Captain Nungesser's transatlantic

did manage to reach and cross New Navy Department today and tonight

Sable-Cape Cod line, it was stated at Coast Guard headquarters this afternoon, all available Coast Guard patrol resorted to the use of the powerful haval radio station NAA, at Arlington, Cape Sable-Cape Cod line is approxiin broadcasting a general message to all ships at sea. The message thus of the fliers inside that area, it was stated at Coast Guard headquarters the destroyers Jouett and Davis and the cutters Ossippee and Tuscarora would search the area outside that the airmen were forced to descend in the far northern latitudes he feared

WASHINGTON, May 10 (A).-Neither neral broad-signals were ever asked the United States Weather and at 10 Bureau for weather reports or advice, sent out from Arington, and a local colock tonight, when both time sig-o'clock tonight, when both time sig-nals and weather information were bureau, said today in commenting on sent to ships in the Atlantic by the Paris dispatches which said rumors same station.

"We are willing to do anything that can possibly be done to help out," said

"We have being circulated that Nungesser was misled by American forecasts.

Dr. Marvin said he had been advised "We are willing to do anything that can possibly be done to help out," said Mr. Wilbur, pointing out that in the present circumstances it would be "an idle thing" to order out destroyers, because of the lack of information.

Rear Admiral Philip Andrews, Commandant of the First Naval District, in a dispatch to the Navy Department, stated that he had been unable to get any information: He said the two any information. He said the two the State Department had been tugs would search the area north of asked whether requests for weather Cape Ann, one going on the course advice had been received there from toward Cape Sable and the other the French aviators, Dr. Marvin said.

Destroyers and Airplanes Scout in

non River.

time of approximately 160 miles an

Government office having general dithe plane came down in an intensely rection of aeronautics placed the time cold region.

when the plane was last seen off

To cut down weight only such tools

Guard headquarters here tonight that he had ordered the destroyers Jouett FRENCH OFFENSE he had ordered the destroyers Jouett and Davis, and the cruising cutters Ossippee and Tuscarora, and all available patrol boats at the Gloucester Base, as

headquarters at Boston, advised Coast

foundland and Nova Scotia they may have come down unobserved in the weather conditions obtaining off that

ON FOG-BOUND SEA FRENCH START SEARCH

A message stating that the transation one great French aviator, M. Arration, "A message stating that the transation plane of Captain Nungesser and Color of Captain Nungesser and Color of Captain, at 11 o'clock Sunday morning was received this afternoon by the general direction of aeronautics one great French aviator, M. Arration, "A message stating that the transation one great French aviator, M. Arration, "In might editor and op the editor in the might editor and op the edit

The message said that the plane had been sighted by several observers who time that it was reported to have passed over Carrig Island and Kilrush, which are at the mouth of the Shan-

Etretat as 6:45 o'clock Sunday morn-CHERBOURG, May 10 (P).-Destroy-

ing of fifteen icebergs and thirty plane might have fallen ven before growlers not far from the steamship reaching the English coast.

well as two amphibian scaplanes to hunt for the Nungesser plane. The destroyers and cruising cutters oved toward the region marked by line running southwestward from Cape Sable, Nova Scotia, to Cape Cod. Mass., on the theory that if the fliers

oast yesterday.
Inside the area marked by the Cape

# FRENCH PASS DAY

Continued from Page 1, Column 5.

tanks as soon as necessity became an-

Discarded Raft and Life Belts. PARIS, May 10 (P).—The French Government has ordered destroyers and ernment has ordered figure at the last minute Captain Nungesser the French airmen had landed in New the Nungesser flight in front of their planes to scout the Channel and has threw these out, fearing the plane

Heavy leather flying suits worn over clothing for cold altitudes, and the usual leather headpieces and gloves

the two men.
The food rations (sixty pounds were taken) were selected with an eye to compactness, combined with high ..utritive value. Strangely enough, caviar and bananas comprised a portion of the diet, which also included cold coffee, soft drinks and dried fruit, vegetables and tabloid foods which could

be cooked on a small stove fed with canned heat. Altogether, enough food to last two weeks was on board at the time of departure, although the diet would be An official statement issued from the extremely limited and inadequate if

Airplane constructors observed today that the chances of the plane remaining affoat would be materially increased if the airmen succeeded in

breaking off the wings within fifteen minutes of landing on the water. Believe Plane Carried Sca Anchor. after all. If this is true, a very efficient weapon with which to combat the waves was at hand, for the sea anchor serves to hold the nose of the plane straight into the waves, thereby

steadying it and preventing the sea from hitting it broadside. Plenty of flares are available to call the attention of passing ships, and Atlantic shipping was told that a red light would mean a call for help. There remains some doubt as to whether the White Bird really carried a receiving set, although it seems cer-tain there was no wireless sending apparatus aboard. Captain Coli, just before leaving, explained that, aside from the question of weight, the reast they did not take a wireless set was that it might throw his compass off any minute, in which case he might lose his directions completely and find himself eventually back over

When interviewed today General
L bre, head of the National
Weather Bureau, said that his greatest hope is that the White Bird came dow in or near shipping lanes. I that the intense cold might prove too they would have already undergone. Thoughtless reports, one of which was even published in an afternoon newspaper, to the effect that America failed to furnish weather reports prior to the flight, are naturally dismissed ere by intelligent people as fantastic and with no basis of truth. In a state ment issued last night. General Del cambre assumed full responsibility for the weather reports on both sides of the Atlantic, explaining that he had had full information upon which to base his advice which sent the airmen on their perilous voyage.

There is great public indignation however, over the false reports of success which were published all after-

noon yesterday and provoked the false celebration. Inquiry has been started and questions will be asked in the

In his question two Ministers, M. Bokanowski, Minister of Commerce, and M. Sarraut, Minister of the Interior, were directly envisaged as having sanctioned the issuing of confirmation to reports of the safe arrival of the airmen late yesterday afternoon. The Chamber listened in silence to parent. Unfortunately, there are many cases where such apparatus has failed to respond at the crucial moment.

The Chamber in Stence in plicable, General Girod said, but he

> York Harbor.
> M. Bokanowski, for the Government, asked a postponement of discussion in moving an apology.
> "Suffering as we are but still hoping," he said, "this is not the moment

"It is not then astonishing that the most generous hearts mistook their desires for realities. The aeronautic serusual leather headpieces and gloves vice was at least not in fault and recompleted the personal equipment of fused to give the signal for the firing of cannon at the Invalides when the false report came in. There was therefore no official communication. airplane which dropped smoke-bombs from the sky to announce the news belonged to a private

organization and had no official char-Calls Errors "Collective Illusion." "These errors are, alas, the phenomena of collective illusion. If in any way the Government was to blame land today the whole press piles the blame on the Government] it suffered with all those who blame it. In this moment of distress let us not try to apportion blame, but to hold together to the hope that this painful anxiety soon will be ended by real news that the two airmen are saved."

War Minister Painlevé made a per-

sonal explanation of the circumstances under which his cable of congratulation to the airmen was issued and the incident was closed.

Where the cable or wireless message It is reported this afternoon that the came from which gave ground for the White Bird did carry a sea anchor final report that the two Frenchmen had succeeded, has remained all day a mystery. Those who were the first to announce the news are now the most emphatic in denying they had anything The evening newspapers together issued a statement putting the whole blame on Cabinet Ministers. The Havas News Agency denies that it ever received or issued any such cable. It was apparently on the Bourse that the rumor was first suddenly launched and spread like wildfire. Once launched it was spread by word of mouth and telephone all over the city and, in anxiety to be the first, the evening newspapers vied with the publicity sign at the Place de l'Opéra. Thou-sands of people standing there saw the message, for which no authority was quoted, and, once started and appar-ently officially confirmed by the Ministers involved, it could not be checked. Reports have apparently been cabled from Paris to New York of anti-American feeling and demonstrations. Such interpretation of the attitude and action of the crowd is entirely mislead ing. In the deep anxiety of the thousands of people massed in the streets outside the bulletin boards, there was.

when uncertainty became conviction that they had been misled, a certain irritation, not against any special American newspapers or agencies, but igainst newspapers which had issued bulletin without having waited for confirmation. In the Place de l'Opéra a pile o French evening papers was burned by the inevitable crowd of rough young sters looking for excitement of some sort. In this demonstration against unreliable news, American organizations were inevitably partially in-volved, but it would be utter misrepresentation of the real sentiments of plane wor the populace to say that there was even in the most unofficial manner any juncture.

will be made by the United States Navy, merchant marine and air force to find the missing men, and a deep appreciation of the sympathy with which America is sharing in France's Denies Removal of Our Flag.

Absolute denial that the American flag was removed from the Matin Building, or that any incident of an office Monday night, was given to THE NEW YORK TIMES by the Matin management tonight. This statement was corroborated by the night editor and by the editor in

noon papers that the fliers had reached New York, many persons in the crowd were outraged and there was a mani-festation directed against the persons responsible for the false news.
"There was somebody in the crowd,
which numbered several thousand, who at one moment shouted, 'The flags!' But nobody paid any at-

tention or comprehended what he was talking about and the demonstration very quickly ceased.

"The people were too anxious to get reliable news, and as soon as they were convinced that the Matin was mature reports, the crowd remained before the bulletin board, waiting for hours in hopes of getting real news from the fliers.
"At no time was there any attempt

to pull down the flags from the Matin office nor any demand that they be "The American flag was not removed from the Matin." "We have no knowledge of the ori gin of the flag report, but, whatever its origin, it was untrue," it was stated by the management of the

Quai d'Orsay Promises to Stop Rumors. PARIS, May 10 (A).-The French For eign Office was semi-officially consulted by a representative of the American Embassy today regarding the feeling

manifested toward Americans and cir-

culation of rumors that misleading

American weather reports misled th

newspaper.

French transatlantic fliers. A representative of the French Government said the authorities would intervene to stop the circulation of such Accusations. denials, explanation and recriminations fill the columns of today's newspapers, and no small par of the bitterness is directed against the United States, from which, the anated. The resentment against Amer ica was toned down a little in the press, but not in the conversations

> at every street corner.
>
> It seemed to be founded on two things: first, dispatches from America led the French to believe the White Bird had reached the New World, and, econd, that the American Weather Bureau did not play fair with the French, before the start of the flight. This, one hears everywhere, and sev eral newspapers hint it broadly. Say We Falsified Weather News. There were repeated assertions

among Parisians that Americans had

that the weather was good on their

side of the Atlantic, whereas it was bad. This increased feeling to the ex-

neard in almost every restaurant and

pressed the hope that the Bellanca plane would not attempt to make the New York-to-Paris hop at the present directly anti-American demonstration. As a matter of fact, however, several hours before the start of the flight the against which the crowd directed some Havas News Agency printed a dispatch As a matter of fact, however, severa of its ill humor, is Anglo-American, but it shared responsibility for its error and its subsequent unpopularity with five French evening newspapers and all news agencies.

Such irritation as was expressed had a superson and the control of the such transfer of the superson and the superson and the such transfer of the superson and the superson a

ity, sadness set in only today. French Newspapers Apologize.

Ministries of Commerce, War and the made ready to have Parliament,

for spreading news which good sense could not have conceived."

offices, some of which drew shades over their windows. nearer to New York Some of the papers drew largely upon their imagination, for they gave the hour of the White Bird's landing in New York Bay in headlines, but

Nungesser Feared Head Winds. French Weather Bureau, told the Echo de Paris that what added to his Coli's insistence on taking an unfre quented course far to the north of that indicated in the press. But, he said, Captain Coli answered his objecions by remarking that it was of n mportance, because even if they fol not be seen. It would be impossible the General added, in such a long the General added, in such a long flight to avoid storms, but Captain

There was another manifestation in the early hours in front of the office of the Paris edition of The New York Herald Tribune in the Avenue 'Opera, where shouters charged the paper with deliberately withholding confirmation of the aviators' arrival merely to belittle the French achievement. The scene was an angry one until a French employe of the paper explained the situation and the crowd

## Brazil Has Made No Search for Him

tent that a number of Americans ex-RIO JANEIRO, May 10 (A).-Another

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