

Three Capitals Deeply Engrossed Over the Fate of Fliers

his ship had experienced clear weather all day and night Saturday and had encountered no fog until off Nantucket. However, he was far south of the fliers' course. Captain William Mitchell of the American Merchant reported that a constant watch had been kept but nothing had been seen of the airplane. Both received many messages asking for news.

Two at sea were asked to keep a sharp lookout yesterday for the plane by the Independent Wireless Telegraph Company. They were the West Apam, 171 miles east of Ambrose Light and the Cameronia, which sailed Saturday. Messages from the Olympic and the Maestive were received by THE NEW YORK TIMES. They read:

S. S. Olympic, May 10. Have not seen, have not heard of airplane. MARSHELL, Commander. Steamship Maestive, May 10. Heard nothing of Nungesser.

COMMANDER. Wants Plane to Search.

A telegram was sent to Secretary of the Navy Wilbur yesterday by Major 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 way.

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 romantic attempt, and the mystery surrounding the disappearance of the conversation. The daring of the pilots, the great difficulties they had to encounter and the slight chance that surrounded them since they left France appealed to the imagination of people and caused many words of regret over the end and the hope that such courage had not met complete disaster.

MME. NUNGESSER COLLAPSES.

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

PARIS, May 10 (AP)—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 that the plane had been sighted off the Newfoundland coast were accepted

as true, she wept quietly in her excess of relief.

"I can't help crying," she told the newspaper men. "You know, I haven't slept for two nights. What mother could—even if she knew, as I knew certainly, that all would be well?"

"What I want most of all is for him to be back here for my birthday, May 20. He promised me he would, and I know he will keep his promise."

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 (AP)—Captain Coli's mother is bearing up bravely in the absence of news as to the safety of her son, navigator of the Paris-to-New York flight. Seen at her home in the Joliette quarter of Marseilles, residence of several flying men, she said:

"I have always prayed for the safety of my son when he was on a perilous adventure, and I have never ceased to pray. 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 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 revised 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-aircraft 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 Pinedo stood at his hotel window at the Plaza, looking up at the dripping skyscrapers and shook his head. "I'm not sure yet," he said, when asked if he would hop off in the morning.

FRENCH FLIERS SEEN 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.

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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 10:40 A. M. Lloyd's 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 Carrighob, nine miles west of Killrush, saw a plane making for the Atlantic. The captain of the Mauretania pointed out that his ship's track any day from the coast of France to the French Republic nor the Cunard Mauretania, which arrived in Plymouth today from New York, had heard anything of the French aviator. He reported the sighting of the French airplane at that stage of the trip.

Tonight aeronautical experts here share the opinion that Captain Nungesser and Coli were forced to descend somewhere in the Atlantic through rising mists and fog. Their chances of rescue depend upon how long the machine can keep aloft and how near it was to regular steamer routes.

Hawker's Comrade Sees Little Hope.

Commander Mackenzie Grieve, who was the navigator of Harry Hawker's machine when it came down on the English coast in 1919, expressed the opinion today that it was a thousand-

to-one chance against the French aviator being picked up by a ship.

Some idea of the loneliness of the Atlantic as viewed from the air is given in the log of the airmship R-39. It records that a height of 5,000 feet with visibility at a maximum it should be possible, according to textbooks, to see a distance of eighty-one miles from right forward to right aft. In his log A. C. Morrow, pilot, wrote:

"Yet—although this area of visibility works out at 19,200 square miles—not a ship was in sight. I am afraid that we could not see a steamer even in the quarters in this gigantic Atlantic that were being realized."

The pilot, Captain E. Courtney, thinks the chances of the French aviator being picked up by a small ship without being seen are very remote. He suggests that they may find some down somewhere in the western Atlantic, where it was known that weather conditions were very unfavorable.

"Assuming the pilot ran into head winds," he says, "he would certainly have had to come down through running out of gasoline. I consider that it is unlikely that he could have covered a great distance with a single-engine machine. Another point which may be mentioned is that the engine, such as that, having such a big load to carry, the engine would have had to run full out from the start instead of being reserved for the later stages of the journey."

CALL FLIERS UNWISE TO DISCARD RADIO

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

Radio men in New York were deploring 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 the safety of the fliers.

"If I had to choose between a radio transmitter or receiver as equipment for the plane in which I might plan to fly on the ocean, I would most certainly pick the transmitter, and a good strong

any newspaper or in conversation to assume any of the responsibility for yesterday's tragedy in any way.

There is rather the most complete confidence that every effort 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 anxiety.

Denies Removal of Our Flag.

Absolute denial that the American flag was removed from the Matin Building, or that any incident of an anti-American character took place during the demonstration while the crowds were waiting for bulletins of the Nungesser flight in front of their 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 charge of posting bulletins, who remained in full sight of the crowds throughout the latter part of the night. "When the news was first posted that there was no official confirmation of the flight, the flag was taken down," he said. "The flag was not removed from the Matin Building. It was taken down by the crowd."

At no time was there any attempt to pull down the flag from the Matin Building, or any demand that they be taken down.

"The American flag was not removed from the Matin Building. It was taken down by the crowd."

There was no knowledge of the origin of the flag report, but whatever its origin, it was untrue, it was stated by the management of the newspaper.

Quai d'Orsay Promises to Stop Rumors.

PARIS, May 10 (AP)—The French Foreign Office was semi-officially consulted by a representative of the American Embassy today regarding the feeling manifested toward Americans and circulation of rumors that misleading French transatlantic fliers.

A representative of the French Government said the authorities would intervene to stop the circulation of such rumors.

Accusations, denials, explanations and recriminations fill the columns of today's newspapers and no small part of the bitterness is directed against the United States, from which the press insists, all erroneous news emanated. The resentment against America was toned down a little in the press, but not in the conversations heard in almost every restaurant and at every street corner.

It seemed to be founded on two things: first, dispatches from America Heretofore the White Bird had reached the New World, and second, that the American Weather Bureau did not play fair with the French. The latter was pointed out. This, one hears everywhere, and several newspapers hint it broadly.

Say We Failed Weather Forens.

There were repeated assertions among Parisians that Americans had intentionally led the French to believe that the weather was good on their side of the Atlantic, whereas it was bad. This increased feeling to the extent that a number of persons expressed the hope that the Bellanca plane would not attempt to make the Paris-to-New York hop at the present juncture.

As a matter of fact, however, several hours before the start of the flight the Havas News Agency printed a dispatch from New York saying there were storms in mid-Atlantic and fogs off Newfoundland, and most of the Sun-day morning papers printed it. Today few seemed to remember it.

From the outset the French regarded the flight as a contest between France and the United States. Last night, when Paris and the provinces were in joyous celebration and patriotic fervor

one at that," said Dr. A. N. Goldsmith, chief broadcasting engineer of the Radio Corporation of America. "In my mind, being at sea in a disabled airplane would call unmistakably for apparatus that would tell some one about it and its location."

"In my opinion, a good transmitter would be of much more value than a receiver in transoceanic airplane navigation, for the same reason that a man who has a good voice to rely upon in an emergency stands a better chance of bringing aid quickly than a man who is dumb."

"However," Dr. Goldsmith added, "under normal navigating conditions in the air, or by means of a sail utilized after the plane has alighted on the surface of the ocean, a receiving radio beacon might be taken and the most direct course pursued to make a safe landing."

Dr. Ralph Bown, President of the Institute of Radio Engineers, called attention to the flight of the naval seaplane PN-9 in its attempt to cross from California to Hawaii in September, 1926.

"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 the search 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 the search. The fact that the planes had radio receivers, however, is not the spirits of the men, but I think a transmitter would have proved much more valuable."

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

"In my opinion, a radio transmitter is by far the most valuable piece of apparatus that an airplane can carry on long flights. The receiver is of limited knowledge of code, or do not know the code at all, so that in the most 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 slow speed."

Mr. Smith stated that the Bellanca monoplane Columbia, now being prepared for the flight, is being equipped with both transmitter and receiver. The transmitter that has been selected is of the spark type, and can only be utilized when the plane alights on the surface of the sea, he said.

CRAFT PUSH SEARCH ON FOG-BOUND SEA

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 at the foot of the wharf to commence 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 also has a radio transmission set with a range of only fifty miles. These two tugs were to have cleared from the Boston Navy Yard at 1 o'clock this morning, but the fog held them up and they did not start on the search until 6:30 A. M.

Searched From Cape Race South.

Special to The New York Times.

HALIFAX, May 10.—Commander Molloy of the United States Coast Guard cutter Tampa, on arrival here tonight reported having searched the ocean from Cape Race to Sable Island for Captains Nungesser and Coli in the plane White Bird, but found no trace of the airplane. The search covered a radius of 300 miles, weather conditions being most unfavorable. Sunday evening a snowstorm set in and continued throughout that night and the weather has been cold since.

The Tampa picked up numerous wireless messages from the Atlantic ocean and others off the coast of Newfoundland, but none of them sighted the missing plane.

The United States cutter Modoc, which relieved the Tampa, has taken up the search. Ice conditions are reported normal off the Grand Banks.

BOSTON, May 10 (AP)—Dangers from ice in the North Atlantic, always a menace to the French fliers if they were forced to come down to the ocean's surface in that region, were emphasized by a report today from the Coast Guard cutter Modoc, on ice patrol. The Modoc broadcast a warning of fifteen fifties yards, thirty growlers not far from the steamship

lane. While this is somewhat south of the course which Nungesser had charted for the flight, the conditions are favorable throughout the region.

FRENCH START SEARCH IN CHANNEL FOR PLANE

Destroyers and Airplanes Scout in English Waters—Cooperate With Us on This Side.

PARIS, May 10 (AP)—The French Government has ordered destroyers and planes to scout the Channel and has announced cooperation of the French and American ships patrolling the waters on the other side.

A message stating that the transatlantic plane of Captain Nungesser was seen going northwest off Carrig Island, Kerry, and Killrush, County Clare, Ireland, at 11 o'clock Sunday morning was received this afternoon by the general direction of aeronautics office from its representatives in the French Embassy in London.

The message said that the plane had been sighted by several observers who agreed in their report of its passage. The plane was going northwest at the time that it was reported to have passed over Carrig Island and Killrush, which are at the mouth of the Shannon River. (Carrig Island and Killrush are about 350 miles in a direct line from Paris. The elapsed time from the take-off at the French coast to the sighting over Carrig Island is five hours and forty-two minutes, indicating that the plane was making a speed at that time of approximately 150 miles an hour.)

An official statement issued from the Government office in general direction of aeronautics plans at the time when the plane was last seen off Etretat at 6:45 o'clock Sunday morning.

CHEMBERG, May 10 (AP)—Destroyers, submarine chasers and seaplanes began a search today in the English Channel in view of the possibility that Captain Nungesser's transatlantic plane might have been seen before reaching the English coast.

son commander of the service, with headquarters at Boston, advised Coast Guard headquarters here tonight that he had ordered the destroyers Joutet and Davis and the cruisers cutters Ossipee and Tuscarora, and all available patrol boats at the Gloucester Base, as well as available Coast Guard seaplanes to hunt for the Nungesser plane.

The destroyers and cruising cutters moved toward the region marked by a line running southeastward from Cape Sable, Nova Scotia, to Cape Cod, Mass., on the theory that if the fliers had managed to reach and cross New England, they would be seen by the boats. They have come down unobserved in the weather conditions obtaining off that coast yesterday.

Inside the area marked by the Cape Sable-Cape Cod line, it was stated at Coast Guard headquarters this afternoon, as available Coast Guard patrol boats were scouting. The distance from the New England coast to the Cape Sable-Cape Cod line is approximately 100 miles. Failing to find trace of the fliers inside that area, it was stated at Coast Guard headquarters, the search will be extended to the cutters Ossipee and Tuscarora would search the area outside that line.

WASHINGTON, May 10 (AP)—Neither Captain Nungesser nor his backers ever asked the United States Weather Bureau for a report today at 10 o'clock tonight, when both time signals and weather information were sent to ships in the Atlantic by the Coast Guard.

"We are willing to do anything that can possibly be done to help out," said Mr. Wilbur, pointing out that the present circuit would be "an idle thing" to order out destroyers, because of the lack of information.

Read Afloat. Dr. Marvin, 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 tugs would search the area north of Cape Ann, one going on the course toward Cape Sable and the other 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.

FRENCH PASS DAY INAGONIZED WONDER

Continued from Page 1, Column 5.

tanks as soon as necessity became apparent. On the other hand, there are many cases where such apparatus has failed to respond at the crucial moment.

Discarded Raft and Life Belts.

The plane was to have carried two life belts and a rubber life raft, but at the last minute Captain Nungesser threw these out, fearing the plane would have difficulty owing to getting off the ground. In the words of one great French aviator, M. Arrachart:

"The flight, made under the conditions in which Nungesser and Coli took off, was a pure sporting proposition."

Heavy leather flying suits worn over ordinary clothes, augmented with extra clothing for cold altitudes, and the usual leather headpieces and gloves completed the personal equipment of the two men.

The food rations (sixty pounds were taken) were selected with an eye to compactness, combined with high nutritive value. Strangely enough, coffee and bananas comprised a portion of the diet, which also included cold coffee, soft drinks and dried fruit, vegetable and fruit tarts, and a pie which was cooked on a small stove fed with canned heat.

Altogether, enough food for last two weeks was on board at the time of departure, although the diet would be extremely limited and inadequate if the plane came down in an intensely cold region.

To cut down weight only such tools as were absolute necessities were taken in the plane.

Airplane constructors observed today that the chances of the plane remaining aloft would be materially increased if the airman succeeded in breaking off the wings within fifteen minutes of landing on the water.

Believe Plane Carried Sea Anchor.

It is reported this afternoon that the White Bird did carry a sea 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 ship straight into the waves, thereby steadying it and preventing the sea from hitting its bow.

Reports have been available to call the attention of passing ships, and Atlantic shipping was told that a red light would mean a call for help. It was pointed out that the White Bird really carried a receiving set, although it seems certain there was no wireless sending apparatus on board. Captain Coli, just before leaving, explained that, aside from the question of weight, the reason 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 from the White Bird.

When interviewed today General Weather Bureau, said that his greatest hope is that the White Bird came down in or near shipping lanes. If the airman were forced to "descend" in the far northern latitudes, he feared that the intense cold might prove too much for them, considering the strain they would have already undergone.

Questions Cabinet on False News.

In the Chamber of Deputies yesterday's false reports of the progress and safe arrival of Nungesser and Coli in

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

In his question two Ministers, M. Bokanowski, Minister of the Interior, and M. Sarraut, Minister of the Interior, were directly envisaged as having sanctioned the issuing of confirmations to reports of the arrival of the airman late yesterday afternoon.

The Chamber listened in silence to General Girod's short speech, saying forth the tragic death yesterday.

"That some airplane had been mistaken for the White Bird was explained," General Girod said, "and I wished to ask from what source the news was given out which was printed in every afternoon paper here, that the fliers had landed in New York Harbor."

M. Bokanowski, for the Government, asked a postponement of discussion in moving an order of the day.

"Suffering as we are but still hoping," he said, "this is not the moment to reply in the tone of polemics."

"All the newspapers of France and America had waited breathlessly to see the courage of the two airman win its reward," he said, and continued:

"It is not then astonishing that the most generous hearts mistook their desires for reality. The persons whose names were at least not in fault and refused to give the signal for the firing of cannon at the Invalides when the fliers were sighted, are therefore no official communication. The airplane which dropped the smoke-bombs from the sky to announce the arrival of the airman, and had no official character."

Calls Errors "Collective Illusion."

"These errors are, alas, the phenomena of collective illusion. If in any way the Government was to blame today the whole press plies the blame on the Government. In this moment of distress let us not try to apportion blame, but to hold together and await the fate of our country."

War Minister Painleve made a personal appeal to the public to understand under which his cable of congratulation to the airman was issued and the incident was closed.

Where cable or wireless message came from which gave ground for the final report that the two Frenchmen had succeeded in crossing the Atlantic, a mystery. Those who were the first to announce the news are now the most emphatic in denying they had anything to do with it.

The evening newspapers together issued a statement putting the whole blame on Cable Ministers. The Havas News Agency stated that it never received or issued any such cable.

It was apparently on the Bourne that the rumor was spread, and it spread like wildfire. Once launched it was spread by word of mouth and telephone all over the city and, in that way, 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 of the crowd is entirely misleading.

In the Place de l'Opera a pile of French evening papers was burned by Paris mobs last night. General Delcambre 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 airman on their perilous voyage.

There is great public indignation, however, over the false reports of success which were published all afternoon yesterday and provoked the false celebration. Inquiry has been started and questions will be asked in the Chamber of Deputies.

No Party Complete Unless It Includes



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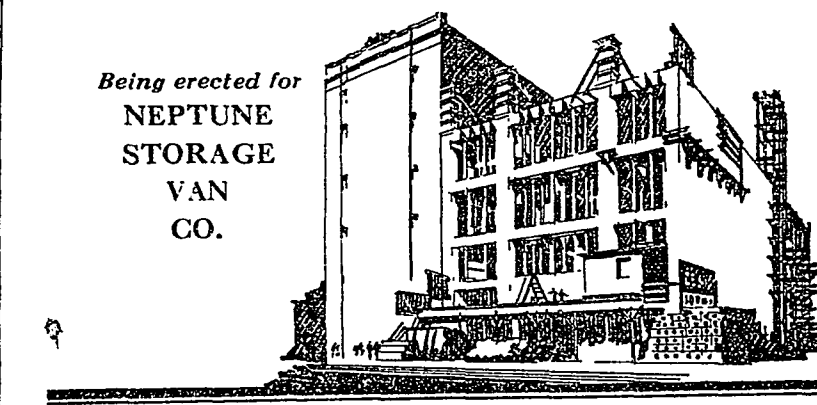
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