

FLIERS ROUTE CUT THREE SHIP LANES

Navigation Experts Point Out Where These Transsect Paris-New York Great Circle Line.

SPECULATE ON POSITION

Think Nungesser and Coli Are Down Somewhere in Fan-Like Area in North Atlantic.

Special to The New York Times. WASHINGTON, May 10.—Captain Nungesser and Captain Coli, the missing French fliers, may have made their descent along the Labrador coast southeast of Sandwich Bay if they kept straight on the course they were last reported as following off the coast of Ireland, according to the expert opinion of men in Washington familiar with navigation conditions in the North Atlantic Ocean.

If they had followed the most direct route between New York and Paris—that of a great circle between the two great cities—they would have split Bonavista Bay, the northeastern coast of Newfoundland, in making their first contact with the shoreline of the North American Continent. In Washington, the French fliers—if still aloft in the North Atlantic—are believed by the most dependable expert opinion obtainable in Washington to be bobbing around on the ocean somewhere in a great fanlike area marked between two great circles, one starting at Paris, one cutting the Newfoundland coast at Bonavista Bay, the other cutting the Labrador coast at Sandwich Bay. The southernmost of these great circles leaves Europe at Fastnet Rock, off the southwestern tip of Ireland; the northernmost crosses the west coast of Ireland at Loop Head at the mouth of the River Shannon.

The position of this northernmost Great Circle is based on reports that when last seen after leaving the Irish coast the position of the plane was near Porcupine Bank off the Irish coast, several hundred miles west of Galway. If navigation experts in Washington had more accurate data relative to the line of flight, the French aviators took after leaving Europe they would be able more accurately to plot the fan-shaped area within which they must have made their descent.

Strikes Labrador Coast.

Assuming that the last reported position of the plane that might be considered authentic was at Porcupine Bank, west of the Irish coast, and plotting a great circle from Paris through that point today, navigation experts found the surface of the ocean would strike the American Continent at Sandwich Bay, Labrador.

The immensity of the search problem confronting the American, French and British Governments in their endeavors to do everything possible to rescue the aviators is apparent to an extent when it is considered that this fanlike area between two great circles stretches across the entire width of the North Atlantic between the coast and the coasts of Newfoundland and Labrador.

The most direct route from Paris to New York—the Great Circle—crosses England about thirty miles north of the English coast, crosses the Atlantic about fifteen miles south of Pastre Rock, Ireland; crosses the thirty-fifth degree of west longitude about thirty miles north of the equator, crosses the thirty-fifth degree, strikes the northeast coast of Newfoundland through the middle of Bonavista Bay, strikes Cape Race on Nova Scotia, skirts the inner coast of Nova Scotia, passing across the town of Annapolis, N. S., then runs through Massachusetts Bay, past Cape Cod, and cuts across Long Island Sound between New Haven and New London and thence to Mitchell Field and New York.

It was pointed out by navigation experts today that if this direct route had been taken, the fliers, if they would not have crossed any of the principal transatlantic steamer lanes, they are all well south of this New York-Paris great circle.

Crosses Minor Ship Lanes.

The New York-Paris Great Circle route, while not crossing any of the main transatlantic steamer lanes, does cross several lines running higher north in the Atlantic. One of these minor steamer routes is that which steams take going from Montreal to Liverpool. Along this route, after leaving the St. Lawrence River, the route swings around Cape Race, Newfoundland, and then follows a great circle to Malin Head, Ireland, and then swings around the north coast of Ireland.

Another minor northern route is that taken by steamers from Halifax to Liverpool. It runs from Halifax to the Grand Banks of Newfoundland and then follows a great circle to Malin-head like the other route.

In this northern route, which the fliers would have crossed if their line of flight were on the New York-Paris great circle, the fliers would have crossed steamers bound from New York to Scotland via Pentland Firth.

The New York-Paris great circle route crosses the route of these steamers at a point near 33 west longitude and 52 north latitude.

There is another steamer lane used by vessels from Canada to the British Isles, that from Belle Isles Strait, which separates Newfoundland from Labrador, and which runs from Halifax to the Scilly Isles. But this route is not used at this time of the year, because Belle Isle Strait is filled with icebergs which are encountered at sea.

It was also emphasized today that if Nungesser and Coli came down somewhere in the western reaches of the North Atlantic, but did not actually reach the Newfoundland and Labrador coasts they might have to face very unsatisfactory and even dangerous weather, wind and ice conditions. The records for May over a long stretch of years show that from 40 to 45 per cent. of the days of this month are marked by fog in the region immediately east of Newfoundland. This condition runs as far east as what is known to seamen as the Flemish Cap in 45 west longitude and about 47 north latitude.

PUBLIC NOTICES

One dollar an apate line.

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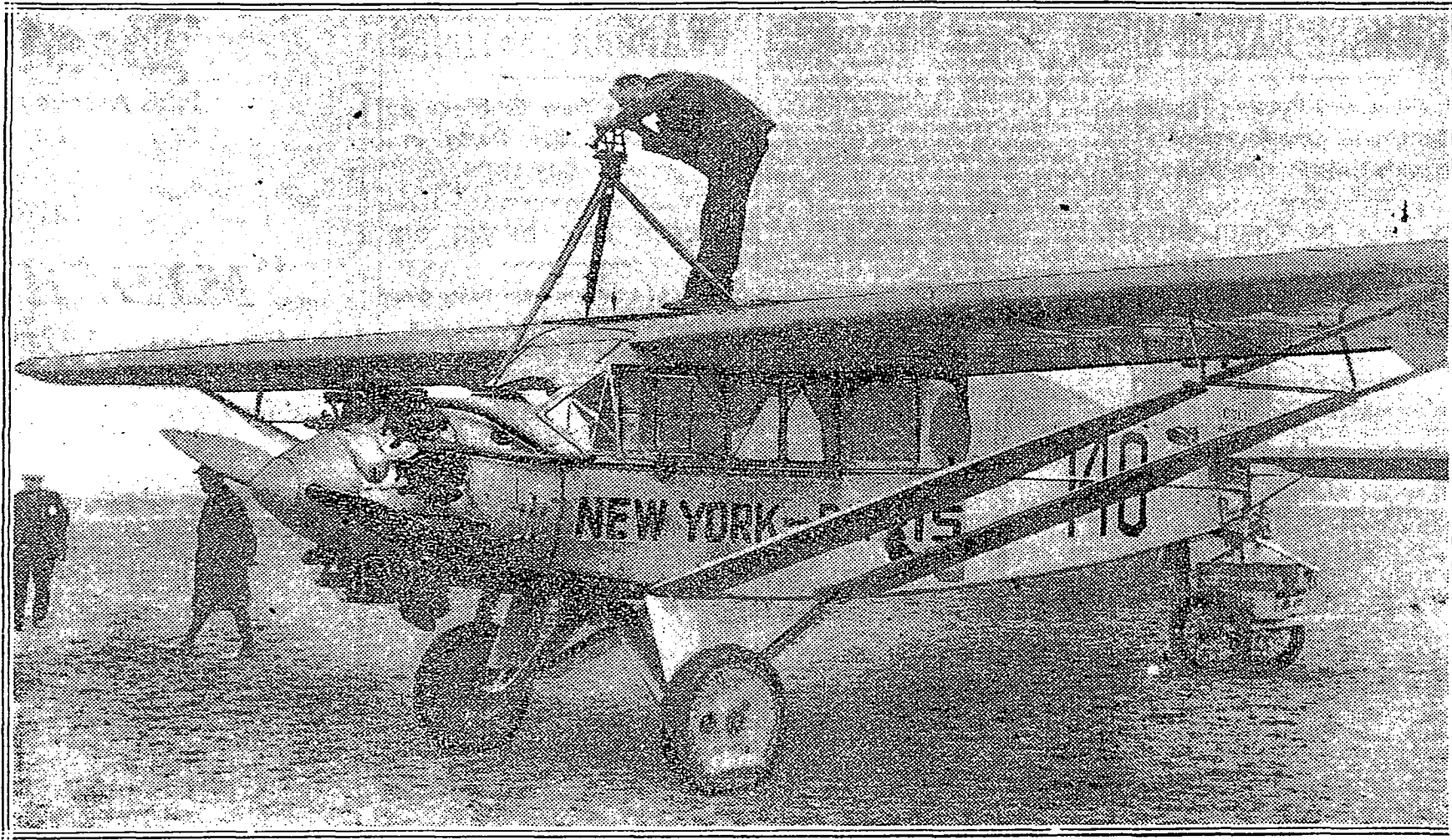
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NORRIS BERROL HAS SEVERED HIS connection with Berrol & Hammschlag of West 23rd St. and will be responsible for any debts.

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For \$100 for information leading to the arrest of a convict, a reward of \$1000 is offered. Advertisements in the columns.

THE BELLANCA FLIERS AND THEIR PLANE COLUMBIA.



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LINDBERGH STARTS EAST FOR PARIS HOP

Young Pilot Flies From San Diego for St. Louis to Take Transatlantic Plane.

EXPECTED HERE BY SUNDAY

He Expresses Hope for Nungesser, but Will Follow Course South of the Frenchman's.

Special to The New York Times.

SAN DIEGO, Cal., May 10.—Convoys by the Ryan plane "Blue Bird," piloted by "Red" Harrigan and with A. J. Edwards and Don Hall, designer of the giant Ryan monoplane built for the first of Captain Lindbergh's New York to Paris flight, Captain Lindbergh took off at 3:38 this afternoon on his dash to St. Louis, where the big N. Y. T. plane will be christened "Spirit of St. Louis" and then flown to New York for the dash across the Atlantic to Paris.

The late Captain Charles Nungesser and Captain Francois Coli, missing since they took off from Paris, was accepted stoically by Captain Lindbergh.

"It is too bad—I had hoped they would make it. They were brave men, both of them," he said. "It may be they have been forced down where a steamer can pick them up as soon as the fog lifts. I certainly hope so."

The flight from St. Louis was expected to take eighteen hours. Weather conditions between here and the eastern coast were pronounced good by Dean Blake, the meteorologist here.

Flying on a Beehive to St. Louis.

Captain Lindbergh will fly what is known as a compass course, or in a "beeline," going diagonally across Arizona just south of Prescott, across the upper part of New Mexico, the western "Panhandle" of Oklahoma, and into Kansas at Garden, over Wichita and Jefferson City, and thence to St. Louis.

In St. Louis he will confer with the backers of his project and will meet E. F. Mahony, President and General Manager of the Ryan Aircraft Company. "The plane will be christened 'Spirit of St. Louis' and will take off as soon as possible for New York, probably before Sunday.

Illinois, Indiana, Ohio, Pennsylvania and New Jersey will be traversed on the flight from St. Louis to New York, but Columbus, Ohio, will be the only city of size he will fly over.

Captain Lindbergh will take off for Paris as soon as weather conditions permit. This he believes, will be around the middle of the month.

To Take Southerly Course to Paris.

Captain Lindbergh is confident that he will be able to break the jinx which already has taken the lives of some of the world's best fliers and has cost thousands of dollars.

He is but 25 years old and has been flying for more than five years, during which time he has four times saved his life by parachuting from disabled planes. He is a captain in the Missouri National Guard and the modeler "Lucky" was given to him by flying mates in the night air mail between St. Louis and Chicago in recognition of his four escapes.

Captain Lindbergh will not attempt to follow the course flown by Nungesser and Coli, but will keep further south and out of the cold, which he believes, forced the Frenchmen down.



Chamberlin (Left) and Bertaud With Emergency Wireless Transmitting Set, Which Has a Radius of Fifty Miles.



Mrs. Bertaud (Left) and Mrs. Chamberlin.

BELLANCA WILL GO DESPITE WARNING

Continued from Page 1, Column 1.

touch our wheels at Le Bourget and then go to London and land at Cobham Field."

Chamberlin nodded. "Those are my sentiments," he said.

Both pilots declared that they hoped Nungesser and Coli were safe aboard some steamer or in some part of Newfoundland. They attributed the failure of the flight to weather conditions.

"We know that Nungesser and Coli are wonderful fliers and if any two in the world could succeed under the conditions they could," Bertaud said.

When it was hinted that their reception in France might not be the best, they both scouted the suggestion. They feel that if they succeed the French people will give them as great a welcome as was planned for Nungesser and Coli here.

Final Tests Made of Plane.

Earlier in the day before the Ambassador's message and the report of bad weather conditions in the Atlantic which came to the local Weather Bureau from the liner Olympic in the affected region, it was hoped that tonight would be the big night.

'GOOD-WILL' PLANE EXHIBITED IN RIVER

Dargue and Whitehead Arrive in Flagship of Flight to South America.

The demonstrations which greeted the army "good-will fliers" in South America were signs of genuine friendship and not simply official hospitality, according to Major H. A. Dargue of the Army Air Service, who made the Pan-American flight.

Major Dargue flew yesterday to New York from Washington with Lieutenant E. C. Whitehead, who had accompanied him on the flight around South America. They flew to New York in the flagship New York, which was placed on public exhibition at the foot of West Seventy-ninth Street shortly after it glided down to the water of the North River yesterday afternoon.

Strong winds followed the New York at the start, increasing the plane's speed to 135 miles an hour. Near Perth Amboy the airmen struck a dense fog, which forced them to land on the Raritan River near Sayreville. Later the fog lifted somewhat, and Major Dargue and Whitehead were able to proceed to New York. He came through without difficulty, and upon arrival the plane was met by Governor Loomis, manufacturer of the amphibian plane, and representatives of the Merchants' Association, before which Major Dargue will speak today at a luncheon at the Hotel Astor.

In about two weeks Major Dargue will be in the United States with a representative of the National Chamber of Commerce.

"On this next flight we are going to distribute to the States which are picked up in South America," he explained.

THINK FLIGHT TOO EARLY.

Captains and officers of ships engaged in the North Atlantic trade said yesterday that in their opinion it was too early for attempting a flight from France to the United States because there was always fog along the coast from Newfoundland to Sandy Hook. There was ice drifting down and the weather was cold.

If Captain Nungesser had been forced down in midocean by some mishap to his machine the chances of his being rescued with his companion by a passing steamer would be rather slim, they said. It would be difficult to make out a small craft like his airplane because it would be almost submerged in the sea which always have a roll in the Atlantic.

If the French aviators had reached the Grand Banks they might be picked up by a fishing schooner which did not carry wireless and would not land Nungesser and Coli until their catch was completed.

Captain George R. Metcalfe, R. N. R., of the White Star liner Majestic, who has had several years' experience in the Canadian trade, said he was astonished to hear that Captain Nungesser had left his radio apparatus behind.

"That was practically the only chance of being rescued if anything happened to his airplane in midocean," he said.

Captain Roger Williams, director of operations for the International Mercantile Marine Company, who spent several years along the coasts of the United States Navy, said that there were plenty of small inlets along the coast of Labrador where Nungesser and Coli land safely if he had been forced down. The fishing villages in Labrador did not open up till June, he said, and the French aviators would perhaps be days before they could get into communication with the wireless station at the Grenfell mission settlement.

Officers who were questioned about the possibility of the French aviators, avoiding the gales in mid-Atlantic by going farther north, said that the storm they encountered appeared to have come down from the north. They did not think the airplane would stand the pounding of the seas for many hours.

70 PLANES AT SAN ANTONIO. Davison and Fehet Reach Kelly Field for Army Manoeuvres.

Special to The New York Times.

With the arrival today by airplane of F. Trubee Davison, Assistant Secretary of War in charge of aviation, and Brig. Gen. James E. Fehet, Assistant Chief of the Air Corps, seventy of the more than 100 army planes coming for a place was found for them in the fuselage.

COLBY BEGINS SUIT FOR PARIS DIVORCE

Former Secretary of State Left No Intimation of His Plan With Law Partner Here.

RIFT BELIEVED OVER BOOK

Mrs. Colby Denied Picturing Her Husband, but Others Considered It a Likeness.

PARIS, May 10 (AP).—Bainbridge Colby, former American Secretary of State, is seeking a divorce in Paris. He has authorized his attorneys to institute proceedings, and a petition will be filed as soon as certain formalities are fulfilled.

Mr. Colby has taken an apartment in the Avenue Niel, establishing a residence in compliance with the French law.

Mrs. Colby, who before her marriage in 1895 was Nathalie Sedgwick, of Stockbridge, Mass., is now in New York.

Nothing Known Here of Plans.

Nothing was known here of Mr. Colby's plans for a divorce, according to an associate in his law office at 36 West Forty-fourth Street, and efforts to reach Mrs. Colby at her home, 150 East Seventy-third Street, were met with the statement that she had gone out of town yesterday and planned to be away for an indefinite period.

Mr. Colby is listed as living at 1,136 Fifth Avenue, and it was at this address several months ago that he entertained Alexander Kerensky, former dictator of Russia.

Once before reports of a divorce between Mr. and Mrs. Colby gained currency. This was during the Christmas holidays in 1925 when Mrs. Colby sailed on the Cunarder Mauretania. Newspaper men who questioned her at that time received denials of any rift and the same day Mr. Colby added his details. At that time Mr. Colby was occupying a suite at the Hotel Plaza and his wife was living at the Seventy-third Street address.

Last January the publishing firm of Harcourt, Brace & Co. announced that they were publishing "Green Forest," a novel written by Mrs. Colby, who had access to advance copies of the novel conceived the idea that characters in the novel should be persons of the background of Washington as Mrs. Colby saw it during the period when her husband was Secretary of State were developed in the living persons. In fact, one of the characters, according to some of the readers, strongly suggested Mr. Colby.

Denied Husband Pictured in Book.

In an interview on the book, Mrs. Colby said: "There is not one single thing in the book which could possibly be construed to apply to Mr. Colby. He is my husband. He is much too colossal a person to be unconcerned in any single book. Indeed, his nature is one of generosity, nobility, the direct antithesis of the political character in the novel. I had expected that no persons I know. I cannot make that too emphatic."

Reports that the Colbys had agreed to an "amicable separation" in 1924, which would account for the separate domiciles, were denied by Mrs. Colby soon after the rumors came into circulation.

Originally a Republican, Mr. Colby cast in his lot with the late Colonel Theodore Roosevelt when the latter left the Republican ranks in 1912 to form the Bull Moose Party. He was a candidate of that party for United States Senator in 1914 and in 1916. Later he entered the Democratic ranks and from 1917 to 1919 he was with the United States Shipping Board and the Emergency Fleet Corporation. Later he had been put forward in certain quarters as a likely candidate for the Democratic Party in the 1923 Senatorial campaign.

Was Close to Woodrow Wilson.

Mr. Colby was a member of the American Mission to the Interallied Conference in Paris in 1917. He was close to the late President Woodrow Wilson and in 1920 when Robert Lansing resigned as Secretary of State in the Wilson Cabinet Mr. Colby was appointed. In 1921 he became a law partner of the late President.

He has appeared in many notable lawsuits, including the trial of John T. Scopes at Dayton, Tenn., for the teaching of the theory of evolution. Mr. Colby appeared in that case in an advisory capacity.

Last December, Miss Katherine Colby, his daughter, took a position with a steamship agency in Philadelphia. She explained at the time that she had embarked seriously on a business career. The only other child of Mr. and Mrs. Colby is another daughter, Miss Nathalie Colby.

Thinks Nungesser Tried Too Much.

HALIFAX, N. S., May 10 (AP).—Captain Charles Nungesser made "the mistake" of endeavoring to fly his machine the entire distance himself, in the opinion of Major A. S. Shearer of the Royal Canadian Air Force, who arrived here from Ottawa yesterday in company with J. L. Ralston, Minister of National Defense. The Major said he considered it a physical impossibility for one man to pilot an airplane across the Atlantic for forty hours, as the pilot of the "White Bird" set out to do.

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Assistant Secretary Davison landed at Kelly Field in a tri-motored Fokker transport, piloted by Lieutenant Matland.

Major John F. Jonett, of Air Corps headquarters at Washington, also arrived today.

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