

"All the News That's Fit to Print."

THE WEATHER

Mostly cloudy and warmer today; probably showers tomorrow. Temperature yesterday—Max. 65, Min. 51. For weather report see Page 47.

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NEW YORK, FRIDAY, MAY 13, 1927.

TWO CENTS | THREE CENTS | FOUR CENTS
New York | Within 200 Miles | Elsewhere in the U. S.

150 LONDON POLICE RAID SOVIET AGENCY, SEIZING ALL PAPERS

Officials and 1,000 Employees of Arcos, Ltd., Are Subjected to Siege and Search.

INQUIRY LASTS INTO NIGHT

Scotland Yard Sorts Vast Pile of Documents Under Warrant Asked by Home Secretary.

LABOR PARTY TO ACT TODAY

Reasons for Raid Will Be Demanded in Commons—Russian Envoy Protest to Foreign Office.

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LONDON, May 12.—A force of 150 police today raided the offices of Arcos, Ltd., the trading organization of all Russian cooperative societies in this country, and also the quarters of the Soviet Trade Delegation, in the same building in Moorgate Street. The police made a sudden and unexpected entry, ordered the cessation of all work, forbade anybody to leave the building and began a systematic search through every department. Despite the swiftness of the police, it is understood that an attempt was made to destroy certain papers. An enormous mass of documents, including several propaganda films, was seized and the examination of them was going on until late tonight and will be resumed tomorrow.

State Papers Reported Sought.

M. Khinchuk, who is the Chairman of Arcos, Ltd., is now in Geneva as a member of the Soviet delegation to the Economic Conference. The company's employees number over 1,000 and their five-story building is elaborately fitted. After detaining them for some time, the police allowed the employees to go home.

M. Khinchuk, who is also head of the Soviet Trade Delegation, has a diplomatic status and when the police entered the offices of the Trade Delegation, which occupy the whole of the first floor, an immediate protest was made on the ground that they were diplomatically immune. The premises of the Russian Bank, near by, were not entered.

The Home Secretary was consulted yesterday, and on information supplied by the police authorities he gave permission for application to be made to a Magistrate for a search warrant. One paper declares that the Home Secretary gave the order for the police action after he had received information that certain British State documents, which ought not to have passed out of the possession of British officials, might be in the possession of the Russians.

Soviet Envoy Consults Laborites.

A. P. Rosenzoy, the Soviet Chargé d'Affaires, visited the House of Commons tonight and had a meeting with members of the Labor Party Executive and it is understood that he was also in communication with the Foreign Office.

The Foreign Office holds the view for the present, at least, the matter does not affect them, but the view was expressed in certain political quarters tonight that the raid was preliminary to the cancellation of the trade agreement with Russia and the breaking off of relations with the Soviet Government. The Labor Party is already taking action on the raid and tomorrow A. Henderson will ask the Home Secretary in the House of Commons for a full explanation of the reasons for the raid.

Through the buying and selling agency of Arcos an immense volume of trade has been done between Britain and Soviet Russia, and it is taken for granted that the Home Secretary would not have sanctioned such a step unless he was in possession of information of the gravest significance.

Find Rifles, Life Belts and Radio.

It is reported that among other things the police discovered and confiscated were many rifles and life preservers. Altogether about 250,000 documents were seized. Propaganda films were discovered in a large nailed-down box in a part of the basement used as a photographic department especially for the production of blueprints. The keys to several safes were handed over to the police. The keys to others were not forthcoming up to a late hour and they are being guarded by the police, some of whom, it is stated, are armed. A wireless station in the building is being examined by police experts.

During the earlier stage of the raid, part of the press staff showed hostility to the police and there were one or two tussles. The officers whose special purpose was to examine the safes met particularly with opposition. The building continued in a state of siege during the night and it is expected that the police will remain in occupation of the premises for several days while conducting their investigations.

Employees Personally Searched.

The raid, which was so skillfully and quietly planned and executed that no inkling that it was about to take place reached the ears of the Arcos officials, produced panic among the workers, many of whom shrieked hysterically. They were soon calmed down, however, when told that they would be allowed to go home. But before departing all of their handbags were examined and the male employees

Portrait of Prince of Wales Goes on Newfoundland Stamp

LONDON, May 12.—A modern portrait of the Prince of Wales is included in the designs of a few new series of postage stamps now being prepared for Newfoundland, Britain's oldest colony.

Newfoundland has the distinction of being the only British possession upon whose postage stamps the mature head of the Prince has appeared.

Previous issues portray him as a curly-headed baby at the time of Queen Victoria's diamond jubilee (1897), and later as a cadet at Osborne Naval College on the 3-cent issue of the series issued in honor of the coronation of King George V (1911).

'SUGAR BOWL' DIKES CRUMBLE IN FLOOD

One of Main Levees Guarding Rich Louisiana Lands Breaks in Ten Places.

105,000 PEOPLE IN PERIL

Rescue Fleet Set to Work as Waters Rush On, Menacing a Wide Area.

From a Staff Correspondent of The New York Times.

NEW ORLEANS, May 12.—The Bayou des Glaives levee is crumbling before the flood tonight and thousands of people face destitution and hundreds of thousands of acres of fertile farm lands will probably be inundated in the next few days.

The main Bayou des Glaives levee has broken in ten places, the crevasses being northeast and southwest of Cottonport, in the parish of Avoyelles. The breaks are twenty to fifty feet in width and widening rapidly. This is the gist of the report flashed at 11 o'clock (A. M. New York time) to the Flood Relief headquarters in Baton Rouge.

The gaps are not in the Big Bend section of the Bayou des Glaives system. That sector is still holding, but it is expected to collapse at any minute.

Rescue Fleet at Work.

A fleet of vessels is already proceeding to the rescue of the victims, but it will be some time tomorrow before the full extent of the latest disaster is known. There is no direct communication either by telephone or telegraph at this hour. It is estimated that the homes of 105,000 are in the path of the released flood waters and the acreage involved will probably be several hundred thousand.

The turbid waters of the bayou, pent up by the ever-weakening breastwork of man's defense, began to crumble shortly after 8 o'clock tonight. As workers were rushed to one break another developed.

Hope of holding the crevasses to minimum size has been abandoned. The rains today, combined with the long soaking of the levees from back water as well as from the flood waters in the river, worked havoc with the slender defense against the impending flood.

The waters from these breaks will flow in a general southerly direction and be drained by bayous which empty into the Atchafalaya and Bayou Courtableau. Waters draining into Bayou Courtableau will be partly drained by Bayou Teche and partly by the Atchafalaya.

This threatens the vast area of fertile plantations which the engineers have fought to save from the flood waters of the north.

Hoover Expected at Scene Today.

Secretary Hoover, who is in Little Rock, is expected to arrive in the new flood zone some time tomorrow to assume active command of a situation that may add another 100,000 destitute and homeless to the vast army of 350,000 or more already depending on the Red Cross for food, shelter and clothing.

Some of the most fertile of the Louisiana parishes are threatened. They are the southern part of Avoyelles, the northern part of St. Martin, Evangeline, St. Mary, Iberville and Iberia, the most fertile of the famous "Sugar Bowl" communities. To add to the gravity of the situation a heavy rain drenched the Bayou des Glaives country today, while the Bayou Rouge levee system which connects with the Bayou des Glaives near Cottonport, also collapsed, and the water is roaring through a crevasse that is increasing in size every hour. The last report placed the width of the gap at more than 500 feet.

The storm today covered the whole section of what was going on the inundated Tensas basin. In places heavy hail accompanied the rain and a severe breeze was blowing. A strong wind which added to the discomfort of hundreds of unhappy refugees.

Army and navy aviators who flew over the Bayou des Glaives zone and also the Tensas basin today reported that it was almost impossible for them to get a bearing on the water level below. So heavy was the rain and so vigorous the pelting of the hail that they were able to reconnoitre only the fringe of these sectors.

The river stage at New Orleans continues practically stationary. The tenth of a foot drop which was lost yesterday was regained today when the Carrollton Avenue gauge which had registered 20.3 feet went back to 20.2 feet. Reports to the local Weather Bureau showed the Mississippi was falling from St. Louis to Natchez and rising everywhere south of Natchez, except at New Orleans. At Baton Rouge recorded a rise of three-tenths of a foot and there was a rise of a tenth of a foot at Donaldsonville, the near-

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CHINESE CIVIL WAR IS SAFE AND POLITE AND MOSTLY MOTION

Visit to North's Headquarters Shows Armies and Casualties Are Greatly Exaggerated.

CHANGTSO-LIN NEAR SHUPEI

His General Thinks Prospects Fair Despite Menace to Flank by Feng and the Red Spears.

17 CATHOLICS FLEE IN HUNAN

Nanking Protests on American Attacks in New Campaign to Clear the Yangtse of Warships.

By WALTER DURANTY.

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SPECIAL CABLE TO THE NEW YORK TIMES. NORTH CHINESE FIELD HEADQUARTERS, May 10, via Peking, May 12.—"War" as Europe and the A. E. F. knew the word simply does not exist in China.

THE NEW YORK TIMES correspondent, having witnessed the final phases of the Russian counter-revolutionary struggle in the Baltic provinces, somewhat expected this, despite stories in the Chinese and foreign press of thousands of casualties and the blood-curdling shouts of "old-timers" in China who would not know barbed wire from a hand grenade. But the reality surpassed all expectations.

I have seen today troops drilling—four squads of twelve practicing the goosestep, doing manual drill, training on one Lewis gun and "forming files" respectively—on the dusty parade ground. I have seen the aviation camp with six weary French planes, none of which has flown recently. I have seen good-looking artillery and trench mortars—on trucks—and snappy young officers—on ponies. But no wounded or other signs of military violence.

One begins to understand how this country can support the civil strife which has raged "several years. It consists of relatively small forces on the move almost exclusively along the railroads and occasionally going through the motions of battle.

Both Uniforms Similar.

Both sides wear the same gray cotton uniform, but the Northerners have a large yellow band on the left arm. There are no prisoners. Crudely, I inquired if they were slaughtered. The officer interrogated looked shocked. It appears that Chinese troops never allow themselves to reach the point of surrender. They change sides first.

Should it unfortunately happen that a detachment is unable or does not dare to change sides—perhaps having overdone so already—it "saves its face" by dying in its tracks.

However, in the rare event of capture, the victors suggest that the vanquished put on or take off, as the case may be, the yellow armband, and instead of prisoners there are new recruits.

Should the subject put on the uniform he is awarded and stripped of his uniform as unworthy of the name of soldier, but he is never killed or imprisoned.

Well-Behaved and Disciplined.

It must be admitted that they are well-behaved and disciplined. Despite the reproach of militarism, Chang Tso-lin's forces are not mistreating the population. They pay for purchases and respect the peasantry. The General told me that he dispatched a trainload of foodstuffs to Eastern Hunan for distribution to the troops of Marshal Wu Pei-fu. This confirmed a French railroad official, who added: "What's more, the commandant of"

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Mayor Off to Kentucky Derby With Group of Tammany Men

Mayor Walker, accompanied by his secretary, Edward L. Stanton, left New York at 5 o'clock yesterday afternoon for Louisville to attend the Kentucky Derby, which will be run tomorrow. The Mayor will leave Louisville tomorrow night and will be back in New York Sunday night.

No political significance attaches to the Mayor's trip, his secretary said yesterday. "We're just going to the race and that's all. It's just a vacation trip for the Mayor and he won't do or say anything of political importance," said Mr. Stanton. The Mayor, who is reported to have picked the winner of last year's Derby, declined to make any selections as to the outcome of the race this year.

George W. Olvany, leader of Tammany Hall; James F. Egan, Tammany Secretary; William H. Edwards, Surrogate Judge James Foley and Arthur Foran, Controller of the Port of New York, also were on the train with the Mayor.

OIL DICTATOR NAMED TO LIMIT PRODUCTION

Standard of New Jersey and Other Leaders Agree on Plan for Oklahoma.

AIM AT OTHER MAIN AREAS

Committee to Consult Federal Authorities on General Plan to Protect Prices.

What amounts virtually to a dictatorship for the country's bonanza oil pool, Seminole, located in Oklahoma, was established yesterday by a group of the country's largest operators as the only effective remedy for the demoralized condition in which the petroleum industry finds itself as a result of excessive production.

Ray H. Collins of Tulsa, Okla., an independent operator, was chosen as arbitrator with supreme authority to place an artificial restriction upon output in the Seminole area. His control begins today. The program of curtailment which he will direct is to have a two weeks' trial. Meantime a committee of five will seek to perfect a permanent plan to limit production in "all producing areas in which there is a prospect of large new development."

This is the first time since the enactment of the anti-trust laws that a basic industry has attempted so drastic an operation to cure ills, and there appeared to be grave doubt yesterday, even in the minds of the oil men, whether the Federal Government would permit the petroleum interests to go so far as they thought would be necessary to accomplish the desired result. The Federal Government of the Standard Oil Company of New Jersey, who called the conference, avoided any discussion of the legal aspects of the proposal. "I am not a lawyer," he said, "and I cannot discuss the legal side of the problem."

Oil Men's Statement.

The statement, given out at his offices at 28 Broadway after the conference had been adjourned, read:

"The condition of overproduction of crude oil at the present time is not a local situation, existing in any one particular district, but general, applying to Oklahoma, California and Texas, and West Texas production is in excess of current consumption, and oil is going into storage. It is probable that the Seminole pool in Oklahoma would have been absorbed by the industry without undue disturbance.

"Overproduction is the direct result of too much drilling and, therefore, any constructive program must deal first with the cause of overproduction. Those present at the meeting, while owing the bulk of the production at the present time to the oil fields of this point and followed the coast westward, passed Harbor Grace and the south coast of Newfoundland.

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General Motors Votes \$17,400,000 Extra To Stockholders From Current Earnings

An extra cash dividend of \$2 a share on the common stock of General Motors Corporation, involving a distribution of \$17,400,000, was declared yesterday by the directors, in addition to the regular quarterly dividend of \$2 a share on the common, which went on an 88 annual dividend basis on Feb. 19. The extra dividend had been expected in the financial district and in some quarters it had been expected that the dividend would be \$2.50, \$3 or even \$4. This extra payment is the sixth by the corporation on its common shares, four totaling \$9, being declared during the final quarter of 1926 and the fifth, \$2 a share, payable Jan. 4, 1927. The present extra, therefore, is the first to come out of the 1927 earnings, which for the initial quarter was going on the common stock, as against \$23,944,131 for the corresponding period in 1926. The regular quarterly dividends were declared on the preferred and 7 per cent. preferred stock, which, as of Dec. 31, 1926, was \$105,333,200 7 per cent. preferred and \$1,785,900 6 per cent. preferred.

AIR RACE TO PARIS WAITS ON WEATHER; CHAMBERLIN AND LINDBERGH SET TO GO; HOPE IN NEWFOUNDLAND NUNGESSER CLUE

SEVEN HEARD PLANE PASS

Men and Women Say It Went Over Harbor Grace Monday.

EXPERTS DEDUCE COURSE

Hydrographic Officers Believe French Fliers Landed in Labrador, if Not in Sea.

HUNT FOR THEM GOES ON

Los Angeles Is Held in Hangar, but Sea and Land Forces Press Search.

By SIR PATRICK McGRATH, President of the Legislative Council of Newfoundland.

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SPECIAL CABLE TO THE NEW YORK TIMES. HARBOR GRACE, Newfoundland, May 12.—Because of the numerous reports that residents here would swear on oath that they heard an airplane passing over Harbor Grace on Monday I have come here personally to investigate the stories for THE NEW YORK TIMES.

I find that six persons—three men and three women—assert they heard the noise made by an airplane now supposed to be that of the French fliers, Captain Nungesser and Captain Coli, passing over Harbor Grace last Monday forenoon. Today Miss Julia Day, Government telegraph operator at Old Perlican, twenty miles from Harbor Grace, notified the superintendent of the system at St. John's that she also heard an airplane at about the same time.

John Casey, Magistrate at Harbor Grace, has personally seen and talked with all the persons who declare they heard the airplane.

Stories of Those Who Heard Plane.

The first to report the incident was Patrick O'Brien, aged 30, a farmer living on a hill above Harbor Grace. He was working in his field Monday morning and says that between 9:30 and 10 o'clock he distinctly heard an airplane passing overhead. He looked up but could see nothing, as the weather was dull and hazy with poor visibility. The sound was something to the northwest, the wind being in that direction.

He says that when he went into his house he asked his sister if she had heard the noise. She did not and he supposed this was because the doors were closed.

The next man was John Stapleton, aged 71, for some years battery man with the Imperial Cable Company. He was working in his field near the cable station with Patrick Moriarty, aged 19. Stapleton says that when he heard the noise he looked up, thinking the latter was making a flight to the north and it was not until yesterday, when O'Brien was talking with Denis F. Meany, the railroad station agent, that he remembered the flight of the aviators. Then O'Brien remarked that he had heard the machine Monday morning.

Charts Course of Flight.

Stapleton, who was a fisherman for many years and is familiar with navigation, worked out for me on a chart the direction of the flight as he saw it. The latter is at the extremity of the land on the northern side of Conception Bay, and Stapleton's theory is that the fliers were in sight on the land at this point and followed the coast westward, passed Harbor Grace and the south coast of Newfoundland.

If the aviators recognized their position they probably were heading for the Burin peninsula, off which are the French islands of St. Pierre and Miquelon, whence they might cross the Gulf of St. Lawrence to the Nova Scotia coast.

Stapleton is certain it was an airplane and Moriarty heard because he remembered the flight of the Handley-Page airplane that was put together at Harbor Grace in 1919 for a transatlantic flight under Admiral Mark Kerr of the British Navy, but which never left the harbor.

When the plane came down at Parrsboro, Nova Scotia, and reached Mineola Field in their second jump.

It was recalled that the fliers were on the plane for about fifteen minutes and then remarked to Moriarty that the machine had gone away in a hurry and whose ears are better, replied that he could still hear it and did not lose sound of it for another five minutes.

Three Women Heard Machine.

Mrs. Lilly Hinton, wife of the manager of the Imperial Cable Company here, is absolutely confident she heard the noise and was stationed with her husband with both windows open and heard the noise. It was familiar to her because she is an English girl and was stationed with her husband at Penzance, Cornwall, during the war, where there was a large

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American Vessels at Frequent Intervals Will Serve as Beacons for Ocean Fliers

Special to The New York Times.

WASHINGTON, May 12.—About fifty-two Shipping Board vessels, twelve destroyers and cutters of the Coast Guard will be either on or within easy reach of the course which the Bellanca fliers intend to follow to Europe.

If Lindbergh goes, he also will have the advantage of this lane of ships. Of the Shipping Board vessels, twenty-six will be eastward bound according to estimates today. The estimates are approximate only, as sailings are subject to change, but are based on reported and scheduled sailing through May 11. These ships are scattered along the North Atlantic steamship track and their distance from ports of the United States and Europe will vary from one and one-half to twenty-one and one-half days.

While the Merchant Fleet Corporation cannot say precisely the longitude and latitude in which these vessels may be found, the calculations, based upon days from port, indicate that on Sunday at night the fliers will be an average of two vessels for about

every 115 miles across the Atlantic, or an average of one vessel for about every sixty miles. Some, however, undoubtedly will be actually separated by a much greater mileage.

The Coast Guard now has four cruising cutters and eight destroyers combing an area of 100,000 square miles eastward of the American coast from as far south as Cape May to as far north as Portland. The cutters are the Ossipee, Tuscarora, Tampa and Modoc. The destroyers include the Shaw, Davis, Ericsson, Jouett, Ammen, McDougal, the Porter and one other, the name of which is not known definitely. The Porter is a flagship of Lieut. Commander J. L. Johns.

While these vessels intend to continue their search for the French fliers they will be in reach if it should become necessary to assist the Bellanca plane. The Modoc will be stationed at a point about 1,200 miles from New York and will mark the turning point of the flight. The other vessels will follow the steamship track. The understanding is that the Modoc will identify herself by a heavy smoke cloud to enable the fliers to follow their course.

HOPE EBBS IN PARIS FOR MISSING AIRMEN

French Turn Attention to Conditions in Which Flight Began and Pessimism Deepens.

THREE POSSIBILITIES LEFT

Nungesser May Have Landed in Labrador or Gulf of St. Lawrence, or Near Ships.

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SPECIAL CABLE TO THE NEW YORK TIMES.

PARIS, May 12.—Hope bravely sustained for four trying days began to fade today. Though the majority of Frenchmen gave way to the gravest fears regarding the fate of Captains Charles Nungesser and François Coli.

The long nerve-wrecking days with, for their only news, hourly bulletins that there was "no news," have left little but despair and profound depression. With this feeling, there has been a searching query into the actual conditions under which the White Bird took off in its tragic voyage.

From M. Barbaroux, one of the builders of the White Bird's engine, has come a most pessimistic statement.

"Unless the two fliers traversed more than half of their entire course," he says, "their machine must have sunk like a stone. The excessive burden of fuel carried in the tanks within the fuselage could not have been emptied, in the event of a forced descent upon the water, in time to permit the buoyancy of the watertight fuselage to assert itself.

"Granted, however, that the White Bird flew its course until its weight allowed it to float, the storms reported in the North Sea as to make it impossible for the surface more than a few hours, if that long."

"My assertion, unhappily, is borne out by the statement of Captain Yves Thomas, commander of the French liner Paris, which docked at New York yesterday. He cabled today that the severe storm encountered Sunday and Monday would have been any plane to live. Further north the storm was even more violent, he added.

Doubt Plane's Seaworthiness.

After several days of optimistic interviews, airmen and aeronautics experts generally turned around today and gave it as their opinion that the White Bird could not have survived if it was forced to descend upon the heavy seas. The seaworthiness of the aircraft is now doubted, and much criticism is heard of its backers for long and perilous journey with but a single engine.

"These statements are strangely contrary to those made on the eve of departure, when aviators, constructors and aeronautics experts could not say enough in praise of the wonderful qualities of the Nungesser plane. The forty-three-hour ground test that the engine sustained was taken together with the machine could keep going the required distance to New York. Only today is the question being asked."

When did Nungesser and Coli take off without even an attempt at a trial flight with a full five-ton load? Nor was there the biggest load that the White Bird carried on any of its preliminary ascents was three and a half tons. When this became known plane pilots in the main Curtiss hangar, where it can be worked on easily, all night if necessary.

Chamberlin Greets Him.

Chamberlin, also youthful looking, walked up to Lindbergh and wished him luck and the photographers made them pose together shaking hands. Both fliers smiled but Lindbergh in embarrassment and some one called out: "May the best man win!" Lindbergh, from his six feet, looked

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MAY START TOMORROW

Bellanca Plane, Spurred by Lindbergh's Arrival, Is Ready to Go.

TUNES UP UNDER GUARD

Spirit of St. Louis and America Join Their Rival Here for the Hop-Off.

WEATHER AT SEA STILL BAD

Tense Day at Curtiss Field—Byrd's Big Fokker to Wait for Thorough Tests.

What promises to be the most spectacular race ever held—3,600 miles over the open sea to Paris—may start tomorrow morning. Three transatlantic planes are on Curtiss and Roosevelt fields, within a short distance of each other, ready to take the air.

The Bellanca, named Columbia, to be piloted by Clarence Chamberlin and Lloyd Bertaud, was being groomed behind closed doors, before which a guard was posted. The Columbia is expected to hop off for Paris at 5 A. M. (Daylight Time) tomorrow.

The Ryan monoplane, called Spirit of St. Louis, to be piloted by Captain Charles Lindbergh, the youthful air mail pilot with a thrilling record behind him despite his twenty-five years, arrived on the field after a record flight from St. Louis and San Diego. Lindbergh went to work on it as soon as he had his dinner.

The big Fokker, named the America, which is to be piloted by Commander Richard G. Byrd, hero of the North Pole flight, arrived at Roosevelt Field near by just after Lindbergh's plane came in and will be tested in the next day or two. This is the largest plane of all, an impressive machine in the air, with its three motors whirring.

The days of comparative inaction came to an end in an hour of tense excitement as these two planes came to join the Bellanca. The air seemed to be full of transatlantic fliers. The crowd dashed first to one plane and then to another, buzzing with comment.

"When will they go and who will be the first away?" was the question on every one's lips.

Weather Not Yet Right.

To that question there was no positive answer. Bertaud, the Bellanca pilot and navigator, said that the weather did not appear promising over the mid-Atlantic because of rain, fog and low temperatures which might cause ice to form on the wings.

When the weather reports continued to be unfavorable it was definitely decided at 11 o'clock last night to wait until tomorrow. The decision not to fly was arrived at after a conference between Bertaud and Chamberlin, G. M. Bellanca, designer of the plane, and Charles A. Levine, owner of the plane. They met in the Garden City Hotel, where Bertaud, who is also navigator of the flight, received the late weather report.

The report showed that there was a low pressure area off the Grand Banks and one still further out to the north, which, if they met, would probably cause considerable disturbance. There were also southeast winds off the European coast and the fliers on the last part of their journey. And for 1,800 miles ships reported fog and rain, with a low temperature.

These factors decided Bertaud not to go. He has said many times that he will not advise starting until there are favorable indications all along their path. Local disturbances are to be expected on any long distance flight, he said, before he will be ready to leave. But with large areas of depression and low temperatures, he said, it would be foolhardy to take off.

Lindbergh's Hop Off Undecided.

Lindbergh smiled and was non-committal about his plans for getting away.

"I don't know," was his reply to all such questions, but after his dinner he returned to the lighted hangar, deposited his two long hops from San Diego, and went to work with a rush on his plane.

As for Commander Byrd's plane, the time of his take-off is more nebulous. Rodman Wanamaker, backer of the flight, has said that nothing would be decided until Nungesser and Coli, French fliers, were found or definitely given up for lost. Commander Byrd has said that his plane needs many tests before he will be ready to leave. But there was much activity about the America's hangar, which has been painted and brightly burnished.

Exciting Day at the Field.

Yesterday was a hectic day at Curtiss Field, with the secret work being done on the Bellanca and men scanning the sky for the appearance of Byrd's and Lindbergh's planes. The

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