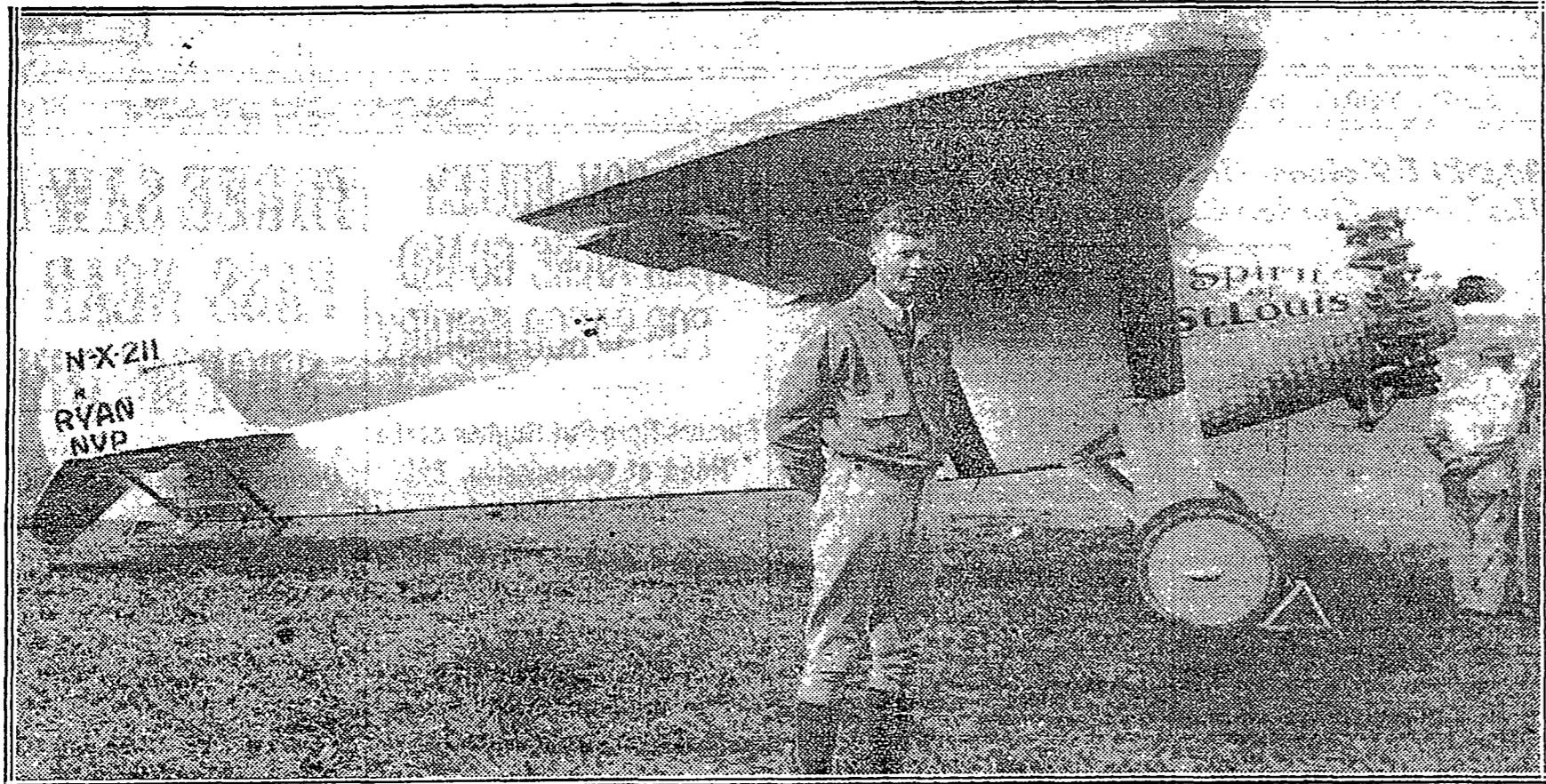


THE "SPIRIT OF ST. LOUIS" AND ITS DARING YOUNG PILOT



Times Wide World Photos.

crash. The commanding officer has ordered the police to investigate to-morrow.

[Whitbourne is west-southwest of St. John's.] ST. JOHN'S, N. F., May 14 (AP).—At 10 o'clock tonight Inspector General Hutchings of the Colonial constabulary received a message from Sergeant Dwyer, stationed at a farm near Conception Bay.

The name of the man was not stated in the telegram received here. Whitbourne is twenty miles inland from Bay Roberts.

The Inspector General ordered Dwyer to proceed to Whitbourne tomorrow and make a full investigation, it being too late to take action to-night.

Reported Near St. Pierre-Miquelon. A telegram received tonight from St. Lawrence on the south coast of Newfoundland said that a plane was heard passing over that place in the direction of Nova Scotia about 10 o'clock Monday morning.

St. Lawrence is twenty miles from the islands of St. Pierre-Miquelon. [The plane referred to in the foregoing dispatch is unlikely to have been the one seen or heard at Harbor Grace since the time of passage, as reported, is identical at both places.]

Fliers Called "Safe" in Radio Hoax. Special to The New York Times.

ATLANTA, May 14.—According to a radio message picked up Friday evening by J. M. Eubanks of 410 Copenhill Avenue, a radio amateur operating Station 4FL, the missing French fliers were then in Trinity, Newfoundland. The code message was as follows: "Nungesser and Coli have been located. The two aviators trekked into Trinity late Thursday afternoon. Their plane had been forced down by lack of fuel after several hours of continuous flying. They were bedraggled and weary. News follows by cable. Please describe to newspapers." The amateur stated that the message fell from his chair when the message clicked into his receiving set.

It appeared to be a general broadcast to all listeners. "At all times the code was weak and with considerable interference. The call letters were faint and the tone of the message gathered was being sent from a Canadian station operating on a low wave."

ST. JOHN'S, N. F., May 14 (AP).—Government officials today asserted there was no foundation for the report that Captains Nungesser and Coli had been found at Trinity, Newfoundland. Labrador Search Abandoned. Special to The New York Times.

WASHINGTON, May 14.—Secretary Wilbur decided today not to send the navy dirigible Los Angeles to Labrador to hunt for the missing French fliers. This decision followed a conference with Rear Admiral William A. Moliet, chief of the Bureau of Aeronautics.

Such a trip to the area would be impracticable, largely because the supply of helium required for the trip is insufficient. It was found that the Los Angeles was able to travel only approximately 2,400 miles each way and her cruising radius is not more than 2,500 miles with helium.

Rear Admiral Philip Andrews, commander of the Boston Navy Yard and the First Naval District, has notified the departments of the Navy and the War and the Army and Navy that they are ready to return to their base and again prepare for sea so as to take part in the coming manoeuvres and to be ready in case they are ordered to return to American aviators hop off for the flight to Paris.

Rear Admiral Andrews also stated that the Coast Guard vessels in the district were stopping their search operations today.

THINKS FRENCH FLIERS LOST IN NEWFOUNDLAND

Dr. Robert T. Morris Believes Woodmen Will Find Them Sooner or Later.

The probability that Captains Nungesser and Coli are at this actual time lost in the wilds of Newfoundland and may not be found for three or four weeks was suggested yesterday by Dr. Robert T. Morris of New York and the Conn. who has been long familiar with the island area.

Dr. Morris believes that there is a very strong chance that the two French aviators are at present lost in the interior of the island. He says that the aviators would have to travel through the dense forests until some hunter or trapper found them. Therefore they are bound to live off the country they will escape the sooner if they wait to be found.

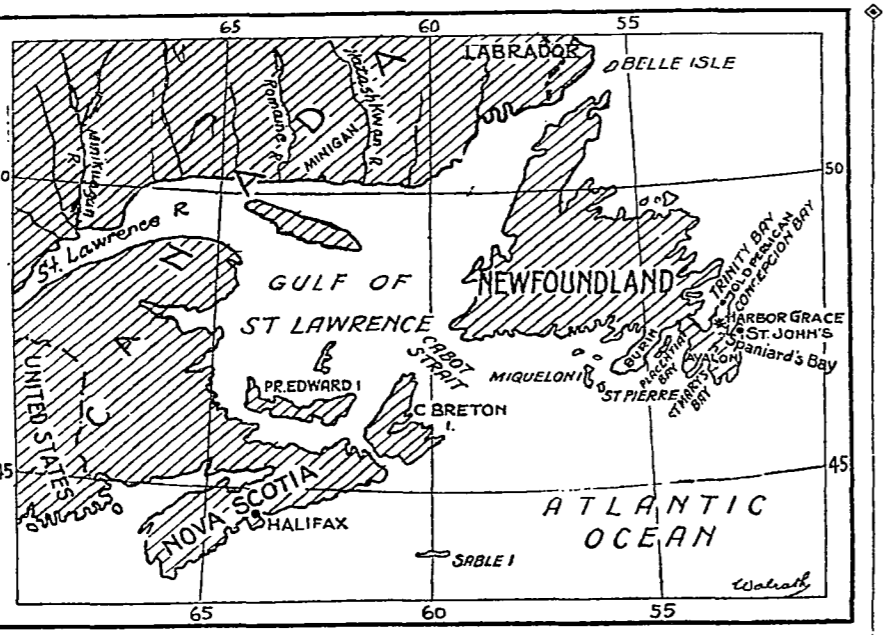
Sooner or later, Dr. Morris believes, Newfoundland woodsmen will run across the two aviators or their airplane. An observer in an airplane, if he were there now, he would have a very good chance of seeing the White Bird from a long distance if the French airplane is resting, as it may be, on the smooth surface of a lake.

Also it would be possible for any searching party to see from a long distance the curling smoke of any fire that the aviators had built.

"If the airplane which was heard by several people in Newfoundland last Monday was really the plane of Nungesser and Coli," said Dr. Morris yesterday, "there is my guess by exclusion."

At that time of day and at this time of year they could not have crossed over into Nova Scotia or New Brunswick without being seen at the least. That idea would leave them in Southern Newfoundland.

"In that region there are many large lakes for landing purposes, and the aviators would not be able to walk through the woods, excepting along carbon paths—which do not lead to settlements. They could not cross streams and marshes that are now swollen with melting snows. They could not go up down the streams except with the aid of expert canoeing.



SCENE OF THE NUNGESSER-COLI "MYSTERY"

Reports from the area around Harbor Grace, Newfoundland, that a white plane was seen Monday morning by three persons add new zest to speculation as to what may have become of the French fliers. A further report came from Whitbourne, further south in this same area and not far from Harbor Grace, that a lumberman had heard a plane explode there Monday morning.

Memorate their gallant transatlantic attempt, whether or not they are found. The idea is meeting with considerable support in the newspapers and is expected to crystallize soon.

Meanwhile Second Lieut. Paul Taronson, undaunted by the apparent fate of Captains Nungesser and Coli may yet find his partner in another transatlantic flight. It is continuing his preparations. He hopes to be able to make a trial flight with his Earnard plane at the end of the month.

Profiting by the lessons of the Nungesser flight, Lieutenant Taronson will have a radio set and will carry a wireless set and an operator. The faint breath of hope that Captains Nungesser and Coli may yet be found has been fanned by further dispatches corroborative of the news that their plane was heard over Newfoundland.

Today's editions of the newspapers were filled with cable dispatches describing the hunt for the missing birds, which has now been going on for nearly a week. The papers today, on one day since the White Bird took off, left Le Bourget, were eagerly bought and scanned by the public, which was particularly touched by the liberal rewards offered by Raymond and his partner to anyone who could give information for the person who first discovers the fliers or traces of their plane.

To prevent the public being deceived by the many reports of sightings, the Navy is receiving cable messages from New York at regular intervals.

Today, in the name of the French people, President Doumergue sent to President Coolidge a warm telegram of congratulations on his successful flight.

In such a crisis, however, very few people have lived through it. The President says, "France has with emotion felt the loss of your great aviators who have lived through it."

"As far north as the Faroe Isles and the coasts of Iceland and Greenland have been carried without the least success. But hope still clings to the possibility that they are alive in some secluded bay or hidden cove of the Canadian or Northern United States coasts or aboard some small trader which has no wireless.

As the tragedy of that last high adventure is passing from the public mind, interest has increased enormously in the possibilities of the success of the efforts of the Bellanca crew and of Captain Lindbergh.

Lindbergh Hop Appeals to Paris. The latter's lone attempt has made an appeal to French imagination. They describe Lindbergh as "a kind of Hawker" in the apparent nonchalance of his adventure they find something of the same spirit as the Veddrines used to show that he did or the Lafayette store.

As to Captain Lindbergh's chances even the most pessimistic observer would often have the most luck, and if there is any betting done it would be fifty-fifty between Lindbergh and the Bellanca crew.

Tomorrow's weather is forecast here as likely to be fair with some clouds and perhaps a few showers, with the wind southwest and warmer. Over the sea a southwest wind between moderate and strong is expected for at least 200 miles from the coast. These conditions are not ideal, but they are fairly good if they continue until the United States planes reach this side. There are no reports available here as to midocean conditions.

The American fliers will have an advantage over the ill-fated Nungesser flight in that the North Atlantic is now well populated with ships on the lookout, and should a forced landing take place, there are a great number of fishing boats which are greater nearer this coast than they were for the Frenchmen coming down on New York from the north while the weather conditions are for this time of the year generally more favorable.

Plan Memorial for Lost Fliers. PARIS, May 14 (AP).—The National Aerial League is considering the creation of a memorial to Captains Nungesser and Coli which would com-



Above, Captain Charles Lindbergh standing beside the plane in which he will attempt the transatlantic flight. Below, Captain Lindbergh and his mother, Mrs. Evangeline Lindbergh, who visited him at Curtiss Field yesterday.

MRS. LINDBERGH BIDS CALM GOOD-BYE TO SON

Pat on Back and "Good Luck" Is Her Farewell to Flier After Trip From Detroit to See Him.

PROUD OF DARING YOUTH

If He Must Fly to Paris, He Must, Is Her View, and She Tries to Help by Not Bothering Him.

A smiling, good-looking woman gazed up at her tall son at the Garden City railroad station yesterday, put her hand on his shoulder and patted it.

"Well, son," she said, smilingly, "good-bye and good luck."

That was Mrs. Evangeline L. Lindbergh's farewell to her son, Charles, who probably in the next day or two will be winging over the broad Atlantic on the venturesome trip to Paris. She might have been bidding him good-bye on one of his mail flights, on two of which she flew with him, so lacking in demonstrativeness was her parting.

Mrs. Lindbergh is proud of her son, so proud of him that it shows in every glance of her eye as she watches him, but she does not speak of it. She has confidence in him and feels that if he must fly to Paris he must, and all she can do is to help by not bothering him.

"She has been wonderful that way ever since I started flying," said Lindbergh.

There is a deep bond between mother and son, one of perfect confidence and affection which does not need expression. They know each other well. And so when Mrs. Lindbergh said good-bye to her son yesterday it was the quiet farewell of a brave woman to a brave son which did not need words.

The Fokker works had an office for the construction of a plane, but no order was placed, and the manager expressed the view that it was very uncertain whether or not the present circumstances, the idea would be executed.

Van Lear Black and Van Lear Black Jr. are listed in the Baltimore Book Register.

SAINT ROMAN HUNT GOES ON

AIM TO TEACH BOYS HOW TO BE FLIERS

Backers of Aviation Society Enlist Pilots' Aid in Training Nation's Youth.

MORE AIRFIELDS SOUGHT

New York Wing of Association Is Launched to Cooperate With Scouts and Legion.

A movement to make America "air-minded" by fostering the interest of youth in aviation gained momentum yesterday when the American Society for the Promotion of Aviation, organized three years ago by twelve army fliers and now numbering 2,000 men and women members, launched its New York Wing at a luncheon at the Hotel Roosevelt.

The program of the society calls for organization of groups of air pilots who will cooperate with Chambers of Commerce, the Boy Scouts, the American Legion and others in making it possible for every boy or young man who so desires to acquire knowledge and experience in flying. Its policy is to bring about construction of air fields convenient to every city and town in the country.

In an address, Thomas L. Hill, President of the society, attacked the policy of the United States in "forgetting" the thousands of aviators trained during the war, allowing them to "drift completely away from aviation." He charged that this was a tremendous loss to the country, and asserted that it could be wiped out only by cooperation on the part of the people themselves with some such organization as the "A. S. P. A."

Cites Examples Abroad. "Such a league as this was formed in Russia after the war," he said. "It now numbers 3,000,000 members, and has given the Government 450 planes. Poland has such an organization numbering 300,000 members. It is doing in this country an organization to do as much for us. We want to enable the American boy to do for aviation what he did for radio when we entered the war. Thousands of them, 17, 18, 19 years old, had trained themselves as airplane mechanics and were of invaluable service to the country."

"Today there is hardly an airfield in the United States where boys are not driven away deliberately discouraging them in a fascination that can be of tremendous worth to the nation not only in time but in peace."

He said that they are now in this country today twenty-five qualified pilots in the age of young men. "Give the young men an opportunity," he said, "to go to the merchants and business men and show them the advantage of having a flying club in their fields, make the air public property instead of the possession of a few, and under the guise of flying clubs cover the entire country with well built up an irremovable national defense."

Attacks Subsidy Methods. Lieut. Col. Harold E. Hartney, President of the General Airways Corporation, who was in the Air Service during the war, asserted that the "wrong methods of subsidization" in the country of aviation were of more planes and for mail routes. He said that while these "subsidies" amounted to \$4,500,000 here, in Germany they were but \$3,500,000.

He said that despite this Germany's "mile-ponds" of air transportation were thirty-nine times greater than ours.

Qualified pilots were elected leaders for their districts: R. Sidney Bowen, Richmond County; Shirley Brathwaite, Bronx County; Robert Carter, Manhattan; and Hugh Keavney, Queens County; Glenn Pike, Manhattan. Kenneth Porter, president of the Curtiss Club, stepped on the train and waved goodbye to him with a smile from the window.

The gathering voted to send to the French Government the following message:

Disturbed. He denied he intended to make a secret take-off to beat the record set by Charles Lindbergh on his first test flight of the plane. On the first flight the radio was tested by Malcolm Hanson, naval radio expert, who flew by the plane in a biplane at Tuckertown, N. J., without difficulty. He also talked with two New York stations and with the Bellanca radio station in Manhattan.

Commander Byrd went up himself on the second flight, his first since his plane was damaged by the engine. He was injured. He tested his instruments, his speed and drift indicators and earth inductor compass, and found that his plane was making 120 miles an hour.

Chamberlain flew the Bellanca for quite awhile in the afternoon, going far down Long Island. He got into the air without incident, but a leak in the engine developed a slight oil leak in the engine, so that it was necessary to stop after the return. All the gasoline for the Bellanca has arrived and is in the hangar. It will not be taken to Roosevelt Field until the morning.

Commander Byrd has a large open shed there also, under which his plane is being stored. He made arrangements last night to have gasoline sent to Roosevelt Field.

Commander Byrd's hangar is a beautiful building with several electric hangars in which the transatlantic planes are stored. It is painted white inside, and large, new, shiny fire extinguishers are being installed.

There is an office for Commander Byrd and Mr. Whalen. Mr. Whalen is having a number of telephones and some code installed for the benefit of those who may have to stay at the field all night as the start approaches.

There is even a man with a hose waiting down dirt in front of the hangar yesterday so that dust would not blow about, and the front of the hangar is protected by a large canvas curtain.

"I'm knocking off until 10 o'clock in the morning," he said. "I'm going to spend the night with friends in Fort Washington instead of at the Garden City Hotel, to make certain I'm not

German Navy Joins in Search For Missing French War Aces

Copyright, 1927, by The New York Times Co. By Wireless to THE NEW YORK TIMES. BERLIN, May 14.—German warships have joined in the search for the missing French transoceanic fliers, Captains Nungesser and Coli. It was announced by the Reich's Navy Department that the cruiser squadron now in the Northern Atlantic somewhere near Newfoundland or the Canadian coast has received instructions to look for traces of the two men who brought down so many German aviators in the war, though opinion here is that hope of their being found is small.

sage of admiration and regret for the failure of Nungesser and Coli to reach New York. "The American Society for the Promotion of Aviation tenders its deepest regret over the disappearance of two of France's ablest fliers and can not express its sincerest admiration of their daring and bravery. May they soon be found."

BIG CROWDS THIN OUT AS HOPS ARE DEFERRED

Police Make Elaborate Plans to Care for Throngs Expected When Fliers Take Off.

The announcement that adverse weather conditions would probably prevent any of the three transatlantic planes hopping off for at least twenty-four hours, resulted in thinning out the crowds that have waited patiently at flying fields for several days and nights. Instead of the throng of more than 15,000 that collected on Friday night there were less than 200 visitors at Roosevelt and Curtiss Fields last evening.

Contingents of record-breaking crowd on the first ship leaves the ground, elaborate police arrangements have been perfected by Chief Abram Skidmore, head of the Nassau County Police. For the present, thirty-five men under Captain William Beckett and Sergeant Andrew Wilson, have been detailed to duty at the two fields.

Sergeant Wilson and twenty-two patrolmen are at Curtiss Field and Captain Beckett and twenty-eight motorcycle policemen are patrolling Roosevelt Field. All automobiles were ordered off the fields shortly before midnight and with two uniformed men on duty in each hangar where the airplanes are housed, six men patrolled the four thoroughfares.

When the first of the fliers leaves the ground the field for a distance of 100 yards on each side of the runway will be cordoned off by lines of motorcycle policemen who will patrol the course and prevent over-enthusiastic spectators getting in the way of the speeding planes.

Chief Skidmore has arranged that every man of the Nassau County force can be reached by telephone at any hour of the night or day and that crowds assemble at the fields a force of more than 200 policemen can be mobilized quickly.

Colonel B. D. Foulis, in command of the Army Air Service station at Mitchel Field has several hundred regular soldiers on duty in case of emergency and these will be sent to the field if they are needed.

Dr. Paterno Tells Joseph P. Day and the Whole World Why He Purchased on the Palisades Opposite Riverside Drive

My Dear Mr. Day: You and many others have asked me the reasons why I have purchased and why I am now selling the property on Riverside Drive.

Why I Purchased This Property. I purchased this large tract of land part of which is in the City of Englewood and part in the Borough of Englewood Cliffs, N. J., for the following reasons:

Because this property lies immediately north of the Hudson River Bridge Plaza. The southern boundary of the property is less than one mile north of Broadway Plaza. This brings these lots within ten minutes of the subway lines in Manhattan—the Broadway and the new Fort Washington Avenue subway, now in construction with stations at 135th Street and Fort Washington Avenue and 145th Street and Broadway.

In addition to all of the present transit facilities from this property to Manhattan, New Jersey, and I am pleased to answer these questions, as follows:

Why I am Now Selling This Property. To create a real estate market in this section of Bergen County, which in turn shows the potentialities of creating general real estate activity.

In offering an opportunity to the home-seeker, builder, operator, investor, and the business man, to come into the beautiful section of Englewood, which should create a greater building program and a general opening up of this entire section.

I have other holdings near this property which I plan to develop at a future date.

Because, from my experience, gathered during the past twenty-five years in real estate, I know that this section to the north of Upper Manhattan, New York, and the Hudson River, New York, should improve rapidly and should become a very valuable property. The kind of real estate here is of a high order and of high value.

I believe I still have the same brain that had the vision of the future values of this property. My advice to each purchaser at the Sale on May 25th is to buy as much of this property as you can afford to make the opportunity of a lifetime.

CHAS. V. PATERNO, (Signed) SEE PAGE 4, REAL ESTATE SECTION, FOR FURTHER DETAILS. "BIG BALLOON OVER THE PALISADES LOCATES PATERNO LOTS."

Buyer and Manager

Sporting Goods Trunks

Frederick Loesser & Co., Brooklyn, N. Y., need a buyer and manager for trunks and sporting goods. Successful experience is necessary. The opportunity to make a good record and to profit by it is unusual. Applications treated in confidence if desired. Apply to Executive Office, fourth floor.

WANTED Sales Executive

Who is around 40 years old. Who knows how to sell a grocery product to the grocery trade. Who desires to make his last year's and will bring with him a thorough experience in marketing of grocery merchandise.

Who is an organizer rather than a great individual salesman. Who wishes to set an sales manager of a national advertiser of notable rank. Who now holds a good position which he has his own to give up.

Who is willing to take his chances on his own ability if the best opportunity of his life were shown to him. Who wishes to receive what he is worth no matter what the amount may be. Compensation is on a salary basis.

Who would enjoy working in a happy business family of young men. Who has vision and progressive spirit and will bring with him a general opening up of this entire section.

Address Street & Finney, Inc., Advertising Agents, 40 West 40th St., New York.

SALESMAN WESTCHESTER REAL ESTATE. We will consider applications from men who are energetic and have a general opening up of this entire section. A cheerful and friendly personality, neat, clean, energetic, and a general opening up of this entire section. The kind of real estate here is of a high order and of high value.

THE HOMELAND CO. 18 East 41st Street, New York.

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CHAS. V. PATERNO, (Signed)

Get Acquainted Sale. We have taken from our regular stock 500 DRESSES including All Printed Chiffons, Georgette Frocks, Sport and Ensemble Suits and Summer dresses. In Two Groups \$18.50 and \$27.50 Values up to \$59.50. Special 200 HATS at \$5.50