

Daily Style Hint For Well-Dressed New Yorkers

NEW YORK, May 21.—Being light in color and delicately braided, a straw hat, even exercising the utmost care, quickly shows spots, discoloration and telltale traces of wear and weather. Hereafter, no ingenuity has been able to guard against these faults. It has now been accomplished.

The "Cavenette" processed sennit straw is unflinchingly, though invisibly protected. The original mellow color and clear lustre of the braid are preserved. The hat does not sag or warp out of shape. Your straw is an all-season investment, rather than a half-season disbursement. Exclusive, but not expensive.



Nunn-Bush Ankle-Fashioned Oxfords for Well Dressed Men



Fashioned by Master Craftsmen

Well dressed men appreciate the ankle-fashioned feature in Nunn-Bush oxfords.

1462 Broadway—133 Nassau

To Executives:

Usually in June there occurs a prolonged and exhausting heated spell. The result is to drain your employees of their energy and so prevent intensive and effective work until the reviving coolness of Fall returns.

Results Guaranteed. Installations anywhere. Booklet and references on request.

THEODORE R. N. GERDES, M. E. Engineer and Manufacturer 105-107 Bank St. New York

Advertisement for Hotel Sevilla, 117 West 58th Street, featuring 2-3-4 rooms and on lease or transient.

Advertisement for The Rumanian Greenland Expedition, led by Dr. Constantin Dumbrava, with details on the expedition's goals and funding.

Advertisement for Dealers' Listings of Used Cars in The Times Today.

Advertisement for Lincoln Ellsworth, leader of the American expedition to the North Pole, and other aviation news.

OTHER FLIERS WISH LINDBERGH ALL LUCK

Say His Pluck and Air Mail Experience Are Good Factors for Success.

BYRD SEES 3-TO-1 CHANCE

Chamberlin Praises the Take-Off—Aviators Feel Only Peril is in Single Motor.

American aviators and experts in aviation joined in admiration of the pluck of Captain Charles Lindbergh in hopping off yesterday morning in his Ryan monoplane, bound for Paris. One and all they wished him good luck.

Commander Richard E. Byrd, hero of the North Pole flight, whose plane, the America, is undergoing final tuning up in preparation for his own hop to Paris, was deeply moved at the sight of the take-off of the Spirit of St. Louis.

"God be with him," Byrd said. "I hope he gets there. He probably will. It is a beautiful start, considering the big load. He is a splendid chap, and I certainly hope he gets there." He watched the monoplane diminish into a speck in the distance and finally disappear.

"I think he has a 3-to-1 chance to make it," he remarked.

Clarence D. Chamberlin, pilot of the Bellanca plane, which might have given Lindbergh a race for the Paris honors had not dissension arisen between Charles A. Levine, financial backer, and Lloyd Bertaud, who was to have been Byrd's navigator, was also present at the early morning take-off.

"My heart was in my throat when the Spirit of St. Louis was getting up speed. It seemed impossible for it to get off and into the air. It was a splendid start and one of the most thrilling I've ever seen. It took guts. I wish Lindbergh all the luck in the world. His is one of the most courageous efforts ever made at a long-distance flight."

Thinks Fearlessness Will Win.

Henry Woodhouse, President of the Aerial League of America, said: "Lindbergh's fearlessness will enable him to accomplish what would appear impossible to the more calculating pilots. Only a man who knows not the meaning of fear would still be flying and undertaking such a daring flight as the New York to Paris after the terrific experiences that have attended other efforts."

In my experience in aviation I have seen hundreds of pilots retire after midair escapes than Lindbergh has had."

Bert Acosta, who was removed by Mr. Levine from the Bellanca plane after he had set an endurance record in it with Chamberlin, and who is now slated to fly in the America with Commander Byrd, felt that the youthful adventurer was pitting his hope against long odds.

"I think he is taking a long chance," he said. "You must remember he is alone and has only one motor. If I were inclined to be superstitious, however, I might say that he has a good chance, for he is above all things lucky. No 'jim' has appeared on his horizon, so maybe he'll make it."

Raymond J. Caperton, son of the man who offered the prize of \$25,000 for which Lindbergh is flying, was enthusiastic in his admiration for the young flier. He is managing his father's interests here while the latter is in Paris.

"Capt. Lindbergh has my sincerest good wishes," he said. "I'd like to see him win the prize. He is a very plucky young man to go off alone like this. I noted my father in Paris by cable a few minutes after the take-off, and he will be on hand to receive him."

Commander Byrd, who accompanied Commander Byrd on his flight to the North Pole last summer, and whose plans to accompany him on the Paris hop were thwarted when the America smashed in its first test flight at Teterboro Airport, was reached yesterday by telephone at Hackensack Hospital, where he still lies in bed with one leg supported by a weighted line.

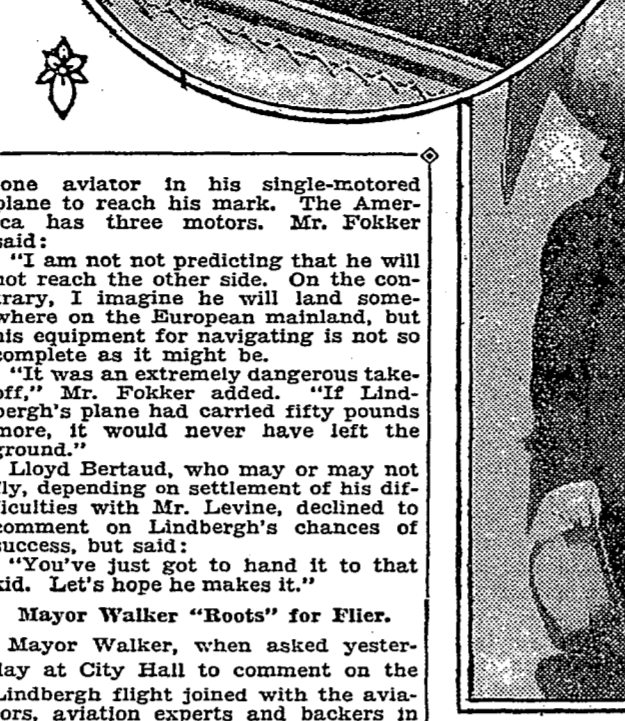
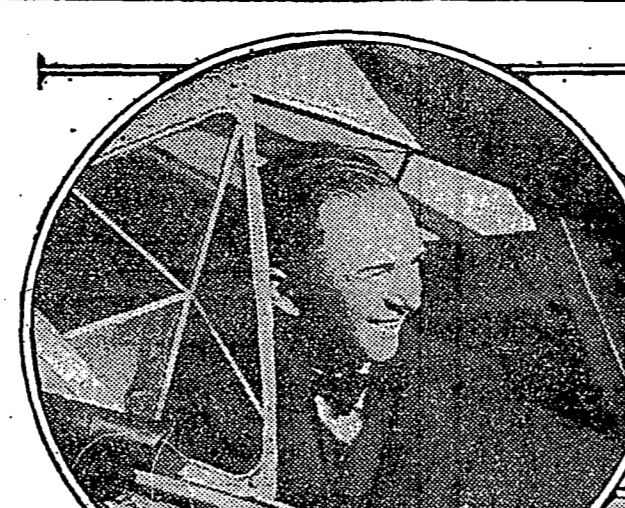
Byrd had received a phone message from Commander Byrd, telling him of Captain Lindbergh's start.

Bennett Says One Motor May Do.

Unable to join in the great adventure himself, he has been following accounts of the progress of his friend Byrd and of others with keen interest, calculating the probable time required by the various planes to make the trip.

"I wish Captain Lindbergh all God's luck," he said eagerly. "I expect to hear of his landing in Paris between 6 and 8 o'clock tomorrow night, their plane. Somehow I feel sure he's going to make it. He has only one motor, but it's a mighty good one and that's a whole lot in a flight over the Atlantic."

"He has a longer cruising range than most of the other planes that have been made for the ocean. And he has a speedy ship, too. As I said before, it all depends on whether the man can keep awake thirty-six hours, but he is young, strong and full of pep, and I think that will keep him awake long enough to reach his goal."



BELANCA PLANE AND ITS PILOT.

Above, at left, Clarence D. Chamberlin in the cockpit of the Columbia, which at upper right is shown taking off in a test flight. Below, left to right: G. M. Bellanca, designer of the Columbia; Lloyd Bertaud, originally selected as navigator but now out of the Paris flight, and Charles A. Levine, backer of the flight.

BELLANCA FLIGHT HELD BACK BY WIND

Continued from Page 1, Column 5.

when the temporary injunction obtained by Bertaud against Levine and his associates attempting the flight was dismissed.

Chamberlin Inspects Runway.

Shortly before midnight Chamberlin, accompanied by Lieutenant Bert Balchen, formerly of the Norwegian navy, went to Roosevelt field and inspected the runway. The presence of the Norwegian lieutenant, who in addition to being an experienced navigator is also a capable pilot, gave rise to the rumor that he would be the man to accompany Chamberlin. He denied this, however.

Designer Counsels Delay.

Throughout the day G. M. Bellanca, designer of the plane, was set against any attempt being made with the Columbia while Lindbergh was still in the air. On the Western flier's success or failure rested Mr. Bellanca's decision to countenance the other plane's attempt.

"If Lindbergh is successful," he said, "then there is no need for the feat to be duplicated. At the best it is merely a stunt and there are plenty of other opportunities for the Columbia plane and its pilots."

Chamberlin and Levine did not hold to this opinion, however. Both were keen on making the attempt and the discussion between them was carried on.

Mr. Bellanca admitted frankly that he did not care to give his sanction to risk the lives of the two men who would pilot the ship.

None of the principals would disclose the identity of the man who will sit in the pilot's cockpit with Chamberlin when the Columbia takes off.

"He is known only to three persons," Levine said. "The three are the man himself, Chamberlin and myself."

However, it is generally understood that the second pilot will be a former naval Air Service officer, who, in addition to being able to handle the controls, is also an experienced navigator.

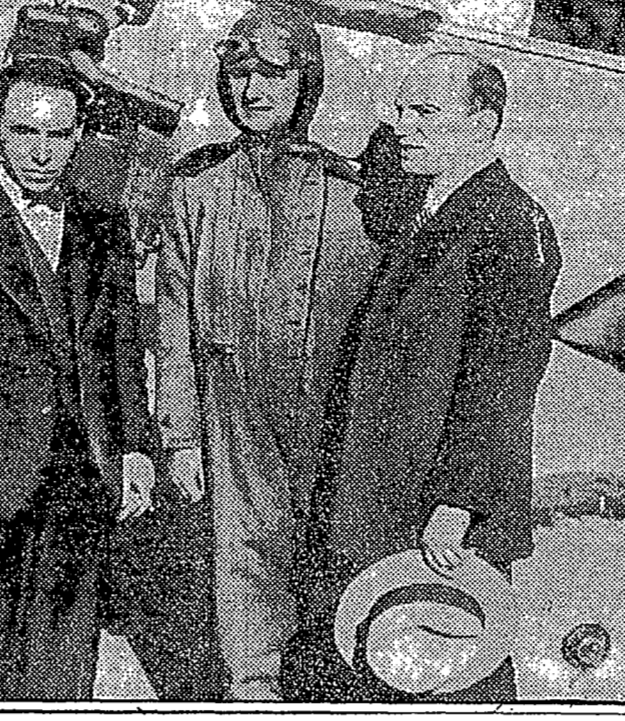
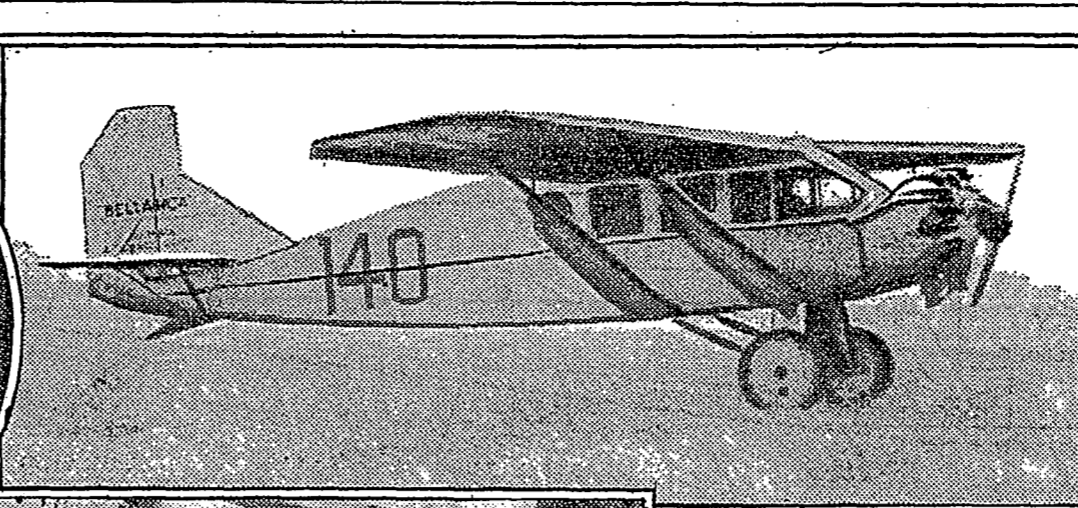
It was definitely said, however, that it would not be Walter Hinton, who was one of the pilots of the NC-4, in a previous transatlantic flight, nor "Bill" Kline, New York-

Wanamaker Provides 3 \$50,000 Trust Funds As Protection for Byrd, Noville and Acosta

Special to The New York Times.

ROOSEVELT FIELD, L. I., May 20.—Although insurance companies have refused to issue \$50,000 policies on the lives of Commander Richard E. Byrd, Lieutenant George O. Noville and Bert Acosta, covering their proposed transatlantic flight in the airplane America, each will be protected for that amount when they make their New York to Paris attempt. A letter from the West End Trust Company of Philadelphia revealed yesterday that Rodman Wanamaker, backer of the Byrd expedition, has established a trust fund of \$50,000 for the lives of each of the three men.

The letter, made public at Roosevelt field, read: West End Trust Company, Mr. Rodman Wanamaker, President American Transoceanic Company, Inc., 784 Broadway, New York City. Dear Sir: The West End Trust



Times Wide World Photos.

Above, at left, Clarence D. Chamberlin in the cockpit of the Columbia, which at upper right is shown taking off in a test flight. Below, left to right: G. M. Bellanca, designer of the Columbia; Lloyd Bertaud, originally selected as navigator but now out of the Paris flight, and Charles A. Levine, backer of the flight.

LINDBERGH'S SPEED SURPRISES AVIATORS

Leaves Three Planes Behind at Start—One Was Flying 105 Miles an Hour.

Lindbergh's first speed when he left New York amazed the pilots who attempted to follow him in smaller machines. One of these is a plane capable of 105 miles an hour was quickly left behind, which the pilot said was "phenomenal considering the load he's carrying."

Lindbergh was evidently giving his motor the gun, as aviators say, to its full capacity in order to lift as much as possible over the low hills of Long Island.

Three planes tried to keep up with Lindbergh, but only one of them was with him when he headed out across the Sound. It was piloted by Arthur Caperton, a Curtiss flier.

"I wasn't keeping a check on my instruments," said Caperton later. "I was too busy watching Lindbergh, but I know he was hitting up at phenomenal speed for his load. He apparently was trying to climb. With his load, altitude wouldn't mean a thing if his motor failed near the starting point. High or low he would crack up with that weight. But his motor was hitting perfectly when we left him, or rather, when he left us."

Caperton said there was a haze for some distance over the ground, which Lindbergh apparently intended to stay well under.

After the young pilot had got safely away some of his preparations were told by B. F. Mahoney, President of the Ryan Air Lines, which built his plane. Mahoney himself is only 26 years old, despite the fact that he is head of one of the unusually successful manufacturing and operating airplane companies in the country. Mahoney laughed when describing Lindbergh's food supply.

"He is carrying two ham sandwiches, two roast beef sandwiches and one hard-boiled egg sandwich," he said. "I had to press the last one on him. He said four would be enough. He carried two canteens of water, about four quarts in all, but no coffee or liquor. I had a thermos bottle filled with coffee, but he refused to take it. He never drinks or smokes, you know."

The reserve rations he carries are small cakes of highly concentrated food. There is also a device on the plane for making water out of the moisture in one's breath.

"Lindbergh had only two hours' sleep last night," said Mahoney, "and not much the two nights before. When he got in this morning he looked over the weather map and made up his mind then and there to take off while he looked fairly good."

"We were anxious for him to take more food, and we tried to talk him into it just before he took off, but he laughed and said what he already had would last him a month. There has been a common report that Lindbergh had taken a kitten with him, but that is not true. He had thought of it, but then got the idea that the kitten might be a nuisance and he left it behind."

"He carried no life preservers and no parachute, and so far as I know he carried no special insurance. The plane is not insured. He also carried two flares which could be used as a signal for aid in the event of a forced landing."

"He was as cool and cheerful at the take-off as if he were going to Chicago instead of starting across the ocean for Paris."

Another friend of Lindbergh, J. Stumpf, of the St. Louis Chamber of Commerce, said that Lindbergh appeared to have no other interests than aviation. He reads many technical books on the subject and pays no attention to girls, Stumpf said. He wired Lindbergh's mother in Detroit as soon as the plane left.

Belres to Fly Here on Return Trip. RIO JANEIRO, Brazil, May 20 (AP).—Major Sarmento Belres, Portuguese aviator, who in March flew from the West African coast to the island of Fernando do Noronha, off the Brazilian coast, and then to the South American mainland, is completing plans to return to Lisbon by air. He expects to leave May 26, going by way of Natal and Belém, Brazil; Georgetown and Martinique, West Indies; Porto Rico, Haiti, Havana, New Orleans, St. Louis, Chicago, New York, Boston, Newfoundland and the Azores.

LINDBERGH PLANNED FLIGHT FOR A YEAR

A flight from New York to Paris has been in the mind of Charles Lindbergh for more than a year. He made several attempts to obtain backing for such a venture and finally went to Major William B. Robertson, President of the Robertson Aircraft Company, to whom he was flying as a mail pilot.

Major Robertson took the aviator to see Harry H. Knight, a broker and former aviator, who was impressed by Lindbergh's sincerity. Knight set about raising the money for the flight. He succeeded in interesting several St. Louisans, who underwrote the venture.

They are H. H. Knight, his father, Harry F. Knight, Earl C. Thompson, Harold M. Bixby, President of the Chamber of Commerce; Major Albert Bond Lambert, Major Robertson, J. D. Wooster Lambert and The St. Louis Globe-Democrat.

One stipulation of his backers was that the pilot be his own manager and abide by his own judgment in all particulars.

Lindbergh went to New York to see the makers of the Bellanca plane and try to obtain one similar to it. But he encountered too much red tape. He had told Knight that if he could not obtain the Bellanca plane he would like to use a Ryan monoplane, equipped with a Wright whirling motor.

Then he went to San Diego, Cal., where he found the Ryan Airlines, Inc., and especially B. Franklin Mahoney, President, eager to help him realize his dream. They built his plane under his supervision. When he took it up the first time he nearly danced with joy at its performance.

He outclimbed a Curtiss Hawk, one of the fastest pursuit planes built, and planned his nose to the tail of the Hawk, giving it a merry chase.

He took up one of the Ryan monoplanes before his ship was completed, dived at the field, straightened out so that the wheels passed within five feet of the ground, zoomed it high into the air and did a backward loop. And just to prove it was not an accident repeated the performance.

Just before he left San Diego Lindbergh was called into the office of the Ryan Company to say good-bye to the officials. Knowing his extreme helpfulness, they had planned a surprise for him. Two girls, their lips covered with rouge, ran from behind the door and kissed him. He finally escaped, his lips a brilliant red from the rouge and his ready blush.

Chamberlin remained quietly at the Garden City Hotel, and though he would make no statement, it was evident that he was anxious and ready to go.

In his decision against Bertaud Justice May said it was not of great concern who owned the plane or who flew it.

"America does not care about that," he said, "Its successful flight is the great concern."

He tried for a considerable time to reconcile Levine and Bertaud, but was unsuccessful. Levine insisted that the pilot had broken his contract, that he had his chance to go and would not take it. He said that he had a more capable navigator than Bertaud and that Chamberlin had refused to fly with Bertaud against his, Levine's wishes.

Justice May's View.

In vacating the temporary injunction obtained by Bertaud against the Bellanca plane hopping off without him as pilot Justice May said: "The importance of the contemplated flight of the machine is so evident that a court of equity under the circumstances could scarcely justify the issuance of an injunction. Whether or not Chamberlin will carry out his end of the contract is problematical. Time is now too important to permit the taking of testimony."

On the dismissal of the injunction Levine formally refused his permission to Bertaud to make the flight. Levine and Bertaud were both represented by counsel at the hearing and Mrs. Bertaud was also present, though she did not take any part in the discussion.

Advertisement for B. Altman & Co. featuring Genteel breeches, tweed jackets, jodhpurs, jodhpur boots, and tall boots. Includes an illustration of a man riding a horse.

Large advertisement for Hotel Whitehall and Whitehall Restaurant, announcing the opening of the hotel and restaurant, located at Broadway at 100th Street.