The fickle heavens have certainly wept on Spring finery recently, but all is not lost!

There's always Scotch Mist*!

Scotch Mist* is our sturdy Scotch cheviot overcoat; our designing and the handsome patterns of the fabric make these coats good-looking for clear days, if any.

Our special weaving, not rubber or wax, makes 'em wetproof against showers.

$60; $65.

Scotch Mist* golf suits and caps.

Should the sun shine today, we've all the fair-weather outfits.

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IN THE JUNGLES OF YUCATAN

Gleaming white ruins of the ancient Mayan city of Tuluum, altars, erected to the sacred gods, are described by Dr. Thomas Gann, a British explorer who recently returned from an expedition to the jungles of Yucatan. Dr. Gann's tale of adventure is prefaced by remarks of Gregory Mason, who headed the Mason-Spinden expedition into the Maya country.

The New York Times
MAGAZINE
TOMORROW, SUNDAY

The New York Times is not sold to newsdealers on consignment. They can supply only the regular demand. Order today.

'LUCKY' LINDBERGH MAN OF NICKNAMES

"Slim," "Charlie," and Even "The Flying Fool," Are Some —Has Record for Daring.

HAS FLOWN 1,800 HOURS

Once Plunged Through 5,000-Foot Fog Bank on Parachute—Never Hurt in a Crash.

Copyright, 1927, by The New York Times Company.

Captain Charles A. Lindbergh is a man of nicknames. He gathers them wherever he goes. He is "Slim," "Lucky," "Charlie," of course, and sometimes "The flying fool." He was too young to take part in the war, having been born on Feb. 2, 1902. He is 25 years old. He is tall—more than six feet—slender, but with powerful shoulders. He has blond hair inclined to curl and fearless blue eyes.

As his name would indicate, he is of Swedish descent but several generations distant. His father died when he was quite young, and he attended school in Detroit, where he was born. Later he went to school in Washington, D. C. All of his primary education was obtained in public schools, and he was noted for nothing except his height. The lad was mechanically inclined and matriculated in the School of Mechanical Engineering of the University of Wisconsin. He was not graduated, however, as the desire to fly seized him when he had studied a year and a half and he tossed his books aside. His first flying experience was in Lincoln, Neb. Several instructors in the flying school there took part in training the young man and soon he was a capable pilot. He realized, however, that he was far from experienced and so enrolled in the Army Flying Service at Brooks Field.

He completed a course at Kelly Field, Texas, and was placed in the reserve. All this has happened during the last two years. After graduating from the army school, where he did his work with the rest of the class, including a certain amount of stunt flying, he looked around for something in the flying line at which he could earn a living. He found the air mail. He has flown the routes from St. Louis to Cleveland for the last year. He is now on an indefinite leave of absence. Several times during his flying experience he has found it necessary to drop out of a plane while in the air and parachute to the ground. Once when flying above a fog bank 5,000 feet thick and very dense, his gasoline ran out. Knowing that there was no chance of finding a landing space on the rocky terrain below, he dropped out, leaving the plane to crash on the rocks, but saved his own life. Once he was forced out by fire and once by ice on his wings. Never once has he been injured in an airplane accident, accounting for his nickname "Lucky." He was commissioned a captain in the Missouri National Guard last year, still holding his Second Lieutenant's commission in the army. He first became interested in the New York-to-Paris flight last Fall following the disaster to the Sikorsky plane. He found several backers in St. Louis, several of them members of the St. Louis Chamber of Commerce, and early in February the order was placed with the Ryan Air Planes for the plane. It is not entirely a specially built job, but the huge gasoline tank required an unusual disposition in the cockpit.

He has amassed the total of 1,800 hours in the air, more than some men, who consider themselves old pilots. This he has achieved by taking every opportunity for flying—hopping in every plane he saw and taking it aloft.

Captain Lindbergh, with the fearless blue eyes, is "woman shy." He has never entertained thoughts of getting married, he says, and there is no young woman in the offing waiting to greet him on his return. He blushes when he answers questions sometimes and always when questioned about a possible sweetheart. He chose to fly alone to Paris, while all the other entrants in the international dash will have two or more men in the cockpit. He thought of taking another man, but preferred the weight in gasoline. "Anyway, he might not be good company," he said.

Captain Lindbergh is not a scatterbrained youth, as a great many persons felt before his arrival in the East. As reports came from San Diego of his proposed flight alone to Paris, very few considered him really in earnest. He is in earnest. He is cool as he faces the task ahead of him. He realizes the strenuous round of hours when he must sit cooped up in the narrow cockpit. He has never been abroad and speaks no language but English. But he has an all pervading confidence in himself, his plane and his engine, and no thought enters his head but that of success. He is prepared for danger. There are the same emergency arrangements in his plane as in all the others, but he never thinks of them. Meet your troubles when they arrive is his motto. Out in the West, especially in St. Louis, there is no doubt in the mind of any one but that Lindbergh will make it. In fact, they consider it as well as done.

LINDBERGH FLIES WITH LITTLE SLEEP

Will Have Had Only an Hour or Two in Sixty by the Time He Reaches Paris.

By the time Captain Lindbergh reaches Paris he will have been sixty hours with only an hour or two of sleep which he managed to get between midnight Thursday and 2 o'clock Friday morning. Some people thought that he could not possibly go so long without rest and that he would be overcome with fatigue and lose control of his plane.

Lindbergh himself smiled at the thought that he could not keep going until he reached Paris. He is in perfect physical condition, and despite his mere cat nap looked as fresh and pink-cheeked as ever while he was waiting for his plane to be filled with gas.

When he came East from San Diego he worked all day on his plane from 5 o'clock in the morning until late in the afternoon, hopped in and took off for an all-night flight to St. Louis. When he got there, instead of being exhausted he felt so well that he worked on the plane for several hours before going to bed. After a few hours of rest he was up and started for New York, a flight of eleven hours, and reached here looking as if he had just stepped out of a shower bath.

The crew of the Norge, the dirigible which went across the North Pole from Spitzbergen to Alaska, were on duty for seventy-two hours, with only brief naps of half an hour or so.

Oscar Wisting, a gray-haired viking, who went to the South Pole with Amundsen, stood at one of the rudder controls of the dirigible for the entire seventy-two hours.

Two English Airmen on Non-Stop Hop to India; They Clear Wall at Start by Only 12 Inches

Copyright, 1927, by The New York Times Company.
By Wireless to THE NEW YORK TIMES.

LONDON, May 20.—Two English airmen today began a flight almost as spectacular as that of Charles A. Lindbergh. They are attempting a 4,000-mile non-stop flight to India. Their objective is Karachi, but if on reaching there they have still enough gas they will go on to Calcutta.

The flight started just before 11 o'clock this morning and almost ended immediately in disaster. The two aviators, members of the Royal Air Force, Lieutenants C. R. Carr and L. S. M. Gillman, in their Hawker-Horsley machine, were able to clear the wall at the end of the runway at the Crandey Airdrome near here by only twelve inches. For a tense moment the watching crowd stood breathless, but as the plane picked up altitude loud cheers went up.

Two hours after the start the Air Ministry reported that the plane had been sighted above Ostend. If the flight goes according to expectation the fliers will pass Constantinople at midnight and twenty-four hours after their departure from the flying field will be winging over the Persian Gulf. If the airmen succeed, they will bring to Great Britain the non-stop record, now held by France.

The tanks of the bomber making the flight hold 1,100 gallons of gasoline, enough to last forty-five hours. The first part of the flight is the most dangerous and difficult owing to the weight.

Food for the journey consisted of a cold chicken, a quart of coffee, a quart of tea, half a gallon of water, two or three eggs, some cold beef and several apples.

It will be necessary for the machine to rise to a great height while passing over the Taurus Mountains of Asia Minor, but after that smooth sailing is to be expected.

FEET ON THE EARTH BUT HEAD IN CLOUDS

Lindbergh Had Flying Ambitions As He Guided His Father's Plow.

When Charlie Lindbergh was trudging along behind the plow on his father's farm at the edge of Little Falls, Minn., in the Spring of 1920 his feet were in mud but his head was high in the clouds.

He had the flying "bug" even then. He had dreams of daring feats and breaking records. His great delight was speed. He had little use for girls and dancing, but when he could get on his motorcycle and "let 'er out" he was happy.

Nearly everybody in Little Falls still remembers him as a tall, bashful boy. No one there was intimate with him, because he is not the intimate kind. But all wish him well because he was well behaved, courteous and industrious.

As a student in Little Falls High School he was bowed over his books until 4 o'clock every afternoon. Then he hopped onto his bicycle and with his long legs propelled the machine home at a furious speed. Little Falls young women who knew him well say the stories of his bashfulness are not exaggerated.

"Charlie would never look at a girl," declared a member of his high school class.

Another points with unconcealed pride to the fact that once she rode on the rear seat of his motorcycle, a most unusual occurrence. In the hearts of six thousand residents of Little Falls, Charlie has already made the hop to Paris in his old nonchalant manner.

"He's just the same Charlie that he was at home except that he's doing things on a bigger scale," is the sentiment of his home townsfolk.

But he never endangered any one's life nor had an accident on his land bursts of speed. Like his father, he is cool-headed and uses good judgment. He always knew what he was about and had the determination to see it through.

LINDBERGH'S VENTURE GRIPS CITY'S INTEREST

Throngs Cheer and Pray for Flier, and Song Is Written of Him —Papers Besieged for News.

The daring flight toward Paris of Captain Charles A. Lindbergh evoked unusual interest all yesterday and last night. The hop of the youthful flier from the West was the main topic of conversation in almost every gathering and the bulletins reporting the progress of the flight were sought eagerly. At 11 P. M. THE NEW YORK TIMES had received 615 telephone inquiries regarding the flight.

At the Yankee Stadium the great crowd that had assembled for the Sharkey-Maloney boxing bout was called upon for a cheer for Lindbergh by Joe Humphreys, veteran announcer. The crowd responded vigorously and then Humphreys asked all to rise for a moment in a silent prayer for the safety of the intrepid young flier.

Bulletins were broadcast by several radio stations, including WJZ, and that station also broadcast at 7:0 P. M. a song dedicated to Lindbergh and written a few hours after his take-off by Whelan, Noll and Tenny, a trio known as the Bonnie Laddies, who sang it. The song, reprinted with their permission, follows:

Captain Lindbergh, we're with you.
Won't you, please, come smilin' through?
Keep her going, give her the steam.
You'll soon reach the land of your dream.
We are all expecting you.
Tomorrow evening
We'll all be shouting:
[Chorus.]
Hurrah! Hurrah!
For Lindbergh!
He got to Paris O. K.
It took the boy from the West to do it.
He sure has shown us the way.
He will be showered with kisses.
He is the boy of the day.
So we'll give three cheers for Captain Lindbergh.
He's the pride of the U. S. A.

SAY WING WAS LONG IN SEA.

Coast Guard Men Believe Wreckage Is Not From Nungesser Plane.

Special to The New York Times.

NEW LONDON, Conn., May 20.—The wrecked wing of an airplane picked up off Montauk Point last night by a coast guard patrol boat and brought here this morning attracted hundreds of visitors today. At first it was thought the wing might be part of the machine of the French airmen, Captains Nungesser and Coli, missing since last week when they attempted to fly from Paris to New York, but Coast Guard officials believe the wreckage was in the water for weeks.

The half-dozen hollow metal stanchions in the framework bear rusty blotches and the gray fabric canvas covering, what little is left of it, is disintegrated. Originally the wing glistened with aluminum paint but there is only a trace of it left.

The patrol boat, 290, picked up the wing and later transferred it to the 231, which brought it here.

Coast Guard officials, thinking that other parts of the aircraft might be in the vicinity of Montauk Point, today sent four patrol boats to make a search, but late tonight the finding of no more pieces had been reported.

The wing section here has only two possible identification marks. In a space of about three-quarters of an inch are stenciled the characters "A-1," with "A 49" in alignment below.

Two army experts in aircraft building are expected here tomorrow to make a thorough investigation of the wing, and their coming may help to clear up one of the several air tragedies off the North Atlantic coast.

Lloyd's Refuses Risk On Lindbergh's Chances

LONDON, May 20 (AP).—Lloyd's, which will issue odds on almost any enterprise or contingency, is not quoting any prices on Captain Lindbergh's chances to cross the Atlantic.

The underwriters believe the risk is too great.

In Government circles more or less interested in aviation the venture was termed "suicide," although the officials expressed hope for the best.

BROOKLYN PLUMBERS INVITED TO QUIT STRIKE

Employers Advertise for Workers to Return, Thus Ignoring the Union.

The Brooklyn Employing Plumbers placed advertisements in Brooklyn and New York newspapers last night, to appear this morning, in which permission is granted to plumbers of Local No. 1 to return to work at prevailing rates by applying to their former employers by Tuesday night. By their action a finish fight between employers and employes in the plumbing trade in Brooklyn, where 5,000 union men have been on strike since April 1, demanding an increased wage from $12 to $14 a day, seems certain.

Coming on the heels of Supreme Court Justice Churchill's decision granting an injunction against the lockout declared by employers in Manhattan and the Bronx, it means that the employers have determined to ignore the union as an entity to be dealt with, either through the courts or through negotiation, at least until the present dispute is ended.

Just what negotiations were attempted before the employers reached this decision is unknown. Neither side has admitted specifically that any negotiations were attempted. Repeatedly, since the strike started, they have declared negotiations would begin within a few days, but never have they admitted that they actually had begun. On the other hand, unofficial sources have revealed information concerning a number of meetings between representatives of the two sides in Brooklyn, none of which produced even the remote hope of an amicable settlement.

More than 2,000 plumbers' helpers voted unanimously to remain out on strike last night at a meeting in Ace Hall, Clermont and Myrtle Avenues, Brooklyn. Before the vote was taken Charles E. Miller, President of the American Association of Plumbers' Helpers, spoke to the men for more than two hours, going over the reasons for the strike, urging them to stand firmly for their demands and asking them to continue picketing in the five boroughs. The men notified the United Association of Journeymen Plumbers as well as the Master Plumbers' Association of their decision. They are on strike for a $9 daily wage and a 40-hour week in Brooklyn.

LINDBERGH IS NOTED FOR PRACTICAL JOKES

Has a "Rubber Constitution" and Does Not Drink, Smoke or Chew.

At the St. Louis flying field Charles Lindbergh was noted among the other air mail pilots for his penchant for practical joking.

"Bud" Gurney, formerly his roommate ate a lot of chocolate-covered cherries one day and developed a thirst. He asked Lindbergh to get a drink of water for him. Lindbergh brought in a pail of kerosene and Gurney drank several gulps before he detected the deception.

Another favorite trick of Lindbergh's was to put a cricket in one of the other pilot's beds and when it was discovered to declare it a scorpion.

According to one of his backers, Lindbergh has a "rubber constitution. does not smoke, drink, even coffee, chew or like the movies. He does not like to stay up late at night and hasn't much use for girls or dancing.

"He had rather sleep on the floor than in a bed," adds Mr. Knight. "He is no talker and likes to do something daring and let the act speak for itself. He usually picks out something startling, which no one else will attempt, make sure that he can do it and then do it offhand."

"When he was in high school, at his university and at the Army Flying School he never went out for athletics, but he kept himself in perfect physical trim. He is a perfect picture of clean-cut youth. His life of flying, stunts, barnstorming and rigid discipline have made him nearly impervious to ordinary physical fatigue."

Lindbergh has a way about him of making every one he meets believe in his ability to accomplish what other men have failed to do in twos and threes. It might be called personality plus and it might come from his quick smile.

When it became generally known that he was going to try to win the Raymond Orteig $25,000 prize, he received a deluge of rabbits' feet, horse shoes and other luck charms. Before he left San Diego he said to "Phil" Love, air mail pilot:

"Take good care of that trunk, Phil, because there is a ton of rabbits' feet and horse shoes in it."

City Athletic Committee at Dinner.

More than 3,000 persons attended an entertainment and dance given by the Mayor's Committee on Municipal Athletic Activities last night at the Manhattan Opera House. Musical numbers were given by the police band, the police quartet and members of the Fire Department. The program was broadcast over station WNYC, the municipal radio station.

LINDBERGH SCION OF VIKING FORBEARS

Career in the Air and Daring Ventures Foremost in His Mind as a Youth.

BECAME SKY BARNSTORMER

Intrepid Flier Has Leaped Four Times in Parachute From Diving Mail Plane.

Special to The New York Times.

ST. LOUIS, May 20.—From his mother, who journeyed from Detroit to New York to wish her son God-speed, to the most cynical aviation expert, all those who know Charlie Lindbergh believe that if the New York to Paris flight can be made by one man, he will do it.

He is expected to emulate his legendary ancestors, the Vikings, of daring exploits and intrepid venture. More than six feet tall, Lindbergh is slim (he is often called "Slim") and handsome, with an eagerness and freshness that goes with a man who does things. He is 25 years old. His fair hair and blue eyes give token of his Viking ancestry.

His Early School Days.

Lindbergh was born in Detroit in 1902, but the family home has been in Little Falls, Minn., since 1886. His mother, Mrs. Evangeline Lindbergh, lives in Detroit, where she teaches chemistry in the Technical High School. His two stepsisters have married and moved away from Little Falls. His father, the late Charles A. Lindbergh, was in Congress from 1906 to 1916.

Lindbergh was graduated from Little Falls High School in 1918 at the age of 16 and took a year of chemical engineering at the University of Wisconsin.

Then he returned to the family home and tilled the soil while his father was engaged in politics. When he was not behind the ploy or harvesting the youth was driving a motorcycle or an automobile at a hair-raising rate, almost invariably alone.

Takes Up Aircraft.

It was in 1921 that Lindbergh shook the mud from the fields off his shoes, climbed on his motorcycle and chugged to Lincoln, Neb., where he entered the Lincoln Standard Aircraft Company's flying school. There he thrilled the pilots and mechanics with stunts on his motorcycle and got his first flying experience.

He is remembered there for the insatiable interest he displayed in everything that could get off the ground into the air. Whenever a new model plane, or one with which he was not familiar, landed at the field he inspected it with great curiosity and asked questions about everything he did not understand.

Because he would have to put up a $500 bond Lindbergh never made a solo flight at the Lincoln school. He learned all he could about airplanes there, their piloting and mechanics. He made some thrilling parachute jumps and did some wing walking on planes high in the air.

Enrolls for Army Course.

Then he decided to enroll for the army course. So he got on his motorcycle and rode to Kelly Field at San Antonio, Texas.

For two years "Lindy," as he was known at Kelly Field, studied under the army instructors and reveled in the daily excitement of flying the great assortment of training planes. He also acquired the knowledge of navigation, which gives him the confidence to start for Paris depending solely on his own navigating ability.

After a year in the Army Flying Service following his schooling at Kelly Field, Lindbergh went to Lambert-St. Louis Field, near St. Louis, in October, 1925, to go to work for the Robertson Aircraft Company. He was riding his coughing motorcycle. He did a few hair-raising ground stunts on the field and that was his introduction.

When "Slim," as he continued to be called at the St. Louis field, arrived he was a First Lieutenant in the Army Air Reserve. He joined the Missouri National Guard, Thirty-fifth Division, Air Corps, and by December of 1925 he was a Captain in the reserve and the National Guard and flight commander of the 110th Observation Squadron.

Begins Air Mail Flying.

He began flying air mail planes to Chicago and back for the Robertson Aircraft Company in April, 1923. Four times something happened to the engine of the De Haviland plane he was flying and he leaped over the side of the plane in the night as the ship plunged, nose downward, toward the earth. Four times his parachute worked and he automatically became a member of the Caterpillar Club, an exclusive organization of aviators who have saved their lives by a parachute leap.

All this time his ambition to make the New York to Paris hop was gaining strength, and finally he obtained the backing of the St. Louis group, which has unshakable faith that he can do it. Having tested out the plane made especially for his flight, the "Spirit of St. Louis," he sat down in its cockpit late one afternoon in San Diego and got out of it the next morning in St. Louis, having made a hop of 1,600 miles without stop in a little over fourteen hours and having established a new record for a one man, long distance flight.

He shook hands with his "buddies," went to bed, and the next morning hopped off for New York, where he dropped into the scene of feverish activity amid the other fliers preparing for the transatlantic flight.

VESSELS IN TRACK TAKEN BY LINDBERGH

Shipping Board Reports Only 15 or 20 of Its Steamers Near Ireland and France.

Special to The New York Times.

WASHINGTON, May 20. — While sixty-five Shipping Board vessels were reported today to be on steamship routes crossing the North Atlantic, only fifteen or twenty were believed to be anywhere near the area that will be crossed by Captain Charles A. Lindbergh as he nears the Irish and French coasts.

Shipping Board statisticians said that because of uncertainty as to the time of sailing or speed of some of the vessels their exact position by latitude and longitude tomorrow could not be given accurately. The estimate mileage from port is based upon cargo vessels traveling 240 miles a day. The passenger ships would require from eight to ten days to cross the ocean.

Captain Lindbergh was not expected to come near any of the steamship lanes until he approached the Irish coast.

Among the vessels which might be within reach in case of emergency are the Waukegan, Havre to New York, which was four days out, or about 900 miles; the Tomalva, about 2,000 miles out of New York for Antwerp; the Wytheville, about 2,225 miles out of New York for Rotterdam; the American Skipper, about 2,500 miles out from New York to London; the West Mahomet, 225 miles out of Antwerp for Savannah; the Cranford, about 1,350 miles out of Antwerp for New Orleans; the Meanticut, about 2,700 miles out of New Orleans for Havre; the West Gambo, about 2,875 miles from New Orleans for Bremen; the Westland, about 1,575 miles out of Hamburg for New Orleans; the West Moreland, about 675 miles out of Hamburg for Galveston; the Western Queen, about 1,575 miles out of Hamburg for Galveston; the Minnequa, about 1,350 miles out of Gothenburg for Baltimore; the Artigas, about 2,875 miles out of New York for Manchester, and the Cold Harbor, about 225 miles from Belfast for New York.

Here is a list of Shipping Board vessels estimated to be in the North Atlantic track today—approximate only, subject to change and based on sailings reported through May 18 and on scheduled sailings:

Vessel.	Sailing Port—Miles.	Estimated Distance from
Pipestone County	New York to Havre	2,000
Waukegah	Havre to New York	900
Alabama	Norfolk to Rotterdam	675
Anaconda	Rotterdam to New York	1,350
Eastern Moon	Antwerp to Baltimore	2,225
Tomalva	New York to Antwerp	2,000
West Eldara	Antwerp to Boston	1,800
Westerner	Norfolk to Rotterdam	
Wytheville	New York to Rotterdam	2,225
American Banker (passenger)	London to New York	2,200
American Shipper (passenger)	New York to London	2,500
Lehigh	Middlesboro to New York	2,225
Quaker City	Portland, Me., to London	1,900
Cold Water	Savannah to Bremen	1,350
Liberty Glo	Antwerp to Jacksonville	2,000
Magmeric	Savannah to Liverpool	1,100
Shickshinny	Liverpool to Jacksonville	2,875
West Mahomet	Antwerp to Savannah	225
Carplaka	New Orleans to Havre	1,350
Cranford	Antwerp to New Orleans	1,350
Meanticut	New Orleans to Havre	2,700
City of Joliet	Galena to Havre	2,025
Cliff Wood	Galveston to Havre	
Cody	Antwerp to Galveston	2,025
Davenport	New Orleans to Bremen	
Emergency Aid	Beaumont to Hamburg	
Saccarappa	Sabine to Antwerp	2,025
Sapinero	Houston to Bremen	
Sinasta	Antwerp to Corpus Christi	2,475
West Gambo	New Orleans to Bremen	2,875
Westland	Hamburg to New Orleans	1,775
Westmoreland	Hamburg to Galveston	675
Western Queen	Hamburg to Galveston	1,775
Youngstown	Galveston to Bremen	2,475
West Hika	Mobile to London	
City of Alton	Stettin to Mobile	2,225
Mextmaximus	Mobile to Bremen	
Minnequa	Gothenburg to Baltimore	1,350
Bird City	New York to Copenhagen	1,800
Anacortes	Liverpool to Boston	1,800
Artigas	New York to Manchester	2,875
Cold Harbor	Belfast to New York	225
Kearny	Glasgow to Boston	1,800
Kerhonkson	New York to York	675
Vittorio Emmanuel	Boston to Liverpool	2,025
Jeanette Skinner	Norfolk to Bremen	1,350
Seattle Spirit	Boston to Hamburg	
West Celina	Boston to Hamburg	225
West Harcuvar	Bremen to Halifax	1,575
Western Plains	Hamburg to Baltimore	450
Afoundria	Mobile to Liverpool	
Antonius	Mobile to Rotterdam	2,475
Braddock	Mobile to Bremen	3,100
Hastings	London to Gulf	
Saco	Manchester to Gulf	450
West Hardaway	Bordeaux to Tampa	1,800
Eglantine	London to New Orleans	675
Mount Evans	New Orleans to Liverpool	3,325
Polybius	New Orleans to London	
West Ekonk	Barrow to Galveston	2,875
Yapalaga	New Orleans to Plymouth	2,025
West Harshaw	Manchester to Galveston	2,875
George Washington (passenger)	New York to Plymouth	800
President Roosevelt (passenger)	Bremen to New York	800
Republic (passenger)	Queenstown to Boston	1,200

THRILLED COUNTY FAIRS WITH HIS FIRST PLANE

Lindbergh, at Kelly Field, Flew Craft That Was Ordered to the Junk Heap.

The first plane with which Charles Lindbergh realized his ambition was a Curtiss "Jennie," which he bought with money he had saved. Leaving school, he flew around his native district barnstorming. From one county fair to another he traveled, taking up passengers and doing stunts for his daily bread.

His great ambition at that time, he confided to friends, was to break the endurance record.

On his barnstorming cruise Lindbergh dropped in at Brooks and Selfridge Fields. At these army air posts he saw many new-model planes and types which excited his curiosity. A new plane has for him the same challenge that a new club would have for a golfer.

A story is told about Lindbergh at Kelly Field that throws a true light on one of his outstanding characteristics, that of doing something exceptional and not talking about it.

One of the officers in charge at the field ordered that an old training plane, with half of the frabric off the lower wing, be carted from the field on a motor truck. It was deemed ready to junk.

Lindbergh walked to it, climbed into the cockpit in an offhand manner and took it off with a long run and a couple of hops.

DE PINEDO REACHES NEWFOUNDLAND BASE

Italian Airman Flies Low, Looking for Nungesser—Leaves Trepassy Tonight for the Azores.

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Special Cable to THE NEW YORK TIMES.

ST. JOHN'S, N. F., May 20.—Commander Francesco de Pinedo, the Italian flier arrived at 6 o'clock this evening from Trepassy. He said he had a pleasant run from Shippegan Island, N. B., where he hopped off at 11:55 o'clock this morning.

He met fog in the Gulf of St. Lawrence, had fairly clear weather along the south coast of Newfoundland to St. Mary's Bay and then fog to Trepassy. He flew along the south coast of Newfoundland at the low altitude of 900 feet to enable him to scout for signs of the Nungesser plane, which might have fallen in the back country there, but saw no signs of it.

He is in fine form himself, but his senior mechanic complains of being worn out from lack of sleep. De Pinedo plans to leave Trepassy about 6 o'clock tomorrow evening for the Azores, saying he must be in Rome for May 26. He expects to reach the Azores early Sunday morning.

Rancher Hangs for Killing Partner.

FLORENCE, Ariz., May 20 (AP).—Charles J. Blackburn, mesa rancher, convicted of slaying Miguel Bernal, his business partner, was hanged in the Arizona prison here early today. His last words were of farewell to the crowd of fourscore persons who witnessed the hanging. Just before the hanging Blackburn shook hands with newspaper men in his cell.

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