

European Capitals Rejoice in the Success of the Daring Trip of Lone American Flier

landing, much as if a picture had been thrown on a moving picture screen, there was a mad rush.

Soldiers and Police Swept Aside.

The movement of humanity swept over soldiers and by policemen and there was the wild sight of thousands of men and women rushing madly across half a mile of the not too even ground. Soldiers and police tried for one small moment to stem the tide, then they joined it, rushing as madly as anyone else toward the aviator and his plane.

The first people to reach the plane were two workmen of the aviation field and half a dozen Frenchmen.

"Cette fois, ca va!" they cried. (This time, it's done.)

Captain Lindbergh answered:

"Well, I made it."

An instant later he was on the shoulders of half a dozen persons who tried to bear him from the field.

The crowd crushed about the aviator and his progress was halted until a squad of soldiers with fixed bayonets cleared a way for him.

It was two French aviators—Major Pierre Weiss and Sergeant de Troyer—who rescued Captain Lindbergh from the frenzied mob. When it seemed that the excited French men and women would overwhelm the frail figure which was being carried on the shoulders of a half dozen men, the two aviators rushed up with a Renault car and hastily snatching Lindy from the crowd, sped across the field to the commandant's office.

Then followed an almost cruel rush to get near the airman. Women were thrown down and a number trampled badly. The doors of the small building were closed, but the windows were forced by enthusiasts, who were promptly ejected by soldiers.

Five Minutes of Cheering for Nungesser.

Spurred on by reports spread in Paris of the approach of the aviator, other thousands began to arrive from the capital. The police estimate that within half an hour after Captain Lindbergh landed there were probably 100,000 storming the little building to get a sight of the idol of the evening.

Suddenly he appeared at a window, waving his helmet. It was then that, amid cheers for him, came five minutes of cheering for Captain Nungesser.

While the gallant aviator was resting in the Aviators' Club part of the crowd turned toward his airplane. It had landed in the pink of condition. Before the police could intervene the spectators turned souvenir mad, had stripped the plane of everything which could be taken off, and some were even cutting pieces of linen from the wings when a squad of soldiers with fixed bayonets quickly surrounded the Spirit of St. Louis and guarded it while mechanics wheeled it into a shed, but only after it had been considerably mangled.

While the crowd was waiting, Captain Lindbergh was taken away from the field about midnight, to seek a well-earned repose.

The thing that Captain Lindbergh emphasized more than anything else to the American committee which welcomed him, and later to newspapermen, was that he felt no special strain. "I could have gone one-half again as much," he said with conviction.

Excited Crowds Block Paris Traffic.

Not since the armistice of 1918 has Paris witnessed a downright demonstration of popular enthusiasm and excitement equal to that displayed by the throngs flocking to the boulevards for news of the American flier, whose personality has captured the hearts of the Parisian multitude.

Thirty thousand people had gathered at the Place de l'Opera and the Square du Havre, near St. Lazare station, where illuminated advertising signs flashed bulletins on the progress of the flier. In front of the office of the Paris Matin in the Boulevard Poissonniere the crowds quickly filled the streets, so that extra police details had the greatest difficulty in keeping the traffic moving in two narrow files between the mobs which repeatedly choked the entire street.

From the moment when the last evening editions appeared, at 6:30 o'clock, until shortly after 9 there was a curious reaction, due to the fact that news seemed to be at a standstill. The throngs waited, hushed and silent, for confirmation.

It was a tense period when the thought in every mind was that they were witnessing a repetition of the deception which two weeks ago turned victory into mourning for the French aviators Nungesser and Coli. Suppose the news flashed from the Empress of France that the American flier was seen off the coast of Ireland proved false, as deceiving as the word flashed that Nungesser's White Bird had been sighted off Nova Scotia!

Wait Tensely for News.

During a long, tense period no confirmation came. The people stood quietly, but the strain was becoming almost unbearable, permeating through the crowd. Pessimistic phrases were repeated. "It's too much to think it possible." "They shouldn't have let him go." "All alone, he has no chance if he should be overcome with exhaustion."

To these comments the inevitable reply was, "Don't give up hope. There's still time."

All this showed the French throng was unanimously eager for the American's safety and straining every wish for his ultimate victory.

A French woman dressed in mourning and sitting in a big limousine was seen wiping her eyes when the bulletins failed to flash confirmation that Lindbergh's plane had been sighted off Ireland. A woman selling papers near-by brushed her own tears aside exclaiming:

"You're right to feel so, madame. In such things there is no nationality—he's some mother's son."

Something of the same despair which the crowds evinced two weeks ago spread as an unconfirmed rumor was circulated that Lindbergh had been forced down. Soon after 9 o'clock this was turned to a cheering, shouting pandemonium when Le Matin posted a bulletin announcing that the Lindbergh plane had been sighted over Cherbourg.

Crowd Delirious With Joy.

The crowd applauded and surged into the street, halting traffic in a series of delirious manifestations which lasted for ten minutes with cries of "Vive Lindbergh," "Vive l'Americain." The new was followed by a general rush for taxicabs and subway stations, thousands being seized simultaneously with the idea of going to Le Bourget to witness the arrival of the victorious airman.

All roads leading toward the air field were jammed with traffic, though thousands still clung to their places before the

boulevard bulletin boards. Other throngs moved toward the Etoile, lining ways of access to the hotel where it had been announced the American's rooms were reserved, in the hope of catching a glimpse of the international hero, the first to make Paris from New York by air, as he passed in triumph from the airdrome.

Landing Excites Crowd to Frenzy.

Ovation after ovation followed the news of Lindbergh's startling progress through France, the crowds steadily augmenting until they filled the entire block. The throng was estimated at 15,000 people. After Cherbourg word was flashed that the plane had traversed Louviers, then the outskirts of Paris.

In a perfect frenzy the huge crowd hailed the announcement that Lindbergh had landed at Le Bourget. Straw hats sailed in the air, handkerchiefs fluttered and a roar of cheers and clapping spread through the throng and was carried along down the boulevards, where the crowds seated in the cafe terraces rushed into the streets and joined in the demonstration. The cheering was renewed again and again.

Stars and Stripes Wildly Applauded.

From the tops of motorbuses, stopped in the traffic, joyful figures demonstrated their glee, the police abandoning their efforts to restrain the throng and joining in the general elation.

From the first rehearsing of "Vive l'Americain" rolled up a mighty shout, "The flags," the same cry which two weeks ago gave rise to the false rumor of an anti-American demonstration, when it was falsely reported that a mob demanded the removal of the American flag from the Matin office.

"Vive l'Americain" the Cry.

For several minutes this cry was renewed until the proprietor of a motion picture house unfurled a little American flag, which was greeted with cheer upon cheer and which became the mightiest pro-American demonstration seen in France since the days of the war, when, as the Yankee troops landed, three large American flags beside the French Tricolor hung from Le Matin's window in the glare of searchlights.

There could be no mistaking the sincerity of these cheers, which were prolonged as a Frenchman in the crowd rushed up to the American demonstrators, wringing their hands in congratulations.

Extra papers telling the tale of the American's triumph in bulletin form sold as fast as the newsmen could distribute them. The throng slowly dispersed in a general procession toward Montmartre, where many hundreds were to spend the remainder of the night in a celebration.

Flier's Navigation Called Uncanny.

What appealed to the French aviators as the uncanny part of Captain Lindbergh's performance was his lack of navigating instruments. Old and experienced airmen, in conversations during their wait for him said he had one chance in a thousand because, while he might head in a given compass direction in leaving America, the winds might put him many hundreds of miles out of his path.

Guesses were made that he might land in Spain, in Portugal, in Northern Africa or in Ireland or even Norway. But the flier landed at Le Bourget as simply as you please and as accurately as if he had half a dozen navigators aboard.

Traffic to Le Bourget in Record Jam.

When the news of Captain Lindbergh's arrival reached Paris tens of thousands of people started for Le Bourget Field. They met the crowds starting to come home and there ensued the worst traffic tangle the French Capital has had. The police estimate that 12,000 automobiles became involved in the tangle and many of the cars did not get back to the city until after 3 o'clock this morning.

For two hours there was a hopeless mixup with no movement in any direction. The emergency traffic police brought from Paris worked nearly all night in straightening out the mess.

French papers estimated that at midnight 150,000 people were trying to get to or from Le Bourget and there were frequent exhibitions of temper which acted as a great contrast to the enthusiastic joy which greeted the arrival of the American hero.

Soon after Lindbergh landed an employe of the Bourse telegraph office arrived with more than 700 cablegrams for him, but the employe was unable to get within half a mile of the addressee.

Greeted by Herrick and French Officials.

By The Associated Press.

PARIS, May 21.—Captain Charles A. Lindbergh, the young American aviator who hopped off from New York yesterday morning all alone in his monoplane, the Spirit of St. Louis, arrived in Paris tonight safe and sound.

After a battle with the mob the Reception Committee got Captain Lindbergh into the Administration building, where he was officially greeted by Ambassador Herrick and high French officials.

But Lindbergh was too weary seemingly to know what it was all about. He smiled and said: "Thank you, I am awfully happy," and then his fatigue could be fought off no longer and he seemed to go to sleep standing there on his feet.

Outside the crowd was howling for a sight of the hero who has won the heart of France as no American probably had before. Brilliant searchlights were focused on the balcony of the building, into which Lindbergh had been carried. But the crowd had to be disappointed—Lindbergh could do no more.

The American Ambassador came to the balcony and waved the aviator's helmet at the crowd, and held aloft a great bunch of flowers, obviously presented to the flier. "Nobody Knows Me Here," Says Flier.

Lindbergh, asleep on his feet, was lifted up and carried to an automobile and hurried to Paris, a few miles away, to sleep after so many hours when even to close his eyes for a moment might have meant death.

Before he went to bed, however, Captain Lindbergh informed Ambassa-

sador Herrick that he had brought two or three letters of introduction with him, because, he explained, "This is a new country to me and nobody knows me here."

ORTEIG AND PAINLEVE LAUD FLIER'S FEAT

Donor of Prize Commends Lindbergh's Modesty and War Minister His Bravery.

PARIS, Sunday, May 22.—Raymond Orteig, donor of the \$25,000 prize which Captain Lindbergh won yesterday, arrived in Paris last evening half an hour after Lindbergh had alighted at Le Bourget airdrome on his flight from New York.

"Lindbergh has accomplished a magnificent feat, and I regret that I was not there to welcome him when he touched down here," Mr. Orteig said. "What is so admirable is the modesty of this hero, who in silence prepared for his magnificent effort."

In a statement issued this morning M. Painlevé, Minister of War, said: "The victory of Lindbergh is a magnificent human triumph. It takes a place in the history of aviation beside the wonderful crossing of the Mediterranean by Garros."

"I cannot imagine anything more moving than those hours of absolute solitude between the sky and the immense ocean when, leaning upon the guiding bar, this daring human bird communicated with the world only by his perspicacity and stoically followed the path which had no returning."

"These marvelous accomplishments are a stimulant for invention and for progress. They increase the mastery of men over matter, over time and over space."

"Some heroes die, and others, coming after them, succeed. Those who die are not sacrificed in vain. Lindbergh has triumphed in the great flight undertaken by Nungesser and Coli. All honor to Lindbergh!"

PARIS SPENT DAY WISHING SUCCESS

Bulletins of Lindbergh's Progress Dominated the News as Extras Were Issued.

ALL FACILITIES PREPARED

Enthusiasm Called Answer to Reports That False Nungesser News Aroused Hatred.

Copyright, 1927, by The New York Times Company. Special Cable to THE NEW YORK TIMES. PARIS, May 21.—The French could not have shown toward Lindbergh's flight a more kindly, more sympathetic, more enthusiastic attitude. All during the day one heard only expressions of the most sincere hope that he would be successful and declarations of the greatest admiration for his brave effort.

Liberté, the most Nationalist of the French newspapers, said this afternoon:

"Paris, which carries in its heart mourning for Nungesser and Coli, is preparing to receive the brave American aviator. We shall give to him the same welcome America would have given our heroic pilots had they succeeded. Facts will answer the stupid reports that the public opinion of Paris was hatefully unloosed against America when it found out all the telegrams announcing Nungesser's success were lies."

"Paris, always impassioned by courage, Paris which has not forgotten its emotion of joy when, in 1917, it saw the first American regiments in the streets, will unite this evening in one fervent thought the names of Lindbergh, Nungesser and Coli."

"If Lindbergh should disappear in the immensity of the ocean we shall think of his mother and shall join in the same pious thought—mother of Lindbergh, mother of Nungesser, mother of Coli."

Le Quotidien hails Lindbergh as more of a sporting American than any other of the potential United States candidates.

The newspapers this morning as well as this afternoon displayed news of the flight as the predominating item. It was about 2 o'clock when a report that the Empress of Scotland had sighted Lindbergh reached the French capital.

Early this morning the Government was ordered to give priority to the arrival of Lindbergh. Preparations were made to light the French-English air service at Le Bourget. The American had not arrived by nightfall. All orders were given to prepare the airport at Cherbourg as well as airports at Nantes, Angoulême, Genoa, Abbeville and Beauvais, and finally the great light on Mount Valerien, visible for 200 miles.

In the handling of the great crowd expected at the Paris airport, an extra regiment was placed at the disposal of the commandant at Le Bourget. He gave orders that no airplane should be allowed in the air in the vicinity of Le Bourget this evening, keeping the air route perfectly clear for Lindbergh.

So hazardous was considered the flight of Lindbergh that several well-known French aces gave interviews this afternoon to the papers, expressing doubts and urging against too great optimism. Lecointe said:

"I have no nerve and I hope with all my heart that the courageous American will succeed. Crossing the Atlantic is a terrible undertaking, as the 'feats' messages were and every organization in France interested in aviation."

The officials preparing this function are a bit flustered with requests for invitations from private individuals, including the leading statesmen of France, Deputies and members of the French Senate.

Another reception is planned by the Paris chapter of the National Aeronautics Association, which is expected to be a very difficult one in filling demands for places.

Raymond Orteig, donor of the \$25,000 prize, is expected to attend the American Club luncheon Tuesday noon in the immense dining hall of the new Hotel Ambassador, which is expected, will be jammed with Lindbergh admirers. Club members will have the preference for seats after the invited guests. Club members are limited to one guest each. The remaining seats will be open to the public.

Miss Ederle Sends Congratulations. ATLANTA, Ga., May 21.—Gertrude Ederle tonight cabled the following message to Captain Lindbergh in care of Ambassador Herrick at Paris:

"You are the first American to pioneer to another. Your courageous feat is another brilliant page in history. I, too, was told it could not be done. You have proved me wrong. I am proud to be your friend. I am sure you will be successful. Dr. PATERNON'S BERGEN COUNTY property offered at auction through Joseph P. Day. Read about this page—Advertisement on Page 1."

COULD HAVE GONE 500 MILES FARTHER

Continued from Page 1, Column 2.

left to go 1,000 miles, I think—certainly 500—although I had no time to examine my fuel tanks, the crowds were so terrific. "If it wasn't for the soldiers and two French aviators I think I might have been injured by wild enthusiasts in the throng. Anyway, I paid no attention to economy of fuel during the voyage."

Saw Flares Forty Miles From Le Bourget.

Ambassador Herrick then asked the young aviator if he had any difficulty finding his way once he reached Europe.

"Well, you know this is my first trip to Europe, and I just had to take a chance," was his reply.

He added, with another of his smiles, that he liked what he had seen of Paris and he wanted to stay as long as he could. The American youth said that never once during the trip had he doubted his eventual success, and when he was over Cherbourg, or what he thought was Cherbourg, he knew he would make it.

"About forty miles away from Paris," he continued, "I began to see the old trench flares they were sending up at Le Bourget. I knew then I had made it, and as I approached the field with all its lights it was a simple matter to circle once and then pick a spot sufficiently far away from the crowd to land O. K."

"I landed perfectly. Then the crowd descended on me, and it was all over but the handshaking."

Lindbergh refused to take seriously the problem of flying the Atlantic, when he was asked how he had performed the almost unbelievable feat.

"You know, flying a good airplane doesn't require near as much attention as a motor car," he explained.

Ate Sandwich and a Half on the Way.

"I had four sandwiches when I left New York," he said. "I only ate one and a half during the whole trip and drank a little water. I don't suppose I had time to eat any more, because you know it surprised me how short a distance it is to Europe."

By this time the interview had lasted for seven or eight minutes and Mr. Herrick insisted that it would involve too much strain on the flier to submit him to further questioning. Every one then withdrew, and with a cheery "good night" and a final handshake with the Ambassador, Lindbergh hopped into bed like a schoolboy after a hard day's play, and before this correspondent left the embassy word came downstairs that Lindbergh was sound asleep.

Herrick Cables Lindbergh's Mother.

Immediately after this Mr. Herrick sent the following cable to Lindbergh's mother in Detroit:

"Warmest congratulations. Your incomparable son has honored me by becoming my guest. He is in fine condition and sleeping sweetly under Uncle Sam's roof."

"MYRON HERRICK."

Lindbergh brought no baggage, so a hasty wardrobe was assembled for him at the embassy from the personal effects of Ambassador Herrick and his son, Parmely.

The young flier, however, did bring three letters, the only excess baggage he carried. Two were from Theodore Roosevelt for Ambassador Herrick and his son, and the third was addressed to the Ambassador and was from Charles Lawrence of the Wright firm that built the motor for the Spirit of St. Louis.

BULLETINS RECORD PROGRESS OF FLIER

First Sighted Yesterday by a Vessel About 500 Miles West of Ireland.

MARKS SEEN IN SOUTH ERIN

Lindbergh Was Flying High Over Plymouth, England—Over the French Coast at 8 P. M.

The progress of Captain Lindbergh's flight from the time he was sighted 500 miles west of the Irish coast yesterday morning until he landed at Le Bourget last night is told briefly in the following bulletins:

HALIFAX, May 21 (AP).—The Canadian Government wireless station at Cape Race, N. F., has picked up a wireless from the steamer Hilversum, which left at 12:10 Greenwich Time (7:10 A. M. Eastern Standard Time), saying:

"Lindbergh sighted 500 miles from Irish coast. Plane keeps full speed."

VALENTIA, Ireland, May 21 (AP).—The Government wireless station is advised by the steam collier Nogi that she sighted a gray airplane heading east-southeast while the Nogi's position was about 52.45 north latitude, 12.5 west longitude. The plane was flying rather low.

LONDON, May 21 (AP).—A Dublin dispatch to the Press Association at 2:50 o'clock this afternoon quotes a message from Valencia, southwestern Ireland, as saying that Lindbergh's plane was sighted 100 miles off that point.

Identified at Dingle Harbor.

BELFAST, Ireland, May 21 (AP).—Lindbergh's plane was reported sighted over Dingle Harbor, County Kerry, southwestern Ireland, at 5:30 o'clock this afternoon, flying in the direction of Cork.

Lindbergh was first sighted by a Hallyferter civic guard, who notified Tralee and Dingle that it was possible to identify the markings on the plane, NX-211.

All eyes in the little Kerry towns crossed in the passage of the plane were turned to the sky, but observation opportunities were slight, as Lindbergh was traveling very rapidly and at a height of about 1,000 feet.

The wind was from the west and the weather sunny, with occasional showers.

Flying High Over Plymouth.

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

LONDON, May 22.—A British Admiralty report from Admiral Benck says that Lindbergh's plane passed

Plymouth at an altitude of between 8,000 and 8,000 feet.

Reaches the French Coast.

The French Cable Company announced receipt of official advice, The Associated Press in New York reported at 8:25 P. M. yesterday, saying that Captain Lindbergh's plane passed over Bayeux on the French coast at 8 o'clock last night.

Bayeux, near the coast of Seine Bas, an arm of the English Channel, is about 150 miles by air line from Paris.

CHEERBOURG, May 21 (AP).—An airplane, believed to be Captain Lindbergh's, passed over Cherbourg in the direction of Paris at 8:30 P. M.

The machine passed at a very high altitude, and it was impossible in the gathering dusk to see its identification marks. It came from the direction of the open Atlantic.

Paris Hears of Passing Ireland.

Copyright, 1927, by The New York Times Company. Special Cable to THE NEW YORK TIMES. PARIS, May 21.—News has been received at Le Bourget airdrome that Captain Lindbergh was seen passing over Southwest Ireland at 8:35. The Cherbourg aerodrome has been warned to have an escort in readiness. The wind reported to be blowing hard, considerably aiding Lindbergh and increasing his speed by fully thirty miles an hour.

LE BOURGET, May 21, 8:15 P. M.—Many thousand people are packed on all the roofs and in the windows of Le Bourget air port awaiting the arrival of Lindbergh. As yet there is no official news, however. An unconfirmed report has been received that the airplane was seen passing over the Plymouth (England) district two hours ago and over Cherbourg at 8:45.

Darkness has fallen. All Le Bourget searchlights are sweeping the sky and rockets are being sent up at regular intervals. The wind has moderated and the sky is clear.

Copyright, 1927, by The New York Times Company. Special Cable to THE NEW YORK TIMES.

PARIS, May 21, 10:21 P. M.—An unknown airplane has appeared over Le Bourget. It is believed to be Lindbergh. There is great excitement.

Copyright, 1927, by The New York Times Company. Special Cable to THE NEW YORK TIMES.

PARIS, May 21, 10:21 P. M.—A crowd of many thousands gathered at Le Bourget at 10:24 P. M.

Copyright, 1927, by The New York Times Company. Special Cable to THE NEW YORK TIMES. PARIS, May 21, 10:25 P. M.—Le Bourget has confirmed the arrival of Lindbergh at 10:24. From a height of 10,000 feet he landed on a lighted field almost unexpectedly. Four minutes from the time the sound of his motor was heard he was on the ground.

A crowd of many thousands broke down the iron railings around the field as though they were paper and poured out onto the tarmac.

LINDBERGH VICTORY THRILLS ENGLAND

Universal Enthusiasm Spreads Over British Isles as News Is Flashed From France.

PEOPLE SCAN SKY ALL DAY

Lucky Ones on American's Course See One Sweep Over on Memorable Voyage.

Copyright, 1927, by The New York Times Company. Special Cable to THE NEW YORK TIMES. LONDON, May 21.—London followed Captain Lindbergh on his tremendous adventure with an interest scarcely less keen and hopes equally as sincere as those entertained for his success in New York from the time he set forth till he reached Paris, where his flight was crowned with deserved success tonight.

All day today English eyes scanned the blue spaces of the skies for the tiny black speck whose appearance would indicate that the ocean's expanse at least had been safely spanned. During the afternoon men eagerly read the evening papers for fresh information and keenly canvassed the chances of this young knight errant of the air in his lone joust with death.

The fact that two Royal Air Force officers were simultaneously engaged in an attempt to break the world's long distance non-stop flight record by flying from London to India added to rather than detracted from the interest. The sheer audacity of Captain Lindbergh's feat alone was enough to capture the general imagination.

The offices of the Sunday newspapers were bombarded tonight by excited queries whether the flight had been successful, and so many were the telephone inquiries that an hour's delay prevailed between the two capitals.

Progress Over British Isles.

Captain Lindbergh, according to the Dublin correspondent of THE NEW YORK TIMES, was first definitely sighted off the Irish coast by the French trawler Nogi at 3:30 P. M., English time. He was steering east-southeast and flying rather low at latitude 52.45 north and longitude 12.5 west. He reached the Irish coast 100 minutes later, passing over Three Sisters, County Kerry.

His flight over Plymouth, from which point a transatlantic flight of a different kind once set forth to America's shores. Five minutes later it was sighted over Prawle Point, South Devon. It was then flying very high and very fast.

The news was the flash from Paris announcing that the airman had been sighted from France, and hot on the heels of this came the news of his arrival in Paris.

British airmen, who knew the difficulties with which Lindbergh's attempt was beset, were almost speechless in the amazement of Plymouth and the skill that pulled the young pilot through.

Sir Alan Cobham, the distinguished British flier, who had been in Australia and back was an epic, said tonight that he was thrilled by Lindbergh's achievement and could not understand how he had been able to do it.

"Well Done!" Says Prince of Wales. "Well done!" exclaimed the Prince of Wales on hearing of Lindbergh's success.

Mr. Houghton, the American Ambassador, said:

"We are all proud of Lindbergh—who is no 'flying fool' after all. It is a wonderful achievement."

The Sunday papers are full of praise for the young airman. The Weekly Illustrated said:

"Every British heart will swell with the impulse of sincere joy in the exploit of the flying fool whose non-stop flight from New York to Paris has well-nigh eliminated the word impossible from the dictionary of aerial adventure. Lindbergh's achievement is truly epoch-making in the heroic sense of the word."

"From the merely practical viewpoint it is a most astonishing feat which has been performed in a fight for mastery over the air. His was a flight of the imagination, which imagination, translated in terms of pluck and nerve, has been the most extraordinary of all."

"The Sunday Express says: 'Lindbergh is no ordinary man. He is the stuff heroes are made of. He defied death and snatched his reprieve and pardon. His daring dazzles the ordinary man's eyes. He has a solitary flight across the ocean. The exploit entailed continuous navigation hour after hour without rest or respite. It involved a ceaseless call upon every nerve. Probably the airman lived through the whole adventure in a state of exhausted nervousness, of physical iron control and steady courage.'"

"It is a magnificent achievement of which we are all proud. It is a feat which stands perhaps alone in the spectacular records of airmanship. The chief fear for Lindbergh was that he had overestimated his powers of physical endurance. Evidently he knew himself."

TOWN WILD OVER LINDBERGH

Cheers and Tears Filled in Celebration of Little Falls, Minn. LITTLE FALLS, Minn., May 21 (AP).—Pandemonium broke loose here