

JUNE 21, 1931

MERCURY RISES TO NEW RECORD FOR DAY IN CITY

Temperature of 98 Is Aggravated by High Humidity Mark.

SCORES DIE IN U. S.

Prostrations Ocur Over Wide Area; Tornadoes Hit Two States.

How Mercury Rose

8 A. M....	76	3.30 P. M....	98
9 A. M.....	79	4 P. M.....	97
10 A. M.....	85	5 P. M.....	95
11 A. M.....	89	6 P. M.....	94
Noon	91	7 P. M.....	93
1 P. M.....	93	8 P. M.....	92
2 P. M.....	94	9 P. M.....	89
3 P. M.....	96	10 P. M.....	86

Philadelphia sweltered yesterday in the hottest June 20 in the history of the local Weather Bureau.

The temperature, which was 98 degrees at 3.30 P. M., equalled the high for that date, set in 1923, but the humidity yesterday was considerably higher than when the previous record was set.

Thus everybody suffered more from the intense heat, which seemed to bear down on the city more than the hottest August days of the usual summer.

Relief Sought at Shore.

In response there flowed from the city on every highway steady streams of motorcars bearing persons headed for the shore or open country for relief from the city's mugginess.

One death from heat was reported Charles Davis, 50, a painter, collapsed in front of the Courthouse at West Chester and died about an hour later in the Chester County Hospital.

The torrid weather, however, is scheduled to have a short stay. Relief in the form of local thunder-showers is promised today and moderate westerly winds are due to take the edge off the heat wave and provide something like normal temperatures.

Summer is due at 4.28 A. M. tomorrow.

Before the sun had pushed up behind the office buildings countless Philadelphians began moving out of town toward the cooling breezes of the beaches. A steady stream of automobiles bearing entire families, some of them including the dog, passed over the Delaware River Bridge, the Tacony-Palmyra span and the Pennsylvania and Reading Ferries before 8 A. M.

The swimming pools in and around the city did a thriving business, and out in the country stretches school children enjoying their first day of vacation freedom hunted the old swimming holes of past years.

Heat Covers Nation.

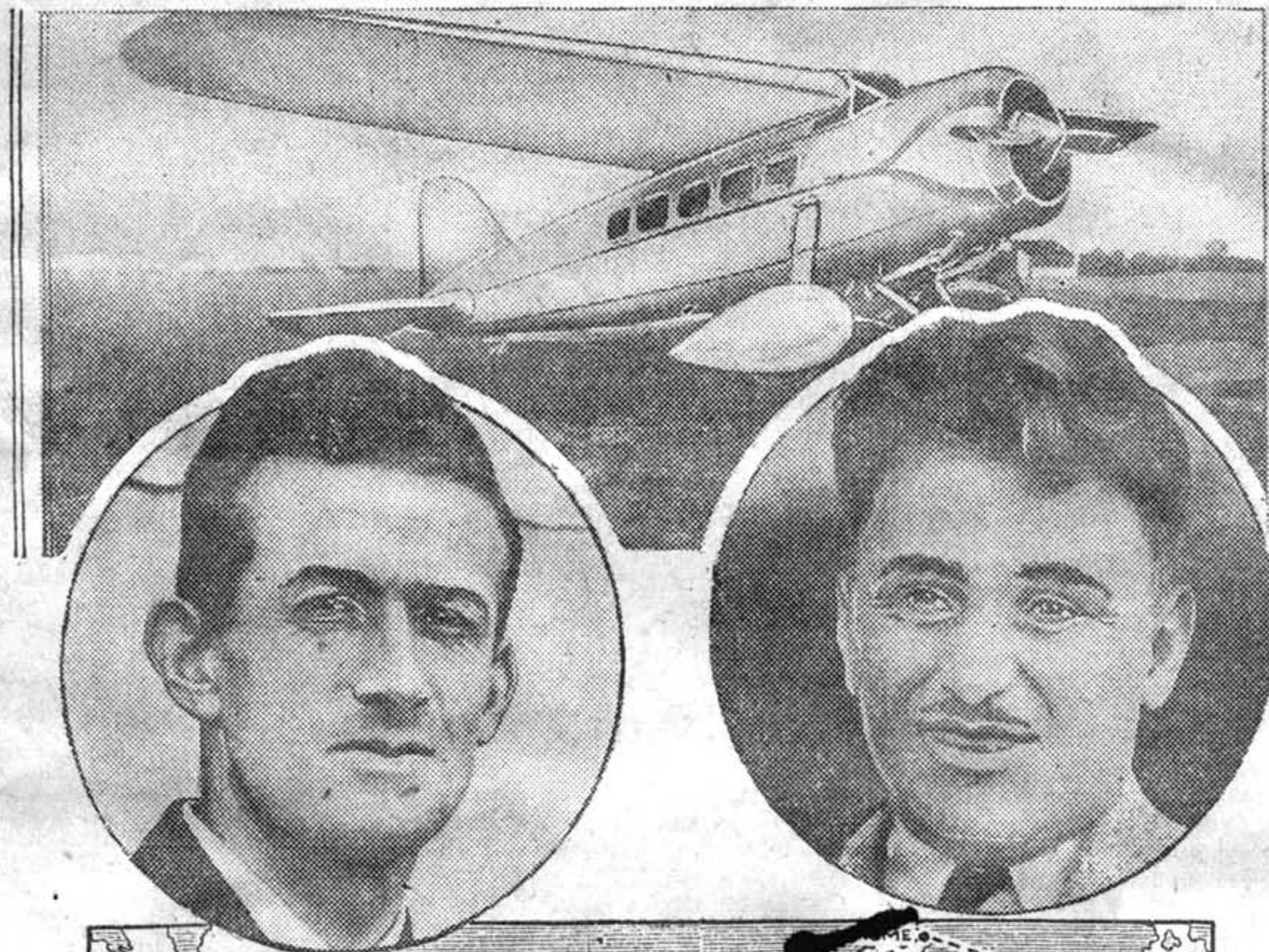
Devotees of golf braved the blazing sun to do a little rehearsing of their favorite strokes.

The heat wave is general throughout the country. More than a score of deaths occurred in the Mid-West as a result of the torrid spell and hundreds of cases of heat prostration were reported.

According to the Associated Press, 11 persons were drowned at the packed beaches in the Chicago district at the beginning of the heat wave.

JUNE 23 - 1931

Around The World In Ten Days Their Aim



Starting from New York, Harold Gatty (left) navigator, and Wiley Post (right), are attempting a projected 10 day flight around the world. They hope to better the record of 22 days made by the Graf Zeppelin in 1929. Their route, with stopping points, is shown in map below.

JUNE 24 1931
JUNE 24-1931

SUMMARY OF AVIATION NEWS

(By The Associated Press)

While in Berlin two American fliers took off early this morning for Moscow on their round the world argosy, another pair were somewhere out over the Atlantic nearing Ireland and four others, in two parties were poised at New York for early morning take offs over seas.

Wiley Post and Harold Gatty, of the ship "Winnie Mae," had slept a well-earned sleep in the German capital, after arriving 2:30 p. m. (EST) yesterday and were off on the 925 miles that would land them in the Soviet capital.

Otto Hillig and Holger Hoiriis in the "Liberty," had gone well past the first half of their trans-Atlantic hop to Copenhagen if the lack of news from them meant all was well. No ship along the great circle had reported sighting the members of the season's second trans-Atlantic flying party an hour and a half before midnight. They had hopped from Harbor Grace at 3:24 a. m. (EST) and hoped to ground their plane about 7:30 a. m. (EST).

At Roosevelt field, New York, George Endresz and Sandor Magyar, Hungarian fliers, after announcing a dawn takeoff for Budapest, Hungary, received a midnight weather report which showed adverse conditions and announced a postponement until later in the day at least.

Adjustments to the motor of the "American Legion," the plane in which Russell Boardman, of Boston, is planning a trans-Atlantic flight, caused him to abandon plans for a 4 a. m., departure. He said, however, he hoped to get away before midnight tonight.

Clyde Pangborn and Hugh Herndon announced they will take off Saturday on the trail of Post and Gatty around the globe.

JUNE 24-1931

FREELAND BUGLERS CAPTURE 1ST PRIZE

Hazleton Post Was Awarded Third Prize At National Con- vention Pageant.

Freeland Post 473, American Legion took first prize, \$350, at the drum and bugle corps pageant conducted at Kirby Park, Wilkes-Barre yesterday afternoon, held in connection with the national convention of the Disabled American Veterans, and Hazleton Legion Post 76 was awarded third prize, \$50, in the event. The second prize, amounting to \$200, was awarded to Tampa, Fla., unit of the D. A. V.

Some dissatisfaction materialized just before the pageant, when the disabled veterans corps from Atlanta, Cincinnati and Chicago withdrew, claiming that they would not compete with Legion corps. They expressed themselves that they had understood that only D. A. V. units would compete in the contest and a second objection was raised by the veterans, who were opposed to the admittance fee to Kirby Park.

Hazleton Post corps was said to have been off color at the meet and the local fans were somewhat disappointed in the result.

JUNE 25, 1931

SUMMARY OF AVIATION NEWS

(By the Associated Press.)

The American world girdlers, Wiley Post and Harold Gatty, today were winging their way from Moscow to Irkutsk, Siberia; another pair of trans-Atlantic fliers were in Bremen, Germany, and six other aviators were poised in fields in the New York area hopeful of early takeoffs of trans-Atlantic flights.

Post and Gatty landed their plane at the October airdrome, Moscow, at 10:30 a. m. (E.S.T.) yesterday after a 950 mile flight from Berlin, and took off again at 10 p. m. (E.S.T.) last night for Irkutsk, 2,600 miles away, with an intermediate stop for fuel planned at Novosibirsk, half way mark.

When they landed at Moscow they were estimated to have covered 4,985 miles since leaving Roosevelt Field, N. Y., at 3:56 a. m. (E.S.T.) Tuesday in their attempt to circle the globe in 10 days or less.

The second pair of American airmen to cross the Atlantic in two days, Otto Hillig and Holger Hoiriis, fell short of their goal at Copenhagen and landed at Bremen at 3:40 p. m. (E.S.T.) yesterday, after a brief stop at Krefeld, Germany.

Utterly exhausted by their 32-hour flight from Harbor Grace, N. F., they spent the night at a hotel and planned to make the 240 mile flight from Bremen to Copenhagen today.

At Roosevelt Field, N. Y., George Endresz and Sandor Magyar, who plan a flight to Budapest, Hungary, adjusted a defective fuel pump while awaiting word of good flying weather, while Clyde Panghorn and Hugh Herndon, Jr., who plan a world girdling tour, said they probably would not get away before Saturday.

JULY 1-1931

Flashed Through Many Lands On Fast Trip Around The World



Two Americans, Wiley Post (lower left), one-eyed pilot, and Harold Gatty (lower right), 28 year old navigator, with their sturdy monoplane, "The Winnie Mae" (above), landed at Roosevelt Field, New York, last night, completing the trip around the world in less than nine days.

NEW YORK, July 1. (AP).—Wiley Post and Harold Gatty, like most pioneers, are young. Post is 32 and Gatty is only 28.

There is another similarity between them in that they both came to flying from other spheres of activity.

Post was a farm boy who dreamed high dreams as he trudged behind his team. The brown fields would suddenly disappear and the youth would see himself plowing fast furrows across the cloud banked heights of the sky.

His dream was slow of realization,

but fulfillment came at last. Strangely enough it was an accident that gave him the chance he longed for. He was working in the oil fields and an industrial accident destroyed the sight of one eye. With the compensation money he bought his first plane.

It was an old crate that had long since seen its best days, and the best hadn't been very good, but the barn-stormer who sold it threw in some instruction. Post flew an hour and forty minutes with this man and then took the ship up himself. That

(Continued On Page Ten)

FLASHED THROUGH MANY LANDS

(Continued from Page One)

was in 1924 and he's been flying ever since.

Gatty, a Tasmanian, began his professional life on the seas, but his eyes too wandered always to the freer, faster element aloft. Trained in the royal Australian naval college, Gatty gained wide experience in navigation afloat before finally turning his talents to aviation.

Last summer he started out with Harold Bromley on a projected non-stop flight from Japan to the United States. They had been in the air 25 hours and were 1200 miles at sea when a broken exhaust ring flooded the cabin with carbon monoxide gas. Gatty, however, succeeded in directing Bromley back to Japan, where the plucky little aviator was confined to bed for two months with gas poisoning.

After leaving the sea in 1927, Gatty established a navigational school in Los Angeles with a branch at San Diego. He has instructed many famous fliers, including Mrs. Charles A. Lindbergh, Colonel Art Goebel and others. With Lieutenant Commander P. V. H. Weems of the navy, who taught Colonel Lindbergh navigation, Gatty has written numerous text books on aerial navigation.

Like Post, he is married, but he has three young sons, whereas Post is childless. He lives in Los Angeles.

Post was born in Grand Plain, Texas, but his parents later moved to Oklahoma and still live in that state at Maysville. He was a barn-stormer for several years after obtaining his first plane and then

entered the employ of Hall. Flying the same ship he has used for the world flight, he won the non-stop derby from Los Angeles to the national air races at Chicago last year.

JULY 16 1931

AVIATION NEWS

JULY 1-1931

WORLD FLIGHT OF WINNIE MAE AND GRAF ZEPPELIN COMPARED

Log of the Winnie Mae.

(By the Associated Press.)

(Time is Philadelphia Daylight.)

Tuesday, June 23.

4:56 a. m.—Took off from Roosevelt Field, New York.

11:48 a. m.—Landed at Harbor Grace, N. F.

3:28 p. m.—Took off.

Wednesday, June 24.

7:45 a. m.—Landed at Sealand Airdrome, six miles from Chester, England.

9:05 a. m.—Took off.

12:45 a. m.—Arrived Hanover, Germany.

2:15 p. m.—Took off.

3:30 p. m.—Landed at Tempelhof Airdrome, Berlin.

2:38 a. m.—Took off.

Thursday, June 25.

11:30 a. m.—Landed at Moscow.

11:00 p. m.—Took off.

Friday, June 26.

9:31 a. m.—Landed at Novo-Sibirsk.

6:45 p. m.—Took off.

12:55 p. m.—Landed at Irkutsk.

Saturday, June 27.

2:10 a. m.—Took off.

8 a. m.—Landed at Blagoveshchensk.

11:20 p. m.—Took off.

Sunday, June 28.

2:30 a. m.—Arrived at Khabarovsk.

Monday, June 29.

5 a. m.—Off for Nome.

9:45 p. m.—Arrived at Solomon, Alaska.

Tuesday, June 30.

12:30 a. m.—Took off for Fairbanks.

3:25 a. m.—Arrived at Fairbanks.

9:34 a. m.—Off for Edmonton.

7:35 p. m.—Arrived at Edmonton.

Wednesday, July 1.

6:30 a. m.—Leave for Cleveland.

4:15 p. m.—Arrive in Cleveland.

7:47:30 p. m.—Arrived Roosevelt Field.

Total miles flown (approximated) 15,474.

Elapsed time—Eight days, 15 hours, 51 minutes.

Flying time—Four days, 10 hours,

Log of the Graf Zeppelin.

Thursday, August 8, 1929—12:39 a. m. Left Lakehurst, N. J., for Friedrichshafen, Germany.

Saturday August 10—8:33 a. m. Landed at Friedrichshafen. Distance, 4,200 miles; time, 2 days, 7 hours and 24 minutes.

Wednesday, August 14—11:34 p. m. Left Friedrichshafen for Tokio.

Monday, August 19—5:27 a. m. Landed at Kasumigaura airport, Tokio. Distance, 6,880 miles; time, 4 days, 5 hours and 53 minutes.

Friday, August 23—2:13 a. m. Left Kasumigaura for Los Angeles.

Monday, August 26—9:11 a. m. Landed at Los Angeles. Distance, 5,500 miles; time, 3 days, 6 hours and 58 minutes.

Tuesday, August 27—4:14 a. m. Left Los Angeles for Lakehurst.

Thursday, August 29—8:13 a. m. Landed at Lakehurst. Distance, 3,000 miles; time, 2 days, 3 hours and 55 minutes.

Total mileage flown, 19,580; total flying time, 12 days, 10 minutes; total elapsed time, 21 days, 7 hours and 30 minutes.

(By The Associated Press)

Two men were on their way across the Atlantic by air today and a woman waited at the eastern seaboard to follow them.

Alexander Magyar and George Endres took off from Harbor Grace, N. F., at 11:18 (E.S.T.) yesterday morning on projected non-stop flight to Budapest. They left in the face of reports that low clouds and rain covered their course. Wind was favorable.

Laura Ingalls arrived at New York at 3:45 p. m. (E.S.T.) from St. Louis on the last leg of her flight from the west coast to the starting point of her flight to France. She will attempt to win the honor of being the first woman to pilot a plane across the ocean. Ruth Nichols, who tried before cracked up at St. John, N. B., and is still recovering from an injured spine.

Wiley Post and Harold Gatty, who recently flew around the world in less than nine days, arrived at New York yesterday to complete arrangements for a flying lecture tour of the country.

Otto Hillig and Holger Hoiriis, first to cross the north Atlantic by air this year, arrive by steamer Friday to receive the honors already accorded Post and Gatty and which will be given Magyar and Endres and Miss Ingalls if they are equally successful.

The seaplane Do-X was at Rio De Janeiro for a complete overhauling in drydock following its recent trans-Atlantic hop. It will start a leisurely flight to New York late next week.

Edward Maloney and Seth Yerrington, who attempted a non-stop flight from New York to Mexico City, only to be forced down near the Mexican border, flew to the beach where their plane was damaged in the forced landing Monday. They hoped to repair it in time to fly to Brownsville, Tex., last night.

Joseph Lebric and Marcel Doret, French fliers who were forced down in a remote portion of Siberia on their attempt to set a new straight-line flying record, plan to board a train for Moscow tomorrow. They probably will reach Paris next week, where another plane similar to the Hyphen, in which they at-

JULY 2, 1931.

They Are Dreaming Of Flying Around The World In Five Days



Clyde Pangborne (right) and Hugh Herndon (left) seek to circle the world in the monoplane shown above.

JULY 13 1931

AVIATION NEWS

(By The Associated Press)

Adventurers of the air—five men and a woman—yesterday winged their way across two continents.

Speeding over Russia, were the Frenchmen, Joseph Lebriz and Marcel Doret with their mechanic, Rene Mesnin, seeking to establish a new record for straight-line flying. Their route led to Tokyo, 6,000 miles from their starting point, Paris.

Laura Ingalls, diminutive aviatrix, left Burbank, Cal., early in the morning on a one-stop flight to New York. She plans to hop off from the latter city as soon as weather conditions permit in an effort to be the first woman to make a solo flight over the great circle route to Paris.

A pair of comparative novices, Seth Yerrington, 26, and Edward Maloney, 23, left Roosevelt Field, N. Y., early in the evening on a 2,300-mile hop to Mexico City, where they plan to rest a few hours before nosing their plane back toward New York, to prepare for a trans-Atlantic crossing.

Their plane, the "Captain Carranza," was named after Emilio Carranza, once called the "Lindbergh of Mexico," who died in a crash of his plane at Mount Holly, N. J., in a similar flying effort three years ago, yesterday.

Meanwhile, ten persons lost their lives in five airplane accidents in the United States and Canada. Two were killed in mishaps at each of Kansas City, Chicago, Harrisonville, Mo., and Lloyminster, Canada. The Kansas City fatalities were the result of the burning of a balloon.

Two girls also were burned to death in a plane crash at Jonesboro, Ark.

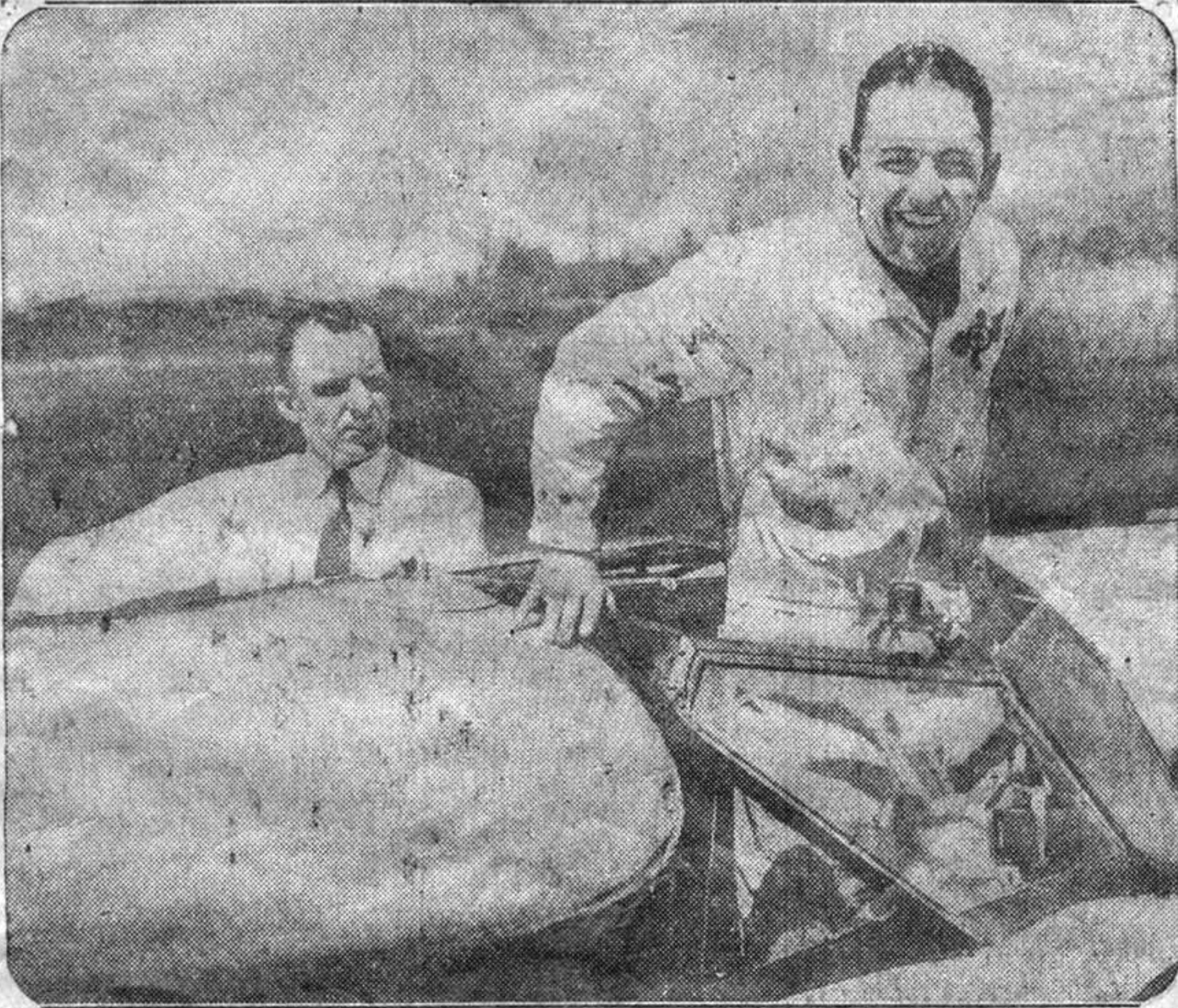
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JULY 11 = 1931

SEATTLE-TOKYO FLIERS FORCED DOWN IN 'ALASKA'



Associated Press Photo

H. S. Jones (left) and Reg Robbins (right) of Fort Worth, Tex., are shown getting into their plane at Seattle, Wash., for a trial flight shortly before they took off for Tokyo on a non-stop refueling flight. They were forced down at Solomon, Alaska.

JULY-17-1931

OCT-24-1931

HUNGARIAN FLIERS



Captain George Endres (above) and Captain Alexander Magyar (below), Hungarian fliers, fell a few miles short of their goal in a non-stop flight attempt from Harbor Grace to Budapest.

Scouts Pass Tests.

Eighteen Boy Scouts, of Free-land, passed their tests for higher ranks at the special Board of Review held at the Y. M. C. A. All the boys are members of Frank Shive's Troop No. 54. Twelve boys were promoted from the tenderfoot or lowest rank to second class and five second class Scouts were pro-

moted to first class. One Scout was awarded a merit badge.

Anthony Poppalardo, a first class Scout, was awarded the badge for proficiency in cooking. Scouts James Boyle, Silvo Maso, John Pecora, Stanley Amore and Stephen Laboda were promoted to the first class degree. Scouts Thomas Johnson, James Mahon, Jack Salitza, Joe Makuta, Chester Nowak, Harold White, John Brennan, John Cheppa, Allen Feist, Harold Graham, John Johnson, and George Roth were all graduated from the tenderfoot class to second class Scouts.

Chairman of the Board John Kresge presided and the next meeting will be held Friday night, Nov. 27, at the Y. M. C. A., at 7:30 o'clock.

* * *

JULY 31 - 1931

671-2-1-1

AMERICANS SET A NEW AIR RECORD



Russel Boardman

John Polando

ISTANBUL, July 30. (AP)—One of the greatest flights in the history of aviation ended here today, when the American fliers, Russel Boardman and John Polando gently eased their sturdy plane, Cape Cod, down on Turkish soil at 1:20 p. m., after a non-stop flight from New York.

The fliers traveled a distance they calculated at 4,986 miles in 49 hours and 20 minutes, making it extremely probable that they established a world's record for long distance flight by distancing that of Dieu-donne Coste, who flew from Paris to Manchuria to set up the world's record.

^{A-11} ^{W-3} Football Scores

STATION WAZL

HAZLETON

SATURDAY, 6:30 P. M.

....	McAdoo	H	W. H. H.
....	Free.	H. M. & M. I.
..	0	St. G. H.	→	H. T. H. 18.
..	4	Army	←	Notre Dame 14.
..	7	Lafayette	←	Lehigh 13.
..	0	Harvard	→	Yale 17.
..	2	Temple	←	Villanova 0.
..	0	Rutgers	→	Colgate 13.
..	3	Prince.	←	Dartmth 13.
..	1	Duquesne	←	Cath. U. 0.
..	12	Columbia	←	Syracuse 0.
..	9	Dickin.	→	Muhlen. 30.
..	2	Susque.	←	Swarth.. 20.
..	0	Chicago	→	Illinois. 6.
..	6	Purdue	←	Indiana. 17.
..	6	Mich.	→	Northwes. 19.
..	4	Ohio S.	←	Iowa. 7.

FLYING FAMILY COMPLETES SECOND LAP OF AIR JAUNT: OTHERS WAIT ON WEATHER

Huge Sesquiplane Poised For
— A Hop Off to Oslo, Nor-
way Today.

ONE PLANE WAS WRECKED

Details of What Happened to
Solberg and Petersen Were
Lacking Last Night.

(By The Associated Press)

George Hutchinson and seven others in the "Flying Family" complete second leg of European trip, arriving at Anticosti Island, from St. John, N. B.

Thor Solberg and Carl Petersen, who started from New York for Norway, crash in New Foundland, but escape injury.

Clyde Lee and John Bochkon, of Vermont, also Norway-bound, await favorable weather to hop off from Harbor Grace, N. F.

Captain J. A. Mollison, in New York, gets ready to start his return flight to England Friday.

Amy Johnson, Mollison's wife, decides not to try to duplicate his flight.

William Ulbrich, Dr. Leon M. Pisculli and Miss Edna Newcomer, planning jaunt to Rome, scan weather reports in New York.

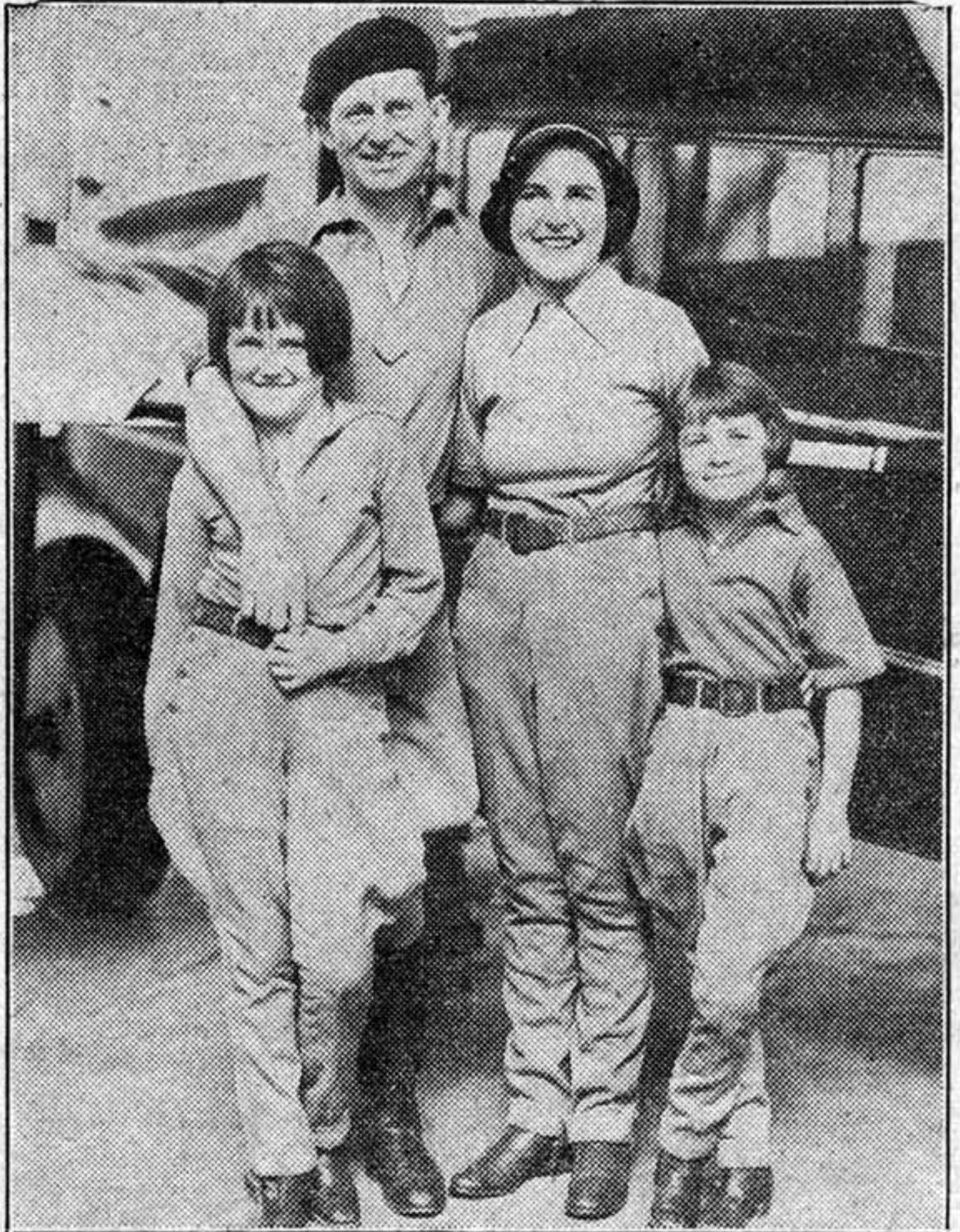
Captain Wolfgang Von Gronau and two companions, of Germany, tarry at Cordova, Alaska, enroute around the world.

FORT MENIER, Anticosti Island, Aug. 24. (AP)—The "Flying Hutchinsons" completed the second lap of their flight across the North Atlantic today when they landed here at 4:45 p. m., eastern standard time, from St. John, N. B.

HARBOR GRACE, N. F., Aug. 24. (AP)—Two American airplanes rested on Newfoundland soil tonight, one a ruined reminder of trans-Atlantic hopes, the other with its nose pointed eagerly toward the north.

The huge sesquiplane which left New York yesterday with Thor

Family On Flight To London



The flying family, George Hutchinson, his wife, and two daughters, Kathryn, 8, (left) and Janet Lee, 6, took off from Floyd Bennett field, N. Y., on a flight by easy stages to London. Besides the Hutchinsons, their Amphibian airplane carries a crew of four men. They plan to stop at Harbor Grace, N. F., Labrador, Greenland and Iceland. (Associated Press Photo).

Scouts Honored.

Although twenty-nine Scouts were on the list to be publicly honored by being presented with honor awards by Rear Admiral Byrd as the opening feature of the lecture, only twenty-eight were in the group. Edmund Kowalski, a member of Troop No. 10, of West Hazleton, of which Josiah Jones is scoutmaster, was unable to attend the ceremonies. He will receive his Eagle badge later.

Eighteen of the boys received Eagle badges—the highest honor that can be bestowed upon a Boy Scout. The others were awarded Eagle Palms, an additional insignia significant of honorable Scout work.

It was the largest group ever to be thus honored by the Anthracite Council, and never before were such honors conferred to local Boy Scouts by such a distinguished man as Rear Admiral Richard Byrd. J. R. Danner, of this city, commissioner of the Anthracite Council of Boy Scouts, assisted Rear Admiral Byrd in the presentations.

The Scouts, in full uniform, marched from back stage and formed a line that spread across the stage. Judge Foster Heller introduced Rear Admiral Byrd and he was greeted by storms of applause. As Scout Commissioner Danner called off the names of the Scouts being honored, each stepped forward, saluted Rear Admiral Byrd and after receiving his award, was congratulated by Mr. Byrd, then saluting, returned to his place in line. After the ceremony, the group filed to a special reserved seat section in the two front middle rows of the auditorium. The Boy Scouts took their seats amid much applause.

The Scouts met at the Boy Scout headquarters, in the Markle Bank building, prior to going to the high school. Executive Alfred R. Griesing conducted an inspection.

Rear Admiral Byrd is keenly interested in Boy Scouts and declared here yesterday that he intends to take Paul Siple, Eagle Scout, of Erie, Pa., on his next trip to the Antarctic, as he did on his first expedition.

Eagle Badge Awards.

Those who were presented with Eagle Badges are as follows:

Fred Beltz, George Wallen, David Yeakle, Andrew Kutchi, Lester Bartels, Charles Oakley, Joseph Seman and Fred Eyrick, all members of Troop 10, of West Hazleton, under the direction of Scoutmaster Josiah

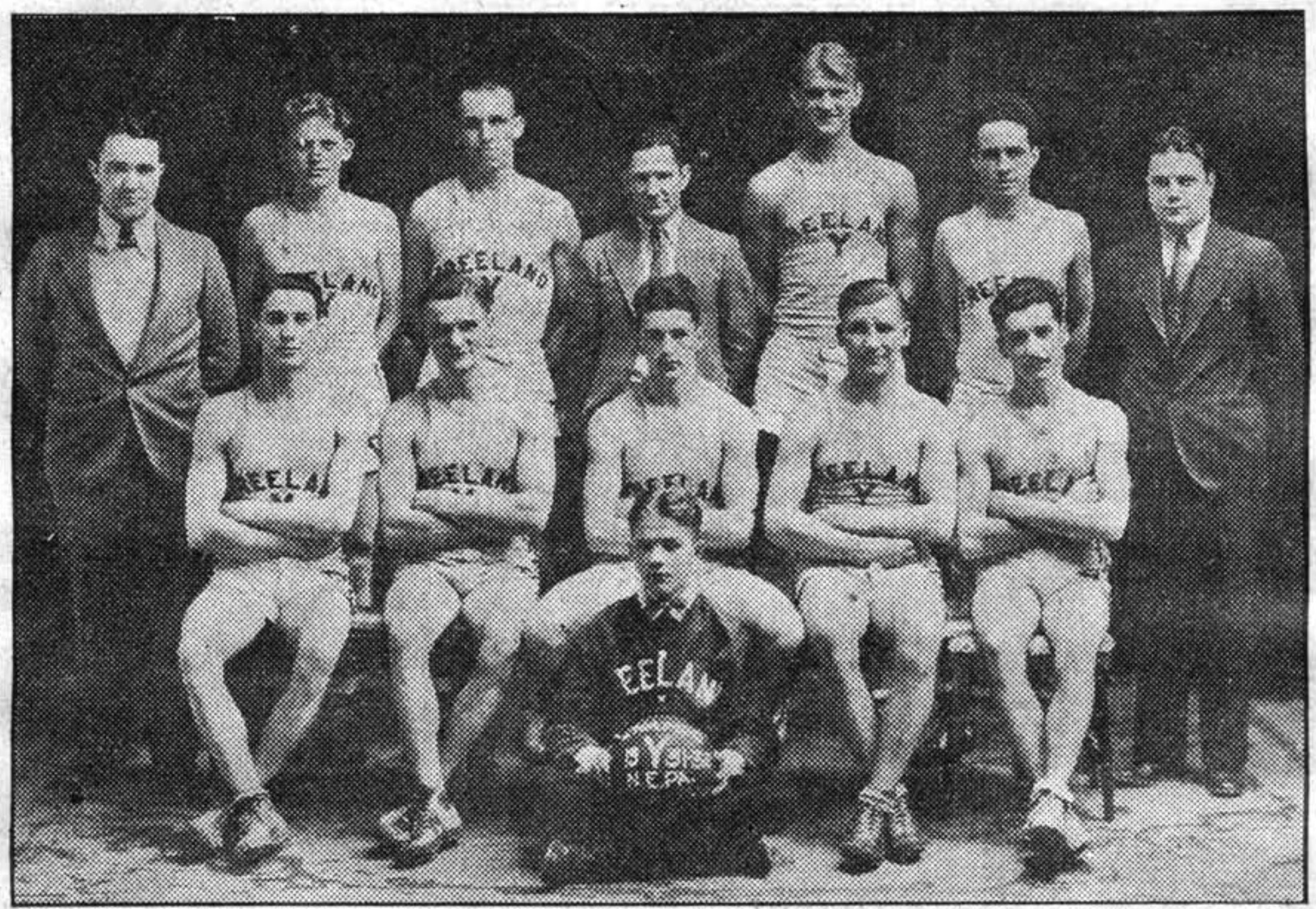
Jones; John Warner, of Troop 1, Jeddo, Scoutmaster J. Mal Reed; Sylvo Maso, Alfred Karpowich, James Boyle, Alfred Sosnowski, John Pecora, Anthony Poppalardo, John Nosal, of Troop 54, Freeland, with Frank Shive as scoutmaster; Lamar Trout, of Weatherly Troop 1, and Assistant Scoutmaster Robert Mika, Troop 20, Blodgett Community House.

FEB 4 1932

REVIVED ON APRIL 11, 1932

APRIL 11, 1932

Have Remarkable Cage Record



Reading from left to right those pictured are: (standing) Jack Kresge, financial secretary; Georgie Yarnes, guard; Herb Rathey, forward and guard; Duke Wright, coach; Eddie Deitch, center; Joie Rogan, forward, and William D. Morgan, manager. (Seated) Danny Gauz, guard; Eddie Simms, guard; Charlie McGeehan, forward; Charlie Coxe, guard, and Dr. Gauz, forward. Mascot is Jack Beltz.

STATE CHAMPIONS

- 1920—Harrisburg Tech. EAST
- 1921—McKeesport. EAST
- 1922—Mahanoy City. EAST
- 1923—Nanticoke. EAST
- 1924—Homestead. WEST
- 1925—Uniontown. EAST
- 1926—Nanticoke. EAST
- 1927—Steelton. EAST
- 1928—Hazleton. EAST
- 1929—Hazleton. EAST
- 1930—Sharon. WEST
- 1931—North Braddock. WEST
- 1932-040 FORCE - WEST EAST
- 1933—LIMER MERRION - EAST
- 1934—SOUTH HIGH (PITTSBURGH) WEST
- 1935-

SCORES OF BASKETBALL STATE FINALS

L. MERION - 21 ALTOONA - 10
 READING - 17 SOUTH HIGH - 42 (PIT)
 WILKES ALLENTOWN
 NEWPORT - N. CASTLE

MAY 15 1934

Baby Is Dead



Baby Lindbergh.

Whose body, badly decomposed, was found in a clump of woods by a negro truckman yesterday afternoon.

CHRONOLOGY OF KIDNAPPING CASE

(By The Associated Press.)

March 1—About 8 p. m.—baby kidnaped. Note demanded \$50,000 ransom.

March 2 — Lindbergh announced willingness to pay ransom. Mrs. Lindbergh appealed to kidnapers to give the baby a diet she prescribed.

March 5 — Conference of criminologists from various states held at New Jersey capitol. Henry "Red" Johnson, friend of Betty Gow, baby's nurse, questioned.

March 6—Mr. and Mrs. Lindbergh appeal to kidnapers to get in touch with Salvatore Spitalo and Irving Bitz.

March 12—Morris Rosner started efforts to make contacts with kidnapers at Lindbergh's behest.

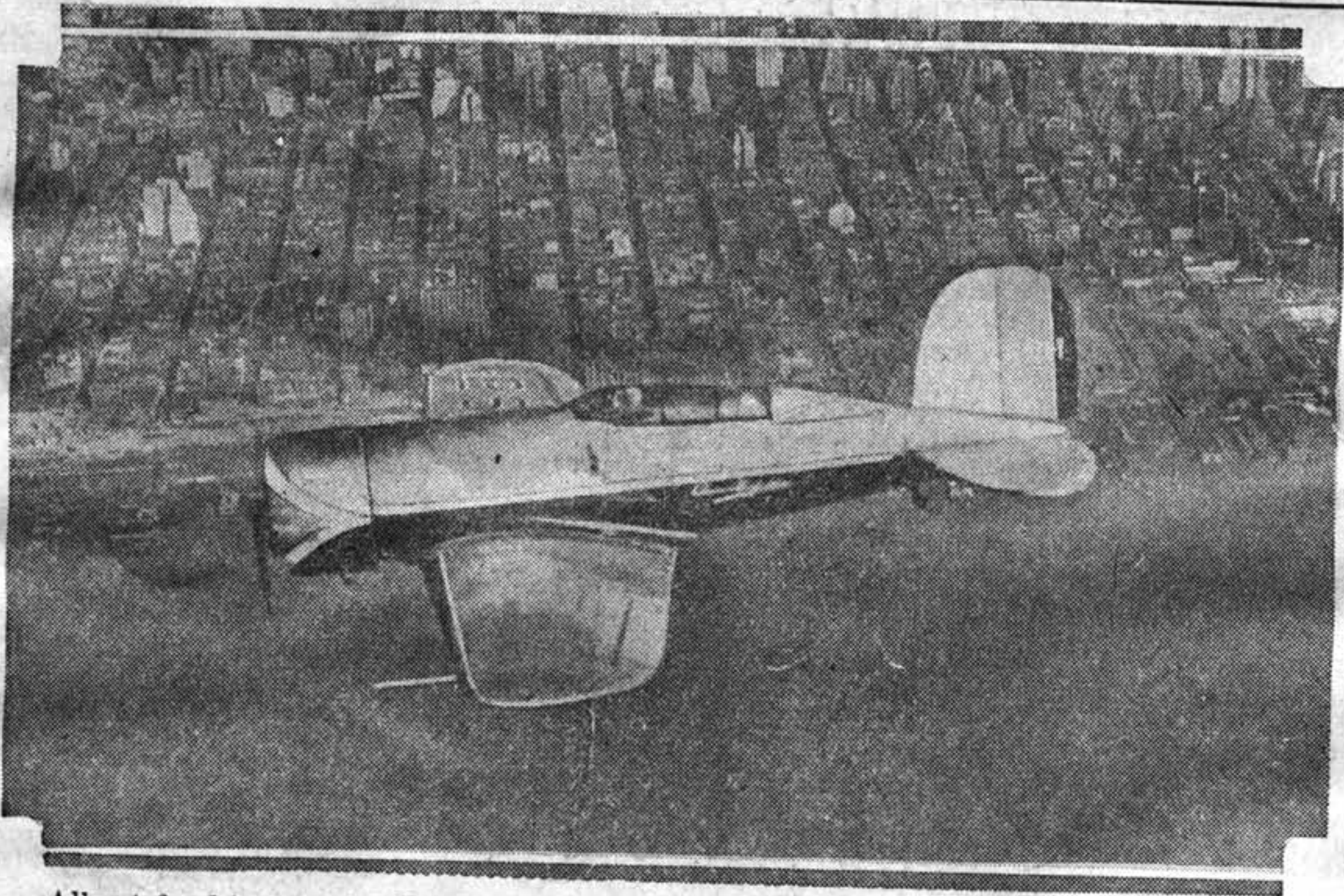
March 25—Three citizens of Norfolk, Va., began mysterious moves to meet kidnapers.

April 1—A representative of New Jersey state police left for Europe to pursue clues.

April 4—Lindbergh flew to Elizabethan Islands, off Massa-

MAY 12 - 1932

Ready For New York-Paris Flight



All set for his two-stop hop from New York to Paris, which he hopes to make in 16 hours, Lou Reichers took his plane for a test flight over the towers of Manhattan. He plans his first hop from New York to Harbor Grace, Newfoundland; then across the Atlantic in daylight; a stop for refueling in Ireland and then on to Paris. Lindbergh's time for the flight (non-stop) was 33 hours.

American League.

- | | |
|--------------------|-----------------|
| 1. New York. 1 | 5. St. Louis. 6 |
| 2. Washington. 3 | 6. Chicago. 7 |
| 3. Philadelphia. 2 | 7. Boston. 8 |
| 4. Cleveland. 4 | 8. Detroit. 5 |

National League.

- | | |
|------------------|--------------------|
| 1. St. Louis. 6 | 5. Chicago. 1 |
| 2. New York. 6 | 6. Boston. 6 |
| 3. Pittsburgh. 2 | 7. Philadelphia. 7 |
| 4. Brooklyn. 0 | 8. Cincinnati. 8 |

MAR 14, 1932

PREDICTION MADE BY DADE RUTH
OF HOW THEY WOULD FINISH IN '32

MAY 14-1932

MAR 6-1932

Drops In Ocean on Hop to Paris



Lou Reichers, New Jersey flier, who attempted a two-step flight from Newark, N. J., to Paris, was rescued from the ocean by a trans-Atlantic liner. After having made a refueling stop at Harbor Grace, N. F., the flier was trying for Dublin when forced down. His low-winged monoplane is shown below.

PREDICTIONS I
MADE OF HOW THEY
WILL FINISH UP IN
1932

AMERICAN LEAGUE FINAL STANDING

1. N. YORK 1
2. WASHINGTON 3
3. PHILA 2
4. CLEVELAND 4
5. DETROIT 5
6. CHICAGO 7
7. BOSTON 8
8. ST. LOUIS 6

NATIONAL LEAGUE FINAL STANDING

1. ST. LOUIS 6
2. CHICAGO 1
3. N. YORK 6
4. BROOKLYN 3
5. PITTSBURG 2
6. CINCINNATI 8
7. PHILA. 4
8. BOSTON 5

N.Y. - P. LEAGUE

FINAL

FINAL

- | | |
|-------------------|------------------|
| 1. WILKES-BARRE 1 | 5. BINGHAMPTON 5 |
| 2. HARRISBURG 2 | 6. SCRANTON 4 |
| 3. WILLIAMSPORT 7 | 7. ELMIER 8 |
| 4. HAZLETON 6 | 8. YORK 3 |

WORLD CHAMPS - N. YORK

MAY 23 1932

AMELIA EARHART FLIES TO LONDON IN HEAVY STORM

Lone Flier of the Atlantic Flew
From Northern Ireland
Where She Landed.

COMPLETES OVERSEAS TRIP,

Delegaton From American Em-
bassy, Headed By Andrew
Mellon, Greeted Aviatrix.

By ALVIN HALLMAN.

(Associated Press Staff Write.)

LONDON, May 22. (AP)—Amelia Earhart Putnam, smiling lone flier of the Atlantic, flew from Londonderry, northern Ireland, to London today, landing in a terrific thunderstorm at Hanworth airdrome to complete her oversea trip from New York.

"I don't mind the rain," she said. "I got used to it Friday night."

She laughed as she said it, while a crowd of some 200 swarmed around her and cameras snapped.

Thousands, believing she was going to Croydon airdrome, gathered there to welcome her. Only a few, including a delegation from the American embassy, headed by Ambassador Andrew W. Mellon, were on hand at Hanworth, when the slim blond flier arrived in a borrowed plane from Ireland, where she ended her ocean flight yesterday.

Earlier in the day, Ambassador Mellon had telegraphed a message to her, expressing his admiration of her achievement and inviting her to come to the embassy and be the guest of his daughter, Mrs. David K. E. Bruce, the embassy's official hostess.

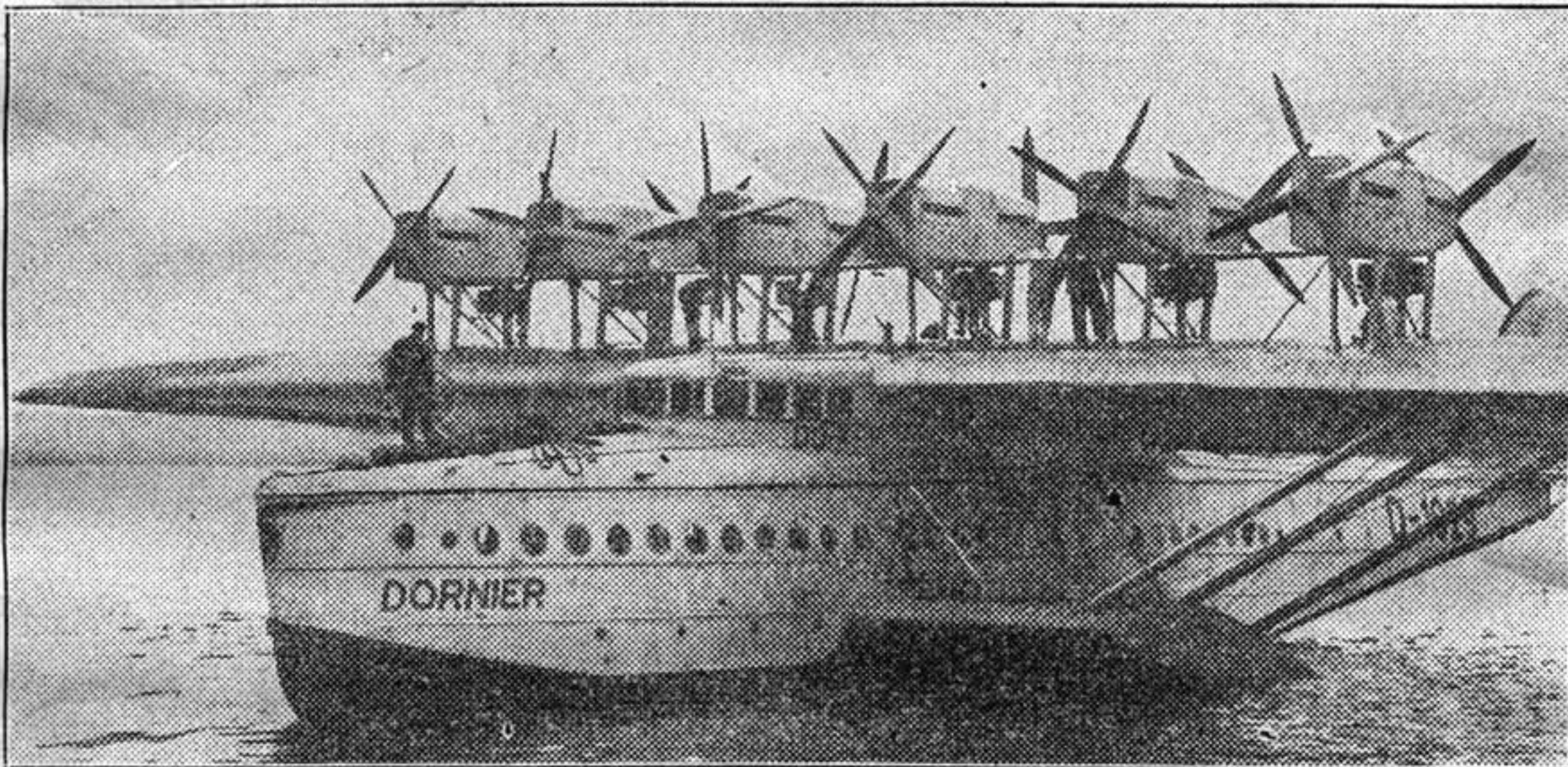
It was there that she was taken after the welcome at Hanworth to spend the night and perhaps several days. Both Mrs. Bruce and Mrs. David E. Finley, wife of the first secretary of the embassy, who was one of those that met her at Han-

worth, ransacked their wardrobes to find clothes to fit the slight woman, who is the only person in the world to have crossed the north Atlantic twice and the only woman to have crossed it once alone.

(Continued on Page " ")

MAY 23 - 1932

Giant German Airliner Crosses Ocean



The huge German airliner DO-X is returning to Lake Constance, Switzerland. She flew from New York to Newfoundland and then across the Atlantic to the Azores and last night rested in Vigo, Spain.

1936

FREELAND Y. M. C. A. TEAM MADE OUTSTANDING RECORD THIS YEAR

North Siders Win Northeastern Pa. Title—Take 20 Of 23 Games—Record Includes Victories Over Outstanding Teams:

Basket ball made a great comeback over in Freeland this season with the Freeland Y. M. C. A. bringing back the old days of the State League by running up one of the outstanding records any Freeland team has ever made and gaining prominence throughout the entire northeastern part of Pennsylvania. Winning of the Northeastern Pennsylvania Y. M. C. A. championship was one of the outstanding achievements of the season as was the winning of 20 out of 23 games, when one considers that the victories gained were over several of the state's leading basket ball teams.

Freeland lost only one game all season in which the first string lineup took part, this being to the world's champions, Brooklyn Visitations, and Freeland held its own with that great club, forcing Brooklyn into an extra period to win by a four-point margin. Three victories over Hazleton Y. M. C. A., wins from Bloomsburg, Nanticoke, Plymouth and Pittston State League team, a victory over Wilkes-Barre Y. M. H. A., one of the contenders for the Pennsylvania Y. M. H. A. title, and lastly a win over the Hazleton Collegians, composed of Weston, Fegley and other prominent Hazleton High stars, are the outstanding achievements of the Freeland team's record.

First Title For Freeland "Y."

Winning of the Northeastern Pennsylvania championship brings the first cage title ever won by a Freeland Y. M. C. A., and coincident with this win stands the fact that Freeland had a comparatively easy time with the majority of the Y. M. C. A. teams from Northeastern Pennsylvania. Several close scores were noticeable in the record of games with Y. M. C. A. teams, but for the most part these were in reality easy victories for Freeland. Hazleton Y. M. C. A. gave the North Siders real opposition as did Pittston in the game played at Freeland back in November. The three Hazleton games were torrid contests but the North Siders held the advantage and each time sent the Moun-

from amateur ranks made it necessary to bring in several professional teams and members of the State League, but again Freeland was superior and won easily from Nanticoke, Plymouth and Bloomsburg and took a hard fought battle from Pittston. Brooklyn, however, managed to defeat Freeland while St. Thomas College, with Rogan and Deitch, two of the "Y" teams stars, handed the Cherry and White its third defeat, although the North Siders put up a hard fight.

Outstanding Stars On Team

Freeland fans wanted to see their former scholastic favorites playing once again and to accommodate this wish, Freeland Y. M. C. A., gathered the best of talent. Joie Rogan, Buck Schnaub, Eddie Deitch, Danny Gauz, Charley Coxe and Bill Bray, all noted for their cage achievement, were members of the squad, although Gauz was lost by an injury in January and Schnaub left town at the close of that month to take a position at Erie. This took away two of the stars, but there was still plenty of talent available.

Herb Rathey, Freeland high coach, joined the team at this time and did some great work for the team. In addition, Dr. Gauz, brother of Dan and also a former Freeland high star; Kenny Johnson, ace of this season's Freeland high squad; Georgie Yannes, former M. M. I. star, and others prominent in scholastic circles years back, saw service.

To praise the work of these stars would be only repetition as the fans of the region know well of the accomplishments and records of these boys during the year. Consistently playing good ball, all contributed to the record of the club and Freeland fans enjoyed the greatest cage season since the old State League, when the All Home Five romped the boards. There are many who consider this year's Y. M. C. A. combination as even greater than the old team but with changes in rules and in style of play, it would be an impossibility to compare the teams by any standard.

FREELAND Y. M. C. A. TEAM MADE

(Continued From Page Eight.)

work of Deitch at centre, has been nothing less than sensational.

During the tournament when a technicality barred Rogan and Deitch, Dick Lentz, whose name is a byword in North Side basketball, came to the rescue of the team, coming out of retirement to fill the centre position. His work in the tournament games was a deciding factor in favor of Freeland as along with Kenny Johnson, Coxe, Dr. Gauz and George Yannes, an effective combination was formed.

Freeland has closed a most successful season and with the entire town enthused over the cage sport, the fans look forward to next season when a State League team will be formed to compete in the popular cage league and to fully bring back Freeland's heyday in basketball ranks.

Deitch Led Scorers.

In scoring for the year, the lanky Deitch led by a large majority and "Galloping Swede" may be rightly considered as the team's most valuable player. A center is a team's most important cog, although this boy's work was greatly aided by Schaub, Rogan and his other teammates. Deitch's selection as his team's most valuable player comes as a result of his consistent scoring his outstanding floor work, his ability in getting the tap and his great defense play, having allowed only 47 points to his opponents for the entire season.

Individual scoring records are as follows:

	F. G.	Fls.	Pts.	G.
Deitch, center ...	90	18	198	16
Schaub, fwd.-gd. .	50	14	114	12
Rathey, fwd.-gd. .	39	25	103	8
M. Gauz, fwd.	35	21	91	21
Coxe, guard	33	14	80	23
Rogan, fwd.	29	15	73	6
Johnson, fwd.	26	14	66	8
Dan Gauz, guard .	21	12	54	9
G. Yannes, g.-fwd.	13	8	34	18
Simms, guard ...	5	2	12	10
Bonavage, fwd. ..	4	1	9	4
F. Yannes, guard .	3	0	6	6
Lentz, center	2	1	5	3
Billman, center ..	2	0	4	6
Biasi, guard	1	2	4	2
Bredbenner, fwd. .	1	0	2	5
Kresge, guard ...	1	0	2	1
McGeehan, fwd. ..	1	0	2	2
Kreitzberger, fwd.	0	0	0	2
Pierson, center ..	0	0	0	2
Totals	364	149	877	

Freeland's record of 20 out of 23 games gives the squad a season percentage of .869 with a total of 877 points for Freeland against 645 for its opponents. The season record is as follows:

Freeland, 37; Stroudsburg Y.M. C.A., 21.

state's leading basket ball teams.

Freeland lost only one game all season in which the first string lineup took part, this being to the world's champions, Brooklyn Visitations, and Freeland held its own with that great club, forcing Brooklyn into an extra period to win by a four-point margin. Three victories over Hazleton Y. M. C. A., wins from Bloomsburg, Nanticoke, Plymouth and Pittston State League team, a victory over Wilkes-Barre Y. M. H. A., one of the contenders for the Pennsylvania Y. M. H. A. title, and lastly a win over the Hazleton Collegians, composed of Weston, Fegley and other prominent Hazleton High stars, are the outstanding achievements of the Freeland team's record.

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Only one Y. M. C. A. team, Wilkes-Barre, defeated Freeland and on that evening Freeland was forced to play with a patched up lineup, but in two later games Freeland had little difficulty in trouncing the upper enders.

Inability to secure teams to provide real opposition for Freeland

former scholastic favorites playing once again and to accommodate this wish, Freeland Y. M. C. A., gathered the best of talent. Joie Rogan, Buck Schnaub, Eddie Deitch, Danny Gauz, Charley Coxe and Bill Bray, all noted for their cage achievement, were members of the squad, although Gauz was lost by an injury in January and Schaub left town at the close of that month to take a position at Erie. This took away two of the stars, but there was still plenty of talent available.

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In games played the scoring by Schaub, Rogan, Deitch, Rathey and Johnson has stood out while on the defense the great work done by Danny Gauz, Schaub, Charley Coxe, and George Yannes has kept down opponents' scores. For floor work, Dr. Gauz, Schaub, Rogan and Deitch have outstanding records while the

(Continued on Page Nine.)

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Fiasi, guard	1	2	4	2	
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Kresge, guard ...	1	0	2	1	
McGeehan, fwd. ..	1	0	2	2	
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- Freeland, 37; Stroudsburg Y.M.C.A., 21.
- Freeland, 40; Hazleton Y.M.C.A., 23.
- Freeland, 39; Stroudsburg Y.M.C.A., 20.
- Freeland, 30; Hazleton Y.M.C.A., 28 (away).
- Freeland, 24; Pittston Y.M.C.A., 23.
- Freeland, 32; Pittston Y.M.C.A., 24 (away).
- Freeland, 35; Nanticoke Celtics, 21.
- Freeland, 52; Berwick Y.M.C.A., 18 (away).
- Freeland, 52; Stroudsburg Elks, 18.
- Freeland, 41; Stroudsburg Elks, 34 (away).
- Freeland, 40; Hazleton Y.M.C.A., 30.
- Freeland, 59; Bloomsburg S. L., 31.
- Freeland, 27; Wilkes-Barre Y.M.C.A., 38 (away).
- Freeland, 31; Wilkes-Barre Y.M.C.A., 20.
- Freeland, 32; Wilkes-Barre Y.M.C.A., 21 (tournament).
- Freeland, 44; Wilkes-Barre Y.M.H.A., 40 (away).
- Freeland, 28; Pittston Y.M.C.A., 16 (tournament).
- Freeland, 30; Pittston S. L., 28.
- Freeland, 51; Plymouth S. L., 36.
- Freeland, 54; Nanticoke S. L., 36.
- Freeland, 21; St. Thomas' College, 38.
- Freeland, 48; Brooklyn Visitations, 52 (extra period).
- Freeland, 30; Hazleton Collegians, 29 (away).
- Totals: Freeland, 877; opponents, 645.

JUNE 20 - 1932

The world's heavyweight championship came back to America last night when Jack Sharkey, veteran Boston challenger, outpointed Max Schmeling, defending champion, in their fifteen-round titular contest at the new Garden Bowl in Long Island City.

The judges for main event were: Charles F. Mathison and George Kelly. Gunboat Smith was referee. The crowd was estimated at 70,000, the largest to attend a boxing contest since the 2nd Tunney-Dempsey at Chicago.

By DAN PARKER.

Carey's punch bowl was filled to the brim last night as the public drank an impressive toast to the recovery of boxing from its long slump.

The big shallow saucer out on the flats of Woodside, L. I., held a crowd reminiscent of "Coolidge prosperity" days, attracted by the Sharkey-Schmeling bout which caught the public's fancy at the eleventh hour.

A warm Summer evening, a sky overcast with threatening clouds under which airplanes wheeled and droned like beetles, and a blimp floating lazily on the soft evening breeze, formed the setting for the return bout between the Sailor and the Teuton.

When the first preliminary bout got under way at 8:20 p. m., the bowl was almost filled and the crowd was still pouring in at every entrance, headed for the reserved section which was the last to fill up.

BETTING ODDS SHIFT.

Flood of Sharkey money showed up at the last minute, causing the odds to shift from 6 to 5 on Schmeling to 11 to 10 on the challenger.

Mayors and champions were almost as thickly distributed through the crowd as straw hats. There was our Jimmy, accompanied by his staff. Mayor Anton Cermak came on from Chicago, passing up the preliminaries of the Donkey Donnybrook to be staged in his bailwick, to see what he hoped would be a real fight. Mayor Frank Hague came over from Jersey City to maintain his reputation for never missing an important scrap. Borough President George U. Harvey of Queens, welcomed

the visiting aldermen to his back yard.

Gene Tunney, Tommy Burns and Jim Corbett, former occupant of the throne for which Max and Jack were quarrelling, sat in ringside seats. Mickey Walker, who aspires to the throne, also was "up front."

Mrs. Tunney accompanied Gene. Celebrities of the stage and screen were as thick around the ringside as sequins on a burlesque queen's tights.

VIEW IS BETTER.

The ring had been elevated a foot or more since the wrestling show which opened the bowl two weeks ago and this increased the visibility no end. There had been considerable complaint that the ringside seats weren't as good as those in rear at the wrestling match, but the new arrangement remedied this condition.

Those in the distant seats either trusted to their good eyesight or brought themselves nearer the ring in theory with the aid of 25-cent opera glasses which vendors outside the bowl hawked by the thousands. It was the biggest turnover in glass since Phil Scott rolled over on his back for the third time and groaned pitifully; the last time he claimed a foul in these parts.

There was also a brisk trade in those ingenious wooden and rubber contraptions which give a perfect imitation of the Bronx cheer.

"Be ready for a bum decision or a foul; get your raspberries here for five cents," cried the vendors. Nobody paid any attention to the

opening four-rounder in which Tommy Walsh, a prematurely bald youth from Yorkville who helps keep the royal family out of the bread lines, engaged one Maxie Pinsker. Max was in the pink when he started but soon went into the red because of a cut under his right eye. It was a triumph for the Royal Family.

Three referees were in readiness at ringside — Arthur Donovan, Gunboat Smith and Jed Gahan.

The attendance was estimated at 70,000 and the receipts at \$500,000.

Although the bowl was practically sold out, the management ordered the powerful search lights turned on crowds of depression victims, gathered on the roofs of several nearby apartment houses to blind them with the glare so they couldn't get an orbful of the milling, free of charge.

The Garden folks claimed, however, were trained on the roof to frustrate an attempt to bootleg moving pictures of the fight with a telescopic camera.

Working in Schmeling's corner were Joe Jacobs, Max Machon and Doc Casey.

Behind Sharkey were Johnny Buckley, Al Lacey and Tony Polozola. Sol Gold held the watch in Schmeling's corner while Gus Wilson held the clock in Sharkey's.

JUNE 20-1932

The Fight! Salient Facts

PRINCIPALS—Max Schmeling, world's champion, vs. Jack Sharkey, Boston.

LENGTH OF BOUT—Fifteen rounds.

SCENE OF BOUT—New Madison Square Garden Bowl, on Northern Boulevard and 45th Street, Long Island City.

REFEREE AND JUDGES—To be selected by boxing commission this afternoon, but names not to be disclosed until ring time.

TIME OF BOUT—Between 9.30 and 10 p. m.

SEATING CAPACITY—72,000.

PRICE OF SEATS—\$2.30, \$5.75, \$10, \$15 and \$23.

PROMOTER—Madison Square Garden Corporation.

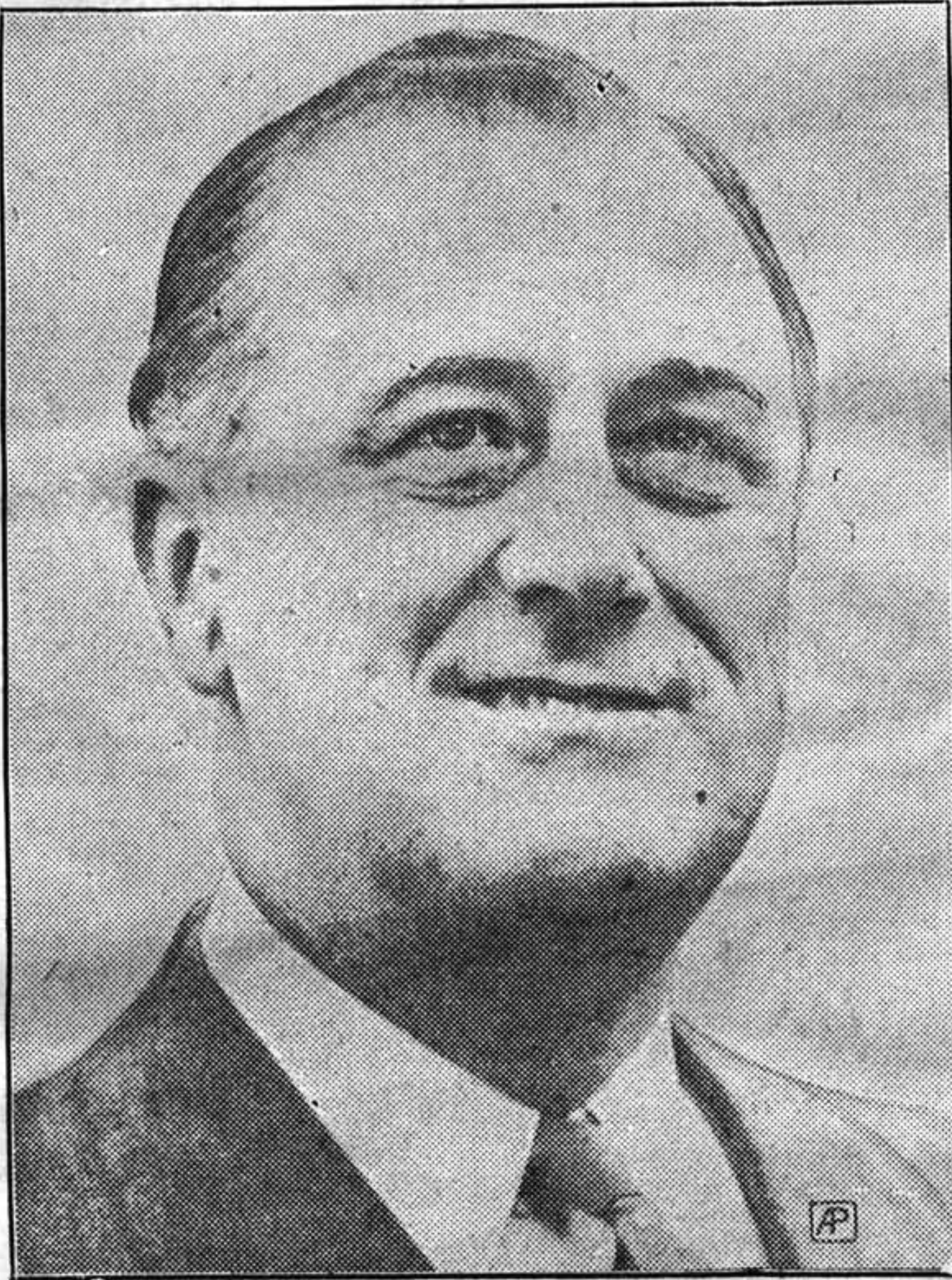
OFFICIALS—William F. Carey, president, and James J. Johnston, manager.

PROBABLE BETTING—Schmeling, 13 to 10 favorite.

IN EVENT OF RAIN—Contest to be held next day, weather permitting.

JULY 2-1932

DEMOCRACY'S CHOICE
FOR
PRESIDENT



Governor Franklin D. Roosevelt.

ALBANY, N. Y., July 1. (AP)—The Democratic Presidential nominee pronounces his name "Rose-velt" in two syllables and with a long "o", instead of the way it looks as though it should be pronounced.

The name Roosevelt came over with the old Dutch patroons and in the Dutch language double-o is pronounced as a single long "o".

RECORD FLIGHT ATTEMPT FLIERS OUT OVER OCEAN

JULY 5-1932

Headed for Europe On Second
Lap of Projected Around
World Flight.

TWO AMERICAN AVIATORS

Left New York Yesterday and
Reached Harbor Grace After
Being Lost In the Fog.

GRIFFIN-MATTERN LOG

(By The Associated Press)
Time Is Eastern Standard.
Tuesday

4:01 a. m.—Left Floyd Bennett
Field, New York.

2:38 p. m.—Arrived Harbor
Grace, Nfld.

4:59 p. m.—Left Harbor Grace
for Ireland.

Flying time: 10 hours, 37 min-
utes.

Elapsed time: 12 hours, 57
minutes.

Distance: 1,132 miles.

Average speed: about 107 M.
P. H.

Post and Gatty, establishing
their round-the-world record, of
8 days, 15 hours, 51 minutes,
flew the same leg in 6 hours, 52
minutes and consumed an el-
apsed time of 10 hours, 32 min-
utes before hopping for England.

HARBOR GRACE, N. F., July 5.
(AP)—Captain Bennett Griffin and
James Matter were over the broad
Atlantic tonight, headed for Europe
on the second leg of their projected
round-the-world flight against time
and the record of Wiley Post and
Harold Gatty.

The two American fliers, who left
New York early today and reached
Harbor Grace after being lost in fog
banks that left them three hours
behind the record holders at this
point, had refreshments, refuelled
and within approximately two hours
more were headed east with one
thought predominant: "We want to
get there that's all."

At their departure from New
York, the fliers said, the weather
was perfect. As they neared Nova
Scotia they encountered the fog.
They tried to climb over it and then
to get under it, but finally were
forced to fly blindly for an hour and
a half.

They sighted no land after be-
coming fog-bound until they reached
Newtown in Bonavista Bay. They
were forced to drop a note near
Cape Freels to ascertain the direc-
tion of Harbor Grace and then over-

(Continued From Page One.)
peant port in 15 hours although
they took on sufficient gasoline for
25 hours flying.

Before their departure from Har-
bor Grace reports were received that
bad weather extended half across
the ocean but that the rest of the
way was experiencing fair weather.

Their food supply included sand-
wiches, chocolate, oranges and
water. Both fliers appeared fear-
less of the bad weather reports and
were impatient until they got away.
Unlike other trans-Atlantic fliers
who have headed southeast, Griffin
and Mattern flew due east and then
crossed to southeast before being
lost to view.

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HARBOR GRACE, N. F., July 5. (AP)—Captain Bennett Griffin and James Mattern were over the broad Atlantic tonight, headed for Europe on the second leg of their projected round-the-world flight against time and the record of Wiley Post and Harold Gatty.

The two American fliers, who left New York early today and reached Harbor Grace after being lost in fog banks that left them three hours behind the record holders at this point, had refreshments, refueled and within approximately two hours more were headed east with one thought predominant: "We want to get there that's all."

At their departure from New York, the fliers said, the weather was perfect. As they neared Nova Scotia they encountered the fog. They tried to climb over it and then to get under it, but finally were forced to fly blindly for an hour and a half.

They sighted no land after becoming fog-bound until they reached Newtown in Bonavista Bay. They were forced to drop a note near Cape Freels to ascertain the direction to Harbor Grace and then overflew their destination by more than 100 miles before they turned around and finally landed here.

They said they had a good tailwind throughout and made about 150 miles an hour. The weariness of their trip was soon dispelled and they got down to business of refueling their plane which had only 50 gallons of fuel when they landed. Both said they were happy and that the fog did not beat them too badly.

The weather at Harbor Grace was very bad, worse, in fact, than on any other day an ocean plane came here.

After taking on refreshments for their long ocean hop, the fliers got away at 4:49 p. m., Eastern Standard Time. They said they hoped to make Berlin or some other Euro-

(Continued on Page Ten.)

(Continued From Page One.)

peant port in 15 hours although they took on sufficient gasoline for 25 hours flying.

Before their departure from Harbor Grace reports were received that bad weather extended half across the ocean but that the rest of the way was experiencing fair weather.

Their food supply included sandwiches, chocolate, oranges and water. Both fliers appeared fearless of the bad weather reports and were impatient until they got away. Unlike other trans-Atlantic fliers who have headed southeast, Griffin and Mattern flew due east and then crossed to southeast before being lost to view.

JULY 6-1932

Seek World Flight Record



James Mattern (left) of Fort Worth, Texas, and Bennett Griffin, of Oklahoma City (right) took off from New York for Harbor Grace on an attempt to beat the world girdling record of Wiley Post and Harold Gatty. Post and Gatty circled the globe in eight days and 15 hours.

Rival Logs For Around The World

(By the Associated Press)

Time is Eastern Standard.

First Day.

Griffin-Mattern

4:01 a. m.—Left New York.

2:38 p. m.—Reached Harbor Grace.

4:59 p. m.—Left Harbor Grace.

Flying Time:

10 hours, 37 minutes.

Elapsed Time:

12 hours, 57 minutes.

Second Day.

11:40 a. m.—Reached Berlin.

3:00 p. m.—Left Berlin.

Flying Time:

29 hour, 18 minutes.

Elapsed Time:

34 hours, 59 minutes.

Post-Gatty.

3:56 a. m.—Left New York.

10:48 a. m.—Reached Harbor Grace.

2:28 p. m.—Left Harbor Grace.

Flying Time:

6 hours 52 minutes.

Elapsed Time:

10 hours, 32 minutes.

6:45 a. m.—Reached Chester, Eng.

8:05 a. m.—Left Chester.

2:30 p. m.—Reached Berlin.

Flying Time:

28 hours, 5 minutes.

Elapsed Time:

45 hours, 42 minutes.

(Post and Gatty left Berlin at 1:38 a. m. on the third day.)

JULY 7-1932

WORLD FLIGHT ENDS IN PLANE CRACK-UP

World Learned Yesterday That
Aviators Were Forced
Down In Russia.

MOSCOW, July 8. (AP)—The globe-circling adventure of James Mattern and Bennett Griffin, which started in New York with a blaze of speed, has come to an abrupt end in Western Russia with only one-third of the flight behind them.

The world learned today that the American pair had cracked up their racy monoplane just over the Polish-Russian border, 500 miles east of Berlin.

Neither of the men was seriously injured in a forced landing near Borisov, Russia, 50 miles from Minsk, yesterday morning. Word of the mishap came out today.

Their "Century of Progress" was believed to have developed control trouble. The pilots mistook the lights of Borisov for Moscow, and circled for an emergency landing.

The end came in a peat bog, the most likely place they could find to set the ship down in, and she cracked up in the soft surface.

The fliers, who spent last night in a hotel at Minsk, returned to Borisov today to find out if the ship

(Continued on Page Five)

WORLD FLIGHT ENDS IN PLANE CRACK-UP

(Continued From Page One.)
could be repaired and flown out.

The Russian Civil Aviation Society sent out a crew to help the two airmen. Militia reports were received that the steering gear and propeller had been damaged, and that it would be most difficult to repair the ship at Minsk.

It was understood that the fliers were going to Moscow for a rest as soon as they got their plane taken care of and that they would return to the United States as quickly as possible.

The manager of the hotel in

Minsk where the Berlin non-stop
said both men they crossed the
condition, seeming 11 hours, and
for their exper a flight record
reports emphasized Berlin.
both of them
bruises, neither was seriously

Mattern and Griffin were obviously disappointed at their failure to beat the around-the-world record of 8 days, 15 hours and 51 minutes, set by Wiley Post and Harold Gatty last year.

They left New York Tuesday at 5:01 a. m., E. S. T., and after a stop at Harbor Grace flew to Berlin in the elapsed time of about 31 and one-half hours. This was nearly three hours ahead of the Post and Gatty time at Berlin.

The Mattern-Griffin team nevertheless established three records for other fliers to shoot at. They were

AUG. 19-1934

PICCARD LANDS AFTER BREAKING ALTITUDE MARK

Scientists Were Somewhat Shaky, Very Tired and Exceedingly Modest.

ALTITUDE WAS 54,776 FEET

Maximum Height Was Reached Three Hours After the Balloon Took Off.

CAVALLARO DI MONZANRANO, Italy, Aug. 18. (P)—Auguste Piccard and Max Cosyns came down to earth this afternoon, after having gazed on the world from the greatest altitude ever attained by man—more than 10 miles.

When they landed they were somewhat shaky, very tired and exceedingly modest. Swarms of persons, including government officials, who came by airplane, descended on them, but neither Piccard nor Cosyns was in a mood to accept applause.

Professor Piccard made certain the balloon, which had taken him into the stratosphere was well cared for and that his delicate scientific instruments, which may have recorded evidence to indicate whether the universe is dying or immortal, were safe.

Then he telephoned his wife, who until recently had been reluctant about allowing him to repeat the dangers he encountered on his first stratosphere flight last year. After that he revealed a little about his amazing experience.

He said three hours after they took off this morning from Dubendorf, across the Alps in Switzerland, they reached their maximum height. From that vantage point the world was a strange looking place. Landmarks were indistinct and maps were of little value. Only the large

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PICCARD LANDS AFTER BREAKING

(Continued From Page One.)
Lakes below him served to indicate to Professor Piccard exactly what part of the earth he was over. He recognized Lake Garda, 12 miles northwest of this village, and decided to land. It took him more than two hours to bring down his balloon.

"We are very well satisfied with our flight," the professor said, while hundreds of farmers stood about staring at men, who had been far above the rain and the clouds in a little aluminum ball attached to a balloon.

Their altitude was 16,700 meters, or 54,776 feet. On the professor's first flight last year the top height was 51,793 feet.

Professor Piccard, 48 years old, lean, his head crowned by a shaggy mass of hair, and his 25-year-old assistant, took off at 5:06 o'clock this morning, (11:06 p. m., Wednesday, Eastern Standard Time), on the other side of the Alps in Switzerland. They were in the air about 12 hours.

The Belgian scientist's first thought after his aluminum ball had bumped against a stubble field in this tiny village was for the safety of his balloon. That taken care of, he said:

"Where is a telephone? I want to phone my wife in Zurich."

When he made his first ascent last year he almost lost his life,

and his wife made him promise then that he never would attempt the dangerous feat again. But she reconsidered, and when he and his Belgian assistant took off before sunup this morning, she was there to see him off with their children.

The scientific results of this new flight into the heavens remained uncertain. The professor hoped to gather evidence, which will assist in determining whether the universe is "dying" or immortal. Such evidence would come from measurements of cosmic rays. But before it is possible to establish anything, it will be necessary for his data to be examined and checked.

When Professor Piccard stepped

instruments in the gondola were knocked off their bases when the car landed, Professor Piccard said, but apparently they were not damaged. He laid great emphasis on the extreme cold in the stratosphere, where the instruments, so far as he could determine, functioned perfectly.

his wife, assuring her he was safe and well, officials placed an automobile at his disposal to take him to Desenzano. But he wouldn't go that quickly.

"I must remain here until I see the balloon safely packed up," he said.

Then he collected his scientific instruments and deposited them in the automobile. He and Cosyns were to spend the night at Desenzano as guests of the Italian Air Force. Among those who welcomed them was Colonel Marion Bernasconi, commander of the High Velocity Aviation School at Desenzano, which is at the foot of Lake Garda.

In the course of the ascension, the

professor dispatched the first radio message ever originated in the stratosphere.

"All is going well," the message said. "Observation is good. Our altitude is from 14,000 to 15,000 meters."

There were several other messages at intervals during the day, and in one the scientist said he could see Lake Garda and was planning to descend soon in order to avoid alighting in the Adriatic. "Everything aboard is all right," he said, "but the temperature is very cold."

When the balloon had been deflated after the landing here and safely folded up, and the instruments had been taken care of, the professor and his assistant motored to Desenzano.

It was almost nightfall when they left.

The professor said that early in the afternoon he made up his mind to land in the neighborhood of Lake Garda and accordingly descended to 3,000 meters. He found no wind stirring the atmosphere and had to remain over the lake a couple of

hours before he could go further.

His balloon was observed by many residents of the lake towns, and when he finally headed toward the land, obviously seeking a place to alight, scores of automobiles followed him.

AUG. 20-1932

Bride Bids Godspeed To "British Lindy" On Round Trip Sea Flight



He had some trans-Atlantic flying to do, so J. A. Mollison, noted British airman, was bidding good-bye to his aviatrix bride, the former Amy Johnson, when this picture was taken at London's Stag Lane Air-drome. He was enroute to Ireland, from where he took off on an attempted round trip flight to New York.



It was in this small, swift plane, capable of a 133-mile-an-hour speed that James A. Mollison, "The British Lindbergh," took off from Portmarnock Strand, Ireland, in an attempt to make a three-day round trip to New York.

AUG 20-1932

WOMEN SET NEW FLIGHT RECORD

Two Young Matrons Zoomed Right Through the 123 Hour Women's Endurance Mark.

CURTISS FIELD, N. Y., Aug. 19 (AP)—Two young matrons zoomed right through the 123-hour women's refueling endurance flight record today, and piloted their "flying boudoir" on into another dusk.

At 5 p. m., eastern standard time Mrs. Frances Marsalis and Mrs. Louise Thaden established unofficially the new record of 124 hours, the required 60 minutes over the old one stipulated by the Aeronautical Association of America.

Cheering crowds craned necks and waved as the hour struck. The plane dropped down from its high cruising altitude, and one of the fliers leaned out of the cabin window, waving in return.

Then the plane mounted and shrank into the distance again, a blue and yellow streak in the late afternoon sunlight.

William Marsalis and Herbert Von Thaden, husbands of the women and pilots themselves, proudly watched it disappear into the distance.

The pair will "keep right on flying," Charles S. (Casey) Jones, manager of the airport said.

But, he added, they "had no such ambition" as to better the men's record of almost 27 days aloft made

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WOMEN SET NEW FLIGHT RECORD

(Continued From Page One.)

two years ago by Forrest O'Brine and the late Dale Jackson. The women's record was made by Miss Evelyn (Bobby) Trout and Miss Edna May Oliver in Los Angeles, January 9, 1931.

The young women had been up since 1 p. m., Sunday, and were on their sixth day tonight. They made a first attempt Friday, which ended the next day after 17½ hours, when a breakfast bucket being lowered from the refueling plane ripped the wing fabric of the plane and they were forced down.

A dozen planes were in the air, when loudspeakers of an address system were blaring the news to the crowds on the field, which swelled steadily as the afternoon wore on. Many carried passengers.

Those, who flew close to the "flying boudoir," reported the faces of the fliers were tanned by sun and smudged by oil and grease, but alight with smiles.

The refueling plane went up with its evening quota of gasoline, a special "dinner" in the food bucket, a huge bouquet of roses and a packet of congratulatory messages and telegrams.

Since Wednesday, flight backers and friends have been anxious about the condition of Mrs. Marsalis, who became ill with pains in her side. She appeared in high spirits tonight.

Latest News In Aviation World

(BY THE ASSOCIATED PRESS.)

Capt. J. A. Mollison lands in New Brunswick, 30 hours out of Ireland, first person to make solo westward flight across Atlantic.

Mrs. Frances Marsalis and Mrs. Louise Thaden better women's refueling endurance flight record of 123 hours and keep on flying over Curtiss Field, N. Y.

Women's altitude record of 34,000 feet claimed by Maryse Hiltz after flight over Villa Coublay, France.

Stratosphere flight in northern Canada planned by Prof. Auguste Piccard for next summer.

Three killed in plane crash at Toulon, France, and two more at Ponte San Pietro, Bergamo, Italy.

Navy dirigible Akron starts short training flight out over Atlantic.

MOLLISON LANDS IN NEW YORK TO COMPLETE FLIGHT

Scottish Aviator Successfully
Negotiated First Westward
Solo Flight.

TO TAKE OFF VERY SOON

About 2,000 Were At Roosevelt
Field to Greet Flier When
He Landed.

ROOSEVELT FIELD, N. Y.,
Aug. 21. (AP)—Tired and a little
bewildered by the reception he re-
ceived, Captain J. A. Mollison
brought his Puss Moth plane to
rest here today after successfully
negotiating the first solo flight
from Europe to New York.

The 27-year-old Scottish aviator,
hailed as England's Lindbergh, an-
nounced he would take off "very
soon" for the return flight to Eng-
land. His bride of three weeks,
Amy Johnson, herself a flier of
note, will await him there abandon-
ing plans to sail for New York.

Although he said he found the
westward crossing "very difficult in-
deed" Mollison declared there was
"no possibility whatever" that his
plans to fly back might be aban-
doned.

"You can't miss it on the east-
ward trip," he said, "the weather
and winds are much more favorable
all the way."

Almost 2,000 persons were at the
field when Mollison's silver grey
little plane "the Heart's Content"
arrived from Pennfield Ridge, N.
B., 600 miles to the northeast,
where he came down Friday after
crossing the Atlantic.

In landing at Roosevelt Field,
Mollison ended his pioneering flight
at the same spot from which Chas.
A. Lindbergh started on the first
eastward solo crossing five years
ago.

Mollison circled the field for five
minutes, while four other planes
droned a welcome overhead, before
coming down at the far end of the
concrete runways.

Like a fluttering moth, his pow-
erful little plane taxied past the
crowded grandstand to the strident
blare of automobile horns and the
cheers of spectators.

First to reach the "flying gaso-
line tank," as Mollison's plane has
been dubbed, were the two mechan-
ics who will work all night on it to

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ago.

Mollison circled the field for five minutes, while four other planes droned a welcome overhead, before coming down at the far end of the concrete runways.

Like a fluttering moth, his powerful little plane taxied past the crowded grandstand to the strident blare of automobile horns and the cheers of spectators.

First to reach the "flying gasoline tank," as Mollison's plane has been dubbed, were the two mechanics who will work all night on it to get it back in shape for the return flight.

The sunburned little aviator, his tousled hair flying in the breeze, was placed atop a limousine and carried up and down the field while hundreds pressed against the wire fence to get a glimpse of him.

1932

stop
dated

AUG. 25, 1932

J. A. Fields, Bradford, Pennsylvania, and Helen Richey, also 22, and from Pittsburgh.

These five were the only fliers with planes having a speed rating in test trials of less than 100 miles an hour. The last plane away, that of Jack Morris, Pittsburgh, was rated at 149.5 miles an hour.

The Derby, known as the Atlantic wing of the Transcontinental Handicap Sweepstakes race, is made up of a series of city-to-city dashes.

AUG. 26, 1932 →

FLYING FAMILY COMPLETES LAP

(Continued From Page One.)

Solberg and Carl Petersen was a wreck at the sparsely settled community of Harby's Harbour, Placentia Bay. "The Green Mountain Boy," which carried Clyde Lee and John Hochkon from Barre, Vt., was poised to hop off for Oslo, Norway, tomorrow morning.

Meanwhile, the flying family of Hutchinsons moved out from St. John, N. B., toward Anticosti Island in the St. Lawrence River on the second leg of their journey toward Europe.

With George Hutchinson at the controls, the present home of the family bore Mrs. Hutchinson, their two children and a crew of three over New Brunswick toward Anticosti. The distance between the points is 300 miles. From Anticosti they planned to fly to Greenland, Iceland and England to complete their trip from New York.

Details of what happened to Solberg and Petersen were lacking because of the absence of adequate communications between Harbor Grace and Darby's Harbor, but it was determined that the fliers were uninjured although their plane was badly damaged.

Bochkon and Lee spent the night in their plane. At daybreak they let some of the air out of the tires, so the wheels might grip the loose sands and finished their journey to Harbor Grace.

They planned to refuel immediately and hop off during the afternoon, but they received word from Hubert Huntington, navigator of the flight, who is directing its activities from the Barre-Montpelier airport in Vermont, to postpone their take-off until tomorrow morning.

For Bochkon the flight, if successful, will be a return home. He is a Norwegian by birth, served in the royal aviation corps and the field on which he and Lee hope to bring "the Green Mountain Boy" down on in Oslo, is the same field from which he did most of his flying in Norway.

PLANE TAKES OFF AT HARBOR GRACE FOR OSLO, NORWAY

Mrs. Amelia Earhart Putnam Completes Non-Stop Trip Across Country.

GERMAN FLIERS MOVE ON

Captain Mollison Still Waiting In New York For Favorable Weather Conditions.

(By The Associated Press)

Clyde A. Lee, of Oshkosh, Wis., and John Bochkon, of New York take off from Harbor Grace, N. F., for Oslo, Norway.

Mrs. Amelia Earhart Putnam completes non-stop flight across continent, first ever made by a woman, and sets new long distance flying record for her sex—2,435 miles.

Capt. Wolfgang Von Gronau, of Germany and three companions hop from Cordova, Alaska, for Dutch Harbor enroute around world.

Captain J. A. Mollison in New York finds possibility of takeoff tomorrow on return flight to England is remote, with weather still unfavorable.

HARBOR GRACE, N. F., Aug. 25. (AP)—Far out on the hazardous east air trail of the north Atlantic tonight were Clyde A. Lee, of Oshkosh, Wis., and John Bochkon, of Brooklyn, N. Y., in a projected non-stop flight from Harbor Grace to Oslo, Norway.

Lee and Bochkon took off in their plane, the "Green Mountain Boy," at 5:02 eastern standard time this morning. Clear skies were overhead at the takeoff and a tail wind pushed them along toward their goal. Hours later no word had been received from ships at sea of their progress.

It was expected Lee and Bochkon would have to battle a rainstorm about 600 miles off Newfoundland. Otherwise, weather reports indicated they should have clear weather to Europe.

The 3,150 mile route lead out by

the aviators would carry them over Dublin, Ireland; Boston, England, and Cuxhaven, Germany. The flight was begun at the Barre-Montpelier, Va., airport Tuesday.

Lee, 24-year-old former barnstorming flier, was pilot-commander of the flight with Bochkon as co-pilot. It was his first venture in Ocean flying, although he has had about nine years experience in aviation.

Bochkon, who is 29 years of age and like Lee, unmarried, is a former member of the Norwegian Flying Corps. Landfall on the Norwegian coast will mean a return to the homeland for him after an absence of several years.

Food supplies for the flight consisted of sandwiches, 2½ gallons of water, a quart of milk, a pint of coffee and a quantity of concentrated food tablets.

The first leg of the flight was marred by a forced landing at Burgeo Beach, where they remained overnight in the ship, coming here yesterday.

NEWARK, N. J., Aug. 25. (AP)—Mrs. Amelia Earhart Putnam, a tired but cheerful aviatrix in brown jodhpers and a leather jacket, landed at Newark airport today, completing the first non-stop spanning of the continent ever made by a woman flier.

Succeeding where she had failed once before, the tousled-haired young woman brought her crimson and gold high wing Lockheed Vega monoplane down in a perfect three point landing at 10:31 a. m. (Eastern Standard Time), exactly nineteen hours, four minutes, six seconds after her hop-off from Los Angeles.

Tucked in the cockpit with her, Mrs. Putnam carried two new aviation records: A transcontinental speed mark for women and a new distance flight record for women. In making the new distance record, Mrs. Putnam surpassed the previous standard of Miss Ruth Nichols by several hundred miles. Miss Nichols set her mark of 2,000 miles on a non-stop jaunt from Oakland, Cal., to Louisville, Ky.

"It was a beautiful trip," the aviatrix said after she landed. "If I had the weather I had on my first attempt (referring to the trans-continental attempt that ended at Columbus because of a faulty gas line) I would have broken the record." The record she spoke of is Captain Frank Hawk's non-stop trans-continental time of seventeen hours, thirty-nine minutes and fifty-nine seconds.