



1—American Legionnaires with French soldiers on the Champs de Mars, Paris, talking over war experiences. 2—Old Glory plane, supposedly lost in Atlantic ocean, taking off for flight to Rome. 3—President Coolidge dedicating Custer state park boy scout camp in the Black Hills.

## NEWS REVIEW OF CURRENT EVENTS

### Five More Aviators and Two Planes Thought Lost in Atlantic.

By EDWARD W. PICKARD

FIVE more lives apparently have been sacrificed to the overweening ambition of aviators to make transoceanic flights. And there may be further additions to the list before this reaches the reader. Tuesday the great monoplane Old Glory, owned by William Randolph Hearst, took off from Old Orchard, Maine, on a projected nonstop flight to Rome. Lloyd Bertaud and James D. Hill, both experienced flyers, were the pilots, and with them as passenger was Philip A. Payne, managing editor of the New York Mirror. Near midnight the plane was sighted about 350 miles east of St. Johns, N. F., flying well, though the night was foggy and the sea rough. About four o'clock Wednesday morning steamers and shore stations received the dread S O S call from the plane. The radio men and the ships sent out frantic calls for position and six minutes later came the reply:

"Five hours out from Newfoundland bound west."

The steamships Carmania, Transylvania, California and American Merchant, all somewhere near the estimated position of Old Glory, carefully searched the sea for hours, but no trace of the plane had been discovered up to the time of writing. Seemingly it was lost without there being an inkling of what had happened to it, even as was lost the St. Raphael and other land planes in which transoceanic flights have been undertaken. Anthony H. G. Fokker, designer of the plane, said he thought only engine trouble would bring the plane down. Doctor Kimball of the weather bureau eliminated the weather as a cause, saying there were no severe storms in the plane's path, although there was fog and cloudiness.

There was some hope that the plane might still be afloat even though rescue ships were unable to find it. The huge gasoline tank had a dump valve by which it could be speedily emptied and it would then provide buoyancy for some time. A collapsible rubber raft was carried, but probably the sea was too rough for its use.

On board the Old Glory was a wreath which the pilots had prepared in tribute to the French flyers who had made the first attempt. On it was written, "Nungesser and Coli; You showed the way. We followed. Bertaud and Payne and Hill."

Undertaken by bad weather and ignorant of the supposed loss of the Old Glory, Capt. Terry Tully and Lieut. James Medcalf in the plane Sir John Carling hopped off from Harbor Grace, N. F., for the last lap of their trip from London, Ont., to London, England, on Wednesday. At this writing nothing has been heard of them, and it is assumed they, too, perished in the ocean.

Schlee and Brock in the Pride of Detroit were making good progress in their globe circling flight for a new time record, despite the fact that they were delayed at Constantinople by red tape. The most perilous part of the trip was the jump from Calcutta to Rangoon. At this writing they are in Hongkong. In Tokyo they planned to install a new motor for the flight to Hawaii via Midway Island and thence to San Francisco. Their Detroit friends were trying to persuade them not to undertake the flight across the Pacific, and Schlee's brothers chartered a boat to meet them at Tokyo and bring them to San Francisco, believing that in that way they could still lower the round-the-world record.

Frank Courtney and four companions, who started from Plymouth, England, for New York, via the Azores, in the flying boat Whale, ran into head winds and were forced to land at Corunna, Spain.

Numerous persons around the Maracaro river in Venezuela saw a plane, supposed to have been that of Paul Reffern, on August 27. It was headed

southeast toward the delta of the Orinoco, which is uninhabited except for a few Indians. There is a chance that the Georgia flyer may be found in the jungle.

CHARLES EVANS HUGHES returned last week from a two months' trip through France, in robust health and so chipper that the reporters who met the boat said he had never been so genial. At once he was put high in the list of possibilities for the Republican Presidential nomination, and though he declared to the interviewers that he believed Mr. Coolidge would be renominated and elected, he declined to say that he still stood on his "too old to run for the Presidency" statement, made last May. Politicians in Washington think that of all the potential nominees Hughes would be the one favored by Mr. Coolidge. Many persons have thought Hoover was the President's first choice, but the indications are that these two men are not in such accord as formerly.

In the Eastern states, according to wise observers, the Republican leaders think Vice President Dawes has the best chance to win the nomination, though they admit Lowden will be hard to beat and that Hoover is perhaps the ablest man in the field.

Among the Democrats not much is heard except "Smith" and "anti-Smith." The popular governor of New York was attacked by Assistant Secretary of the Treasury Lowman in an address at Buffalo for the failure of prohibition enforcement in the Empire state. Explaining why the federal government does not step in and police the state of New York, he declared that in the face of the "open opposition of the state and local officers, it would require an army of 30,000 prohibition agents to handle a proposition like that."

Congressman Boylan, Democrat, of New York, sent to Secretary of the Treasury Mellon a vigorous protest against Lowman's speech as a "gross abuse" of his federal office.

NEW ENGLAND coast guardsmen are involved in another liquor scandal. In Boston five of them and six other men were indicted by a federal grand jury for a rum-running conspiracy. Federal investigators charged that protection was obtained in landing liquor by payments of a certain fixed sum per case. It is further charged that coast guard boats were used in assisting in landings which would otherwise have been difficult. One of the accused men was executive officer of the coast guard base in East Boston.

While on the subject of booze, it may be noted that the province of New Brunswick, Canada, ended its eleven years of prohibition last week. The intoxicating liquor act went into effect and retail liquor stores under control of the government were opened. Purchase permits are not required.

PROHIBITION lost its ablest supporter when Wayne B. Wheeler, general counsel and legislative superintendent of the Anti-Saloon league, died at a sanitarium in Battle Creek, Mich. He had been undergoing treatment for a kidney ailment and was taken to Battle Creek for an operation, but had improved so much under treatment that it was decided not to operate. Then he took a sudden turn for the worse and died on Monday afternoon. The funeral was held in Columbus, Ohio, and Mr. Wheeler was buried beside his wife, who was burned to death a few weeks ago.

Whatever may be thought of the merits of national prohibition and of Mr. Wheeler's methods in bringing it about, there can be no question about the skill and perseverance with which he conducted the affairs of the league. He repeatedly demonstrated his power in influencing legislation and the selection of men for office, and as the general of the dry forces proved himself to be one of the shrewdest politicians in the country. The league could scarcely find one man to fill his place, and it is believed two will be named to take over his work. E. B. Dunford, Wheeler's confidential legal adviser, may become general counsel, and some one else the legislative superintendent. The three leading candidates for the latter position are: J. Davis, superintendent of the New York State Anti-Saloon league; Rev.

A. J. Barton of Nashville, Tenn., a member of the national league's executive committee, and James White, former superintendent of the Ohio State league.

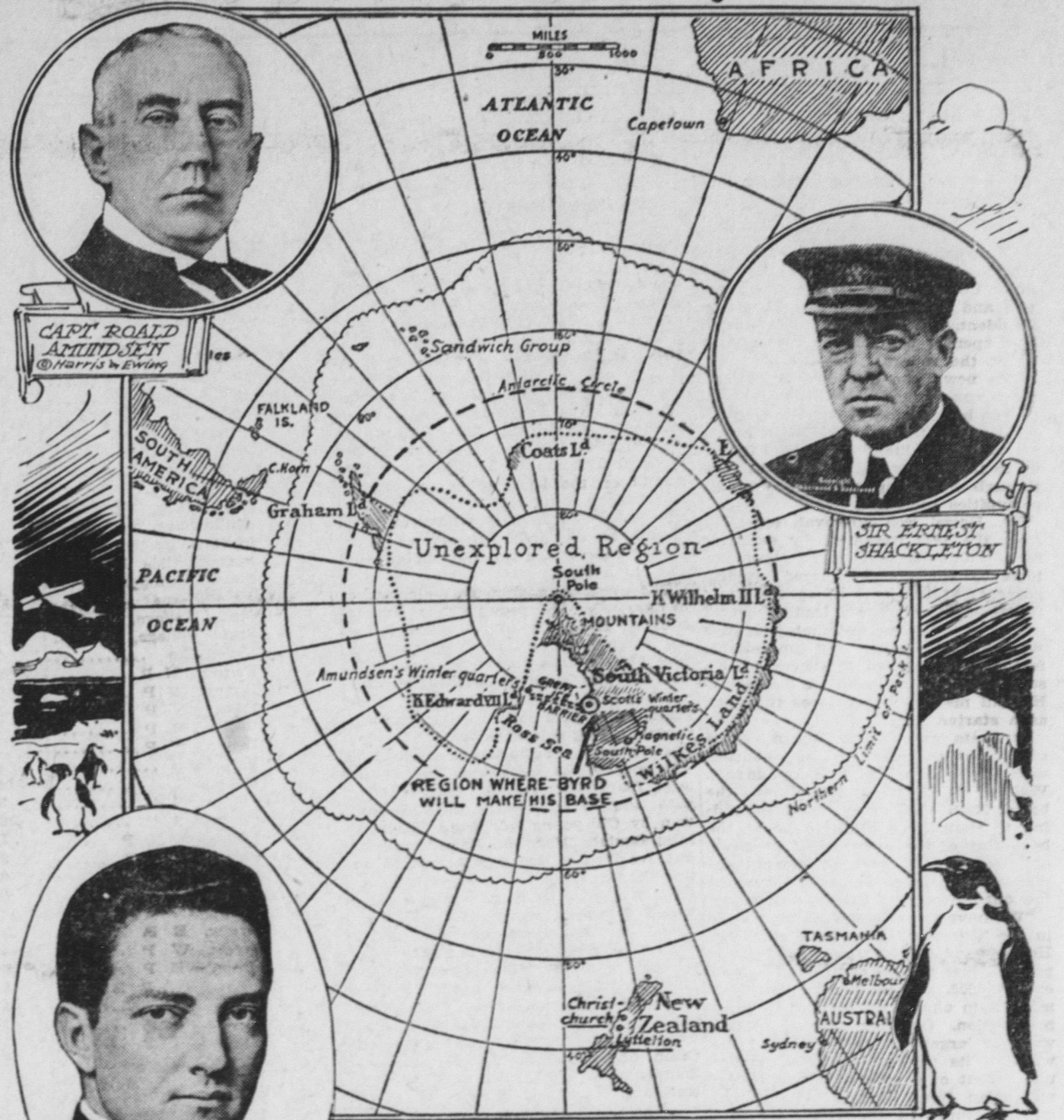
PRESIDENT COOLIDGE'S last week in the Black hills was uneventful, and he started back to Washington much benefited physically by his summer vacation and ready to tackle such big matters as taxes, ambassadorial appointments, naval building and other questions. The White House, renovated, repaired and with a fine new roof, was all ready for his return. All the inhabitants of Rapid City gathered at the station to bid Mr. and Mrs. Coolidge farewell, and the President made a little speech expressing his appreciation of their hospitality. The eastward trip was interrupted briefly Saturday at Brookings, S. D., where the President dedicated the Lincoln Sylvan theater, built for lectures and entertainments for students of agriculture.

LAST week was not a good one for Russian Communists. Down in Bolivia the government made public conclusive proof that the Third Internationale was plotting communist revolt there and in other countries of South America; and at the same time a number of Red leaders were arrested in La Paz and quantities of explosives were seized. French Nationalists and Conservatives united in demanding the resignation or recall of Christian Rakovsky, soviet ambassador to Paris, because he signed the Trotsky manifesto urging "all foreign soldiers to join the great Red army" and inviting the Reds of all countries "to work actively to defeat their own governments." The French foreign office sent such strongly worded dispatches to Moscow that Chicherin, soviet foreign minister, had to disavow the manifesto, and Rakovsky tried hard to persuade the French that he was not trying to stir up trouble in France. At the annual meeting of the British Trade Union congress in Edinburgh the Communists were overwhelmingly outvoted and a resolution was adopted cancelling all relations with the Russian trade unions and the Third Internationale. The Pan-German league adopted resolutions demanding the dissolution of the Communist party in Germany and the suppression of its organs. The league represents the Nationalist extremists and bases its demands on the recent world-wide demonstrations in favor of Sacco and Vanzetti.

OPENING its eighth annual assembly in Geneva, the League of Nations was a decidedly gloomy gathering. This was due to the failure of the league's disarmament conference in the spring and the collapse of the Coolidge naval parity in August, to which was added the fact that the economic conference was practically devoid of results. Among the notable absentees were Lord Robert Cecil and M. de Jouvenel, resigned, and Baron Ishii of Japan. Dr. Alberto N. Guani, Uruguayan minister to France, was elected president of the assembly. Supported by the Belgians, French, Germans and Hollanders, Beelaerts van Blokland of Holland submitted a resolution asking for the revival of the nonaggression protocol of 1924, declaring the failure of conferences of the past year had proved that actual disarmament was impossible for the time being. Japanese and Swedish delegates criticized the league severely for its failure to bring about reduction of armaments and to curb the quarrels of some of the nations of Europe. Poland's demand for an eastern Locarno guaranteeing its security against Germany and Russia was supported by France, but Sir Austen Chamberlain and the British delegates looked on it coldly.

CHINA'S Nationalist government has disclosed the contents of an agreement with Japan whereby the Nationalists undertake to guarantee the protection of lives and properties of Japanese in Nationalist territory. It is said this agreement led to the Japanese decision to withdraw their troops from Shantung, which move was accomplished last week. The Christian general, Feng Yu-shiang wired the Nationalist government that he was launching an offensive against the Northern troops in Shantung province from Honan.

# To South Pole by Plane



By ELMO SCOTT WATSON

COMMANDER Richard E. Byrd has announced that he will try to add to his laurels as an explorer, gained by being the first to fly to the North pole and among the first to make a nonstop flight across the Atlantic, by flying over the South pole within the next two years. Not the least of the interest in this latest project of the gallant Virginian is its significance as a connecting link between Antarctic and Arctic exploration. The first man to reach the South pole was Roald Amundsen, the Norwegian explorer, who achieved the goal in 1911. Last year Mr. Amundsen was in the party which flew a dirigible to the North pole soon after Commander Byrd had made his epic dash there by airplane. Now Commander Byrd is going into the regions where Amundsen won his fame—sort of repaying the visit, as it were.

But Commander Byrd's project is to be more than just a dash to the South pole so that he can say that he has flown "to the uttermost ends of the earth," both North and South. It is to be a scientific expedition which is expected to open an unknown continent, twice the size of the United States, to the knowledge of mankind. The two explorers, Amundsen and Scott, who did reach the Pole found only a lifeless plain there. Several other explorers have skirted along the edge of the great ice fields which surround the Antarctic continent and one or two of them have penetrated it for some distance, only to lose their ships or to be frozen in for an Antarctic winter. So that today this great plateau, which has an altitude of 10,000 feet is the modern "unknown continent," and by crossing it from coast to coast in two directions, by visiting its center and its four corners Commander Byrd hopes to discover some of its secrets.

Especially does he hope to reveal the fact that there is on this continent forms of animal and plant life hitherto unknown to man, and if he is successful it is likely that the penguin, so well known to all explorers in this region, will no longer be the symbol of the Antarctic, just as the polar bear is the symbol of the Arctic. "I feel certain that somewhere in that vast area there are wide stretches of lowland where extreme

Year	Explorer	Miles from Pole
1773	Cook, British	1318
1821	Bellinghausen, Russian	1408
1823	Morrell, American	1383
1823	Weddell, British	1102
1823	Biscoe, British	1466
1823	Knox, American	1409
1840	D'Urville, French	1646
1842	Ross, British	828
1844	Nares, British	1623
1858	Gerlache, Belgian	1828
1900	Borchgrevink, British	781
1902	Scott, British	540
1905	Nordenskjold, Swedish	1672
1902	Drygalski, German	1624
1904	Bruce, British	1118
1905	Charcot, French	1555
1909	Shackleton, British	111
1911	Amundsen, Norwegian	Pole
1912	Scott, British	Pole
1915	Shackleton, British	897
1925	Byrd, American	777

low temperatures do not exist, and believe that if we are successful in finding such an area we will find a completely new form of animal life," said Commander Byrd recently. "So far the discovery of animal life in the Antarctic has been confined to birds, fish, seals and a few species of microscopic organisms. Inland, where the great plateaus stretch out to the pole, there is nothing. The temperature, which even in summer gets down to 30 or 40 degrees below zero and which sinks far below that in winter, is too extreme for animal life of any sort.

Because of the extreme temperatures which Commander Byrd mentions, as well as several other factors characteristic of that region, Antarctic exploration is even more perilous than Arctic. Among these other factors are the blizzards of high velocity which sweep down from the plateau and these winds, laden with snow and fine particles of ice, often reach a speed of 70 miles an hour. It was in one of these blizzards that the gallant Capt. Robert F. Scott lost his life in that tragic retreat from the South pole in 1912 when he perished only eleven miles from his base and safety. The Antarctic has special perils for the aviator-explorer because the wind conditions there are further complicated by numerous mountain ranges and lofty peaks, some of them as high as 15,000 feet, and two of them active volcanoes.

In view of the perilous nature of this expedition, Commander Byrd is taking unusual precautions and making the most careful preparations before setting out. It was first announced that he would start this fall, but a later announcement indicates that the size of the expedition and the

many things that must be accomplished have made this impossible. Commander Byrd has decided that no less than a year of forethought and attention to minute detail will be necessary to reduce the hazards of the trip.

The general plan is to sail first to New Zealand and from there to strike out for the ice pack on the border of Ross sea. After penetrating this ice barrier he will set up his permanent base near Discovery harbor, where he will build his houses, assemble his plane and make a number of test flights. Two planes will be taken, one large three-motor ship, capable of lifting 14,000 pounds and the other a small single-motor plane. Commander Byrd will load the smaller plane with six months' supplies of food and spare cans of oil and gasoline and fly 100 miles toward the South pole. If he finds conditions favorable he will land, set up a base, take observations and return to the home base for a second load. Then by a series of short flights he will set down a line of emergency bases to within 400 or 500 miles of the pole. From the last of these he will make the long flight to his goal, land if possible, and then return. If the trip to the pole is successful and winter has not closed in, Byrd will also make flights to the southeast and southwest somewhere at the foot of the great plateau. He will also skirt the coastline, flying over thousands and thousands of square miles never before seen by man. If all of his plans are successful, for the first time in history, the great Antarctic continent will at last be charted and mapped.

Although the exploring will be done mainly by the two planes, it is interesting to note that equipment similar to that of previous explorers will also be taken along. On his polar flight Commander Byrd will carry a sled, pemmican, to last many months, sleeping bags, oil burners, skills and snowshoes, so that if he is forced to land and abandon the plane he will be able to trek back over the plateau to the home base. It is for this reason also that the food supplies will be planted along the route to the pole.

And these are only a few of the innumerable details which must be thought of before the expedition sets out. In this polar expedition, perhaps the most important of modern times, the margin between success and failure will be very small. Nothing will be left to chance and if adequate preparation for every possible contingency counts for anything the expedition should be successful and Commander Byrd, the first to reach the North pole by air, will also be the first to carry the Stars and Stripes to the other end of the earth.

### Profit in Humbugging

Barnum would have found a striking illustration of his idea that people like to be humbugged in the story of the cripple who, having placed his hat in a convenient position for receiving coins, and having then accidentally fallen asleep and awakened to find himself richer by \$25, turned the discovery to his continued profit by taking a dose of heroin every day and allowing the public—and his hat

to do the rest. His easy prosperity has been stopped by a cruel judge. Stories as disillusioning as this are printed almost every week. Apparently there is no way of inducing people to investigate before they bestow some of their loose change upon anybody who stretches out his hand—or hat—for it.—New York Evening Post.

### Talk With Your Face

Nothing so clearly distinguishes the successful person as enthusiasm.

When a man is so enthusiastic that his face lights up, his eyes shine, and his voice is vibrant, he compels attention and his words carry conviction. Learn to talk with your face. The man who never changes expression seldom amounts to much. He whose face so registers his thoughts that a deaf person would be drawn to him intensifies his impact manifold. A baseball game minus the enthusiasm would be a dead affair, indeed.—Dr. Henry Knight Miller in Psychology Magazine.