

Captain Lindbergh Hops Off For Paris, First To Leave From America On Such Trip

DISASTER ALMOST HALTED HIS TRIP

It Was With Great Difficulty That He Was Able to Get Plane From Ground Due to Its Heavy Load.

PROGRESS NOTED LONG JOURNEY

Along North Atlantic Fog Was Very Heavy and the Weather Conditions at Sea Were Not So Good.

Roosevelt Field, N. Y., May 20.—(AP)—Captain Charles A. Lindbergh, captain of Missouri National Guard, but "Slim" to his buddies, set out today on an unmarked air trail for Paris. The Missourian, who plays a lone hand, had no one to show him the way, as he buried his Ryan monoplane, the "Spirit of St. Louis," into the muggy air above Roosevelt Field a few minutes before 8 o'clock this morning.

The "flying fool," as his friends affectionately call him, is on his way, but he just is. Five times in the 3,800 feet of the long runway over which he sped in making his takeoff, he was close to disaster, twice by inches. At the very last, as he was climbing before straightening out for the start on his course leading a north, his plane, weighted by a load of 5,150 pounds, barely cleared a string of telegraph wire. A few seconds before it had almost struck a road scraper as he was attempting to get off the ground. Three times the plane struck soft spots and bounded into the air always coming back to earth and finally straightening out after seconds of hesitation which seemed like minutes to anxious spectators. The slightest slip would have been a disaster, for Lindbergh knew he had no easy task in getting his plane off the ground, and he increased the speed steadily when he tore down the speedway. When he finally left the earth he was literally the "flying fool" as he is called.

The plane carried 448 gallons of gasoline, and the 25-year-old aviator, who believes that he travels fastest who travels alone, thought as he sped away that he could fly 45 hours on that amount of fuel. He does not think he will need it for he expects to land in Paris with no stops on the way in less than 36 hours.

There was fog reported, and temperature off New England was lower than he liked had he been allowed to pick. When he retired shortly after 11 o'clock last night he expected to see the crowd watching him closely again today.

He saw most of them only when he was dressed in flying clothes and ready to brave the elements over a 3,000-mile front.

The weather at midnight was more hopeful and it was decided that he would top off if the improvement kept up. He was up at 2:30 o'clock and at his hanger in 45 minutes. The improvement of weather in the Atlantic was reported as hoped for, but in the meantime, a rain began falling here.

The unfavorable local weather again made the verdict a doubtful one. The rain did not last long, and although a heavy mist hung over the field the weather report was studied again and then Lindbergh suddenly said "Let's go" to S. J. Stumpf, a fellow Missouri National Guardsman, and representatives of the St. Louis group sponsoring the non-stop flight effort.

The Spirit of St. Louis, which had been carefully gone over by mechanics and found in perfect condition, was wheeled from hanger to the runway, barred to all except the mechanics.

With a truck furnishing the motive power, the monoplane was towed to the west end of Roosevelt Field where the America Trans-Oceanic Company, owner of the America, soon to start on a flight to Paris, has a long runway used as a speedway for heavily loaded planes, to taxi along to get the tremendous speed necessary to get them into the air.

The youngster who has declared that he believes in his plane again justified his reputation for being the unexpected. He stopped the plane when he reached the spot where the runway begins, and put in the rest of his gasoline there.

In turning the nose of his plane toward the northeast he was almost on his course from the beginning, but he sacrificed a safety precaution. If he had started the other way and failed to get off, the ground where he would be forced to land after getting into the air, Curtis Field, nearby, would have been a safety zone.

Seen Over Nova Scotia. Metehan Digby County, Nova Scotia, May 20.—(AP)—An airplane was sighted ten miles south of here at 1:25, Atlantic daylight time, this afternoon. It was flying in an easterly direction.

Will Give Progress of Flight. New York, May 20.—(AP)—News of

MOTHER SPEEDS LINDBERGH



Mrs. Evangeline Lindbergh is anxiously awaiting the outcome of her son's attempted flight from New York to Paris, but she won't show it. She came from Detroit to New York to bid him goodbye, but refused to pose kissing "the Flying Fool," and left before his take-off.

the flight of Captain Charles A. Lindbergh's New York to Paris flight will be radioed every hour to vessels plying the Atlantic, the Independent Wireless Company announced today shortly after the "Spirit of St. Louis" took off from Roosevelt Field.

The hourly messages will be broadcast.

Seemed to Have Engine Trouble. Halifax, Mass., May 20.—(AP)—Flying low and seemingly but a few feet above the tops of the trees, an airplane was sighted here this morning about 9:40. Dozens of people in this town saw it as it headed north-east.

George W. Estes, of Halifax Four Corners, reported the plane as apparently in trouble with the engine skipping. He failed to note any distinguishing marks, but others reported the insignia NX-211, the number of Captain Lindbergh's plane.

Two women residents, Miss Alice Gray and sister, Miss Blanche Gray, in different parts of their home when the plane went over, rushed to different windows and watched it as it passed. Both asserted they saw the number clearly and jotted it down on paper immediately afterward. The plane was flying very low, they said, and not very fast, headed northeast. While some persons said the plane apparently was experiencing engine trouble, others said it seemed to be functioning smoothly.

Passes Over Providence. Providence, R. I., May 20.—(AP)—A plane said to bear a close resemblance to published photographs of Lindbergh's machine was seen by residents of East Greenwich, sixteen miles southwest of this city, passing over at an elevation estimated at 600 to 1,000 feet at 9:05 daylight saving time this morning. Observers said the plane was wobbling as if carrying a heavy load, and was flying about 100 miles an hour. It was headed northeast.

Dense Fog at Sea. St. Johns, N. F., May 20.—(AP)—Reports from Cape Race at the southern tip of New Foundland today said that a dense fog prevailed with the wind from the southwest. Trepassey, on the south coast, reported similar conditions.

Crosses Nova Scotia. Milford, Hants County, Nova Scotia, May 20.—(AP)—Capt. Charles A. Lindbergh flew over here at 2:50 o'clock this afternoon, daylight time (12:50 eastern standard time).

Weather Prospects Good. Washington, May 20.—(AP)—Navy hydrographers experts who studied the maps today said that Chas. A. Lindbergh's weather prospects were almost perfect, once the flier left the New Foundland coast.

Mother Confident. Detroit, May 20.—(AP)—The confidence of Mrs. Evangeline L. Lindbergh in the ability of her young son to successfully make the New York-Paris flight seemingly was unshaken today as Capt. Chas. Lindbergh was winging his way toward the French capital.

Mrs. Lindbergh, a chemistry instructor in Cass Technical High School here, was in a class room as usual this morning. Seemingly her son, with whom she has made several

One Interurban Route To Miss City, Says Report

Two Proposed Routes Are Given Consideration and One Would Give Concord Only Branch Line if Any.—May Go Direct From Charlotte to Kannapolis Via Derita.

Concord citizens are working earnestly and co-operatively for the Piedmont and Northern extension. More than 60 individuals and business concerns of the city have sent letters to the Interstate Commerce Commission, pointing out the needs here of the interurban and urging that its application for extension be granted, but there seems to be some doubt yet as to just what kind of service the Piedmont and Northern will give this city should the commission find it advisable to grant permission for the proposed extensions.

It is known that two proposed routes have been surveyed in Cabarrus and local interest now centers in these routes, one of which would give the city the main line of the interurban while the other would give the city nothing more than a branch line from the main line.

According to information received in the State this week, barring unforeseen difficulties and of course depending on receiving a favorable decision from the Interstate Commerce Commission, the Piedmont and Northern will connect up its links and have trains moving into this county within fourteen months after the commission's decision is handed down.

Will Concord get the main line or a branch line? That's the question local persons are asking daily now since it became known that two routes have been laid out.

It is pointed out that Line A would extend from Charlotte to Concord, Kannapolis and so forth, or line B would go direct from Charlotte to Kannapolis and on. It is estimated that the cost of line A would be \$7,613,540 or \$97,762 per mile from Charlotte to Winston-Salem. Line B would cost \$6,684,376 or \$92,839 per mile for the same distance.

Line A would run from Charlotte via Roberta mill, Concord, Cook's Crossing, Kannapolis, Landis, China Grove, Salisbury-Spencer, Haliburg, Linwood, Lexington, Eller, Waugh town and Winston-Salem.

Line A would run from Charlotte to Derita, Kannapolis, Yadkin, Tyro and Winston-Salem.

The routes were explained in an answer to a questionnaire from the Interstate Commerce Commission. The answer also says there would be stations in all of the cities and towns through which the road passes.

It was stated here several days ago when a representative of the Piedmont and Northern was here, that regardless of the route chosen Concord would be given a station. If Route B is chosen the line here will be but a branch one, and this would have to extend some distance since a route via Derita and Kannapolis would not put the main line in short distance of Concord.

It is reported here also, that local manufacturing concerns have been promised side-tracks in case the application for extension is acted favorably upon by the Interstate Commerce Commission. In case Line A is chosen these would easily serve the manufacturing plants but if Line B is chosen these tracks will have to be built considerable distance and at considerable cost.

Line A would reach more business for the interurban, it is pointed out, but local business men are known to feel that the commission may be inclined to favor Line B since it would not parallel the line of the Southern as much as would Line A. However, the Piedmont and Northern is fighting now for an extension on the grounds of public necessity and these same business men point out that a larger service could be rendered and more people served along Line A. For this reason they think this line should be adopted.

Concord is ready to send representatives to the hearing before the Interstate Commerce Commission, and is ready also, to fight for Line A, it is said.

EXPECT CAPT. DEMPSEY TO SUCCEED CALDWELL

Wilson Man Will Be Named Inspector General of North Carolina National Guard.

The Tribune Bureau.

Raleigh, May 20.—(AP)—Announcement of the appointment of Capt. J. C. Dempsey, now commanding Company M, Machine Gun Company, N. C. N. G., of Wilson, as Inspector General of the North Carolina Guard, is expected either today or tomorrow, it has been learned here.

Captain Dempsey has been active in National Guard circles for several years, and is well known over the state. He is a thorough military man, and is personally popular with the various military units in the state's military organization. Consequently it is felt that the announcement that he has been named Inspector General will meet with general approval all over the state.

Something of a record was made by Captain Dempsey and his company recently when it was ordered out for duty during the mutiny at Caledonia Prison farm in Halifax county. Orders to move the company immediately to the prison were received at noon, and before 4 o'clock that afternoon, the company was at the prison, with machine guns mounted and ready for action. Both Capt. Dempsey and his company, as well as the Infantry company from Warrenton, were commended by Col. J. H. Jenkins of Henderson, who was in command of the unit at the time.

It is expected that a formal general order will be issued by the Adjutant General within a day or so, announcing the promotion of Capt. Dempsey, and other changes that will be made necessary as a result.

The regular weekly luncheon meeting of the Kiwanis Club was held today at Hotel Concord. Dr. Thomas M. Rowlette and J. B. Robertson had charge of the program. Mr. Robertson made a short talk on what has been done in the county in the schools.

CAN YOU SCORE TEN ON THESE?

- (Copyright, 1927, Newspaper Feature Bureau)
- 1—What is America's month of war?
 - 2—Name two American inventions that have made possible the modern newspaper.
 - 3—What professional baseball team went through an entire season undefeated?
 - 4—Name the pugilist that held two world's championships.
 - 5—Name the largest bi-state city in the United States.
 - 6—Name the two largest American cities on or near the Mexican border.
 - 7—What are the large American cities on the Canadian border?
 - 8—What state has a smaller population than the city of Charleston, South Carolina?
 - 9—Who commanded the American fleet in a great naval victory of the War of 1812?
 - 10—Who said he would rather be right than President.

MICHIGAN TO HELP BATH CITIZENS AS TRAGEDY'S RESULT

Some of Victims of Drowning Plot by Andrew Kehoe Were Buried at Bath This Afternoon.

GROUP FUNERAL PLAN DROPPED

Bodies Will Be Buried Separately in Most Instances.—27 Pupils Lost Lives in the Tragedy.

Bath, Mich., May 20.—(AP)—Funeral preparations were completed here today for the 44 persons killed in the bursting of the village school house by Andrew Kehoe, demented farmer, Wednesday. Steps were being taken by the State to provide financial relief for the stricken community.

It was planned to bury some of the victims, 37 of whom were children, late today and the others Saturday. Plans for a group funeral were abandoned when ministers and welfare workers agreed the mental anguish would be too much.

"It will be hard enough for fathers and mothers to give up their own, without enduring the trial of seeing all the victims who a few days ago were joyful schoolmates, go to their graves together," one minister said. Among those who will be buried Saturday is Kehoe's invalid wife, who the man apparently slew by pounding her skull. The body had been tossed into an outhouse where it was burned when flames destroyed the place prior to the school house explosion.

Kehoe had taken the invalid woman from a Lansing hospital a few days before, presumably to remove her to another institution.

A roll call instituted by Governor Fred Green got underway today. Funds for a new school house were being received from over the state by the Red Cross. If insufficient money is obtained by popular subscription, Governor Greene said, the State treasury will be drawn upon.

"There is little enough we can do to lessen the grief," the governor wrote in his appeal for funds. "We are not able to share their sorrow. We can help with the material problems, and that, I am sure, the people want to share."

L. M. SWINK WILL BE BURIED TODAY

Funeral of Prominent Winston-Salem Attorney To Be Held At Augsburg Church.

Winston-Salem, May 19.—Funeral services for L. M. Swink, one of North Carolina's best known attorneys, who died in a hospital at Washington, D. C., Wednesday night, will be conducted at Augsburg Lutheran church here tomorrow afternoon at 4:30 o'clock. Rev. S. W. Hahn, pastor of the church; Dr. J. L. Morgan of Salisbury, and Rev. E. A. Shenk, of Greensboro, will officiate.

Mr. Swink died after an illness of nearly a year. For several months he had been in a Washington hospital, and for three weeks his death had been expected.

Born in Cabarrus county in 1872, Mr. Swink spent his childhood in that section, attending Mount Pleasant Collegiate institute.

He was graduated at the University of North Carolina. For 25 years he had practiced law in this city, and had appeared in most of the most important cases tried here. He was a member of the firm of Swink, Clement, Hutchins and Feinster.

He is survived by his wife; by one daughter, Mrs. W. C. Feinster, Jr.; by his parents, who reside at Norfolk, Va., and Walter Swink, of Boston, Mass.

Governor Has Narrow Escape

Bismarck, Dak., May 20.—(AP)—A bullet fired through the window of the executive mansion here late yesterday, narrowly missed striking Governor A. G. Sorlie, it was revealed at his home today.

"Stumbling blocks are stepping stones you tripped over."

Albemarle, May 19.—"I am not fighting for money, but for a principle," said W. T. Efrid, oldest son of the late John S. Efrid, whose will the former is contesting in the superior court here this week.

This statement came in response to the suggestion that he would get about \$150,000, regardless of whether or not the will is declared void.

It was made plain by Mr. Efrid that under the terms of the will of his father, or "the pretended will," as he terms it, the control of the Efrid Manufacturing company will be taken entirely out of the Efrid family for at least fifteen years.

This idea, he does not like, as the Efrid mills are a matter of pride with him.

This big manufacturing establishment was started over thirty years ago by the late J. P. Efrid, his son, J. S. Efrid and others. Since that time the mills have grown rich and have made many rich men. Meanwhile the management has been in the

HERE'S THE OLD WOMAN WHO LIVED IN A SHOE

(By International News Service) Unionville, N. C., May 20.—Meet a living example of that character of mythology, the Old Woman Who Lived in a Shoe.

She's Mrs. Amanda P. She lives in this place. She has many children she doesn't know what to do. She has living descendants—she's counted them.

Eleven of them are her children, 149 grand-children, and 103 of them are her great grand-children. Practically all of them live in Mecklenburg and adjoining counties.

WATERPOWER RESOURCES OF SOUTHEAST LARGE

Capitalists Just Beginning to See the Possibilities of These Resources. (By International News Service) Atlanta, Ga., May 20.—Capitalists are just awakening to the waterpower resources of the southeast. Lindsey Hopkins, prominent Atlanta capitalist and director of the sixth Federal Reserve Bank, declared upon his return home from a tour of twelve states and the Hawaiian Islands.

"Bankers, industrial leaders and investors are bullish on Georgia and the southeast for its hydroelectric power possibilities at such cheap rates," he said. "They see a great industrial development ahead for this section, and with our neighboring states across the continent looking at us in such clear and constructive glasses, we seem destined toward a great area of prosperity and development."

Mr. Hopkins was accompanied by Mrs. Hopkins to the Pacific coast, and then continued the trip to the Hawaiian Islands alone.

In speaking of the islands he said that the Hawaiian people are the most hospitable and prosperous in the island group, and that they will continue to be the most prosperous so long as Cuba continues to pay the present sugar tariff.

"The people are well dressed and the bankers are very optimistic," he said. "There is considerable business activity and the islands are developing rapidly along agricultural lines. Sugar, coffee, fruits, vegetables, and pasture lands show considerable activity."

"The land is splendidly adapted to the most varied vegetation," he continued. "The climate is remarkable; never too warm or too cold, and storms are rare and hurricanes unknown."

"The sugar industry is growing and the ports show evidence of an increasing volume of foreign business."

COOLIDGE IS FAVORED BY STATE G. O. P.

Questionnaire Sent Leading Men of Party Reveals Popularity. Hendersonville, N. C., May 19.—President Calvin Coolidge will have the support of the Republicans of North Carolina by a majority of about 16 to 1 in case he seeks re-nomination in 1928. This statement is based on a survey recently conducted by Brownlow Jackson, Chairman of the Republican State Executive Committee, in an effort to sound out sentiment throughout the State.

This survey, which is based on reports received from 81 of the 100 counties in the State, resulted not only in a big majority for Coolidge, but an expression of confidence in the present National Administration, but brought out the fact that the various county organizations of the party are already marshaling their forces for the campaign of 1928.

Frank O. Lowden, of Illinois, according to the survey, would undoubtedly be the second choice. Tar Heel Republicans, 29 organization members naming him as second choice, while Herbert Hoover, Charles Evans Hughes, and Willis, of Ohio, have at least one ardent supporter in the State.

The survey was made in the form of a questionnaire sent to each member of the Republican State Executive Committee and to each county chairman. This questionnaire read:

"In your opinion, do you think that the nomination of President Coolidge will be advisable? If not, whom do you prefer?"

"Do the Republicans of your county, generally speaking, favor Mr. Coolidge? If not, whom do they prefer?"

One hundred and twenty-seven replies, in which 81 counties were represented, were received at State Headquarters. The summary follows:

For Coolidge, 117; for Lowden, 1; for Hughes, 1; for Hoover, 1; for Willis, 1; non-committal, 3.

None of the replies, in so far as could be ascertained by the State Chairman, came from federal officeholders in the State, but from the rank and file of the Republican party.

"The result is just about what I expected," said Chairman Jackson, when the vote had been tabulated, "and I feel sure that the 19 counties not included would be for Coolidge by about the same majority. I have the utmost confidence in the present National Administration and it is my desire to see a continuation of this era of progress and economy in government."

The result of the survey has been forwarded by Chairman Jackson to President Coolidge, several cabinet officers, as well as to W. M. Butler, chairman of the National Committee.

Fighting For Principles, Not Money, Declares Efrid

control of the Efrids.

J. S. Efrid, himself, held the controlling stock. A large part of the remainder of the shares of the company is held by J. W. D. E. K. P. and A. L. Efrid, brothers of John S. Efrid. But under the terms of the paper purporting to be J. S. Efrid's will, according to the construction put on it by the executor the trustees neither of whom are members of the Efrid family, can vote the stock of the Efrid estate and thereby keep the mills, established and largely financed by the Efrid family, out of control of the business management for the next 15 years.

This W. T. Efrid and many others of the Efrid family, and many of the local stockholders, do not like.

"This is the bone of contention," W. T. Efrid told a number of friends here today "and not the fact that my father's purported will transfers my interest in one-fifth of the estate to trustees for the benefit and use of my children."

NEW TERRITORY IS COVERED BY WATER AND HUNDREDS FLEE

Twenty-seven Small Towns in Louisiana Are in Path of the Flood Following Breaks in Levees.

MANY AMOORNOED IN THESE TOWNS

Water Came So Suddenly and Swiftly Many Were Unable to Get Out Without the Aid of Boats.

New Orleans, May 20.—(AP)—With the Bayou Teche converted into a raging torrent and overflowing its banks in many places, the residents of the Acadian country through the bayou sweeps today were rapidly approaching the panic stage.

The Bayou Teche, which ordinarily seems to have little current, has been fed by back waters of the Atchafalaya and Bayou des Glaives breaks, and now has taken on mammoth proportions.

The endangered territory in which approximately 105,000 persons live, is largely in the path of the flood, and John M. Parker, state food director, has issued warning that residents of twenty-seven towns should flee for their lives. This territory is approximately 120 miles northwest of New Orleans on the opposite side of the river.

The twenty-seven towns are small, only two or three having a population of more than 500.

Residents of Armandville, who arrived here last night, said that water had reached that town when they left yesterday, but that it was coming up so rapidly that many probably would be cut off before they could get out and would have to be taken out in boats. The sudden rise in the Teche found the town unprepared, and all women and children were ordered out immediately. Men stayed behind to save what they could.

The threatened area which is 100 to 130 miles northwest of New Orleans on the west side of the river, has taxed facilities for relief, and urgent appeals for more men and boats have been sent out.

WEATHER

Mostly fair tonight and Saturday, cooler tonight in east and western portions.