

First to Make The Western Flight Two Army Aviators Arrive Safely At Honolulu In The Early Morning

Lieutenants Maitland and Hegenberger Make Trans-Pacific Trip in 25 Hours and 43 Minutes

ARMY IS WINNER Flies Reach Destination Before Civilian or Navy Planes Set Forth on the Adventure

Wheeler Field, Island of Oahu, June 29.—(AP)—First to make the 2,500 mile flight between San Francisco and Honolulu, the Army fliers, Lieutenants Maitland and Albert Hegenberger arrived here at 6:29 a. m., today.

The Army fliers, who left Oakland, California, at 7:09 a. m., yesterday finished their trans-Pacific flight in 25 hours and 43 minutes.

Throughout their long flight they had been reported seen only once—by the steamer Sonoma, when 750 miles from the California coast.

The Army fliers came in through bright sunshine that had cleared away the rain and gloom of the night that shrouded their landing place.

Thousands who had waited through the long night had begun to disperse when Maitland and Hegenberger came through the haze to a triumphant landing.

San Francisco, June 29.—(AP)—Cloaked in the darkness and silence of the open sea, the progress of the big Army monoplane dashing from the golden gate to Hawaii was hidden from a watching world early today, but all indications were that at midnight, Pacific time, she was less than 900 miles from her goal.

A message to that effect received by the Army radio station at Honolulu reached here early today. Previous messages received from Honolulu at Portland, Oregon, declared that all was well with her.

Lieutenants Maitland and Albert Hegenberger, led to the belief that she would reach the easternmost shore of Oahu Island at dawn or even before.

All Hawaii faced east in expectation of their arrival within the 24 hour period elapsing from the time of the take off at Oakland, which was at 7:09 a. m., yesterday.

A landing at Wheeler Field, Schofield Barracks, 25 miles from Honolulu, at or before 4:30 a. m., Honolulu time, would bring them to the end of their dash within the 24 hour estimate.

If the time and figures of the report are correct, the air adventurers well within their schedule and if their plane accumulated speed with the lightening of their load of fuel they were gaining at every turn of their propellers.

In their race with the clock, Nostalgia by east trade wind was giving them a friendly push, and barometric and temperature readings were favorable, although the sky was overcast in that area.

In San Francisco and at Pal, on Oahu Island, the two radio beacon stations industriously pumped their signals across the 2,400 miles of water in the hope that Maitland and Hegenberger still were following the wireless lane set up by the directional apparatus.

The exact distance flown at the time the Pearl Harbor to Portland message was sent (10 p. m. Pacific time) could not be computed because the distance north of the San Francisco-Honolulu line was not given. It would indicate however, not less than 1,500 miles in a little more than 14 hours.

The liner Sierra, 1915 miles west of San Francisco and directly in the path which the fliers intended to follow, reported overcast skies and a fresh wind.

Mr. and Mrs. J. W. Maitland, parents of the pilot, remained awake in their Burlingame home all night to receive news of the adventure. They showed no signs of worry and expressed the belief that the big Fokker would get there if such a feat is possible.

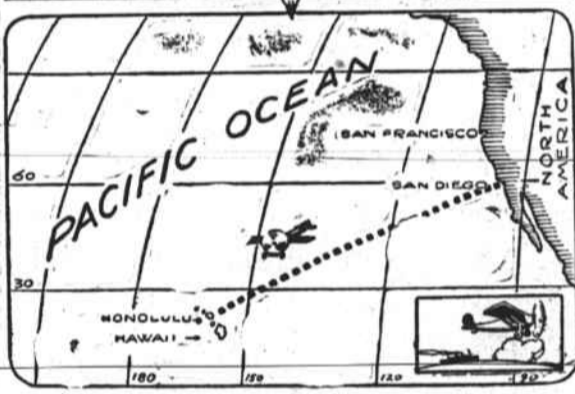
With the hour of victory approaching the Army stood within reach of claiming the honor which the late Commander John Rodgers of the Navy South and lost after a same battle almost two years ago.

Rogers and his crew were forced down within 100 miles of their goal and they drifted nine days before being picked up.

Meanwhile it appeared that the honors would not be divided, the little monoplane of Ernest L. Smith remained deserted at the Oakland Airport after he had abandoned all attempts to race the army plane because of failure of a windshield on his plane and the subsequent refusal of his navigator, Charles Carter, to resume their flight after they had taken off some two hours behind the

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They've Reached Hawaii



Upper left—Lieutenant Albert F. Hegenberger, and right, Lieutenant Lester J. Maitland, Army fliers, who have made the hop to Honolulu. The United States Army sent two of its aviators to Honolulu in a three-motored Fokker monoplane, but not as entrants in prize contests. Lieutenants Lester Maitland and Albert F. Hegenberger hopped off from San Francisco, California, Tuesday. Map shows the proposed 2,360 mile route.

PACIFIC LOG

By The Associated Press

June 28, 7:09 a. m.—Lieutenants Maitland and Hegenberger start from Oakland Municipal Airport for Honolulu in Army Fokker monoplane.

9:36 a. m.—Ernest L. Smith civilian pilot and Charles Carter, navigator, start for Honolulu in monoplane "The City of Oakland."

9:46 a. m.—Smith and Carter return with damaged air deflector.

Attempt to fit new deflector loomed by Army.

10:25 a. m.—Army plane sighted three miles off California coast by unidentified ship.

12:05 p. m.—Smith's backers postponed flight indefinitely when Navigator Carter declined to start so late in day and after Army plane has imposing lead.

10:25 a. m.—Army plane sighted 300 miles off California coast by unidentified ship.

7:35 p. m.—Steamer President Pierce, 600 miles off shore, hears Army plane radio request for bearing from Steamer Cleveland, approximately 1,150 miles from California coast.

8:30 p. m.—President Cleveland reports Army plane more than 1,100 miles out with rain falling, light wind.

9 p. m.—Pearl Harbor radio station informs Portland, Oregon, of a report that plane was 900 miles Northeast of Honolulu.

10 p. m.—Army station at Honolulu reported plane 900 miles from Honolulu.

3 a. m.—June 29.—Navy radio station at San Francisco received report via Army radio saying Army plane was 700 miles from Honolulu.

7:30 a. m.—The San Francisco Examiner correspondent in Honolulu reported the plane had been sighted 140 miles from its goal.

TRIED FOR ASSAULT IS NOW OUT ON BOND

Hertford, June 29.—Roy Zachery, committed to jail in Justice Darden's court yesterday in default of bond in the sum of \$100, later in the day succeeded in arranging bond and was released. Zachery is charged with assault on Otto Burk.

SENSATIONAL FIGHT TO BE MADE FOR NEW TRIAL

Asheville, June 29.—(AP)—A sensational fight for a new trial for Mrs. Anna K. Montague, 45, who faces a prison sentence 12 to 20 years for the murder of Mrs. Mary R. Cooper, 61 year old widow and her employer, was launched by Mrs. Montague's attorneys today in a move to impress the jury in the case on grounds it was not impartial.

NIXON PRESENTS ROTARY REPORT

Other Hertford Rotarians Explain How They Got Off Road

Hertford, June 29.—The presentation of the annual report of Thomas Nixon, retiring president, and an accounting on the part of Rotarians Aubrey Shackel, Silas Whedbee and Joe Towe for the fact that, returning from the Cavalier Hotel Rotary meeting last week, they did not discover they were off the road home until they were halted by Currituck Sound at Point Harbor. The three Rotarians did some tall explaining but it was not tall enough, in the opinion of their fellow club members, to account for such utter oblivion to all their surroundings.

With next week's meeting begins the administration of the Rev. Edmund T. Wilson as president of the Hertford Rotary Club.

KIWANIANS HAVE VARIED PROGRAM

Address by Harbors Representative, Reports and Music at Club Supper

An address by Cornish Bailey, field representative of the National Rivers and Harbors Congress, reports by Dr. S. H. Templeman and Dr. John Saliba on activities in which the club is interested, and a jazzy musical program by the Jazz Stompers, a colored orchestra, combined to form a zesty and varied entertainment menu at the weekly Kiwanis supper at the Parish House Tuesday night.

Mr. Bailey's address followed the general tenor of one he delivered earlier before the Rotary Club, outlining the advantages that might accrue to North Carolina from the consummation of the Inland Waterways program along the Atlantic Seaboard.

Dr. Templeman reported briefly on the orthopedic clinic held Saturday and announced that steps were being taken to provide a children's camp of the river shore, on a tract loaned for the purpose by Dr. Saliba, owner of the Elizabeth City Hospital property.

In his report, Dr. Saliba dealt specifically with the various deformities, physical and mental, encountered in the clinic, and with plans to correct them. He paid high tribute to Dr. J. S. Gaul, the examining surgeon, and expressed deepest personal interest in the success of the clinic.

They Dashed Into Ocean Darkness



Here's the largest party ever to attempt the Atlantic crossing by airplane. The picture of Byrd and his companions was taken while they were preparing the big triple-motored monoplane, America (above) for her ocean jaunt, with Europe the goal. Left to right the men are Bert Acosta, Commander Richard E. Byrd, Lieutenant George Noville and Bert Balchen, "passengers."

White Way Proving Fine Except For Residents

This city's new white way, turned on Saturday night for the first time, has functioned admirably in the four nights in which it has been tried out, according to J. C. Parker, superintendent of public utilities here.

That is, it is a great improvement in the opinion of just about everybody except a scattering of folks living along it. Mr. Parker explained: The huge 600-candle-power flood lights have turned darkness into day, to an extent that enables residents along the white way, to read newspapers on their front porches.

This is a little too much of a good thing, in the opinion of C. F. Derrickson, F. M. Grice, Sr., and others living on East Main street. They complain that they no longer can enjoy the evenings of their verandas.

There are 126 lights in the white way system, which covers the principal business streets and the residential thoroughfares as far as the city's principal churches. Except for two lights at each street intersection, the system is turned off at 11 o'clock. Mr. Parker estimates that an hour has been added to the night life of the city by reason of the immensely brighter illumination.

Sacco And Vanzetti Granted A Reprieve

Boston, June 29.—(AP)—Governor Alvan Fuller, today granted a 30 day reprieve to Nicola Sacco and Bartolomeo Vanzetti, whose conviction for murder has attracted international attention. Their execution had been set for the week of July 10.

WHITE WAY BRINGS A REMARKABLE BUG TO ELIZABETH CITY

A strange bug of a variety approximating the monsters one views occasionally in one's sleep, after having snipped injudiciously on much minced pie, was brought into The Advance office Wednesday afternoon by Erkin Duff, of this city.

The bug was exceedingly large, and of a dull greenish color suggestive of certain tree lizards. His outstanding characteristic was a pair of powerful horns, or nippers, set vertically, instead of horizontally, like those of a sand fiddler. He was very much alive.

Mr. Duff reported that the bug was captured by his father, W. P. Duff, president of the Duff Piano Company. He has wings and two sets of eyes—speaking of the bug, not Mr. Duff.

The theory is advanced that the bizarre and prodigious insect was attracted to Elizabeth City by the surpassing brightness of the new white way.

Advantages of Carolina Over New England Cited By Returning Traveller

Rouge and Face Paint Business Obviously Bad in Northeastern States and Canada, Walter L. Cohoon Declares, Discussing Things He Observed

The superior attractiveness of North Carolina's serenely smooth beaches, as contrasted with the rocky shores of New England, was emphasized today by Walter L. Cohoon, attorney living here, who has just returned from a trip to Portsmouth, New Hampshire, and on into Canada and back along the coast of Maine, New Hampshire and Massachusetts.

Mr. Cohoon reminded that for miles and miles in New England, one sees only a shore line of forbidding cliffs, with but an occasional beach. Though it was late in June, he saw no evidence of the beaches there being used for bathing, although many have been enjoying the surf along the North Carolina shore land for a month past.

In all his trip, Mr. Cohoon stated that he saw not a single girl with any evidence whatever of having "touched up" her cheeks or lips. "The rouge business must be pretty bad up there," he commented, with a smile.

Going first to Portsmouth, Mr. Cohoon delivered the principal address at the National Council of the Junior Order, United American Mechanics, and spoke also at memorial exercises held during the convention. Thence he journeyed into Canada via Niagara Falls, visiting Hamilton, Toronto, Montreal and Quebec.

Though he was a leader in the fight for prohibition in North Carolina since 20 years ago, Mr. Cohoon declared he was convinced that Canada's method of handling the liquor problem was far better than the situation that had developed in the United States since the passage of the Volstead Act.

"I did not see one drunken person in all my trip through Canada," he remarked, adding that the Dominion had worked out an arrangement whereby an individual wishing to buy liquor had to pay \$2 for a permit that might be revoked at any time, for cause.

With reference to Canada's handling of crime, the Elizabeth City attorney pointed out that in the case of a man convicted of a misdemeanor, an investigation was made to determine the effect of his imprisonment both upon his family and upon the work in which he was engaged.

If it was found that the family would suffer, or that an industry, business or profession would be handicapped in any material degree, the defendant was required to serve his time at night and was set at liberty in daytime to work as usual. Mr. Cohoon was informed. He pointed to the obvious advantage of such a plan.

New England is facing serious industrial problems, with the textile industry steadily moving South, and with the shoe manufacturing industry facing labor difficulties that are prompting it to head westward, Mr. Cohoon declared, remarking that the section

Commander Byrd and His Crew of Three Take Off In America at Early Dawn

AMERICA'S LOG

(By The Associated Press)

5:24 a. m.—The America hops off at Roosevelt Field, Long Island.

6:00 a. m.—Lieutenant Noville sends wireless from America. "Everything going fine."

6:30 a. m.—America sighted over Watch Hill, Rhode Island.

6:41 a. m.—The Byrd plane passed over Sanderstown, Rhode Island.

6:54 a. m.—S. S. Homerick and S. S. Corlitha send wireless reporting hearing America's automatic, Newport, Rhode Island.

7:15 a. m.—Byrd plane reported over Plymouth, Massachusetts.

7:22 a. m.—(E. D. T.)—Radio from Byrd says America passed Cape Cod, Massachusetts, speed 108 miles an hour.

7:25 a. m.—(E. D. T.)—S. S. Nalden sights America 10 miles Northeast of Cape Cod.

8:12 a. m.—(E. D. T.)—U. S. destroyer sighted Byrd plane 100 miles East of Gloucester, Massachusetts.

8:41 a. m.—(E. D. T.)—Byrd sends wireless to Boston Navy Yard that America is half way between Cape Cod and Yarmouth, N. S.

8:41 a. m.—(E. D. T.)—Extra gas causes compass trouble, Byrd radios.

9 a. m.—(E. D. T.)—Byrd wireless flying altitude half mile, getting chilly. Ship mates doing their jobs like men.

9:09 a. m.—(E. D. T.)—Byrd asks wireless stations to stand by as America going to pump gas.

9:29 a. m.—(E. D. T.)—America wireless "20 miles west of Yarmouth, N. S."

Storms That Held Them Back for a Month and a Half Still Threaten But They Decide to Go

SMALL CROWD THERE

Great Three Motored Fokker Plane Shuts Down the Incline and Whirs Away Into Mist and Rain

Through screening fogs and showers, the Giant monoplane America roared its way today along the Nova Scotia shore headed away from Paris after a hop off from Roosevelt Field, Long Island, at 5:24 a. m., Eastern Daylight time.

Commander Byrd, flying with three companions in his three-motored Fokker, had compass trouble over the sea mid-way from Cape Cod to Nova Scotia due to the extra gas tanks. The trouble was adjusted and the America shortly after 10 o'clock was reported over Meteghan, Nova Scotia, it was at Meteghan that Lindbergh hit Nova Scotia on the nose on his flight to Paris.

The Byrd plane reeled off the 400 miles from Roosevelt Field in four hours and 34 minutes, taking just one minute longer time for the distance than Lindbergh. The America had indifferent weather for the flight and continually bucked into showers and fogs along the first leg of the great circle. Stormy weather was reported off the Irish coast today but Paris said conditions in France, were improving. James H. Seart, New York forecaster, said conditions generally were favorable.

Roosevelt Field, N. Y., June 29.—(AP)—Commander Richard E. Byrd and his three man crew took off on their long delayed scientific air expedition to France in the monoplane America at dawn today.

The great three motored Fokker took the air at 5:24 o'clock Eastern Daylight time, just 48 seconds after being released from the top of the runway where it had been tied for the past six days while unfavorable weather forbade a flight.

The storms that have blocked a flight during the more than a month and a half that the Byrd plane has been waiting at the field seemed last night to be as great an obstacle as ever. But in the early hours of the morning Commander Byrd suddenly announced that despite the weather man's report he had decided to leave.

Immediately there was a great bustle and last preparations were made for the third time in a week. But this time the preparations seemed somehow to be more conclusive than before and the small crowd felt sure as dawn approached that they were to be more fortunate than thousands who have flocked to the field on other nights.

Everything went forward in a business-like manner, shortly before 5 o'clock Commander Byrd with his crew, Bert Acosta, George Noville and Balchen, drove out to the plane. T. Harold Kinkade, Wright motor expert, climbed aboard and tuned up the motors.

The crew waved a last farewell, climbed to their places and signaled "to give her the gun." A mechanic standing behind the plane slashed at the restraining rope as the engines roared and the great ship shot down the incline and whirled across the field in the misty light of a rainy dawn.

Six tenths of a mile it drove across the field and then slowly lifting, though the men inside were lifting her upward by main strength, it floated upward and soared into the air.

The take off was the occasion for a rumor that Kinkade had stowed himself away in the plane. Yesterday afternoon Byrd had said he would like to have the motor expert along and Kinkade replied:

"Well you may find me there after you get away."

Later Kinkade confided to reporters that he intended to attempt to stow away and when he was not seen to descend from the plane after tuning up the motors, it was believed that he had actually gone but he was back at the hangar about half an hour after the America left the ground.

Kinkade said a five pound tin of tea belonging to Commander Byrd made him decide to remain behind. Byrd and his crew, he said, checked over various supplies to see if room could be made for Kinkade, they discarded first the mud guards on the landing gear, then a pair of moccasins and two cans of oil.

"Then," said Kinkade, "they were about to throw off the Commander's five pound tin of tea. That decided me. I figured they

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Discovery Of Booze Disturbs Honest Coast Guards

A problem of an unusual sort is facing the Coast Guard of the seventh district, in the matter of disposal of a bit of contraband cargo that washed ashore near Kill Devil Hill station, some 55 miles southeast of here, a few days ago.

A ten gallon keg of whisky bearing a foreign trade mark was discovered in the surf near the station by a Coast Guardsman on regular beach patrol. Being a conscientious fellow, he turned it over to Captain W. H. Lewark, keeper of the station.

Captain Lewark in turn notified Commander J. A. Price, of the Seventh District, with headquarters here, and also sent a similar official communication to F. M. Newby, Sr., deputy collector of customs at Elizabeth City.

Captain Price and Mr. Newby have sent notifications of the find to the Department of Justice at Washington and are awaiting word as to the disposal of the liquor. From the fact that it cannot be shipped here on one of the freight boats that ply between this city and down the sound points unless accompanied by a Government guard, there is some doubt as to just what will be done with the keg and its contents.

Meanwhile, certain Elizabeth City folk are rather freely expressing regret that they hadn't happened to stroll along the beach at Kill Devil a little ahead of the official finder of the keg.

BRITAIN AGREES AMERICA RIGHT

But Keenly Desirous of Opportunity to Present Its Views

Geneva, June 29.—(AP)—Great Britain, according to information in authoritative circles has tacitly recognized the impossibility of revising the Washington Naval Treaty at the present tri-partite conference here without the consent of the United States.

This reported British acceptance of the American viewpoint does not mean, however, that the question of the size of battleships will not be discussed here as the British delegation seems keenly desirous of an opportunity to present its views before a plenary session of the conference.

PREACHING TONIGHT BLACKWELL MEMORIAL

Rev. W. E. Goode of Reidsville will preach tonight at Blackwell Memorial Church at eight o'clock. All members of the church and the public generally are invited.

Funeral Mrs. Allen At Wake Forest On Thursday

The body of Mrs. W. O. Allen, mother of Mrs. I. M. Meekins, who died here at 8 o'clock Tuesday night at the age of 84 after an illness of three weeks, was put on board the Norfolk Southern 12:15 train here today to be taken to Wake Forest, to her old home, for burial. Funeral services will be held at Wake Forest Thursday morning at 11 o'clock, with Dr. R. T. Vann, former president of Meredith College, and Dr. W. R. Cullom of the Chair of Bible at Wake Forest College officiating.

She was related to both the Parey and the Potest families of Wake Forest.

In addition to members of the Meekins family who left here on the train with the body to attend the funeral was Mrs. W. O. Riddick of Asheville, who was at Mrs. Allen bedside when she died.

At Wake Forest the party will be joined by other children and grandchildren.

A surviving daughter of Mrs. Allen besides Mrs. Meekins and Mrs. Riddick is Mrs. C. J. Sawyer of Windsor. There are also 11 grandchildren and five great grandchildren. Among the grandchildren is William Meekins of Henderson, who began his practice of law in this city.

PAYS COURT COSTS

Tobe Pool, colored, was let off upon payment of the court costs in a case before Trial Justice Sawyer Wednesday morning, in which he submitted to a charge of reckless driving and tendered evidence that he had paid for repairs to an automobile belonging to J. E. Jordan, of Mt. Hermon township, as the aftermath of an accident here a few days ago. The damages totalled \$175.