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GOV. ADAMS SAFE ON BUCKING HORSE BALKS AT A PLANE

Colorado Governor Refused To Take Flight In Air. Wanted To Take A Spin.

(By M. F. Dacey, INS Staff Correspondent.)

Denver.—Taking the air via a bucking bronco appealed to Gov. William H. (Billie) Adams a safer feat than trying a little spin in an airplane, when he refused a trial flight in one of the Colorado National Guard planes stationed at Lowry field here.

The Colorado governor is a veteran cattleman and has ridden the range for years. He has never been up in an airplane. On Governor's Day he visited Lowry field where the flyers of the Forty-fifth Division, Air Service, Colorado National Guard, were in annual encampment of the division air corps.

He was accompanied by former Governor R. C. Meecham of Albuquerque, N. M., state officials and the Arizona representatives of the Colorado River commission.

While standing on the porch of the headquarters building to watch the review of the air corps men the Governor noticed three planes take off in flight formation, and remarked:

"A wonderful work is being done out here. No other state has a better air unit than Colorado. This is the first time I have been out to the annual encampment, and I've caught the airplane fever. I've never been up in a plane, but will admit I wouldn't mind taking a little spin myself."

In satisfaction of this desire the governor pulled on some brown overalls and a pilot's headpiece and was assisted into one of the planes by Major Bruce Kistler. There, however, the flight ended. A governor may not take chances that another man might risk for there is the gubernatorial dignity to maintain. Although the responsibility of his office did not prevent Governor Adams from attending the semi-annual round-up at his ranch in the southern part of the state it did keep him from taking a chance of even a "little spin" in an airplane.

KANSAS CHICKEN FOR TABLE OF PRESIDENT

(By International News Service.)

Topeka, Kan.—Kansas fowl grace the table of President Coolidge at the summer white house in the Black Hills.

A representative of a big poultry concern of Topeka met the president's train in Chicago and put aboard four cases of consort fowl, considered the finest in the chicken line. These choice dressed fowl were grown on Kansas chicken farms.

Arrangements were made, it is said, with the president's chef, to forward other shipments from time to time as long as the chief executive stays in the "wild west."

A London hotel keeper has finished his dining room in primrose and blue because these colors cause the diners to relax and be cheerful and hungry.



(By Evelyn McDonald, INS Staff Correspondent.)

Paris.—Fashion becomes more and more exacting with regard to smart accessories.

Flowers and jewelry play an important part in dress this season. To be quite in fashion, many women are trimming themselves with all sorts of gew-gaws. Nobody seems to mind wearing shackles that are entirely false, with the result that jewels are used lavishly.

Worth shows some fascinating gold circlet sports bracelets with two enameled stripes in blue, red and green. One is supposed to wear all three on one wrist.

Roman bangles, like those worn in Ben Hur, only in shiny kid, trim fragile summer dresses. Gold snakelike bracelets are made in broad bands with the center rows held together by rings of twisted gold wires. Ribbons bracelets of flexible quality are chic for afternoon. This type is made in gold bands two inches wide.

Shagreen is now one of the latest materials to come in vogue. Lizard gardenias are featured in shops on the Rue de la Paix. Crocodile, snakeskin, pique and lusty gingham are the popular flower novelties for the moment.

Trial Of Purnell May End Odd Sect

(By International News Service.)

St. Joseph, Mich.—Will "King" Benjamin Purnell's House of David cult be dissolved as an immoral institution?

The state has piled up a mountain of evidence through alleged girl victims against "King" Ben personally.

But with the single exception of a hint at a liaison between "Queen Mary" Purnell, wife of the cult chieftain, and Francis Thorpe, former cult secretary, there has been no evidence regarding immorality against any other high officers of the cult.

In fact practically all of "King" Ben's bitterest accusers on the stand have declared they personally believe the 700 other members of the colony are innocent, moral people though misguided and duped by the self-styled twentieth century Jehovah.

Because of this newspapermen and other observers at the hearing are speculating on the possibility that the courts decision may leave the colony intact under the management of a receiver with an injunction against "King" Ben and "Queen" Mary.

Such a decision, it is pointed out, would not work hardship on the 700 Israelite followers of Ben and yet would be a victory for the state as it would leave the door open for criminal proceedings against Purnell later.

Prosecutor George H. Bookwalter, of Berrien county, will be ready soon after this hearing to try Purnell on charges of criminal assault against Mrs. Bennie May Woolworth, of Benton; Mrs. Woolworth led state troopers in the raid when Purnell was nabbed at the colony last November.

AMERICAN PLANES WOULD NOT HAVE STOOD IN ENGLAND

Lindbergh's And Chamberlin's Machines Would Not Have Stood Air Test.

(By B. F. Wray, INS Staff Correspondent.)

London.—"Both Lindbergh's and Chamberlin's machines would have been declared unseaworthy by the bureaucrats here."

That is the last word in the furious indictment that British newspapers have drawn up against the Air Ministry in Britain. They accuse the Ministry of strangling all flying in Britain with red tape, of wasting money in foolish experiments ordered by unqualified amateurs and by methods of secrecy, belittling successes and only publishing casualties of making flying unpopular with the general public.

On top of this, there is an intense public feeling against the Ministry on account of their treatment of Flight Lieutenants Carr and Gilman. Flying towards India, this pair accomplished a non-stop flight of 3,425 miles, being forced down by a technical mishap. But on their return to Britain, their arrival was kept secret by the Air Ministry and less than twelve people were at the station to receive them. As newspapers bitterly remark, Lindbergh had 200,000 Englishmen to welcome him when he came to Croydon. Our own men have to steal back in the depth of night without a soul to give a cheer.

Britain's Supremacy Gone "When the war ended," says the Westminster Gazette, "Britain had established an overwhelming superiority in the air. But all that has gone."

"It is America, France and Italy who now lead the world in flying. And it is all because the official stranghold in aeronautical development is stifling the industry."

"It is certain that neither the machine flown by Lindbergh nor that which Chamberlin made his remarkable non-stop record would, had they been built in this country, have been allowed to fly a dozen miles. They were not constructed in accordance with official regulations. Certainly both of the transatlantic craft would have been refused airworthiness certificates and they would not have been licensed."

Colonel M. O. Barby, head of one of the largest firms of aircraft and aero-engine manufacturers in the country, interprets the successes of the two American airmen as a challenge to aviation in Britain.

"Neither the industry nor the

Air Ministry can afford to take it lying down," he says. "We have machines and pilots equal to any in the world. But there is a lack of official support, or even official interest in record-making attempts."

"It is axiomatic that orders follow success, and because of that it is certain that the successful American flights will mean a great influx of orders from all parts of the world. There could be no better tribute to the endurance alike of machine and engine than such long-distance flights as those accomplished by Lindbergh and Chamberlin."

The most caustic comment on the Air Ministry came from one of Britain's most famous pilots.

"They paid Heron, designer of Lindbergh's and Chamberlin's engine," he said, "three quid (\$15) a week and nagged him until he was simply driven to America. Can you wonder we are behind?" (By International News Service.)

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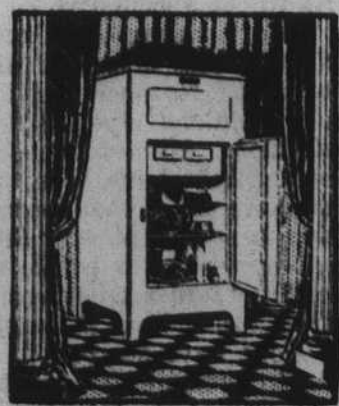
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