

## LINDY LAUGHS AT U. S. FEARS FOR SAFETY

Havana-St. Louis Jump  
Was Without Incident, He  
Says, on Landing.

BY FOSTER EATON,  
United Press Staff Correspondent  
ST. LOUIS, Feb. 14.—Colonel  
Charles A. Lindbergh's plans for the  
future include a home-coming flight  
over St. Louis today, a flight over  
his old air-mail route to Chicago  
next week, and little more.

"I really haven't made any definite  
plans," the youthful good-will am-  
bassador said in an interview, fol-  
lowing his return here after a 1,250  
mile non-stop flight from Havana.  
He will continue in an advisory  
capacity with the Guggenheim fund  
for the promotion of aviation, he  
said, and "ultimately" will give his  
Spirit of St. Louis to the Smith-  
sonian institute. He was indefinite  
about when he would relinquish  
charge of his internationally famous  
plane, however.

### Still in Perfect Shape

"It has flown 481 hours since leav-  
ing San Diego," he said, "is in per-  
fect condition and has many more  
flying hours in it."

The trip from Havana to St. Louis,  
Lindbergh said, was "without inci-  
dent except for rough weather most  
of the way." Frequently he was  
unable to see the ground, occasion-  
ally he flew "just over the treetops"  
and on other occasions he flew "per-  
haps at 6,500 feet." The plane func-  
tioned perfectly.

He laughed when told that it was  
feared his take-off at Columbia  
field, Havana, would be marred by  
engine trouble. The motor did sput-  
ter a bit, he admitted, but explained:  
"I just was switching from one gas  
tank to another, and the flow to  
the carburetor was interrupted for  
a second or two. It was nothing."

Lindbergh couldn't recall that he  
ever had motor trouble with the  
Spirit of St. Louis. He was asked  
next why he did not take a para-  
chute on his two-month swing into  
Central and South America and  
back.

### Not Useful in His Line

"Parachutes," he replied, "are  
useful in military maneuvers, for-  
mations, test flights and in emer-  
gency, but I don't consider them of  
any particular use in straightaway  
passenger flying of the type I have  
been making."

"I consider it perfectly feasible to  
put a plane down safely without  
personal injury to the pilot, espe-  
cially if the plane's gas tanks are  
in front of him, as they are in the  
Spirit of St. Louis, and if the plane  
has a low landing speed."

"It is entirely feasible to make a  
landing in a tree without serious  
injury to the pilot."

It was apparent that he believed  
—and he said so—that he could  
have made a safe forced landing  
almost anywhere during his good-  
will tour.

"What do you believe would have  
been the consequences of a forced  
landing of the Spirit of St. Louis  
during one of your over water  
flights on the tour?" he was asked.

### Confidence in Future

The famous Lindbergh smile im-  
mediately appeared. There was a  
suggestion of "ducking," but Lind-  
bergh perked:  
"That's one I'll leave to you to  
answer."

His flights through Central and  
South America, he said, had led him  
to believe that commercial aviation  
there is "just as feasible" as it is  
in the United States. He intimated  
he thought its development greatly  
would stimulate life below the Rio  
Grande.

### DEDICATION PLANNED

Employees to Celebrate Opening of  
Power Company Buildings.

Employees of the Indianapolis  
Power and Light Company will  
dedicate three new buildings of the  
company, just completed on W.  
Morris St., near the Belt Rail-  
road, with a "house warming,"  
Friday evening.

The buildings erected at a cost  
of \$1,000,000, including an admin-  
istration building, garage and stor-  
age house. The administration  
building will house all offices of the  
company except those of the sale,  
accounting and bookkeeping depart-  
ments.

Dancing, cards, cabaret entertain-  
ment and a short address by Emmet  
G. Halston, second vice president  
and chief engineer, will be on Fri-  
day night's program.

### PENROD RITES PLANNED

Services for Former Senator's Wife  
to Be Held Wednesday.

Funeral services for Mrs. Louella  
C. Penrod, 54, wife of William K.  
Penrod, former State Senator, will  
be held at 10 a. m. Wednesday at  
the Brookside United Brethren  
church with burial in Memorial  
Park cemetery. Mrs. Penrod died  
Monday at her home, 1023 N. Oak-  
land Ave., where she had been ill  
for some time.

Besides the husband, two daugh-  
ters, Mrs. Carl R. Pate of Indian-  
apolis, and Miss Blanche Penrod of  
Urbana, Ill., three sisters and three  
brothers, survive her.

### Unusual But Not Freakish

Individual, but not high-priced. These are the characteristics  
of "Dyer-Wrought" jewelry which make it so desirable to people who  
want beautiful artistic jewelry of good taste. Something different  
from the ordinary stock designs. The same care is given to our frater-  
nity and club jewelry as to our platinum and fine jewelry pieces.

C. B. DYER, Jeweler

204 Massachusetts Ave.

Indianapolis

## SIDE GLANCES

By George Clark



"... Which brings us right back to the same question:  
Can this country support my art?"



COL. CHAS. A. LINDBERGH'S OWN LIFE STORY

(Continued From Page 1)

blowing hard, and suddenly decided  
that I would wait for calmer  
weather before making any more  
flights and taxied back to the  
hangar.

A pilot who was waiting for  
delivery of one of the Jennies  
offered to give me a little dual in-  
struction, and I flew around with  
him for thirty minutes and made  
several landings.

At the end of this time he taxied  
up to the line and told me that  
I would have no trouble and was  
only a little rusty from not flying  
recently.

He advised me to wait until even-  
ing, when the air was smooth, and  
then to make a few solo flights.

When evening came I taxied out  
from the line, took one last look at  
the instruments and took off on my  
first solo.

The first solo flight is one of the  
events in a pilot's life which for-  
ever remains impressed on his  
memory.

It is the culmination of difficult  
hours of instruction, hard weeks of  
training and often years of anticipa-  
tion.

To be absolutely alone for the  
first time in the cockpit of a plane  
hundreds of feet above the ground  
is an experience never to be for-  
gotten.

After a week of practice flights  
around Southern Field I rolled my  
equipment and a few spare parts  
up in a blanket, lashed them in  
the front cockpit and took off for  
Minnesota.

This was my first cross-country  
flight alone, less than a week after  
my solo hop. Altogether I had  
less than five hours of solo time  
to my credit.

I had, however, obtained invalua-  
ble experience the year before  
while flying around in the Western  
States with Biffie, Bahl and Lynch.

### Flies to Texas

While learning to fly in Nebraska  
the previous spring I discovered that  
nearly every pilot in existence had  
flown in Texas at one time or  
another during his flying career.

Accordingly, I decided that at the  
first opportunity I would fly to Texas  
myself and, although I traveled a  
rather roundabout way from  
Georgia to Minnesota, my course  
passed through Texarkana en route.

The first hop was from America to  
Montgomery, Ala., and passed  
over some fairly rough territory, of  
which both Georgia and Alabama  
have their share.

I had been warned before leaving  
the field that the airline course to  
Texas was over some of the "worst  
flying country in the South," and  
had been advised to take either a  
northern course directly to Min-  
nesota or to follow the Gulf of  
Mexico.

This advice served to create a  
desire to find out what the "worst  
flying country in the South" looked  
like. I had a great deal of con-  
fidence in my Jenny with its power-  
ful OX-5 engine, and it seemed  
absurd to me at that time to detour  
by airplane.

Consequently, I laid my route in  
the most direct line possible to con-  
form with my limited cruising range  
with forty gallons of fuel.

### Looks for Field

The flight to Montgomery was  
uneventful. I landed at the Army  
field there before noon, filled the  
fuel tanks and took off again for  
Meridian, Miss.

I arrived over Meridian in late  
afternoon and for the first time  
was faced with the problem of find-

ing a suitable field and landing  
in it.

An experienced pilot can see at a  
glance nearly everything necessary  
to know about a landing field.

He can tell its size, the condition  
of the ground, height of grass or  
weeds, whether there are any rocks,  
potholes, posts or ditches in the way,  
if the land is rough and rolling or  
flat and smooth; in short, whether  
the field is suitable to land in or  
if it would be advisable to look for  
another and better one.

In fact, the success of a barn-  
storming pilot of the old days was  
measured to a large extent by his  
artfulness in the choice of fields  
from which to operate.

Often, in case of motor failure,  
the safety of his passengers, himself  
and his ship depended upon his  
astuteness in choosing the best avail-  
able landing place and his ability  
in maneuvering the plane into it.

### Hills Appear Flat

If his motor failure was only par-  
tial or at high altitude, time was  
not so essential as a plane can  
glide a great distance, either with  
a motor which only "revs" down a  
couple of hundred R. P. M. or with-  
out any assistance from the engine  
at all.

The average wartime machine  
could glide at least five times its  
height, which meant that if it was  
5,000 feet above the ground the pilot  
could pick a field to land in five  
times away with safety; but if the  
failure was soon after take-off then  
instant decision and immediate ac-  
tion were necessary.

An amateur, on the other hand,  
has not overcome the strangeness  
of altitude, and the ground below  
looks entirely different than it does  
from the air, although there is not  
the sensation, in an airplane, of  
looking down as from a high build-  
ing.

Hills appear as flat country,  
boulders and ditches are invisible,  
size are deceptive and marshes ap-  
pear as solid grassland. The student  
has not the background of expe-  
rience so essential to the success-  
ful pilot, yet his only method of  
learning lies in his own initiative  
in meeting and overcoming service  
conditions.

### "Jenny Lands Safe"

There was no regular airport in  
Meridian in 1923, and few fields  
available for a reasonably safe land-  
ing.

After a half hour's search I de-  
cided on the largest pasture I could  
see, made the best kind of a short  
field landing I knew how by coming  
down just over the tree tops, with  
the engine wide open, to the edge of  
the field, then cutting the gun and  
allowing the ship to slow down to  
its landing speed.

This method brings the plane in  
with tremendous velocity and re-  
quires a much larger landing field  
than is necessary, but until the  
pilot has flown long enough to  
have the "feel" of his ship it is far  
safer to come in fast than too slow.

It had been raining at Meridian  
and the field was a little soft, so  
that when my "Jenny" finally did  
settle to the ground it had a very  
short roll and there was still some  
clear ground in front.

(To Be Continued Tomorrow.)

Norman Darby, 27, in Accident  
While on Way to Florida.

Word was received here today by  
Mr. and Mrs. Fred Darby of 5315  
Hill St. of an accident occurring to  
their son, Norman E. Darby, 27,  
which may cause him to lose the  
sight of his left eye. The young man  
was en route to Miami Beach, Fla.,  
from Jacksonville, and while chang-  
ing a tire on his automobile, struck  
himself in the eye with a wrench.

He is well known here as a swim-  
ming instructor at the Hoosier Ath-  
letic Club. He is a brother of Mrs.  
Thelma Darby Willis of 919 Broad-  
way, who has figured prominently  
in many women's aquatic meets.

Democrats Will Meet

By Times Special  
LEBANON, Ind., Feb. 14.—Boone  
County Democrats will be hosts  
here tonight to members of the  
party in the Ninth congressional  
district. Both men and women  
will attend.

## FORMER MAJOR ADMITS KILLING WIFE IN PACT

Tells of Hammer Murder;  
Had Agreed to End Own  
Life Later.

By United Press

PHILADELPHIA, Feb. 14.—A con-  
fession by Cecil Clyde Campbell, a  
former major in the American army,  
that he killed his wife with a ham-  
mer in a New York hotel eight days  
ago was in the hands of detectives  
here today.

Arrested by New York police who  
had trailed him here, Campbell ad-  
mitted he was the murderer of the  
40-year-old woman, whose body was  
found in bed by a maid, the head  
crushed by the blows of a shiny new  
10-cent hammer which lay near by.

A death pact was responsible for  
the slaying, Campbell told detectives.  
After killing her, he was to have  
committed suicide by jumping from  
the window of the hotel, he said, but  
decided to wait until he "had paid  
off some debts."

Campbell, a tall, muscular man of  
43, said he had been in the real  
estate business but had suffered  
financial reverses.

He and his wife were discussing  
their financial difficulties during  
their stay in the hotel, the man  
said, when the death agreement be-  
tween them was concluded.

They joined in a short prayer for  
forgiveness, he said, then he struck  
her. She was fully awake and look-  
ing at him.

They had thought of ending their  
lives together on previous occasions.  
Once or twice they considered leap-  
ing from a ferryboat or from the  
window of some New York hotel.

The murdered woman, prior to her  
marriage to Campbell six or seven  
years ago, was Mrs. Mary Lyle Mc-  
Lean of Brooklyn, detectives said.

## BELIEVE RIVER HOLDS BODIES

Theory of Authorities in  
Case of Two Officers.

By United Press

LAFAYETTE, Ind., Feb. 14.—  
Bodies of Deputy Sheriffs John P.  
Grove and Wallace McClure, who  
disappeared a week ago while tak-  
ing the convicts to the Indiana Re-  
formatory at Pendleton, probably  
are in the Wabash River, and may  
not be recovered until the present  
high waters recede, is the belief of  
Tippecanoe County authorities here  
today.

Although police of three cities  
have reported that they are hold-  
ing men resembling Samuel Baxter  
and John Burns, who are believed to  
have murdered the deputies in a  
desperate effort to escape five-year  
sentences for robbery, local officers  
have little hope that the real con-  
victs are in custody.

At Henderson, Ky., two men who  
answered the description of Baxter  
and Burns, were arrested in a rail-  
way yard, according to word re-  
ceived here. At the same time no-  
tice was received from Freeport, Ill.,  
that two others resembling the con-  
victs were being held. The same  
news came from Gulfport, Fla. Offi-  
cers are able to identify the missing  
men are being sent to each place.

Rewards totaling more than \$650  
were posted today for information  
leading to the recovery of the bodies  
of Grove and McClure, or the cap-  
ture, dead or alive, of Burns and  
Baxter.

Tippecanoe County commissioners  
met here Monday night and passed  
a resolution providing for \$500 re-  
ward, in addition to \$50 by the  
Grove family and small sums by  
others.

Five hundred men and women  
representing the Democratic ward  
and precinct organization in Marion  
County have been invited by County  
Chairman Leroy J. Keach to a  
meeting in the Claypool assembly  
room at 8 tonight.

Keach's call is interpreted as a  
move to block inauguration of a new  
Democratic machine around Mayor  
L. Ert Slack's administration. The  
county chairman promises an or-  
ganization plan productive of a  
more militant spirit and intended  
to swell the primary vote.

Under the Keach plan, ward lines  
would be disregarded and district  
committees, comprising four to six  
precincts, formed.

## DEMOCRATS TO MEET

Ward and Precinct Chiefs

Are Called to Parley.

Five hundred men and women  
representing the Democratic ward  
and precinct organization in Marion  
County have been invited by County  
Chairman Leroy J. Keach to a  
meeting in the Claypool assembly  
room at 8 tonight.

Keach's call is interpreted as a  
move to block inauguration of a new  
Democratic machine around Mayor  
L. Ert Slack's administration. The  
county chairman promises an or-  
ganization plan productive of a  
more militant spirit and intended  
to swell the primary vote.

Under the Keach plan, ward lines  
would be disregarded and district  
committees, comprising four to six  
precincts, formed.

Under the Keach plan, ward lines  
would be disregarded and district  
committees, comprising four to six  
precincts, formed.

Under the Keach plan, ward lines  
would be disregarded and district  
committees, comprising four to six  
precincts, formed.

Under the Keach plan, ward lines  
would be disregarded and district  
committees, comprising four to six  
precincts, formed.

Under the Keach plan, ward lines  
would be disregarded and district  
committees, comprising four to six  
precincts, formed.

Under the Keach plan, ward lines  
would be disregarded and district  
committees, comprising four to six  
precincts, formed.

Under the Keach plan, ward lines  
would be disregarded and district  
committees, comprising four to six  
precincts, formed.

Under the Keach plan, ward lines  
would be disregarded and district  
committees, comprising four to six  
precincts, formed.

Under the Keach plan, ward lines  
would be disregarded and district  
committees, comprising four to six  
precincts, formed.

Under the Keach plan, ward lines  
would be disregarded and district  
committees, comprising four to six  
precincts, formed.

## HOUSE, SENATE JAM HINDERS LEGISLATION

Congress Is Near Halfway  
Mark With Big Issues  
Still in Doubt.

By THOMAS L. STOKES

United Press Staff Correspondent  
WASHINGTON, Feb. 14.—The  
good ship "Congress" is nearly half-  
way in its annual journey.

The Senatorial section of the  
crew, dominated by Democrats and  
Western Republicans, is seeking to  
steer the good ship in a direction  
embracing to president Coolidge,  
but the House section, where Re-  
publicans are uppermost, succeeds  
in checking a turn in this direction.  
The progress forward, however, is  
slow.

Dropping the metaphor it might  
be pointed out that the House this  
session is acting to check politi-  
cally colored resolutions and meas-  
ures disliked by the administration,  
which the Senate passes with an  
abandon only enjoyed by those with  
everything to gain and nothing to  
lose.

President Coolidge, consequently,  
depends mostly these days on his  
House leaders. They are serving him  
well, lining up their majority to  
suit him.

Third Term Bill Pending

The House this week will receive  
the LaFollette resolution declaring  
against a presidential third term.  
The last House members ever will  
hear of it officially is when the  
messenger from the Senate an-  
nounces, formally, that the Senate  
has passed it.

A similar resolution, by Repre-  
sentative Beck, Wisconsin, is pend-  
ing, but never will get from its com-  
mittee pigeonhole.

This is the motive of the recent senatorial  
act which the House will decline  
to duplicate. When the McMaster  
tariff resolution was presented,  
formally to the House, by the Sen-  
ate messenger, it was laid unceri-  
moniously on the table, despite a  
protest from Democrats. There it  
will lie until adjournment in June.

A similar fate, it appears, awaits  
the Jones Senate resolution pro-  
viding continued government oper-  
ation of the Shipping Board fleet.

Hearings will begin soon on ship-  
ping legislation, but nothing will  
look like the Jones resolution,  
which the President opposes, will  
come from the committee.

Little Chance for Farm Relief

President Coolidge is depending  
also on the House to check any  
farm relief movement he does not  
like. The only compromise farm  
relief movement with any chance  
of success is that in the House,  
though farm members there have  
been wavering in their compromise  
feelings of a few weeks ago, and  
appear to be swinging back toward  
the equalization fee of the McNary-  
Haugen bill.

The House has passed half of its  
appropriation bills; the Senate ac-  
cepted these measures quickly, with  
slight changes. All the supply bills  
should be through the House by  
March 15.

Because of the congressional situ-  
ation, it appears now there will be  
little other legislation beyond these  
bills and a flood relief measure.

Even tax reduction appears to be  
doomed.

## Clara Bow Under Knife



Clara Bow

By United Press

HOLLYWOOD, Cal., Feb. 14.—Clara Bow, screen actress, who under-  
went an operation for acute appendicitis, was declared "resting easily"  
at a hospital here today.

Kingman & Co. Foreman Succumbs  
After Two-Month Illness

Jesse A. Moon, 33, of 1011 W.  
Twenty-Ninth St., foreman at  
Kingman & Co. for more than  
thirteen years, died at Indiana  
Christian Hospital early today after  
an illness of two months.

Mr. Moon, who was born in  
Wheatfield, had lived in Indian-  
apolis twenty-one years. He was a  
member of the Seventh Christian  
Church, the Masonic Lodge and the  
Sahara Grotto.

Surviving him are the parents,  
Mr. and Mrs. Archie L. Moon; the  
widow, Mrs. Ruth A. Moon, and a  
daughter, Maxine Moon. Funeral  
arrangements are incomplete.

## DEATH TAKES J. A. MOON

Commission Won't Budge

Deaf to Doran's pleas for new  
examinations to give his unsuccess-  
ful prohibition agent's a second  
chance to retain their jobs, the  
Civil Service Commission says it  
is proceeding with the examinations  
without any change of any kind,  
according to Herbert Morgan, com-  
mission secretary.

"It is absurd and ridiculous to  
believe that the Civil Service Com-  
mission can change its require-  
ments to perpetuate any incumbent  
in his job," Morgan said. "That  
would defeat the whole purpose of  
our selective and competitive sys-  
tem."

Deaf to Doran's pleas for new  
examinations to give his unsuccess-  
ful prohibition agent's a second  
chance to retain their jobs, the  
Civil Service Commission says it  
is proceeding with the examinations  
without any change of any kind,  
according to Herbert Morgan, com-  
mission secretary.

"It is absurd and ridiculous to  
believe that the Civil Service Com-  
mission can change its require-  
ments to perpetuate any incumbent  
in his job," Morgan said. "That  
would defeat the whole purpose of  
our selective and competitive sys-  
tem."

# DURABLE SALE

now in progress!

Women were delighted, surprised and amazed at the wonderful bargains this sale offers—even bigger and better values tomorrow.

**COME AND SAVE!**

**Winter Coats**  
Some Fur Collar and Cuffs  
**\$5.00**

Some Were Marked \$10 to \$15  
Materials—Crushed plush, bolivia, suede, sports models.  
Also Other Sale Prices  
\$9.95 to \$14.95

**Butterick Patterns**  
It may sound impossible but come and see these wonderful patterns.  
**1c** Patterns that formerly sold for 25c, 35c, 45c, 50c

**Rayon Hose Underwear**  
What an opportunity to stock up for future needs! Good shades.  
**19c** Not Seconds Some Rayon Figured **19c** All Higher Priced Samples

**Silk Blouses**  
**Georgette Blouses**  
**Crepe Blouses**  
Soiled and Mussed Worth to \$4.00  
**39c**

**SILK DRESSES**  
Captivating Styles  
Wonderful Materials  
Chic Models  
**\$2.98** Garments in Good Taste. All at a Price That Really Sounds too Good to Be True.

Also Some Satins and Other Materials

**WE SAY IT WITH VALUES!**  
**THE MILLER-WOHL CO.**  
45 E. WASH. ST.  
45 EAST WASHINGTON STREET

An old-fashioned family remedy

**Father John's Medicine**

For Colds & Body-building