

— Aviation —

MYSTERY FIRES HELD CLEW TO AMUNDSEN FATE

Blaze Seen on Island by
Seamen; Others Think
It Italia Pyre.

BY OLE CAVLING
United Press Staff Correspondent
COPENHAGEN, Sept. 3.—Myster-
ious fires seen on Edge Island, off
Spitzbergen, a fortnight ago, were
believed by meteorologists today to
tell the last story of either the sea-
plane of Roald Amundsen or the
envelope of the dirigible Italia.

A hunting vessel reported seeing
the fire and officials were divided
as to whether the fires were caused
by the burning of the dirigible or
the Latham seaplane.

Already parts of the seaplane, in
which Amundsen and five com-
panions started on a rescue mission
to the Italia, have been found and
taken back to Tromsø. Two pon-
toons, rusted after long hours in
the northern waters, were picked
up.

From Amundsen Ship
They were mental blue, just as
were the pontoons of the Latham
plane, and comparison with pictures
of that craft prove without doubt
that the pontoons were from
Amundsen's ship.

Then Sunday the captain of the
vessel Hisse arrived at Tromsø
and reported another hunting ves-
sel, the Jopette of Kings Bay, saw
a fire off Stone foreland, Edge Is-
land, a fortnight ago. The crew
also saw the fire.

Efforts were made to reach the
island, but ice prevented. There
were no other hunting vessels in
the vicinity and these men believed
without doubt that the fire was
from the envelope of the Italia,
which carried six men away after
the big dirigible crashed May 30.

Meteorologists in Tromsø, how-
ever, believed that the fire might
have been from Amundsen's plane.
They pointed out that the Latham
plane could have been in the vic-
inity of the island when it was
forced down.

Plane Forced Down
Finding of the pontoons indicated
the plane was forced down some
place between Tromsø—from where
it left June 18—and Bear Island.
There were new pieces of wood on
the pontoons, as though repairs had
been attempted.

The famous Norwegian explorer,
Adolph Hoel, said today he believed
the Latham plane had developed
motor trouble near Bear Island and
that Rene Guilbaud, the pilot, had
headed back for Norway. Near the
coast, in Hoel's opinion, the motor
stopped.

Hoel believed that the plane dived
into the water and sank before the
radio operator could give a warning
or that the six men in the craft
were killed.

Magazine by Plane

Daily editions of The Insurance
Field, publication of the National
Association of Insurance Agents,
will be carried by airplane from
Louisville to West Baden during the
association's convention at West
Baden, Sept. 19 to 21.

The convention dailies will be
printed at Louisville, loaded into a
plane and rushed to the delegates
the same evening.

A Waco plane owned by Cardinal
Flyers, Inc., Brown field, Louis-
ville, and piloted by Ted Kincaid,
will be used. George O. Anderson,
assistant secretary of the publica-
tion, will accompany the 1,500
copies of the paper.

The Indiana Association of In-
surance Agents' convention will be
held Sept. 18 at West Baden, in
connection with the national as-
sociation. Indiana speakers on the
national program include Daniel J.
O'Keefe, of Leedy & O'Keefe, Ft.
Wayne; O. M. Spald, of D. Sherman
Ellison, South Bend, and W. H.
Bruner, American Trust Company,
South Bend.

Plans Flying School

By Times Special
MONTPELLIER, Ind., Sept. 3.—
Howard Casterline, who has com-
pleted assembling an airplane at
his home here and taken it up for
a test flight, announces he plans
to establish an aviation school.

HE COULDN'T SLEEP, STOMACH HURT SO

Back ached for years. Finally found
relief. Perfectly well now.

Friends of Mr. Henry Remillard,
294 No. Dearborn St., Bradley, Ill.,
were recently surprised by his sud-
den return to good health. He ex-
plains it as follows:

"For many years, I had chronic
indigestion, and for the last six
months, I never knew what it was
to have a good night's sleep, my
stomach hurt so. I had gas and
bloating attacks whenever I tried to
eat, and my heart palpitated so I
could hardly breathe. My kidneys
were weak, and I had terrible head-
aches and pains in my back. I was
constipated, felt tired and worn-out
all the time, and was absolutely dis-
couraged. But a new hope came to
me the day I started taking Viuna.

It promptly gave me the help I
needed, and today I can hardly real-
ize that I was ever so sick. My
stomach never gives me a moment
of trouble, and sound sleep is surely
a blessed relief. The gas pains,
bloating and shortness of breath
are all gone. I am rid of the head-
aches and back-ache, and feeling
splendid in every way. I owe my
health to Viuna and can never
hope to praise it enough."

Viuna acts promptly on sluggish
bowels, lazy liver and weak kidneys.
It purifies the blood, clears the skin,
restores appetite and digestion, and
brings new strength and energy to the
whole body. Take a bottle on trial. If
you're not glad you tried Viuna, your
money will be refunded. \$1 at drugists,
or mailed postpaid by Iceland Medicine
Co., Indianapolis, Ind.

VIUNA

The Wonder Medicine

Set for Atlantic Hop



Adjutant Jean Assolant, left, and Sergeant Rene Lefevre, youthful
French airmen, are pictured above as they prepared to take off in an
attempt to fly from Paris to New York. The start was delayed several
days by bad weather.

NO-STOP HOP TO PEKIN STARTED

Germans Hope to Hang Up
Endurance Mark.

By United Press
DESSAU, Sept. 3.—Two German
fliers, holders of the world's en-
durance flight marks, today were
winging their way on a record flight
from Dessau to Peking.

The Germans are Johann Risticz
and Hans Zimmerman, who recent-
ly established an endurance flight
record of 65 hours. They hoped to
make the flight to Peking without
stopping, going by way of Vladivostok
and Tokyo.

In the same Junkers plane,
similar to the Bremen in which
Baron Gunther von Huenfeldt re-
cently flew from Ireland to
Labrador, they used in their recent
record-breaking performance, the take-off
was made easily, the heavily fueled
craft roaring down the runway and
lifting lightly after a long run.

Both pilots were confident they
would be able to make the non-
stop Peking flight. Their plane was
fueled with the same amount of
gasoline as was used in their 65-
hour endurance record.

Leaves for Air Races

Among Indianapolis representa-
tives at the Los Angeles air races
will be Capt. William R. Kester,
aviation representative of the Stand-
ard Oil Company of Indiana.

Kester left Sunday noon for Los
Angeles to represent the local chap-
ter at the national convention of the
National Aeronautical Association
and at the transcontinental air
races. He planned to stop at
Terre Haute, Ind., Tucson and
Yuma, Ariz.

Maj. Richard F. Taylor, com-
manding officer of the 113th Obser-
vation Squadron, Indiana National
Guard, is president of the local
chapter, which was organized last
May.

On his return, Kester will visit
airports at El Paso, Pecos, Midland
and Ft. Worth, Tex.; Oklahoma
City, and Yuma and Tucson, Ariz.

Air Program at Park

Aerial program at Riverside Park
this afternoon included a double
balloon ascension and parachute
race between Miss Hazel Bruce and
Miss Ethel Pritchett.

They were scheduled to ascend a
mile above the park and then at-
tempt three parachute leaps each.
An elaborate fireworks display has
been arranged for tonight.

Sunday Miss Bruce made a suc-
cessful third parachute leap.

Plan Air Program

Capt. H. Weir Cook, regular Army
instructor for the 113th Observation
Squadron, Indiana National Guard,

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radiate light and life and the
glowing translucency of living
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— Aviation —

FLIERS BALKED IN ATTEMPT AT ATLANTIC DASH

Frenchmen Unable to Get
Plane Off Ground for
Flight.

By United Press
LE BOURGET FIELD, France,
Sept. 3.—Another attempt to start
on a trans-Atlantic flight failed to-
day, when the monoplane of Jean
Assolant and Rene Lefevre failed to
rise after a long run down the field.

The plane lifted only a few inches
off the ground and the aviators tem-
porarily had to abandon the flight
attempt.

They had visited the meteorologi-
cal office early this morning and
were advised that the weather was
good for the flight. They were
happy and smiling and immediately
went to the field, where they stored
provisions in the plane.

The motors were warmed for half
an hour and then the unsuccessful
start was made.

The plane carried 4,300 liters of
gasoline and 350 liters of oil and it
was considered likely the craft was
overloaded for the take-off.

They had planned to fly direct to
New York, going north of the
Azores island and thence to New-
foundland or Nova Scotia and
down to New York.

Both Assolant and Lefevre are
sergeants in the French flying corps.

Prepares for Fliers

By Times Special

TERRE HAUTE, Ind., Sept. 3.—
Dresser airport is in readiness for
stops Thursday by aviators in the
trans-continental flight, from New
York to Los Angeles. Thirty men
will be on duty at the airport as
timers and judges, not including
retelling crews.

Endurance Mark Set

By United Press

PARIS, Sept. 3.—The French avi-
ator Finat, Sunday established a
new world's endurance record for
light planes. He flew for twenty-
four hours and thirty minutes with
a Tinnys forty-horse power plane.
The former record was twenty-four
hours.

Delivery by Plane

By Times Special

FT. WAYNE, Ind., Sept. 3.—The
first use of an airplane for delivery
service in this city's history was
recorded when a rush order of
electric coils were sent by the
Dudlo Corporation here to the
Spartan-Worthington Company at
Jackson, Mich.

80 Ride Planes

By United Press

PARIS, Sept. 3.—A new record for
air travel was established here when
eighty airplane passengers started
for London with fifty minutes.
Seven planes were required to carry
them.

Finds Child Genius

By United Press

EVANSVILLE, Ind., Sept. 3.—Dr.
Winifred Sackville Stoner, former
local woman, and genius hunter, has
announced finding of 6-year-old
Lorraine Jalliet, New York, who can
write and direct her own plays,
composes poetry, paints and oper-
ates a typewriter. Dr. Stoner is
president of the League for Fostering
Genius.

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shipments to any part of the United
States.

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BOARD WILL BUY LAND FOR AIRPORT

Armory Commission De-
cides on Purchase at
Mars Hill.

The Indiana Armory board will
purchase the 192 acres of land, now
under lease, forming Indianapolis
airport, Mars Hill, during the pres-
ent month, under the lease-option
held for the last two years.

The field is the 113th Observation
Squadron, Indiana National Guard,
flying field.

Contract price for the land, under
the option, will increase from an
average of \$600 an acre to approxi-
mately \$700 an acre after the end
of September.

William H. Kershner, Indiana ad-
jutant general and secretary of the
Armory board, announced that im-
provements, including filling in of
a ditch which reduces the usable
part of the field and adding im-
proved lighting equipment. They
will be made as soon as the option
is exercised.

Armory board members repeated
their offer of free use of the field
in case the city decides to pur-
chase additional land adjacent to
the field for a municipal airport.

Under the plan, the city would
purchase or lease 282 acres now
under option adjoining the Mars
Hill field, and perhaps additional
land, for a joint municipal-Guard
flying field.

All fliers would have privilege of
using either or both fields in land-
ing and taking off.

Five prospective sites for a mu-
nicipal airport have been submitted
to the citizens' municipal airport
committees, and at least four others
will be presented by the closing date,
Sept. 10, it was reported.

The increased Mars Hill site has
not yet been submitted formally, as
real estate dealers are attempting
to obtain additional acreage.

The equipment and maintenance
committee will meet Tuesday at
noon.

War Aviator Employed

By Times Special

LOANSPOUT, Ind., Sept. 3.—
Roderick M. Wright, Washington
aviator, has been employed man-
ager and flying instructor at a new
field to be opened here this week
by the Flora (Ind.) Aviation Com-
pany. Wright served as an in-
structor at Langley field, Virginia,
during the World War.

Ocean Plane Goes Good

By United Press

ROOSEVELT FIELD, L. I., Sept.
3.—The Bellanca sesquiplane Roma,
in which Cesare Sabelli, Pietro
Bonnelli and Roger Q. Williams
plan a non-stop flight to Rome, took
off from the ground in approxi-
mately 29 seconds with a load of
9,500 pounds, in a test here Sun-
day. The three who will make the
trip were in the plane.

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sion, complete—
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lments caused by bladder trouble
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tistry—even at our low prices.

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Gold Fillings \$2
22-kt. Gold Crowns \$5

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