

CATFISH POINT CLOSER TO CITY IN TRAVEL TIME

Blackburn Says Sea-planes Would Be Taxied

Computed in travel time and not distance, Catfish Point will be closer for flying passengers to the heart of Tampa than Drew field, C. T. Blackburn, aviation advisor for the chamber of commerce, said yesterday.

"Aerial passengers landing at Catfish Point can step from the administration building after they check in, into a flying boat and dart across the bay to a point near the heart of the city having bus, trolley or auto connection to any of the hotels," Blackburn said. "In fact, the big Bay-shore Royal or the Deart Islands hotels can be reached direct within five or 10 minutes after an over-night passenger lands at the Tampa combination airport.

"The truth of it is, Tampanians were not voting \$750,000 in bonds for what little local flying we will have here, but for catering to through traffic between North and South America; flying boats from one and land planes from the other. If these passengers want to spend a night in Tampa instead of changing planes, they will enjoy a hop across the bay rather more than an ordinary taxi ride to the city.

"Flying boat taxies would be one of

the most certain sources of revenue for pilots at the air line base on Catfish Point. They would handle persons from any point on the bay, St. Petersburg in particular, especially on Sundays or for special events at the field. It would be impossible to land a seaplane or flying boat within one mile of Drew field, where, if the main field is to be built, passengers will continue to wait for taxis from the city unless they are fortunate enough to be met by friends or hop a ride to town with someone who happens to be going in. It is rather absurd to say that the difference in distance of the two fields from the heart of the city is too great to be offset by the fact that one would be a combination field, ready for overseas flights to Latin-America, and the other limited forever to land planes."

Edison on Fort Myers Census List First Time

PORT MYERS, April 26.—(A.P.)—Citizen Thomas Alva Edison, of 2130 McGregor boulevard, Fort Myers, was officially listed as an "inventor" in Uncle Sam's census books today.

Edison had insisted upon answering all the questions personally and he laid aside his test tubes to give the enumerator the information asked.

"What is your occupation, Mr. Edison?" the enumerator asked after putting down his age as 83. "Answer that one yourself," said the electrical wizard. He was listed as an "inventor."

It was the first time he had ever been enumerated as a Fort Myers citizen.

MOTHER KILLS SELF
DOTHAN, Ala., April 28.—(A.P.)—While two daughters, aged 3 and 10, looked on, Mrs. A. A. Rice killed herself in her home near here today with a shotgun. The coroner pronounced the death suicide.

DON THOMPSON FACING RECALL ON SITE STAND

May Be Ousted by Hyde Park Voters

(Continued from Page 1)

careful study of all conditions and phases surrounding the sites submitted.

The letter proceeded:

"Regarding the price of the land, every real estate man, banker and ordinary citizen who has been questioned regarding the land's value are unanimous in the opinion that the price submitted is 25 to 50 percent high. However, regardless of this fact it is the writer's opinion that the board should accept the recommendation of the committee as the site location. This does not mean that the price submitted in this report be accepted as the purchase figure. This phase of the negotiation should be left to the citizens finance committee who were appointed to handle just such situations. They should be able to obtain suitable reduction; in the meantime engineers and architects could be at work preparing plans and specifications so that the actual construction work could commence immediately on the completion and acceptance of the finance committee's report."

Wouldn't Accept Catfish Point
At the Exchange club luncheon Thompson, who is not a member, declared his stand after he had been asked by C. W. Lyons if he would welcome the advice and investigation of a recognized airport engineer. Thompson said he would, but not if the recommendation covered Catfish Point.

Lyons explained that he was not referring to Catfish Point any more than to land that might be owned by Leslie Blank, Kelly Jones, Esron Crowder or anybody else. This brought Blank quickly to his feet with a demand to tell the world, and especially the newspapers, that 30 days ago he had withdrawn as an interested land owner in the airport site question.

Capt. A. B. McMullen spoke of the importance of having an airport with quick transportation distance of the city, citing a flight two days before from Williamsport, Pa., to New York in one hour, and another hour required to get from Roosevelt field to the city.

Thompson declared distance from Tampa was the main objection to Catfish Point; that the public had not been given the real facts in that connection.

Distance a Hindrance
"The finest airport in the world would not be a success in the Sahara desert," Thompson said, "and I am convinced it would be a fatal mistake for Tampa to make this investment at a place as far from the center of industry as Catfish Point. An airport engineer for the Pan-American airways told me the absolute limit should not exceed seven miles. A combination field is very much to be desired, he told me, if you do not have to sacrifice distance.

"This is one of the things that has not been given to the public, and here is another: Pan-American airways was offered a location 10 miles out from Miami, then spent \$400,000 on a site closer in without any municipal aid.

"It will be necessary to cut down our administration building, hangar and shop at Catfish Point. Why should we do this just to locate on one particular site? Should we sacrifice our investment at Drew field when the lines would continue to use Drew field anyway? The city would have a stone around its neck with Catfish Point a white elephant. I have been informed the road out there will not stand the traffic necessary to build the field. But the greatest point is that we should not let the city go into a proposition that is economically unsound.

"Hokum" About Miami
"I have heard that Miami is all broken out with air commerce, with six or seven fields. That is all hokum. There is not a single A-1-A airport at Miami, and the city has not sponsored or subsidized any of them. The myth is about which we hear so much, is located four and a half miles out at an old seaplane base, and the city has furnished them nothing.

"An engineer of the Pan-Am line told me they were busy shooting away planes from their field because they are located closer to the city than the municipal airport, which is really the Curtis field, used for training, taxi work, and not for airline flying. They do not want students at the Pan-Am field. Their municipal field there is not half as good as Drew field here.

"It has been suggested that we cut out runways on our field here. It is a rule of the Pan-Am lines that the pilots shall land on runways. Regardless of the amount of money it takes, it would not be economical to build at Catfish Point, even if it is shown by some unknown engineer that it can be built. The resolution of the chamber of commerce for Catfish Point is worded almost exactly like one written by Frank Cooper, and I don't blame him for trying to get the city to buy the land. If I owned such an acreage of such land with such a death tax unpaid I would be glad to sell it at a boomtime figure myself."

Soviet Opens First Railroad in Remote Section of Asia

ALMA-ATA, Kazakhstan, U. S. S. R., April 28.—(Universal Service)—Modern railroad service through the heart of a region where the sight of a locomotive frightens the natives, tonight is a reality, the achievement of the soviet government.

This evening the first train pulled into this town, having sped from Novo-Sibersk, 1700 miles to the northward, in the inauguration of service on the first completely soviet-built railroad.

Alma-Ata is 450 miles to the north-eastward of Samarkand. The inaugural train, which carried a group of foreign correspondents, sped through the desert wastelands, the rolling steppes and puffed up mountainous passes that were once trod by the conquering legions of Alexander the Great and Tamerlane.

The road cost \$100,000,000, and was four years in the building. It is destined to open the vast natural resources of the steppe lands of Kazakhstan.

A typically soviet touch was given the proceedings by the banner decorations attached to the first locomotive. One legend read:

"As our answer to the Christian and capitalist world crusade against the U. S. S. R., we dedicate the Turkestan-Siberian railroad."

SEVEN STATES JOIN IN PLAN TO AID GROWTH

Florida Included in Economic Conference

ASHEVILLE, N. C., April 28.—(Associated Press)—A permanent organization to promote "economic growth and prosperity" was launched here today at a conference of governors of seven southeastern states, called together by Governor Gardner of North Carolina.

The organization, to be known as the "annual southeastern economic conference," will hold its first meeting in October, 1930. Plans for the conference were set forth in a resolution which the state executives unanimously adopted just before adjourning.

The resolution follows:

"That the governors of Virginia, North Carolina, South Carolina, Tennessee, Georgia, Alabama and Florida, and the representatives of agriculture, business and industry associated with them in this conference, do hereby agree:

"1.—That in the interests of the economic growth and prosperity of the area they jointly represent, the establishment of an annual southeastern economic conference, for the joint consideration and solution of the economic problems common to these states and their agriculture, commercial and industrial interests, is necessary and desirable;

To Organize Council
"2.—That to carry out the purposes of this conference, a southeastern regional council be organized;

"3.—That to this end the governor of each state invited to this meeting shall appoint three members of a special conference committee of 21, which shall jointly present to the governors, not later than Aug. 1, 1930.

"4.—That their recommendations for convening in October, 1930, under the auspices of the governors, the first southeastern economic conference representative of these states, and their agriculture, commercial and industrial interests, to which body, the plan for a southeastern regional council shall be submitted for consideration and action.

"5.—That a definite plan for the organization, financing and operation of a southeastern regional council."

Governor Gardner opened the conference this morning and briefly outlined the aims, principles and purposes of the proposed organization.

"The south," Governor Gardner asserted, "has as a whole been suffering for years from too much independence and individualism and clinging to the belief that each state could exist as separate units, as if a wall was

CONNERS' HIGHWAY TO BE POSTED AS STATE THOROUGHFARE

WEST PALM BEACH, April 28.—(A.P.)—The first definite step in what is expected to result in lifting tolls from the Conners' highway, linking the coast with the Everglades area, was taken here today when the board of county commissioners adopted a resolution ordering the right of way posted as a state highway.

This action was the result of a visit by a board of viewers named by the county commission to "select the best and most practicable route for a road into the Everglades." Under state law the right of way will remain posted for 30 days and can then be designated a state highway.

A conference will be held tomorrow between a committee representing the county board, the representatives of the Conners' estate at Okeechobee. It is expected an agreement will be reached whereby the state or the county will take over the highway and that within 30 days unless unexpected complications arise the road will be opened to free traffic.

The Conners highway was constructed a number of years ago by the late W. J. Conners, Buffalo, N. Y., publisher, a white resident of Palm Beach. Many efforts have been made to purchase the road in order to open it to free traffic but all have been unavailing. Following the death of Mr. Conners last Oct. 5, it is said the estate has been willing to come to an agreement to turn the highway over to the state under a purchase agreement.

County officials tonight declared they anticipated no difficulty in working out an agreement with the Conners interests.

The highway begins at Twenty mile bend on the West Palm Beach canal, and continues to Okeechobee, a distance of approximately 50 miles.

Common Interests

"The day has arrived when southern states must discard this idea and work toward the common interests of all southern states. This is why this conference has been called and judging from responses from our sister states they are in hearty accord with the plan of coordination for the solution of our common problems."

Governor Carlton, of Florida, created much interest when he admitted that Florida secured a huge sum from tourists during the last season with aid of good roads north of the state.

"All this money passed right through your states and stopped in ours," he said. "Your good roads in North Carolina and other states added materially in the tourists reaching Florida.

"I arrived in Asheville yesterday possessed only with a very vague idea of why the conference was called. Today, after sitting in this session, it is all clear to me. It is a representative body of leaders of seven states that have common and mutual problems which they desire to have solved."

The conference was described by Governor Horton of Tennessee as a "history making event."

"For years," he said, "this coordination of states has been gravely needed in this section, and I want to place my name along with the state of Tennessee as being heartily in favor of the plan."

REED BILL PASSED

WASHINGTON, April 28.—(A. P.)—Overriding efforts of a group to broaden federal participation in state vocational rehabilitation work, the house today passed the Reed bill to authorize expenditure of \$1,000,000 annually for three years to restore disabled workers to industry. The measure now goes to the senate.

THE TAMPA TRIBUNE COOKING SCHOOL

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MISS VIOLA DECKER
Home Economist
April 29, 30, May 1, 2

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Youth Dies in Saving Boy From Committing Suicide
NEW YORK, April 28.—(A.P.)—Scores of passengers saw an unidentified youth die under an Interborough Rapid Transit train here tonight while saving Frank Santonia, 17 years old, from committing suicide.

Santonia, who police said jumped in front of the train because he was jobless and penniless, escaped with a broken right leg and bruises. The youth who jumped to save him was caught under the wheels.

FIRE THREATENS HOLYOKE
HOLYOKE, Mass., April 28.—(A. P.)—Holyoke's city hall, a lumber yard, a bank and property of two mills were damaged and four small houses destroyed by a fire which for a time threatened the center of the city tonight.

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ILLINOIS CENTRAL

New York To Welcome Navy Delegates Today
NEW YORK, April 28.—(A. P.)—To Secretary of State Stimson and his fellow delegates to the London naval conference, who will arrive here aboard the liner Leviathan tomorrow morning, the city of New York planned today to accord a civic welcome. Police Commissioner Whalen, chairman of the mayor's reception committee, announced.

With an escort of soldiers, sailors and mounted police, they will be taken on lower Broadway to the city hall to receive the city's official welcome from Joseph V. McKee, president of the board of aldermen and acting mayor in the absence of James J. Walker, who is ill.

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MISS VIOLA DECKER chooses Poinsettia

MILK and CREAM

Women who attend the interesting demonstrations of culinary art at The Tribune Cooking School will be interested to know that wherever milk or cream is used Miss Decker has insisted upon Poinsettia. This talented lady, who goes about her cooking in the most scientific way, adds her endorsement of Poinsettia products to those of hundreds of Tampa women who have learned that Poinsettia is the highest standard of purity.

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