

LINDBERGH LEAVES LAND BEHIND

House 'Railroads' Referendum Bill, 50 To 11

DEFEATS MOTION FOR COMMITTEE HEARING; VOTE CALLED JULY 12

Stalaker and Lowe Carry Battle To Last Ditch

SCOFIELD JOINS FIGHT WITH CARR

Two Readings Consume Less Than an Hour; Bill Goes To Governor

By HOWARD D. WEAVER Tribune Staff Correspondent

TALLAHASSEE, May 20.—(After rejecting a motion to refer the Tampa charter referendum bill to the committee on cities and towns so that a public hearing might be held, the house tonight voted to waive the rules and "railroaded" the bill into law by a vote of 50 to 11.

The house substituted the senate bill which Senator Whitaker "railroaded" by waiving the rules, for the house measure introduced last Monday by Carr of Hillsborough.

Amendment Loses

The house voted down an amendment by Stalaker, who with Lowe, the other representative from Hillsborough, fought passage of the bill to the last ditch. This amendment provided that the election on changing the charter of the city of Tampa should be ordered by the city commission when 25 percent of the qualified voters had petitioned for an election.

Passed Within Hour

The bill was taken up for consideration at 9:35 o'clock tonight and was passed by 10:30 o'clock. Although numerous questions were asked about the bill by various members of the house there were only three speeches made on it, these being by Carr, Stalaker and Lowe.

When the bill came up for second reading Stalaker moved that it be referred to the committee on cities and towns. Carr immediately moved that the motion be tabled. Stalaker had five minutes to discuss his motion but all three of the Hillsborough members later were given 10 minutes each.

Stalaker said he sought reference to a committee because he holds the people of Tampa who have not had opportunity to study the bill are entitled to a hearing on it.

Pleas for Hearing

"I'm not asking you to defeat this bill now," he said, "but as a matter of common fairness of an asking you to refer it to the proper committee so that the citizens of Tampa may be heard. I am not seeking delay on the bill. If you refer it to committee a hearing can be held next Monday and the bill can be put on its passage next Monday night. Two of the three members from Hillsborough county are asking this bill be referred and I think the house should take cognizance of that fact."

Stalaker told the house he had received a multitude of telegrams from Tampa asking for a hearing on the bill and said that just today he received a petition for hearing signed by more than 1000 business men and others.

"Mr. Carr told you the other night the people of Tampa, who seek a change in the form of government have no remedy at home," Stalaker continued.

Produces Affidavit

"This is not true. I do not mean to say he has deliberately misrepresented."

(Continued on Page 19)

ENGLAND TO INDIA FLIGHT UNDERWAY

CRANLEY, England, May 20.—(A.P.)—Flight Lieut. C. B. Carr and J. S. M. Gillman of the Royal Air Force started this morning in an attempt to make a non-stop flight to India. They are using a special Hawker-Horsley plane and hope to cover the distance, about 4000 miles, in 40 hours.

The fliers will relieve one another in piloting the machine, which is fitted with Rolls Royce-Condor engines developing 650 horsepower.

The plane carries 1100 gallons of gasoline, and it was found necessary to strengthen the under-carriage to sustain the great weight for the take-off. Calcutta is the ultimate objective of the flight.

Engaged Again



MISS GRACE VANDERBILT

NEW YORK, May 20.—(A.P.)—The New York Times in a Washington dispatch today says Miss Grace Vanderbilt, daughter of Col. and Mrs. Cornelius Vanderbilt, reported engaged to six different persons since her debut in 1918. It is betrothed to Henry Gessway Davis, 3rd.

While the reports lack confirmation of either family the engagement is said to have been confined to a large circle of friends and is expected to be announced in August. The wedding may take place in September, possibly at Newport, the Times said.

The Weather

Mostly Cloudy Saturday and Sunday

Hourly Temperatures Yesterday

1 p.m. 81 2 p.m. 81 3 p.m. 81 4 p.m. 81 5 p.m. 81 6 p.m. 81 7 p.m. 81 8 p.m. 81 9 p.m. 81 10 p.m. 81 11 p.m. 81

Highest 86 Lowest 71

Rainfall Total for 24 hours ending 3 p. m. 0.00 Total this month to date 1.18 Deficiency since Jan. 1 4.51

Winds Moderate southeast; overcast weather Saturday.

Temperatures Elsewhere

Ashville 80 88 Atlanta 80 88 Birmingham 80 70 Boston 55 52 Chicago 62 46 Cincinnati 72 38 Cleveland 60 42 Detroit 60 42 Jacksonville 90 70 Kansas City 80 54 Los Angeles 64 62 Miami 84 78 New Orleans 76 70 New York 68 50 San Francisco 60 58 Washington 74 58

NEWS SUMMARY

LOCAL Round-world flier thinks Lindbergh has good chance.

Latin-Americans in Tampa celebrate Cuba's twenty-fifth anniversary.

County commissioners don't know where to get money for increased salaries.

Legislators to get two sets of petitions on proposed road district.

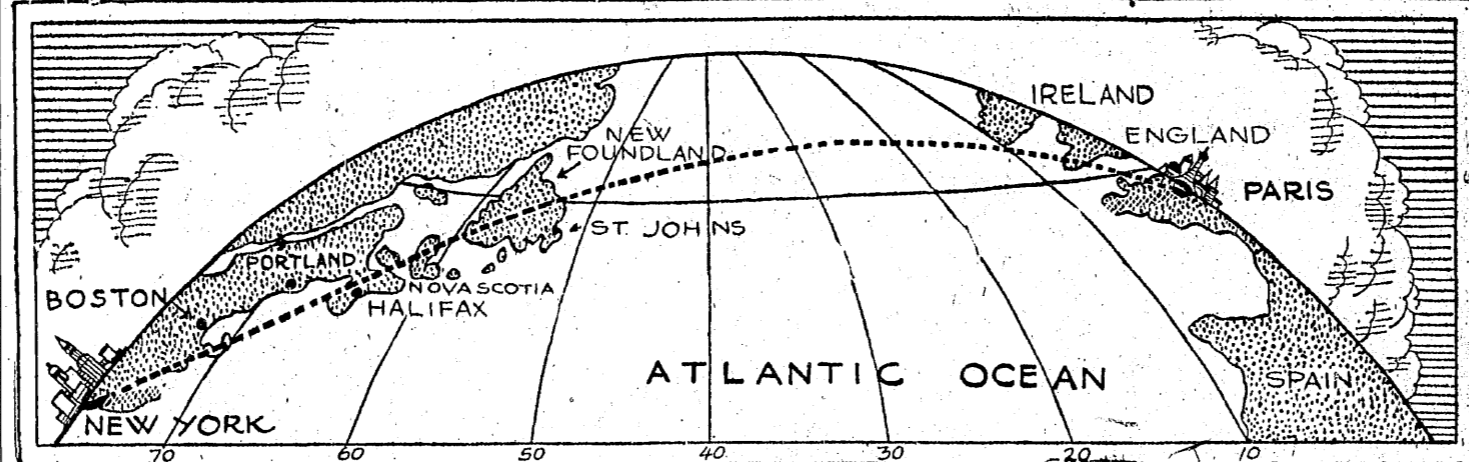
Polk and Highlands counties to receive \$10,000,000 from citrus crops.

Schools for police to teach working of city laws.

Property owners on Swann avenue protest against paving.

STATE House passes city charter bill, 50 to 11; measure goes to governor for signature.

Lone Airman's Route From New York To Paris



Dotted line shows route being followed by Charles Lindbergh in his New York-Paris non-stop flight

SENATE FAVORS USE OF DOUBLE PRIMARY AND ROAD PURCHASE

WOULD HOLD RUN-OFF ELECTIONS AND BUY CONNER'S HIGHWAY

TALLAHASSEE, May 20.—(Associated Press.)—The senate today approved the proposed return to the double primary system and purchase by the state of Conner's highway, a toll road skirting the shore of Lake Okechobee.

After consuming almost five hours of the morning and afternoon session in heated debate over the Conner's highway measure, the senate suddenly took up and passed the primary bill with only 10 dissenting votes and comparatively little discussion.

The highway issue early resolved itself into a four-man battle with Senators Wags, West, Palm Beach, and Jennings, Okechobee, heading the defense against the attack of Senators Seales, Ferry and Rowe, Madison.

Repeated efforts to amend the measure so as to give the state highway department the final word in naming the price to be paid were successfully warded off by proponents of the original bill only after lengthy and often heated debates. The bill, passed by the senate and endorsed by the senate highway committee, provides that a board of three engineers shall make a survey and recommend the price to be paid. The offer may be rejected by the present owner of the highway, the bill stipulates, but is mandatory upon the state.

Three on Board

The engineering committee would be composed of one man named by the state highway department, one appointed by the governor and a third selected by the owners of the road.

The road extends from Parrot avenue in Okechobee City in a southeasterly direction along the shores of Lake Okechobee to 20 miles beyond Palm Beach county. It is approximately 10 miles long.

Passage of the primary bill in the senate came suddenly and smoothly after its introduction. Senator Gillis, DePueville Springs, had given his approval to an amendment, previously defeated, to retain the features of the present law governing appointive positions. Under terms of the bill, the judiciary would be taken out of the primary and made purely appointive positions. Gillis said several circuit judges and other appointive officers who are nominated in the state primary had registered objections and preferred to remain in the primary.

Senator Gary, Ocala, offered the amendment which was adopted. The act provides for the abolition of the present Bryan primary system for the selective choice of voting and a return to the primary and run-off system, formerly used in Florida.

Many trades and business over (Continued on Page 3)

Lindbergh's Flight Almost Ends at Beginning as Wet Track Holds Heavy Plane

NEW YORK, May 20.—(Associated Press.)—Charles A. Lindbergh, who avoids the air pack and hunts his hours alone, was "scared" when he left Roosevelt field on Long Island for Paris today. But it was not fright. It was the feeling of a football player who quakes and shakes in his shoes as he awaits a referee's whistle starting a game and the next minute charges in and knocks an opponent twice his size flat on his back.

There was a tense look about "Slim" Lindbergh's eyes as he sat in the instrument-studded cockpit of his motor plane with only 10 dissenting votes and comparatively little discussion.

The highway issue early resolved itself into a four-man battle with Senators Wags, West, Palm Beach, and Jennings, Okechobee, heading the defense against the attack of Senators Seales, Ferry and Rowe, Madison.

Lindbergh's single whirling motor and dark gray fuselage had 5150 pounds to take into the air and only a mile of available ground on which to get up enough speed to negotiate the task. His flight almost ended at its beginning. The plane was slow in getting up speed as it prepared to leave the ground, for a morning rain had made the track heavy. Before real speed was developed there was a slip, almost a slide, and the spectators gasped as the plane seemed about to turn over.

But he pulled the plane back into its stride and there was more speed awaiting his touch.

There was an honest-to-goodness "on your way" suggestion from the airman's hands on the control stick when a road-rolling piece of machinery loomed up, much too close for safety. Some of the spectators said the plane missed it by inches.

And then a soft spot, left by the morning rain, threw the speeding plane out of its stride again and all four wheels left the track. They were in the air but Lindbergh did not want them there in that fashion and (Continued on Page 11)

SINCLAIR MUST SERVE THREE MONTHS IN JAIL FOR SENATE CONTEMPT

\$500 FINE ALSO IMPOSED ON WEALTHY OIL OPERATOR

WASHINGTON, May 20.—(Associated Press.)—Harry F. Sinclair, wealthy oil operator, must serve three months in the District of Columbia jail for contempt of the United States senate unless the higher courts intervene.

This sentence, plus a fine of \$500, was imposed today by Justice Hitz in the District of Columbia supreme court as a result of Sinclair's conviction by a jury of a refusal to answer certain questions in the senate naval oil inquiry in 1924.

An appeal was noted immediately and the lessee of the Teak Pot Dome naval oil reserve in Wyoming was again liberated on the \$5000 bond which he gave after he was indicted nearly three years ago. The case will be fought through the United States supreme court and may take two years for final determination.

The punishment meted out to the well-known sportsman and oil man apparently was more severe than he and his counsel had anticipated. They had hoped for the minimum sentence of one month in jail and a fine of \$100. The maximum fixed by law is 12 months and \$1000.

Rose From Obscurity

The man who in a brief span of years rose from obscurity to a place as one of the leading oil operators of the country faced an even more trying ordeal today than he did on the night of March 16 when 12 men returned their verdict of guilty after deliberating for nearly eight hours.

Justice Hitz started up by reading the usual question as to whether he had anything to say before sentence was imposed, he answered in a clear, firm voice that he had nothing to add.

Justice Hitz remarked that the decision of the supreme court in the Mal-Daugherty case that the senate had power to compel the attendance of witnesses was binding upon the lower courts. Sinclair in an aside then inquired of a friend if he should remain standing and was told he should.

"I sentence you to three months in jail and to pay a fine of \$500," Justice Hitz concluded.

Shows No Emotion

The wealthy sportsman received the sentence without any show of emotion and showed no evidence of concern after the legal formalities of an appeal and a continuance of bail bond had been concluded. He left the court (Continued on Page 4)

DE PINEDO LANDS IN NEWFOUNDLAND

TREPASSEY, N. F., May 20.—(A.P.)—Commander de Pinedo arrived here after a long trip, the Santa Maria II this evening.

He left Shippington, N. E., this morning on the last leg of his journey in the new world. From here he plans to cross the Atlantic on his homeward flight.

The Italian has already crossed the South Atlantic, the hazardous Brazilian jungles and the Caribbean sea. De Pinedo announced tonight that he planned to take off at 8 o'clock tomorrow night for his trans-Atlantic flight. He estimated he would reach the Azores about 8 o'clock Sunday morning.

MORE MARINES LAND AT NICARAGUA PORT

MANAGUA, May 20.—(A.P.)—Reinforcements of United States marines to the number of 350 were landed at Corinto yesterday from the transport Argonne. Five hundred United States marines are expected to arrive within the next day or so.

Brig. Gen. Logan Poland said today that the disarming of Nicaraguan soldiers was proceeding satisfactorily in accordance with the arrangement ending the civil warfare between the liberal and conservative factions.

On His Way



CHARLES LINDBERGH

BELLANCA MONOPLANE TAKE-OFF POSTPONED TO EARLY TOMORROW

NEW YORK, May 20.—(Associated Press.)—Charles D. Chamberlain, pilot of the Bellanca monoplane Columbia announced tonight that the proposed start tomorrow morning of the plane of the New York-Paris flight had been postponed because of high adverse winds.

An attempt will be made to get off early Sunday morning Chamberlain said, if weather conditions permit.

Charles A. Levine, head of the Columbia Aircraft Corporation, owner of the endurance record-breaking Bellanca monoplane, had previously announced that the plane possibly would take off in the morning.

Paris in the morning. The announcement followed a conference in the Baltimore hotel with Charles G. Lockwood, attorney for Chamberlain. Chamberlain, who has been chosen to make the flight with a co-pilot whose identity has not been revealed.

Justice Mitchell A. May, chief justice of the state supreme court, announced that he had vacated the injunction brought by Lloyd Bertrand, ousted co-pilot, to restrain the owners of the plane from permitting the flight without him.

Levine said "an expert naval aviator" had been chosen to accompany Chamberlain. Chamberlain explained that the aviator had requested his identity be withheld until the actual take-off.

Supreme Court Justice May, in explaining his decision on the injunction, said Bertrand has repudiated parts of his original agreement with the Columbia corporation, but was upholding the validity of the same agreement in asking that the corporation be restrained from making the flight without him.

It was partly because the "great circle" route has its first leg on or about land that Lindbergh was partially exempt from the injunction. This would assure ample testing of his journey so that if any flaw developed (and it was thought it would develop in the first 1000 miles if at all) a landing could be made before the actual flight over the little traversed ocean wastes was begun.

Due in Paris Tonight

On the basis of Lindbergh's speed up to the time he left Newfoundland, it was estimated that he would reach Paris, if that speed was maintained throughout, about midnight tomorrow night, eastern daylight time, which would be 8 o'clock Sunday morning in France. If he should arrive at that time 40 hours would have been consumed in the flight.

Because the great circle route is not traveled by many ocean liners it was considered improbable that reports of Lindbergh's progress from Newfoundland to Ireland would be frequent.

The first few hours of the flight were shrouded in uncertainty, taking the air in swirling fog. Lindbergh disappeared from sight and hours passed before it was learned definitely that he was holding to his course like the veteran airman that he is for all his youthfulness.

During this part of anxiety, among the most interested persons at the Long Island flying field from which the hop was made were the formerly potential rivals with whom it seemed likely some days ago that Lindbergh might have to race for the honor of being first to land in France.

Evid to Wait

Lieut. Com. Richard E. Ford, George Noville and Bert Acosta of the Folker America, and Clarence Chamberlain and Lloyd Bertrand of the Bellanca (Continued on Page 11)

'FLYING FOOL' LAST SIGHTED PASSING OVER ST. JOHN'S, IN NEWFOUNDLAND

Arrival in Paris Expected At 11 O'clock Tonight, Tampa Time

FOLLOWS COURSE OF GREAT CIRCLE

France Prepares Royal Welcome for Daring Young Air Mail Pilot

(Associated Press)

Capt. Charles A. Lindbergh is over the Atlantic wastes, headed east for Paris, on his lone, non-stop flight from New York.

The first lap, overlaid largely, was completed when a silver monoplane that watchers recognized as The Spirit of St. Louis passed over St. John's, N. F., at 7:15 o'clock last night (eastern daylight time) just 11 hours and 23 minutes from his thrilling jump-off from Roosevelt field. Weather reports were favorable for his success and are expected to improve today.

Sleep is the controlling factor, say veteran airmen. If "The Flying Fool" can remain awake 40 hours—and if his well-tried equipment holds up—the odds are with him.

Numerous coastal points reporting yesterday afternoon indicated a maintained speed of approximately 100 miles an hour.

Le Bourget, starting point of the ill-fated Nungesser-Collip attempt, was reached and Paris boulevards were thrilled for completion of what generally was termed "a five but foolhardy effort."

England, putting a longer flight of her own sons in secondary place, also watched the western horizon for the silver old Spirit of St. Louis.

The flying log of Lindbergh's plane follows: 7:52 a. m. left for New York for Paris. 9:05 a. m. sighted over East Greenwich. 9:40 a. m. sighted over Halifax, Mass. 12:25 p. m. reported over Meteghan, N. S. 5 p. m. reported over Springfield, N. S. 6 p. m. cleared Nova Scotia at Main-a-Dieu; the eastern-most tip. 7:15 p. m. passed St. John's, Newfoundland, and headed over broad Atlantic.

NEW YORK, May 20.—(Associated Press.)—Flying obliquely toward the dawn, "Lucky Lindbergh" was on his pioneering way to France tonight.

His progress tonight, 7:52 o'clock this morning, when he hopped off, until dark tonight, showed that he was rushing as true to schedule as an expert pilot could expect of the air mail planes that have been his every-day air mounts.

The middlewestern air pilot flew over St. John's, Newfoundland, at 7:00 o'clock Eastern daylight time. He "cleared out" across the Atlantic just eight minutes less than 12 hours after his take-off at Roosevelt field this morning. In that time he had covered more than 2000 miles along the New England coast, across Nova Scotia, and across Newfoundland. At no time during this part of his journey was he more than 200 miles from land.

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