

Los Angeles Crowd Knocks Down Guards to Greet Fliers

250,000 Surge Out on Field Despite Fence and Police

Great Wall of China Wouldn't Have Stopped Them, Says Ogden in Describing Welcome.

By LOWELL THOMAS.

Three cities on the Pacific coast were bidding for the honor of being the terminus of the first flight around the world. Although both the planes and their crews had actually circumnavigated the globe, the moment they arrived over San Diego the civic organizations of both Los Angeles and Seattle were far from asleep. By the time the world fliers had reached Boston it was evident that the 110,000,000 inhabitants of these United States of America were going to give the victorious air men one of the greatest receptions in history, and both Los Angeles and Seattle wanted the fliers back again so they could both say proudly that the first world flight had started and ended in their city. They also wanted to demonstrate that they could outdo the other cities of America by the warmth of their welcome.

As a matter of fact, both Los Angeles and Seattle had valid grounds for their claims. Although the fliers had been around the world, the instant their wheels touched ground at Coronado, it also was true that at Santa Monica, on the outskirts of Los Angeles, was where the world cruisers were built, and it was there that they first entered the air. Seattle, on the other hand, had been the point of departure from this country and there is no denying the fact that all the fliers looked upon their trip up the coast from southern California to Puget Sound as a mere trial flight to see if the planes were satisfactory. Before the arrival at Seattle their world flight insignia had not yet been painted on them, and they had not even been named.

Seattle Flight Terminus.

So the conclusion one comes to is that the claims of San Diego, Los Angeles and Seattle were about equal. General Patrick was big-hearted about it and ordered the fliers to proceed to Seattle, and that city was designated as the official terminus of the flight.

"All night long the mechanics at Rockwell field worked over our planes, installing new engines and turning them up for our final dash up the coast," remarked Commander Smith. "And, by the way, we owe a special vote of thanks to the boys at Rockwell, because they built the Liberty motors that carried us around the world, and as mechanics there are none better in the world."

"At 1 p. m. on the afternoon of September 23 we circled over North Island, and accompanied by a score of army and navy escort planes, we were on our way to Santa Monica. The sky was sparkling with stars below us, the rollers from the Pacific were scattering snuff and spindrift along benches more alluring than any we had seen in the whole wide world. Flying all around about us were our friends. So our hearts were light. I never was much given to bursting forth into song, but never had I felt more like singing than on that short 113-mile hop from Coronado to Santa Monica."

Los Angeles Out in Force.

"Almost before we knew it we were flying over the outskirts of Los Angeles," said Erik. "As we approached Santa Monica and looked down to see whether Clover field was still there," remarked Leif Wadé, "we got another kick of a lifetime. All the adjoining fields were packed with automobiles. They were lined fender to fender in rows a half mile long and a half mile deep. There must have been at least 20,000 cars around Clover field, possibly double that number, and they must have represented perhaps \$50,000,000 in motor transport."

"The size of the crowd," added Lieutenant Ogden, "was variously estimated at from 100,000 to 250,000. It was by far the largest throng ever assembled at Los Angeles, and certainly the greatest crowd we had ever looked down upon from the sky. We circled around and came gliding down into the wind at 2:45 p. m. I thought to myself, 'Boys, you're in for a wild time.' And, believe me, I wasn't far wrong."

"A big grandstand had been erected on one side of the field and in front of that was a fenced enclosure which had been filled with truckload after truckload of roses. There must have been an acre of them, and right into the midst of those flowers we taxied with Smith in the lead."

"All round was a heavy line of guards. But as we crawled out of our cockpits the crowd apparently went wild. With a roar they knocked down the fence. They knocked down the soldiers. They knocked us down. And if the great wall of China had been there they would have knocked it down."

Crowds Endangered Planes.

"It looked for a bit as though they were going to tear the planes to pieces and we actually had to fight and battle with our own friends to keep them from pulling our ships apart for souvenirs. It meant nothing to them that we still had to fly on to Seattle. In fact if any of them had happened to think about that, then there isn't any doubt but what they would have pulled them to pieces so we couldn't fly to Seattle."

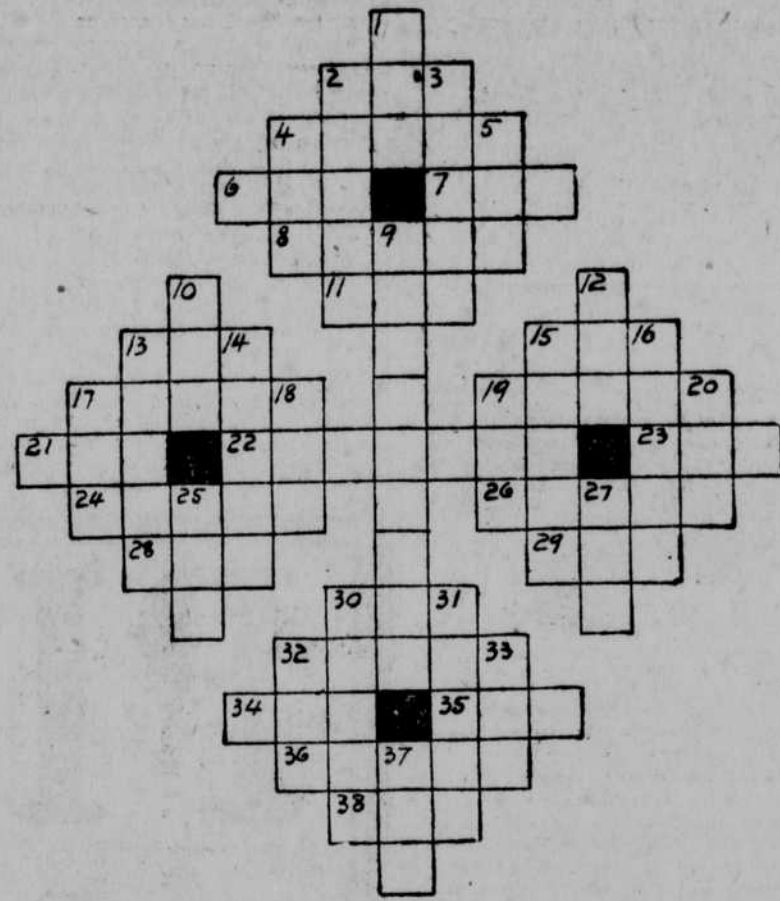
"When we reached Santa Monica we were supposed to have arrived at the end of the rainbow," said "Lee" Arnold. "Several members of the committee, Lieutenants Kenyon and Moseley, lost their caps flying through the mob to our aid to in-



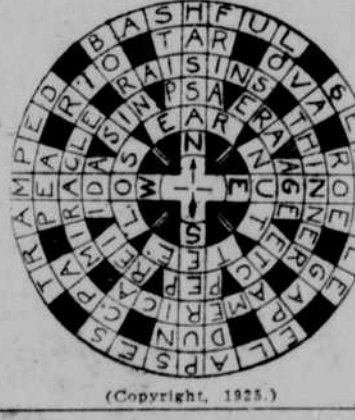
Lowell Thomas

The Daily Cross Word Puzzle

By RICHARD H. TINGLEY



- Horizontal.**
1. A tree.
 2. Sister (slang).
 4. An auxiliary verb used in forming the tense.
 6. An edible seed.
 7. River in Switzerland.
 8. Devoid of contents.
 11. Before.
 13. Drinking vessel.
 15. Period of time.
 17. A part of Japan since 1910 (Chosen).
 19. Solitary.
 21. To seize.
 22. A small salary.
 23. A moving wagon.
 24. To talk idly.
 26. A high male voice.
 28. Beat of burden.
 29. A streak of light.
 30. It is (contraction).
 32. First name of the son of a millionaire manufacturer.
 34. Three.
 35. Clear profit.
 36. A perch.
 38. A definite article.
- Vertical.**
1. By way of.
 2. Reproach.
 3. A laminated rock.
 4. Look.
 5. A song.
 9. Future outlooks.
 10. Animal peils.
 12. Past time.
 13. A deadly poisonous serpent.
 14. Nuisances.



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Today

Brave Republicans. Remember Floyd Collins. Each Lady Three Husbands? Automobiles, 3 Billions.

By ARTHUR BRISBANE.

Senator La Follette, penalized by the noble republican party, will come last in committees, ranking below democrats, and rated as one of a minority party.

That will not hurt La Follette, but it will hurt some republicans, and such childish, petty revenge disgraces every republican responsible for it.

Theodore Roosevelt ran as an independent, and defeated Taft, electing Wilson. The republican party did not ostracize him. It was afraid of him.

It will have cause to regret its cowardly treatment of La Follette. Many voters that would not vote for La Follette, and do not share his views prefer him to some regular republicans.

They know that La Follette is a courageous and honest man.

In Sand Cave, Kentucky, 300 feet from the entrance, Floyd Collins had lain since last Friday morning, pinned down by a huge rock that fell, crushed his leg, and held him fast. His brother has offered \$500 to any doctor that will crawl into the cave, chloroform the suffering man, cut off his leg and release him.

If you have small worries troubling you, think of Floyd Collins.

and cheer up. And remember that a few years ago, in the childhood of many men living, there was no chloroform or other anesthetic to help surgeons. Men were strapped down, and legs or arms amputated, while they yelled or endured in silence. Strangest of all is the fact that many clergymen denounced the discoverers of anesthetics. They said God wanted men to suffer and it was a sin to interfere with His desires. An all-merciful God enjoying the sight of agony is an interesting conception.

The wrong kind of religion, festering in feeble brains, often attacks science. When quinine, the only cure for malaria, was brought from South America, virtuous Scotch and other Protestant clergymen said it was sinful to use it, because a Roman Catholic had discovered it.

Mrs. Tennial, lady editor of the *Sabetha Herald*, in Kansas, tells Kansas editors at Topeka that every woman needs three husbands. One for society, one to make money, one to look after the housekeeping. "Present day husbands are satisfactory as far as they go," she says, "but they don't go far enough."

The learned Mrs. Tennial knows that polyandry, meaning several husbands, was once the rule among many nations. It still prevails among certain semi-barbarous peoples.

And the husbands manage to get along fairly well.

The polyandrous husband at home for the moment leaves his shoes or a weapon outside the poly-conjugal door. Other husbands, returning, take the hint and tactfully retire. See Westermarck's great book on marriage for the details.

Polyandry, however, will not solve the problem, the husband

must multiply his accomplishments, while increasing his tendency to fidelity. The American husband makes money, but does not know how to pay compliments. Many European men pay marvelous compliments but can't make money.

The combination of "three-in-one" husband will appear on the course of evolution.

Last year the country paid out \$3,000,000,000 for automobiles. That's a large sum of money, but no money was better spent. To economize on automobiles would mean to economize on fresh air, health, happiness, and it would mean waste of time more than offsetting the saving of money.

Europe, poorer and less efficient than the United States, suffers for lack of cars. Some of the millions we spent for trucks to be used carrying freight. That was educational. Enough trucks competing with railroads, and cutting freight prices will make some of the old-fashioned railroad men think. Merely relying on the interstate commerce commission to raise your rates, when you need more money is not scientific railroading.

It is possible to tax wealth and business too heavily for the public good. Discouraging the man that understands business is like killing the golden goose.

Vienna is dead commercially because government taxes have killed business enterprise, so the cables tell you. England plans income tax reduction "to stimulate trade." Churchill, British chancellor of the British exchequer, and grandson of

old Jerome, a Wall street broker, believes, as does Mr. Mellon, that lower taxes would produce a greater revenue. Even the Russian government has decided that if you won't let a man make any money for himself, he won't make any for the government.

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Branch Poultry House Opened at Hartington

Hartington, Feb. 3.—Alex. Getz Poultry company of Chicago has established a branch house here and the farmers now are receiving about 5 cents a pound more for their chickens than formerly.

Rub the Chest

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Here is the best way to get rid of a bad cold. First apply hot wet towels over throat and chest to open the pores of the skin.

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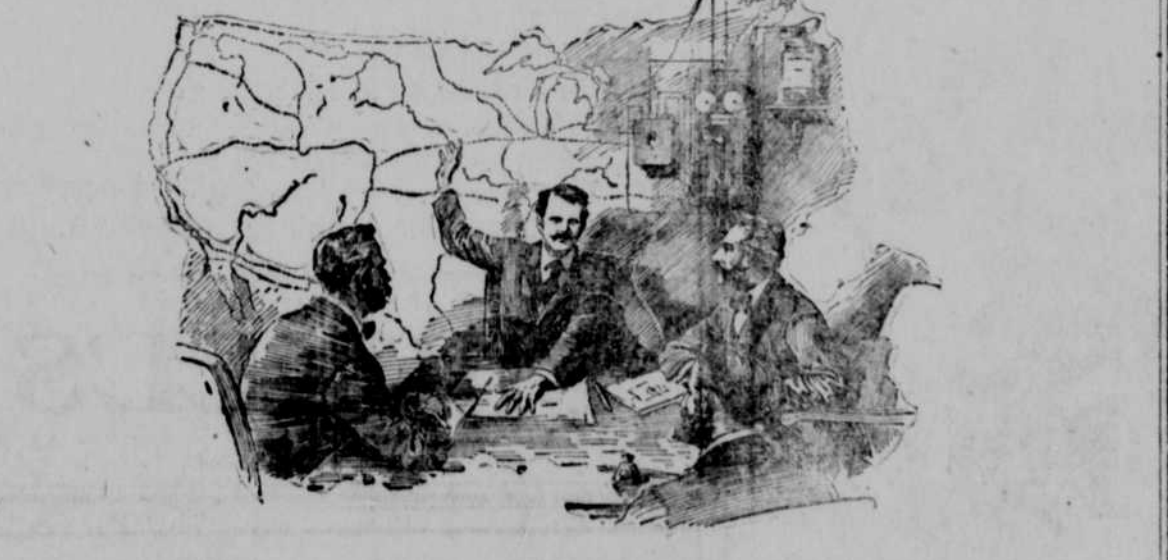
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Prophecy

THERE were few who shared the faith of the pioneers who undertook the development of the telephone.

With an infant art to nourish constantly by new discovery and invention, and handicapped by scanty capital and public apathy, they held to their vision of a nation-wide service.

Nearly two score years ago, when the telephones of the United States were fewer than those of a single New York borough today, the business was organized essentially like the Bell System of the present. That is: a central advisory staff, a central scientific organization devoted to development and research, a central department to promote progress in operating technique, a central source of supply of standardized material, local operating companies familiar with local needs, and a national net-work of lines interconnecting these companies.

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