

Coast-to-Coast Air Mail Dream Is Now Reality

Westbound Night Pilot Reaches
Omaha Ahead of Schedule
—Eastbound Plane Delayed
by Dense Clouds.

Pilot E. N. Allison, flying eastward, Cheyenne to Omaha, arrived at the Fort Crook field here at 12:50 p. m., central standard time. He carried approximately 500 pounds of mail. He reported flying conditions as excellent.

"Here she comes!" The word flew through the excited crowd of 2,000 men and women at 11 Tuesday night when the red and green lights of the westbound plane in the first day-and-night air mail flight appeared in the eastern sky.

The roar of the motor grew as the ship sailed majestically over the field, brilliantly lit by the 450,000-watt candlepower light, and in a moment had made a perfect landing.

A cheer went up, "Hurrah for Dean Smith." Pilot Smith had brought the mail from Chicago, 420 miles, in exactly four hours, including a short stop at Iowa City.

A mail attendant climbed to the wing of the machine, unhooked a compartment and began swiftly tossing out the mail pouches, those pouches which just 13 hours before had left New York.

Pilot Is Nonchalant.

Pilot Smith raised from the cockpit and clambered to the ground. He shook hands with Mrs. Victor Roos. "Hurrah for Dean Smith!" The cheer went up again. But the pilot seemed unconscious of any reason for enthusiasm. He seemed rather bored, though he had just made history by finishing the first lap of the first night air mail in history.

He shook hands with Second Assistant Postmaster General Henderson, General Air Mail Superintendent Edge and a few others and then sauntered smilelessly to the hangar.

With the quieting of the roar of the incoming ship came the rising roar of a sister ship standing only a few feet away, ready to plunge on through the night.

Already Jack Knight was arranging himself comfortably in the cockpit.

The men were putting the mail pouches into this plane. They strapped down the cover and leaped to the ground. The engine roared louder. The signal was given. Jack raised his hand. The ship moved, it sped down the field in the glare of the flood light and headed west.

"Hurrah for Jack Knight!"

Just eight minutes had elapsed since Pilot Smith arrived. The westbound mail was out of Omaha 50 minutes ahead of schedule.

One of those who saw the plane disappear in the west was Mrs. Jack Knight, the pilot's wife. She and her husband and two friends drove to the field in the Knight car.

Knight Almost Late.

It seemed, for a time, that Jack wouldn't be on hand in time. He arrived at the field just 10 minutes before Pilot Smith came in and had barely time to jump into his flying togs, bid his wife goodbye and take his place.

Pilot Smith took the place of R. G. Page, who was to have brought the ship from Chicago, but who was not well yesterday. Page will probably fly the Chicago-Omaha plane tonight.

Smith said he had an excellent trip and that he could see the 450,000-watt candlepower revolving beacon light at Fort Crook from a few miles west of Des Moines and could follow the lights marking the route with ease.

When the eastbound plane with Pilot Collison was forced down at Laramie, Wyo., by fog and rain at 8 yesterday and failed to reach Cheyenne by 8:30, Pilot John Yager was dispatched with another ship from Cheyenne eastward without picking up the mail carried by the stranded plane.

Yager arrived at the Fort Crook field at 3:14 this morning. He had been somewhat held back by winds. All evening a tall, light-haired young man had been sitting in the office. He spoke only when spoken to and then in few words. He was called "Slim."

With the word that Yager was coming and while the 150 persons still on the field gazed at the approaching ship from the west, this young man who is H. T. Lewis, an

Four Generations Celebrate



Chicago.—Four generations of one family recently held a reunion at the home of Mrs. Edward Beach, 720 North Central avenue, Austin. The women, right to left, are Mrs. A. M. Telford of West, S. D., born on July 5, 1849; Mrs. Beach, her daughter, born on December 1, 1872; and Mrs. George Schneider of Cedar Rapids, Ia., born on February 4, 1896. She is a daughter of Mrs. Beach. The fourth member of the party is Edward Schneider, born on November 14, 1921.

Omaha flier, jumped into his flying togs and ran to his "ship," which was soon roaring and seemed, like Lewis, "rain" to go.

Due At Seaboard's Today.

The mail was transferred in about the same time as between the other two planes. A wave of the hand but no cheer from the now cold and sleepy men and women, and then across the field ran the ship, gracefully rising into the air and headed for New York, where it is scheduled to arrive at 3:15 this afternoon.

The other ship is due in San Francisco at 4:15 this afternoon.

The unusual coldness of the weather made the crowd shiver. Overcoats were plentiful among the spectators.

Farmers Want Electric Lights

Platte County Board Requested to Call Election for Rural Power Bond Issue.

Special Dispatch to The Omaha Bee. Columbus, Neb., Aug. 22.—Initial steps were taken by Platte county farmers, through a petition to the county board of supervisors, toward the formation of the first incorporated rural electric light district in this section of Nebraska.

It is the intention of the farmers to enter into a contract with the Columbus Light, Heat and Power company for the erection of transmission lines and requesting the board of supervisors to call a special election October 9 to vote a \$15,000 bond issue for the building of the system.

Seventh Day Baptist Church Conference at North Loup North Loup, Neb., Aug. 22.—The general conference of the Seventh Day Baptist Church of America opened at North Loup today with 250 delegates from all parts of the United States in attendance. There are 75 churches in the country. The North Loup church is the only one in Nebraska. There will be a week of addresses, committee reports and conferences.

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Whistling to Stop on Burlington at Columbus

Special Dispatch to The Omaha Bee. Columbus, Neb., Aug. 22.—The Burlington will cease all whistling in the city limits, if the city council desires it, and ask no compromise steps, according to information conveyed by

Division Superintendent F. R. Mullen to Mayor Julius Nichols.

Burlington freight trains have ceased all whistling at crossings, while passenger trains have toned down their whistles.

Strict enforcement of the city ordinance and its penalties prohibiting trains from sounding their whistles in the city is being temporarily withheld pending a conference between a

special committee of aldermen and General Manager Jeffers of the Union Pacific.

In the meantime, the Union Pacific, the road at which the ordinance is primarily directed, refused until the party to stop whistling, but did agree to tone down the volume of the whistles following continual complaints of hotel men, hospitals and residences.

Lake Erie Swimmer to Try English Channel

New York.—Sailing from New York on S. S. Leviathan, Corbis A. Walker, who recently swam across Lake Erie—a record of 26.3 miles in fresh water—in 20 hours 15 minutes, is going to attempt to swim the English channel.

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The condition now existing is unfortunate and works a severe handicap both to ourselves and our customers. However, it is only temporary and will be normal within a short time.

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