

Destroyers Scour Northern Seas to Rescue Locatelli

Daring Italian Aviator and Companions Found After Hope Practically Abandoned.

By LOWELL THOMAS.

When Admiral Magruder heard from Lowell Smith that Locatelli had failed to reach Fredericksdale he gave orders for his ships to scour the seas between Iceland and Greenland and the Danes also sent fleets of Eskimo in their skin kayaks to comb the fjords from Cape Farwell north to Angmagalik.

According to Captain Cotten of the Richmond, nothing had been seen of the Italian monoplane I-Deor after it had passed from sight into the haze west of the destroyer Barry.

"From the reports of the Barry," adds Captain Cotten, "Locatelli was in the air when he crossed longitude 33 degrees west. That became the eastern limit of the zone of search. The inhospitable, icebound shore of Greenland was, therefore, the western limit of the search ships. The line of flight was naturally the axis of the zone of search, and, taking into account possible drift by wind and current, a belt 40 miles wide on each side of this axis was thought to be the limit in which it could reasonably be hoped to find the missing plane. The problem then was one of locating a tiny floating object in this area of approximately 12,000 square miles. All this was based upon the assumption that Locatelli had been forced down to the eastward of Greenland. If he had crashed on the land, only one who has seen the myriad towering peaks and forbidding ice caps of that glacial land could correctly gauge the consequences."

Destroyer Short of Fuel.
The destroyers Billingsley and Reid had been obliged to steam straight for their usual stations in European waters because they barely had enough fuel to get them back. This left the Barry and the cruisers Richmond and Raleigh. But the Barry also was almost out of fuel and the two cruisers were but little better off.

Where Locatelli had disappeared was one of the most remote regions of all the seven seas. Not only were there no ordinary trading vessels plying these waters, but there were not even whalers. So it was up to these three American ships to scour 12,000 square miles of sea east and south of Greenland or the four Italian airmen in the I-Deor were doomed.

Search Vast Area.
Fortunately, both cruisers carried mail planes, and whenever the fog would clear away a few hours they would go up and down and from several thousand feet in the sky, would sweep the sea with their binoculars. By night the ships kept their searchlights flashing, the Raleigh scouring the ice-infested waters to the north of Cape Farwell and the admiral's flagship combing the sea to the south. It was heartbreaking work. They were rapidly running out of fuel, the fog constantly kept closing down over them, and there were icebergs on all sides.

"The unsearched area got smaller," added Captain Cotten, "and the flame of hope burned dimmer and dimmer." Finally, only a narrow strip about 100 miles long remained for the Raleigh and the Richmond to cover, but the men and officers of both cruisers were haunted by the thought that they might easily have missed the Italian plane during the night or while enveloped in fog. The search had lasted from the evening of August 21, through the next day and night, on through August 23, and up to the evening of the 24th, when only the hundred-mile belt remained unsearched.

Graphic Story of Rescue.
Captain Cotten gives us a graphic account of what happened on that memorable night:
"Midnight. Cold, dark, and cheerless. The Richmond plowing through the trackless sea between Iceland and Greenland, searching for a tiny object bearing four human lives, lost now for three and a half days. A momentary flicker of light on the horizon 10 miles away. The Richmond turns and speeds toward the spot, probing with her 100,000 horsepower. A red star fired into the air lights up her decks with a lurid red light as officers, men, correspondents, and cameramen rush upon deck half clad, hair disheveled, with heavy overcoats or trailing blankets thrown around them. An answering star from the darkness ahead. Can it be the lost one? Can it be? Brilliant white searchlight beams stab the darkness and fingers of light. A small object is seen, tossed up and down by wind and wave and bobbing about like a cork on the water. A flash of color, and the red, white and green rudder of the Italian plane is recognized in a searchlight beam. All eyes are strained toward the plane through moments of tense silence. How slowly it seems to draw nigh. One, two, three, four—the men in the plane are made out. All are alive and safe! The ship dashes up, stops 20 feet from the plane, and is greeted by a veritable salvo of Italian. A line is tossed from ship to plane. (Locatelli subsequently said, 'This line was like the first thread connecting us with life again.') Helping hands are extended. Movie men crank their machines in the brilliant light as the aurora borealis flares up as though to assist and Locatelli and his crew climb on board heavy-eyed, unshaved, disheveled, and weary, but voluble with thanks for their miraculous rescue.

"Personal effects are passed on board from the damaged plane. Her tanks are punctured. She is set on fire, cast adrift, passes astern, flares up, and sinks in a thousand fathoms of water. Silence once more on the Richmond, except for the purring of

the radio as she shells the world of the little drama with its happy ending in the faroff northern seas, 'neath the shadow of 'Greenland's icy mountains.'
"After that, routine again. Greenland to Labrador, to Newfoundland, to Nova Scotia, and safe in Boston at last. After six weeks it seemed as though we had been guarding planes, dodging icebergs, avoiding ice floes, cruising in fog. Naval life has its ups and downs, but is rarely ever dull."
Surely none of the trained writers who were passengers on the Richmond, representatives of the greatest news agencies in the world, could have told this epic story of the rescue of Locatelli more graphically than Captain Cotten, who was one of the chief actors in the drama.

Landed to Escape Bergs.
What had occurred was that Major Locatelli had landed in the fog, while the American fliers had flown right on through. Locatelli frankly admitted that he had descended because he was afraid of colliding with an iceberg or a mountain. Moreover, he had a much more seaworthy plane than the Chicago or the New Orleans. It was really a flying boat and capable of landing in far rougher seas than the American airmen dared risk. But in alighting on the water he had seriously damaged his engine carriers.

Theoretically his scheme was feasible, because he merely intended to bring his flying boat down and set there on top of the water until the fog cleared away. But in addition to the damage to the engine while waiting there for the weather to clear a storm came up, the sea grew rougher, and the waves broke his ailerons, stabilizer, and elevators. So by the time the fog had cleared off the I-Deor was too badly wrecked to get into the air again.

But if his monoplane had not had such a splendid all-metal hull and if it had not been specially designed to keep afloat, Locatelli and his companions never would have lived out those three and a half days. If the Richmond had found them at all they would have found a silent plane floating on a lonely ocean. Naturally the Italians were deeply grateful to the American navy for having carried out such a thorough search, and the newspapers of the world were filled with columns in praise of Admiral Magruder and his men.

Later, when he met the American world fliers in Boston, Locatelli not only congratulated them, but declared that he couldn't understand how in the world they had managed to find their way through that dense fog to Fredericksdale without crashing into an iceberg or mountain.

Speeders to Jail, Patrick Orders
Jail sentences for speeders are to be resumed, Police Judge Robert Patrick announced Monday.

He accompanied the announcement with sentences of from three to 10 days in jail for F. H. Fairfield, 2114 Military avenue; E. G. Maderly, New York city, and Jack Connors, Twenty-eighth street and Woolworth avenue.

Triangle Quartet to Sing.
Coe Buchanan has been chosen publicity director of the Triangle club. Helmer Hansen has been appointed assistant secretary. The Triangle quartet, consisting of Messrs. Saizgiver, Voight, Dindinger and Staugh will sing at the regular meeting of the club Tuesday noon at the Hotel Fontenelle. Al Royce is chairman of the seven membership teams that are holding a contest.

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By ARTHUR BRISBANE.

This is written on the first train that ever crossed Florida, from west to east, running in four sections, of 44 cars, this "Orange Blossom Special," with nothing but Florida for passengers, not a bride upon it, inaugurating the new seaboard air line Florida cross-state line.

Note that railroad building, managed by the right men, is well done. This train will run, from the Gulf, eastward to the ocean, on the first 100-pound rails ever laid in the state of Florida.

This nation, its people, and every state in the nation owe their development to road builders, and railroad builders, especially.

Flagger with his line along the Atlantic developed Florida's east coast, all the way south, Miami is his monument. Plant, building his railroad to Tampa and the Gulf, developed the west coast.

And with the inauguration of this seaboard, Gulf to ocean, cross-state railroad, S. Davies Warfield, president of the Seaboard, develops and serves magnificently the central highland region of Florida, connects the Gulf with the ocean, by rail, and gives to Florida, for the first time, a complete railway system.

These four special trains carry assorted human freight, all supposed to be important, and selected because, in one way or another, they may be useful in Florida. There are hotel men, including the very solemn Keller of New York's Ritz-Carlton. There are bankers, invited to see for themselves that Florida is the place to invest, there are real estate men, buried in maps, builders and contractors, and newspaper men, to tell about it.

And also, John Ringling, only man aboard as big as Keller, owner of railroads, hotels, circuses, several islands off the Florida west coast, and 67,000 acres of the mainland.

Florida, and all this southern country will add untold prosperity, scores of billions of dollars to the general wealth of the nation and every citizen will share the benefit.

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through hill and lake region of central Florida, down to Sebring, which is in the middle of Florida, half-way between Sarasota on the Gulf, and Fort Pierce on the ocean. Thence the railroad runs southeast, skirting the edge of Lake Okechobee, through the deep rich soil, now drained by five canals leading to the ocean, and by innumerable irrigation ditches.

Florida is like California, and every state in the Union, in this: Every section has its citizens ready to prove that where they live is not only the best spot in the state, but the best spot on earth. That local patriotism is building up this nation, little villages and huge cities, as the tiny creatures, dead long ago, built up the coral reef on which Florida rests.

John Ringling tells you: "Don't waste your time, come to Sarasota. That's the only place. I'll bring my boat for you at Tampa, any place you say." From Ringling that Sarasota is the one place on earth that has never known a case of pneumonia. That's important to old people, they die of pneumonia often, and so many other diseases turn into pneumonia. Besides, says Ringling, the wise people are moving into Sarasota from everywhere else.

Perry says: "It's just a matter of choice, between Jacksonville and Pensacola. Jacksonville is and will continue to be the banking and distributing center, the gateway to the great Florida empire. It is to Florida what San Francisco is to California or New York City to New York state. Look at Jacksonville's banks. The Atlantic National has grown in one year from 18 to 30 millions, the Florida National from 14 to 25 millions."

And, as for Pensacola, far over on the Gulf, almost as far as West New Orleans—you must get a poet to describe that. Pensacola, on the Escambia bay, has the finest of deep water harbors, and the government has chosen it for its only seaplane base. And still! Perry's friend bought 12 acres of land for \$10 an acre and sells from each acre each \$1,000 worth of blueberries. Twelve thousand dollars worth of berries, every year, from \$120 worth of land.

What will Florida be and produce, when all of her soil is developed scientifically?

The Daily Cross Word Puzzle

By RICHARD H. TINGLEY.

1	2	3	4	5	6	7	8	9	10
11					12		13		
14				15		16		17	
18			19			20	21		
22		23							24
	25				26		27		
28								29	
30	31	32	33	34	35			36	
37	38	39						40	
41	42				43			44	
45				46	47			48	
49				50			51		
52							53		

Horizontal.

1. A fabric.
6. Deep incisions.
11. A degree.
13. To drink the health.
14. To hire.
15. To make friendly.
17. A guitar-like instrument.
18. A curative wash.
20. A leopard-like cat.
22. Within (preposition).
23. An animal that hangs by its caudal appendage as well as by its feet.
24. Two letters having the sound of "r" which simplified spelling would do away with.
25. Once more.
26. Where you wash the dishes.
28. Like.
29. One of Jupiter's moons.
31. Sedate.
32. Clenched hand.
37. Part of "to be."
39. A wild flower.
40. The, in French (masc.).
41. Tree shoots.
43. Goes away.
45. A batrachian.
46. Coal scuttle.

Vertical.

1. A falcon.
2. A Grecian theater.
3. To mention cautiously.
4. Deed.
5. Pronoun.

Solution of yesterday's puzzle.

L	O	Y	A	L	D	O	P	E	S
O	W	E	I	V	Y	A	V	E	
G	N	A	R	L	E	N	T	E	R
I	S	Y	E	S	C	U			
C	U	T	E	C	A	H	E	M	
R	W	E	L	T	S	G			
K	N	E	E	A	S	N	O	W	
E	M	A	T	E	I	I			
D	E	I	G	N	D	U	C	A	T
G	E	T	T	A	G	H	I	T	
E	N	S	U	E	E	M	E	R	Y

6a. In place.
7. Grave.
8. To pull.
9. To stop. (legal).
10. Relating to the breast.
11. A musical note.
12. Crystals of ice.
13. The man who gives orders to you.
19. A gap.
21. Cooking department.
25. A viper.
27. Outfit of tools.
30. A close relation.
32. Invaded by the police or prohibition agents.
33. Network.
34. Crease.
35. Securely closed.
36. To diminish.
38. Germ; a minute organism.
40. One afflicted with a certain dread malady.
42. To enter by force.
44. Live! Long live!
47. Egg (from the Greek).
50. Point of the compass.
51. Behold.

The solution will appear tomorrow.
(Copyright, 1924.)

And another puzzle is the insane desire on the part of man to beat the fast express.

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With the extra fares abolished many ladies who live comparatively near each other, are clubbing together and taking Yellow Cabs to afternoon teas, receptions and social gatherings, for the price of one fare. They divide it up between them and the cost is insignificant to each.

Many business men all over the city are enjoying the luxury of a cab ride to work and a cab ride home, and are finding that they afford it easily. Four or five of them ride for the price of one fare, and by dividing it up between them, it makes the cost absurdly low to each.

Children are going to school in Yellow Cabs for the known safety they afford, and in dividing the cost of the one fare, the cost to each amounts almost to the street car rate.

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5 can ride for the price of 1 AT lantic 9000

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