

"Spokane Sun God" Makes Round Trip

Spokane, Wash., Aug. 20.—Coming safely through smoke clouded skies, the biplane "Spokane Sun God," piloted by Nick Mamer and Art Walker, arrived over Felts field here at 1:43 p. m., today to complete the first non-stop, round-trip trans-continental refueling flight on record.

Thousands of persons were on hand to greet the craft and after exchange of messages with sponsors of the flight, the pilots were ordered to land at 6 o'clock tonight, Pacific standard time. By that time they will have been in the air 120 hours and 2 minutes and traversed approximately 7,000 miles in their record flight from coast to coast.

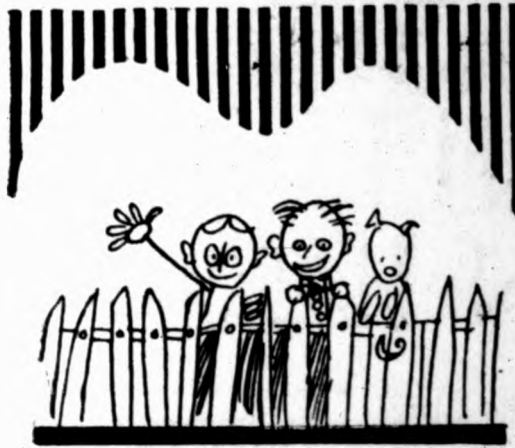
One of the most dangerous laps of the flight was the homeward leg from

Missoula this afternoon as visibility was poor because of smoke and forest fires that have ravaged the Pacific northwest for weeks. The ship was refueled at Missoula, 100 gallons of gasoline being taken aboard and at 12:30 o'clock was pointed westward.

Objects of the flight "had been fully realized," declared the National Air Derby association, which sponsored it, and continuation would be in effect "an anti-climax."

The Sun God started from here with elaborate ceremonies at 5:58 p. m. Pacific time last Thursday. It flew to San Francisco where two refuelings were made. Thence it turned eastward, flying over Cheyenne, North Platte, Neb., and the middle west to New York. Circling over New York City last Sunday, the fliers dropped a message expressing disappointment at being unable to visit friends and turned westward. Cleveland, St. Paul, South Dakota and northern Montana points were passed over on the return trip.

Besides the first plane to fly on a non-stop, round trip flight across the continent, the Spokane Sun God set a new record in covering 7,200 lineal miles without a stop. They broke the record of heavier than air machines of 4,663 miles made by the Italian aviators, Ferranini and DeCrete on a flight from Rome to Natal, Brazil. It also exceeded the non-stop mileage of the Graf Zeppelin from Friedrichshafen to Tokyo which was about 6,880 miles.



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GRAF ZEPPELIN LANDS IN TOKYO

Passengers Step Unconcerned From Airship At End of 6,880-Mile Voyage Made in 100 Hours.

Tokyo, Aug. 19.—The great Graf Zeppelin, having sailed 6,880 miles across Europe and Asia from Friedrichshafen to Japan's capital city in 100 hours, landed at 6:27 p. m., today (4:27 a. m. Eastern standard time) and tonight after her historic flight was safe and snug in the hangar at Kasumigaura airport.

While ancient Yeddo and the world acclaimed Commander Hugo Eckener as the hero of the air, the Graf, which will rest only a few days at her halfway post around the world, was groomed for her leap across the Pacific to Los Angeles.

Commander Eckener plans to stay only three days in Tokyo before heading for California and on to Lakehurst.

Never before have men flown from Europe to far Asia in such a manner as the Zeppelin. Up over Asia, following almost a direct airline along the great circle route, the flight surpassed all expectations of speed and communications. Even in the loneliest spot in the world, North Siberia, the Zeppelin maintained wireless communication either with European or Japanese stations. The 20 passengers ate breakfast in Germany Thursday, had dinner in Tokyo Monday evening.

Their first food in Japan was a ceremonial meal, the tribute of Dai Nippon to the men of the machine that annihilated the distance between East and West. Although Dr. Eckener had expressed the desire only for rest for himself and his officers and crew, he could not escape the entertainments and festivities an admiring nation tendered him.

The flight was an epic of air history but the end of the voyage was surprisingly matter of fact. Almost without concern and with no excitement the passengers descended an improvised gangplank just after 7 o'clock tonight. There was the customary flurry over customs, baggage and hotel reservations just as with passengers arriving by train or steamboat.

All of the 20 passengers, including one woman, Lady Drummond Hay, were well and in good spirits when they boarded a train for Tokyo, 40 miles from Kasumigaura. With them went the mail which had been transported faster over this great distance than any letters in history.

The coolness of the passengers, crew and the stoic manner in which 500 Japanese bluejackets walked the big ship into her hangar could not rob the navigation record of its romance.

Here in Tokyo it is estimated that the Graf Zeppelin covered 6,950 miles, including her cruise beyond Kasumigaura to Tokyo and Yokohama.

When she first roared over the airport she had completed 6,880 miles in 16 minutes under 100 hours of flying.

The veil hiding the hopes and plans of Dr. Hugo Eckener, veteran commander of the lighter than air craft, was partly lifted when the largest airship of the day completed the second and most difficult day of its world journey.

Dr. Schmidt, secretary of the Zeppelin works, is sailing shortly for America to pave the way for negotiations in New York with an American financial group for establishing international dirigible service between Europe, South America and North America, possibly beyond the east coasts.

It was intimated that the present flight was the outcome of preparatory discussions months ago that Dr. Eckener had with the Hamburg-American Line and the American group of financiers. The latter was said to have demanded such a flight as proof that the modern airship is technically sufficiently perfected to maintain regular service.

ELECTRIC CHAIR FACES SNOOK

Convicted Slayer of Co-ed Paramour Denied New Trial and Sentenced To Die November 29.

Columbus, Ohio, Aug. 20.—Sentenced to die in the electric chair on November 29 for the slaying of Theodora Hix, Ohio State university co-ed, Dr. James H. Snook, entered death row at Ohio penitentiary today, exactly two months from the day he confessed.

Judge Henry L. Scarlett denied a motion for a new trial and scarcely had the sentence been pronounced than the former Ohio State professor was manacled to Deputy Sheriff Ralph Paul and whisked away in an automobile to the prison gates. He was taken at once to the death cell, and

KIWANIS MEETING TODAY

The regular Kiwanis meeting will be held this evening at 7:45 at Hotel Clinton. A number of members who have been absent during the summer have returned to the city and the attendance is expected to get back to normal at this meeting.

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there he will wait while his counsel continue their battle for his life.

It was indicated by E. O. Ricketts, his chief counsel that an appeal would be taken. Under the new Ohio criminal code, the bill of exceptions must be filed within 30 days.

The basis for the petition for a new trial was that the jury had not been properly sequestered and consequently was biased when it brought in a verdict of first degree murder after 28 minutes of deliberation. The judge characterized that basis as "vague rumors."

Hearing on the motion for a new trial had been postponed from yesterday in the absence of defense affidavits. When Ricketts came before the judge today he said the affidavits had not yet been obtained and announced he did not desire to argue the motion.

It was immediately overruled, the court declaring his belief that the verdict was in accordance with the evidence.

"The court feels that the verdict was justified, that self-defense was entirely unsupported and that the defendant was in no danger," the judge said, adding that he did not believe Dr. Snook told the truth when he said Miss Hix attacked him as they sat in the parked automobile at a rifle range where the slaying occurred.

Local Citizen

Loses Father

Mr. and Mrs. T. M. Littlefield were called to Inman last Friday on account of the death of Mr. Littlefield's father, Robert A. Littlefield.

The funeral service was held Friday afternoon from the Methodist church

and interment followed in the family plot in the Baptist cemetery.

Mr. Littlefield was one of the highly respected citizens of his community and was preceded to the grave by his wife two years ago. The deceased is survived by three children: B. O. Littlefield, with whom he resided at Inman; Mrs. R. L. James of Sumter, and T. M. Littlefield of this city.

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Published By the Back Seat Driver

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Published for the benefit of the motorists of Clinton and vicinity by the

Clinton Motor Co.
E. D. CRAIG, Editor

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