# Putnam Feels Cutter Will Find Wife's Plane

### In Oakland, He Says Craft Should Float, but Can't Estimate for How Long

### Boat and Flares Aboard

### Signal Kite and Emergency Food, Water Also Along

OAKLAND, Calif., July 2 (AP).—George Palmer Putnam nervously paced his hotel room in his shirt sleeves today saying he believed the cutter Itasca would reach his wife, Amelia Earhart, whose plane was believed forced down near Howland Island in the South Pacific.

"The plane should float, but I couldn't estimate for how long because a Lockheed plane has never been forced down at sea before," Putnam explained.

"The plane's large wings and empty gasoline tanks should provide sufficient buoyancy if it came to rest on the sea without being damaged.

"There was a two-man rubber lifeboat aboard the plane, together with life belts, flares, a Very pistol and a large yellow signal kite which could be flown above the plane or the life raft."

Putnam said his wife had planned to take emergency food rations and plenty of water on the hazardous flight, the most dangerous on her trip around the world.

An airplane tossing on the Pacific swells offers a poor objective to vessels seeking it, she once pointed out.

In the event of a landing at sea Miss Earhart planned to inflate a rubber raft, raise the kite and try to rig an emergency radio antenna.

### *Purdue President Hopes Miss Earhart Is Safe*

#### *School Foundation Sponsored 'Flying Laboratory'*

LAFAYETTE, Ind., July 2 (AP).—Dr. E. C. Elliott, president of Purdue University, expressed hope tonight that Amelia Earhart and her navigator, Fred Noonan, would reach safety after disappearing over the Pacific Ocean in an $80,000 "flying laboratory" airplane sponsored by the Purdue University Research Foundation.

"So far, according to the reports I have had, Miss Earhart's position is largely a matter of surmise," Dr. Elliott said. "I wouldn't be apprehensive." He said he had received only indirect reports of her progress since the flight began.

Miss Earhart is consultant on aeronautics and careers for women at Purdue University. Much of her trip was to be devoted to research into the effects of fatigue on flyers.

She was to have been a speaker at a dinner concluding the Purdue University Institute of Technology tonight. Her place was taken by Governor M. Clifford Townsend and Dr. Walter B. Pitkin of Columbia University.

### *Many Flyers Rescued After Landings at Sea*

#### *Hausner, Forced Down in Atlantic, Floated 8 Days in '32*

Many trans-oceanic flyers, both in land planes and flying boats, have been rescued unhurt after being forced down at sea. The all-time record for remaining afloat in a land plane undoubtedly belongs to the late Stanislaus Hausner, who set out to fly from New York to Warsaw, Poland, on June 3, 1932, in a Bellanca monoplane and was picked up by a British tanker 625 miles off the Portuguese coast on June 11, after riding his half-submerged plane for eight days.

## Public Notices

**Edwin.** Starting night duty with children. Best wishes for vacation. Betty.

**M. F.** all yesterday Milbrook. Thrilled to find lovely letter when I got home. Don't be too restless on Fourth. B. O.

**Peace and quiet over the 4th at Leighton's** Tavern on the Sawmill River Parkway, Ardsley.

**Driving** (new car) Yellowstone Park, Grand Canyon; return; accommodate 3; share expenses. ACademy 2-493.

**Detective services, anywhere.** William Martin, 51 East 42d (6141), MUrray Hill 2-3408.

**Diamonds, gold, silver,** Provident tickets bought. Empire Gold Buying, Empire State Bldg.

**Mexican lawyer,** registered consulate. Professional advice. Lorenzo Roel, 149 Broadway. BArclay 7-4797.

**Mexican attorney,** graduate United States law school, advises Mexican laws exclusively. Luis Rojas de la Torre, 50 East 42d. MUrray Hill 2-0780.

**A Copy of the Annual Spring Farm-Listing** catalog, containing hundreds of advertisements which appeared recently in the Classified columns of the New York Herald Tribune, will be sent upon receipt of a 3c stamp by the Classified Department, New York Herald Tribune, 230 West 41st st., New York City.

## A Suburban Home or Country Place

Today's Classified Columns offer a choice selection of suburban homes and country places. Here are excerpts from some of those advertised:

BLOOMFIELD, N. J.—6-room house, price $5,500; $500 down.

BUZZARD'S BAY, Mass.—Waterfront properties, sale or rent.

GARDEN CITY, L. I.—Brick shingle home, shore front, $8,500.

INDIAN LAKE, N. J.—4-5-room bungalow. Price $2,500 up.

LAKE MOHAWK, N. J.—House, 8 rooms, 2 baths, maple furniture.

LAKE OSCAWANNA, N. J.—Bungalow, 4 furnished rooms.

MIDVALE, N. J.—Bungalow, 4 rooms, rent $80 month.

MT. VERNON, N. Y.—Sublet summer, furnished 6 large rooms.

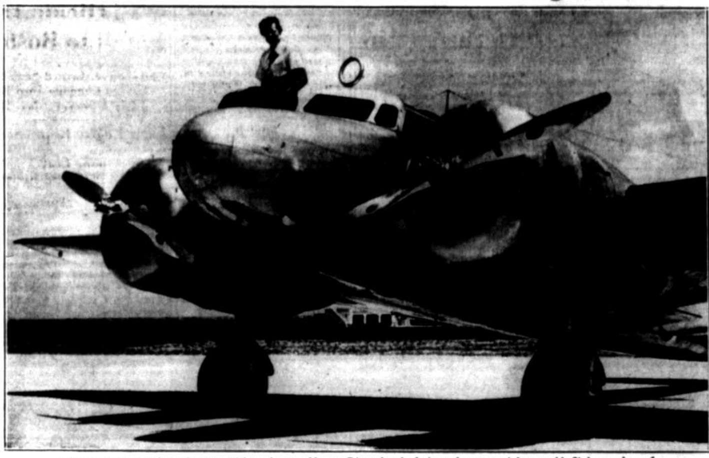
NORTHPORT, L. I.—Colonial cottage, overlooking harbor, wooded plot.

NORWALK, Conn.—Modern home, 8 rooms, bath, reduced rent.

RYE, N. Y.—Former yacht club with cottage, garage.

SEE CLASSIFIED PAGES FOR DETAILS

# *Amelia Earhart With Her Plane at Start of Flight, and Arriving at Calcutta*



*Miss Earhart seated on the nose of her plane at Miami, Fla., shortly before the start of her world flight on June 1*

*Miss Earhart as she stepped from her plane at Calcutta, India, on June 17. This picture was rushed to America by ship and plane*

# Amelia Earhart Set Records in Many Flights

### Pupil of Frank Hawks, She Began Marks in 1921; Flew Atlantic Twice

Amelia Earhart, who is the wife of George Palmer Putnam, of New York, has long been accounted one of the leading women aviators in the United States or in the world. She has figured in many an important flight since her career as a pilot began in the early 1920's, when she was twenty-two years old and when aviation was "a man's game."

Under the expert eye of Frank Hawks, who later became transcontinental record holder, she rapidly picked up flying technique. In a year she had obtained the first transport pilot license ever issued to a woman by the National Aeronautic Association, and was also licensed by the Federation Aeronautique Internationale.

From 1921 on she began to set records so fast the Aeronautic Association could hardly keep up with them. Her first was a woman's altitude record of 14,000 feet, established in 1921 in California.

**Retires for Four Years**

The following year she gave up flying temporarily and became a social settlement worker in Denison House, Boston, Mass., and for four years did settlement work and teaching.

Miss Earhart was born in Atchison, Kan., July 24, 1898. She attended Hyde Park High School, in Chicago, the Ogontz School for Girls at Rydal, Pa., and Columbia University.

On July 17, 1928, Miss Earhart burst into fame as the first woman to cross the Atlantic in an airplane. She flew as a passenger with Louis Gordon and Wilmer Stutz in a trimotor land plane from Harbor Grace, N. F., to Burry Point, Wales—a distance of 2,026 miles, which was traveled in fifteen hours, forty minutes.

By October, 1928, Miss Earhart was back in flying in earnest. She made the first solo flight across the United States and back ever made by a woman pilot, and then established two women's speed records at Detroit—a record of 174.9 miles an hour over a 100-kilometer closed course, and another of 181.18 miles over a three-kilometer closed course. In April, 1931, she set a new altitude record for women in an autogyro, ascending 19,000 feet above Willow Grove, Pa.

**First Bad Luck**

In June of that year she had her first bit of bad luck. Her autogyro was forced down in Texas, but Miss Earhart manipulated the landing successfully and took off again as soon as the plane was ready for Newark, N. J. The following September she cracked up the autogyro at the fair ground in Detroit but escaped uninjured.

After the flight across the Atlantic with Stutz, Miss Earhart began writing, and through literary work met Mr. Putnam, to whom she was married February 7, 1932.

In May, 1932, she flew to Harbor Grace and took off for England in her high-winged Lockheed Vega with $15 and a toothbrush. She landed 14 hours 56 minutes later at Londonderry, Ireland, after the fastest trans-Atlantic flight made up to that time. Bernt Balchen, noted aviator, warned Miss Earhart before she took off that the temperature was low and might cause ice to form on the wings of her plane. Before she had traveled 500 miles his fears were justified. Her altimeter broke as she fought against a storm, and flames from the exhaust threatened to set the plane afire.

In June she was awarded the National Geographic Society's gold medal and it was presented by President Hoover. In July she flew across the country, lowering the women's transcontinental record by ten hours. A year later she broke her own mark, setting a record of seventeen hours seven minutes from Los Angeles to Newark. Laura Ingalls later lowered these records.

On January 11, 1935, Miss Earhart took off from Wheeler Field, on the island of Oahu—twenty-five miles from Honolulu—and brought her red Lockheed into Oakland Airport eighteen hours thirty minutes later—the first woman to fly the Pacific and the first flyer—man or woman—to fly from Hawaii to the coast.

Last year Purdue University, at Lafayette, Ind., presented to her the giant wasp-motored Lockheed Electra for her flight around the world.

# *Miss Earhart's Plane Missing; Coast Guard Searches Pacific*

*(Continued from page one)*

tor, is the only land within several hundred miles of Howland in the South Pacific Ocean.

The Coast Guard cutter Itasca radioed Washington the sea was smooth with visibility perfect.

**Coast Guard Report**

WASHINGTON, July 2 (AP).—Coast Guard headquarters was advised tonight that Amelia Earhart was believed to have fallen into the Pacific soon after 5 p. m. New York daylight time, today.

A message from the cutter Itasca, stationed in the vicinity of Howland Island in the mid-Pacific, said:

"Earhart unreported at Howland at 7 p. m., New York time. Believe down shortly after 5 p. m., New York time. Am searching probable area and will continue."

In a message to Washington the flyer's husband, George Palmer Putnam, who is awaiting her return to this country at the Oakland, Calif., airport, said that "technicians familiar with Miss Earhart's plane believe, with its large tanks, it can float almost indefinitely."

"With retractable landing gear and smooth seas," the message continued, "safe landing (on the sea) should have been practicable.

"Request such assistance as is practicable from naval aircraft and surface craft stationed at Honolulu.

"Apparently plane's position not far from Howland."

**Message to Coast Guard**

Earlier the Coast Guard had ordered the cutter Roger B. Taney to proceed from Honolulu to Howland Island to aid in the search for Miss Earhart. A message from Honolulu, however, said the Taney was undergoing repairs and could not participate.

The Itasca reported it would search the northwest quadrant from Howland Island "as the most probable area."

Earlier the Coast Guard reported receipt of the following message from the Itasca: "Earhart contact at 3:20 p. m. (New York time), reported one-half hour fuel and no land fall.

"Position doubtful.

"Contact 1:46 p. m. reported approximately 100 miles from Itasca but no relative bearing (given).

"Sea is smooth, visibility perfect, ceiling unlimited.

"Understand she will float for limited time."

A later message from Miss Earhart to the Itasca, the Coast Guard said, was received by the vessel at 4:43 p. m., New York time, giving incomplete data on her position.

Headquarters officials here said they could not understand the discrepancy between Miss Earhart's report that she had only a half hour's fuel and the Itasca estimate she could remain in the air until 7 p. m. They added, however, that the Itasca Guardsmen might have taken into account a reserve fuel supply aboard the plane.

**Mantz Optimistic**

BURBANK, Calif., July 2 (UP).—Barring extremely rough weather, Amelia Earhart's plane probably could remain afloat "almost indefinitely" if forced down in the Pacific Ocean, Paul Mantz, her technical adviser, said tonight.

Mantz refused to believe, however, that the plane had been forced down.

"According to my calculations," he said, "she should have enough fuel left until 10 or 11 p. m., New York time. It's altogether possible she was in error when she last reported that she had only a thirty-minute supply left. Not all the gasoline reserve shows on the gauges. It is my hunch that she and Noonan (Fred Noonan, navigator) will reach Howland Island okay."

# *Miss Earhart's Story, From Lae, Before Start of Pacific Venture*

*(Continued from page one)*

as my extra clothing and toothbrush.

All Fred Noonan has is a small tin case which he picked up in Africa. I notice it still rattles, so it cannot be packed very full.

Despite our restlessness and disappointment in not getting off this morning, we still retained enough enthusiasm to do some exploring of native villages a few miles from Lae.

We commandeered a truck from the manager of the hotel and with Fred Noonan at the wheel, because the native driver was ill with fever, we set out along a dirt road. We forded a sparkling little river, which after a heavy rain, so common in the tropics, can be turned into a veritable torrent, and drove through a lane of grass taller than the truck. We turned into a beautiful cocoanut grove before a village entrance. The natives grow the cocoanuts mostly for their own use and few are exported from here for the commercial markets.

The village was built more or less around a central open plaza. All huts were on stilts and underneath the dogs and pigs hold forth. We were told that the natives train pigs as "watchdogs." Fred Noonan said he would hate to come home late at night and admit being bitten by a pig.

Some of the huts had carvings around under the eaves, grotesque colored animals and crocodiles being the most numerous. They reminded me of the work done by some African natives.

In the village were several native women, the first I had glimpsed. One was bending over a small black cooking vessel from which protruded two enormous cabbages. I also noticed a number of familiar looking vegetables, which are grown hereabouts, but much of the food used is imported.

My only purchase here besides gasoline has been a dictionary of pidgin English for 2 shillings. It was well worth the price to discover that all native women are called Mary. I had some difficulty in understanding why "to sew" should be "sew-im-up."

The natives have their own names for everything. For instance, airplanes are called "balus," or "bids." Small planes merit only "bai nutung," or "insects." My plane has acquired special distinction over all other metal ones here, which have corrugated surfaces. The Lockheed is smooth and to the native resembles tins in which certain biscuits are shipped from England. Therefore it is known as the "biscuit box."

I wish we could stay here peacefully and get to know something of the country. New Guinea is a country subject to earthquakes and I was told that a 'quake only a year ago shifted several acres of land into the bay, forming the present tiny harbor. They told us that much of the land is really only silt, held together by tangled undergrowth. Along the rivers pieces of "land" sometimes break off and, as islands, float hundreds of miles to sea before disintegrating. Now and then animals are trapped on them.

Then, of course, there is the ever present jungle to lure one into exploring. Like the desert or sea it has a strange fascination for some hardy souls. We shall try to get off tomorrow, although now we cannot be home by the Fourth of July as we had hoped.

### *Howland, 2 Miles Long, Is a Treeless Sandspit*

#### *Uninhabited Until U. S. Sent Boys 2 Years Ago*

WASHINGTON, July 2 (AP).—Howland Island, near which Amelia Earhart's plane was believed to have been forced down, is a two-mile-long treeless sandspit, strategically located on the direct air route between Hawaii and Australia. It is nearly 2,000 miles southwest of Honolulu.

Uninhabited until two years ago, it came into public notice when the Commerce Department took possession of it along with two other Pacific islets, Baker, forty miles to the north, and Jarvis, more than 1,000 miles to the east.

For more than two years relays of Hawaiian schoolboys have lived on each, making meteorological observations and maintaining title for the United States.

President Roosevelt, by an executive order in May last year, transferred jurisdiction to the Interior Department. Early this year a small public works allotment financed the construction of runways on Howland for a south Pacific air field. The other islets have not been improved.

Miss Earhart had selected Howland for the next stop of her round-the-world flight earlier this year when she cracked up at Honolulu.

The Hawaiian boys maintained on Howland, Baker and Jarvis are paid $3 a day by the Interior Department to maintain their vigil. Groups of four are taken to each island every three months.

# Noonan Veteran Seaman Before Taking to Air

### Passed Half of His 44 Years at Sea, Beginning With Windjammers When 15

*By The Associated Press*

OAKLAND, Calif., July 2.—Mrs. Frederick Noonan, wife of the navigator of Amelia Earhart's plane, telephoned to "The Oakland Tribune" this afternoon to ask whether the plane had landed safely at Howland Island in mid-Pacific. She was read an Associated Press dispatch to the effect that Miss Earhart and her husband probably were forced down in the open sea.

"If they are forced down," she said, "I believe they will be saved by the cutter Itasca."

Mrs. Noonan, who operates an Oakland beauty parlor, said she would remain at her work there pending definite word of the fate of Miss Earhart and her husband.

Fred Noonan, forty-four years old and a master mariner on the sea and in the air, was graduated from the old white-winged square-riggers of Atlantic and Pacific sea lanes to the flying machines of the airways. Twenty-two years of ocean travel as a navigator preceded service as a flyer. Seven times he rounded Cape Horn—three times in wind-jammers before completion of the Panama Canal.

He went to sea at the age of fifteen. Three of his ships were torpedoed in the World War. In the Royal British Naval Service he served on the Barque Crompton in 1910—the largest square rigger under the British flag. He was weatherbound 152 days on a voyage from the Pacific Northwest to Ireland.

Noonan was instructor of aerial navigation for several transport companies. In 1930 he joined Pan American Airways in Miami. He served as transport pilot; later as airport manager at Port-au-Prince, Haiti; as traveling inspector and as instructor. He came to Oakland in 1935.

He was navigator of the first clipper ships pioneering the air line route from Oakland to Honolulu. He resigned after this service had been launched.

Noonan was educated in Chicago public schools, in a private military academy in Illinois, and attended a London nautical college. Last March he married Mary Marginella, of Oakland.

He participated in a number of rescues at sea. In one five French soldiers adrift at sea on an ice floe were saved.

### Mattern Asks Permit

#### Plans to Fly Over Pole to Moscow in August

WASHINGTON, July 2 (AP).—James Mattern, American flyer, asked the government's permission today to make a non-stop flight across the North Pole from Oakland, Calif., to Moscow.

The Texan announced he would fly some time during August in his $100,000 trimotor monoplane.

**Russians Visit Martin Plant**

Georgi Baidukov and Alexander Beliakov, two of the Russian trans-polar airmen who completed a non-stop flight from Moscow to Vancouver, Wash., on June 20, left New York by train yesterday for a visit to the Glenn L. Martin Aircraft factory at Baltimore, where a number of bombing planes are under construction for the Soviet government.

## Denhardt Sued in Death Of Girl in Louisville

### Caused Her to Fall Down Elevator Shaft, Petition Alleges

LOUISVILLE, July 2 (AP).—Brigadier General Henry H. Denhardt was accused of causing the death of Miss Patricia Wilson, twenty-five years old, whose body was found atop an elevator in the Hotel Seelbach, here a year ago, in a suit asking for $70,000 damages filed today in Circuit Court by Edward C. Langan, administrator of the girl's estate.

Denhardt, former Adjutant General and Lieutenant Governor of Kentucky, recently was tried in Henry County on a charge of killing his fiancee, Mrs. Verna Garr Taylor. The jury disagreed and the case was reset for a second trial next fall.

In the Langan suit, the petition filed by Attorney James T. Robinson alleged the portly sixty-one-year-old general "assaulted, beat and bruised" Miss Wilson, "causing her to fall down an elevator shaft in the hotel."

## Divine's Deputy Gets 3 Yrs. Under Mann Act

### Chief of Los Angeles 'Heaven' Guilty of Seduction

LOS ANGELES, July 2 (UP).—John Wuest Hunt, chief angel in Father Divine's local "branch heaven," who was convicted this week of having violated the Mann act, stalked into Federal Court today and got three years in a Federal prison.

Judge Leon Yankwich sentenced Hunt after a jury had found him guilty of luring Delight Jewett, seventeen-year-old high school girl, of Denver, Col., to his Beverley Hills "heaven," where he seduced her.

**Receiver May Be Named**

Unless Father Divine posts a $20,000 bond within ten days as guaranty that he will not dispose of any of the property controlled by him or the Father Divine Peace Mission pending the outcome of a suit against him by a former disciple, a receiver will be appointed for the property, Justice Philip J. McCook ruled in Supreme Court yesterday. The order was issued in connection with a suit brought by Verinda Brown, who is seeking the return of more than $4,000 which she and her husband, a butler, say they contributed to the organization.

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