

MR TOUR FACES DESERT STORM

Leaves San Antonio on its
Longest Hop, Across Sand
and Mountains.

By JAMES V. PIERSOL.
(Staff Correspondent The Detroit News.)
SAN ANTONIO, Tex., July 9.—
The National Air Tour faced one of
its most difficult trials today in
crossing 520 miles of desert and
mountains between here and El
Paso, where the fleet of planes com-
peting in the fourth annual reli-
ability contest for the Edsel Ford
trophy was to land late this after-
noon.

Added to the difficulties of carry-
ing their heavy contest loads to high
altitudes and arriving on schedule,
thunder and sandstorms were in
prospect in this morning's weather
reports.

Pilots and passengers alike were
at the municipal airport early this
morning to prepare for the day's
grind. Compasses were being in-
spected minutely, for navigation
over vast unfenced and trackless
areas which provide no satisfactory
landmarks for guidance on the di-
rect air line.

Desert bags and thermos jugs were
in demand among those who were
preparing against the possibility of
a forced landing and a long hike to
the nearest settlement. The air line
touches the Southern Pacific Rail-
road at several of its watering
points, but long stretches of the air
route are 40 miles from the nearest
habitation.

PLAN EARLY START.
Edward F. Schlee and William S.
Brock equipped their two Bellanca
planes with substantially the same
equipment they used in the tropics
on their world flight last year. The
daily starting time was advanced
one hour to 8 a. m. (9 a. m. Detroit
time) to allow for today's flight,
which is the longest on the 6,000-
mile itinerary.

Marfa, a small cavalry post in the
heart of the West Texas cattle coun-
try, is scheduled for an intermediate
stop for fuel. It is 340 miles distant
and the landing field there is 4,700
feet above sea level. The altitude,
coupled with hot weather, will force
some of the pilots to land and take

off at nearly 100 miles an hour to
maintain safe control of their craft.

Despite the trying conditions in
prospect all of the contestants were
in high spirits and anticipated little
more than changes in some of the
scores at the end of the day.

MEISTER COMES IN LATE.

Louis G. Meister, pilot of the
Buhl aircsedan, was on the starting
line this morning. He flew in yester-
day from Georgetown, Tex., where
he was forced down in the flight
from Waco here Saturday.

Charles W. Meyers, who was also
forced down the last flight, pro-
cured a new engine from the Army
Air Corps here and was ready to
start again.

John P. Woods still retains first
place in the scoring with his Waco
biplane. Second place is held by
Frank M. Hawks, pilot of the Ford
tri-motor.

Third, fourth and fifth places are
held by the Stinson team. Eddie
Stinson is third with a Stinson-
Detroit; Randolph G. Page fourth
with a Stinson-Junker, and Bruce
Braun fifth with another Stinson.

BONDS ASKED TO PAY LOST BANK DEPOSITS

Proposal Up to North Dakota
Voters in November.

BISMARCK, July 9.—(P)—A pro-
posal to bond North Dakota for \$25,-
000,000 to pay depositors of closed
state banks will be submitted to
voters of this state in November.

A petition containing 24,000
names, 4,000 more than the num-
ber required by law to place the
proposal before the voters, has been
filed with the secretary of state.

The petition requests that an
amendment to the state constitu-
tion provide for "the payment by the
state of deposits in state banks
which became insolvent and closed
between Jan. 1, 1919, and May 15,
1928, to 80,000 depositors who have
lost more than \$25,000,000 over and
above the amount of the reserves of
the closed institutions."

LINDBERGH AT SELFRIDGE AWAITING PLANE REPAIRS

MT. CLEMENS, Mich., July 9.—
Col. Charles A. Lindbergh, who ar-
rived at Selfridge Field Saturday
night to be a guest of Maj. Thomas
G. Lanphier, was remaining at the
Lanphier home today while minor
repairs were being made on his air-
plane. He has not announced
where he will go when his plane has
been put in shape.

Summer Store
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9 A. M. to 5 P. M.

FR
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