

## SEARCH MAY LINK RADIO AMATEURS

Earhart Hunt Inspires Plan for Chain to Serve in Future Emergencies.

By the Associated Press.

Amelia Earhart's disappearance has resulted in an official suggestion that amateur radio stations be linked into a giant network for use in future emergencies.

J. B. Beadle, head of the amateur section of the Federal Communications Commission, said yesterday a nationwide chain making possible communication with every spot on the globe probably could be set up by a national amateur organization.

The country's 47,500 amateurs now have a national organization—the American Radio Relay League.

Beadle said an amateur chain could co-ordinate listening facilities quickly, assisting various groups of stations to cover certain frequencies. The listening could be arranged in shifts, he added, so a 24-hour watch could be maintained.

**Would Cut Chance of Error.**

He pointed out it would be possible to check fragmentary messages received by one amateur with those received by another, reducing the possibility of error.

Literally thousands of amateurs, hunched over receiving sets hours at a time, have been listening for some signal from the Earhart plane, Beadle reported.

"They are all intensely interested," he said, "and it would be a great thrill to any of them to pick up a message that would aid in the search."

Amateurs on the West Coast, he asserted, may have a better chance of hearing Miss Earhart's radio than ships nearer her position, because radio waves often "skip" for considerable distances from the point of transmission.

**Cause No Confusion.**

Beadle expressed the view that amateur activities in the Earhart search are causing no confusion, because the amateur stations do not transmit on frequencies assigned to the aviation.

He said most amateur stations are built by their owners at nominal cost, the operators borrowing and swapping parts in many instances.

American amateurs, he added, have been in two-way communication with every continent in the world, sometimes circling the globe by radio in a few minutes.

### Earhart

(Continued From First Page.)

down (about 12:30 p.m., E. S. T.) within 100 miles of Howland to refuel the search cutter, which had carried on the search virtually alone since last Friday.

Reports early today indicated good weather would be experienced throughout the day in the Howland vicinity. Officers expect the refueling and replenishing of the Itasca's water supply to require about seven hours.

The ships will proceed into the area east and south of Howland, the Colorado preceded by her fast planes.

More aid from the air was expected over the week end from the giant aircraft carrier Lexington, speeding from California toward a refueling at Laysan Roads, Hawaii, where she was expected by 8 p.m. (E. S. T.) tomorrow.

Leaving San Diego Sunday with three destroyers, the 40,000-ton Lexington was slicing the Pacific at 33 knots yesterday, a knot and a half below top speed, but a full knot faster than the Atlantic record set by the palatial liner Normandie.

**1,500-Mile Dash Ahead.**

Another dash southward of more than 1,500 miles lay ahead of the Lexington before she could send her brood of 57 planes into an aerial search.

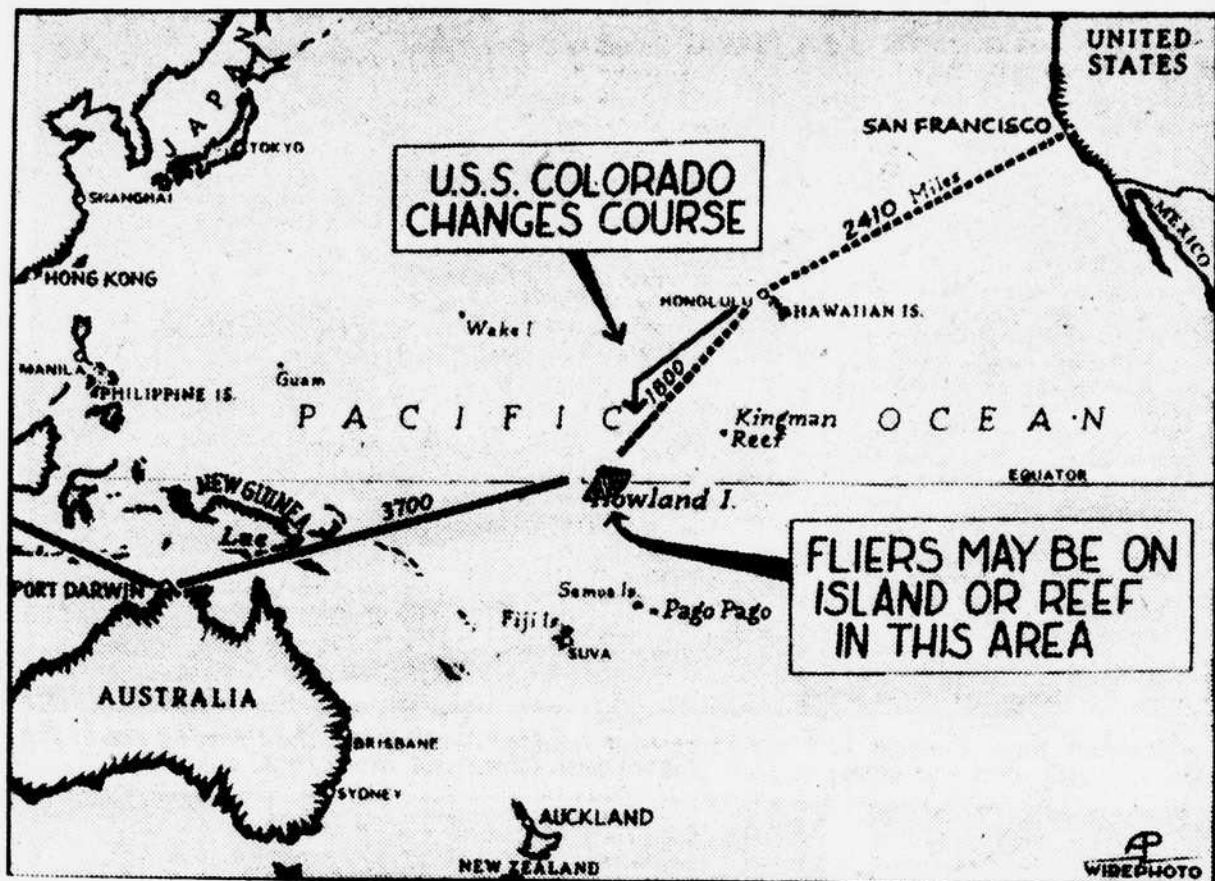
Shifting of the search to the south of Howland followed suggestions from Coast Guard officials in San Francisco, who conferred with Miss Earhart's husband, George Palmer Putnam, a growing belief among other searching agencies and a check of the last available radio messages while the ill-fated plane was in the air.

Officials agreed Miss Earhart, if she sent any of the maze of unexplained radio distress signals which have spurred the search, must be marooned on land or on a reef above water, because her radio would not operate otherwise.

North of Howland there is neither known land nor reef for hundreds of miles, but to the south and east is an area dotted with tiny isles and some reefs, beginning as close as 100 miles.

The cutter Itasca reported a portable radio direction finder set up on

## Scene of New Search for Missing Flyers



The far-flung hunt for Amelia Earhart and Fred Noonan has been shifted to small islands and coral reefs south and east of Howland Island, the tiny spot of land she missed on her flight from Lae, New Guinea. The battleship Colorado, steaming from Honolulu to waters north of the island, changed her course to head for the Winslow Bank, 100 miles east. She planned to release three catapult planes over the area.

—Copyright, A. P. Wirephoto.

Howland Island had obtained bearings on final messages from the Earhart plane while it was in the air, indicating it either was north northwest of Howland or south southeast.

**Gave Position Friday.**

Searchers recalled that the final decipherable report from the plane while it vainly sought Howland last Friday morning mentioned "We are on the line of position 157-337. We are now running north and south."

From this message, caught by the portable direction finder, the Itasca's officer figured the plane may be sought southeast of Howland, since search of the corresponding area to the north was fruitless.

As the search locale shifted, the Navy took over its direction.

Coordination of the search meant that the Itasca, Colorado, Lexington, three destroyers and the mine sweeper Swan would be under one command. The Swan, which can make only eight knots, was proceeding toward the Phoenix Islands, but had more than 500 miles to go.

Beginning at Winslow Reef, some 175 miles east of Howland, and continuing south to the northern edge of the Phoenix group, charts show the presence of reefs and islets which might offer haven to a plane.

About 180 miles southeast of Howland lies a charted sandspit, which officials said might offer an emergency landing spot.

**Putnam Resumes Vigil.**

The Colorado, veering from the area north of Howland, was to proceed toward the Winslow Bank region after contacting the Itasca.

Putnam again took up vigil in the San Francisco Coast Guard radio headquarters last night as operators sought to contact the mysterious sender of distress signals purportedly from the Earhart plane.

Since Monday night the air has been clear of the unexplained "signal" and voices, which Monday sent the Itasca on a vain dash to a position 281 miles north of Howland.

Putnam appeared cheerful and showed the benefit of rest he took at the orders of his long-time friend and physician, Dr. Harry Clay.

Paul Mantz, technical adviser to Miss Earhart, flew here from Los Angeles to confer with Putnam and give what assistance he could in the search.

He reiterated belief the plane could float "indefinitely."

Mrs. Beatrice Noonan, the missing navigator's wife, who collapsed yesterday, was sufficiently recovered yesterday to return to the beauty shop she operates.

### KIN OF RIVAL GENERALS TO SEE ANTIETAM FETE

Descendants of Lee and McClellan Accept Bids to Battle's Re-Enactment.

By the Associated Press.

HAGERSTOWN, Md., July 7.—Descendants of both generals at the battle of Antietam will be present for the re-enactment of the battle at Sharpsburg on September 17.

Members of the Antietam Celebration Commission said that Dr. George Bolling Lee, grandson of Gen. Robert E. Lee, and Col. George B. McClellan, son of the Union General of the same name, had accepted invitations to the affair.

## BLACK TOM CLAIM AWARD IS DENIED

German-American Group Dismisses Motion for Payment of \$22,000,000.

BACKGROUND—

American victims of war-time explosions at Black Tom and Kingsland, N. J., have sought for years to recover damages on theory German agents, acting under authority of the Kaiser's government, fired the vast munition stores at those depots. The Black Tom blast occurred in July, 1916, and that at Kingsland in January, 1917. A Mixed Claims Commission twice ruled against the United States, once in 1930 and again in 1932.

By the Associated Press.

The German-American Mixed Claims Commission by unanimous agreement dismissed today a motion of the United States for an award of \$22,000,000 to claimants who suffered losses in war-time fires and explosions, including the disasters at Black Tom and Kingsland, N. J.

The motion was made by Robert H. Bonyne, the American agent. It was opposed by Dr. Richard Paulig, third secretary of the German Embassy and agent of the German government.

The American motion was based upon an agreement entered into last Summer at Munich by agents of both governments, including Bonyne, but not Dr. Paulig.

The latter refused to sign the pact for compromise of the \$50,000,000 in claims. Today he opposed granting of the American motion on the ground the agreement was not valid without his signature.

Recesses Until Tomorrow.

After listening to arguments the German and American commissioners and Supreme Court Justice Owen J. Roberts, the umpire, retired for a half hour before deciding to dismiss the American proposal. The commission then recessed until 10 a.m. tomorrow, when previous testimony will be considered.

The Black Tom terminal in New Jersey, with more than 250 carloads of munitions ready for shipment to allied nations, was destroyed in July, 1916.

The Kingsland munitions plant was destroyed by fire and explosions in September, 1917.

January, 1917, three months before the United States entered the war. American claimants sought to prove that the German government, through agents in this country, caused the disasters. The claims commission twice ruled against the United States, once in 1930 and again two years later.

The commission reopened the case last year, however, as a result of an American contention that German witnesses and officials had misled the commission by "fraud, collusion and suppression" of evidence.

## Private Bails Out As Army Bombing Plane Sideslips

By the Associated Press.

WINSTON-SALEM, N. C., July 7.—Pvt. J. H. Shealey, who bailed out of a Boeing bombing plane from Langley Field, Va., yesterday, near Dobson, N. C., in Surry County, arrived in Winston-Salem early last night on a bus.

Shealey said he made the parachute jump after the plane sideslipped. Except for slight scratches on his hand which he said he received in the plane before making the jump, he was uninjured.

Shealey estimated the plane was flying at 12,000 or 13,000 feet when he jumped. He landed in a cornfield.

The bombing plane, attached to the 98th Squadron, was on an instructional flight. Shealey was in the armament control apartment under the nose of the ship when it sideslipped.

He was one of a crew of eight. Shealey said he bailed out through an emergency door. After he had left the plane he said he saw the pilot regain control and the ship leveled off.

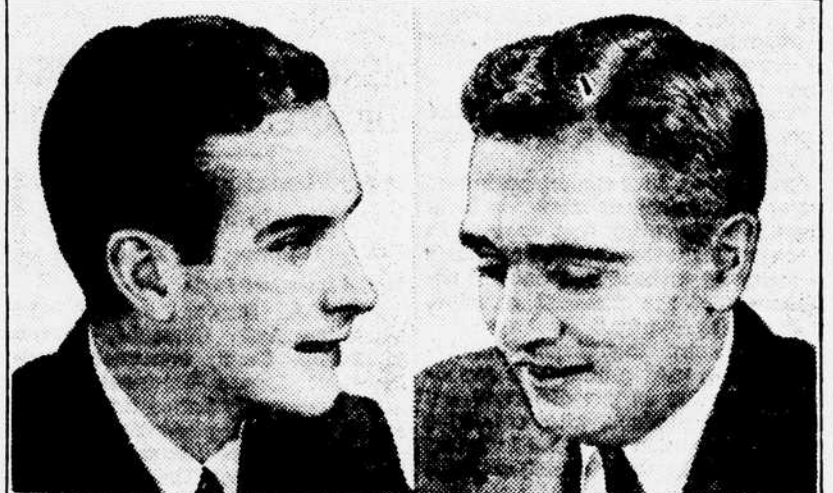


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## U. A. W. LOCAL HEAD TELLS OF BEATING

Walter Reuther Says He Was Slugged Near Ford Plant May 26.

By the Associated Press.

DETROIT, July 7.—Walter Reuther testified today he was "slugged on the back of the head" and "pushed and kicked" down a concrete stairway when United Automobile Workers organizers went to the Ford Motor Co.'s Dearborn plant May 26 to distribute union literature.

Reuther, president of the U. A. W. A. West Side local, was the first union member to tell his story of the riot before a National Labor Relations Board hearing on a complaint charging the Ford company with unfair labor practices.

He took the stand after the union abandoned plans for a second visit this morning to Ford's big River Rouge factory.

Union leaders charge their assailants were Ford service department employees who police the plant. Harry H. Bennett, company personnel director, has denied service men took part in the fight.

Eight or nine Ford employees named yesterday in assault warrants in connection with the May 26 fight were arraigned today before Common Pleas Judge Ralph W. Liddy, who conducted a one-man grand jury investigation of the riot.

Their examination was scheduled for next Wednesday. Bond for six men was set at \$500 each, while the others were released on their own recognizance.

At the National Labor Relations Board hearing, John T. Lindsay, trial examiner, objected to questions of Louis J. Colombo, sr., Ford attorney, about alleged lawlessness on the part of the United Automobile Workers' Association and the Committee for Industrial Organization.

Unionists Are Absent.

Members of the United Automobile Workers failed to appear at the gates of the Ford Motor Co. between 6 and 7 a.m. today to distribute union literature to workers changing shifts.

Frank Blake, U. A. W. A. organizer, said Richard T. Frankenstein, union organizational director, notified him the scheduled visit to the Dearborn plant had been called off and that a

statement would be issued later.

Oscar G. Olander, commissioner of State police, several mounted policemen and motor cycle officers were at the plant.

**F. B. A. Intervention Barred.**

The Ford Brotherhood of America, an independent union, was denied permission today to intervene in the National Labor Relations Board's hearing on the complaint against Ford. The complaint charged the F. B. A. solicited members during working hours with the permission and support of the Ford management.

Representatives of the F. B. A. distributed literature without interference this morning at gates of the Ford plant. A handbill stated one of the union's purposes was "to stop outsiders from interfering with or dictating to us as to wages and working conditions."

**Held on Pickpocket Charge.**

Albert Miller, alias Mallow, was ordered held for the grand jury in \$1,000 bond on a pickpocket charge by Judge Edward M. Curran in Police Court today. Miller was arrested after George O. Rowe, 2525 M street, complained that his pocket had been picked while he was attending the Boy Scout Jamboree.

## NEWSPAPER MAN DIES

J. C. E. Dorman Collapses at Desk in New York.

NEW YORK, July 7 (AP)—John Cecil E. Dorman, 37, newspaper man and magazine writer, died here today. He collapsed yesterday at his desk in the New York City News Association.

Dorman was a native of Cedar Springs, Mich. He was educated at Cedar Springs, served in the Army during the war at Baltimore and Hampton Roads, Va., and after the war became a reporter on the Grand Rapids, Mich., Press. Later he was on the staff of the Baltimore Sun and in 1928 he joined the staff of the New York Times.

**Marion Ross, Cartoonist, Dies.**

OAKLAND, Calif., July 7 (AP)—Marion T. Ross, 56, cartoonist and interior decorator, died last night of heart disease.

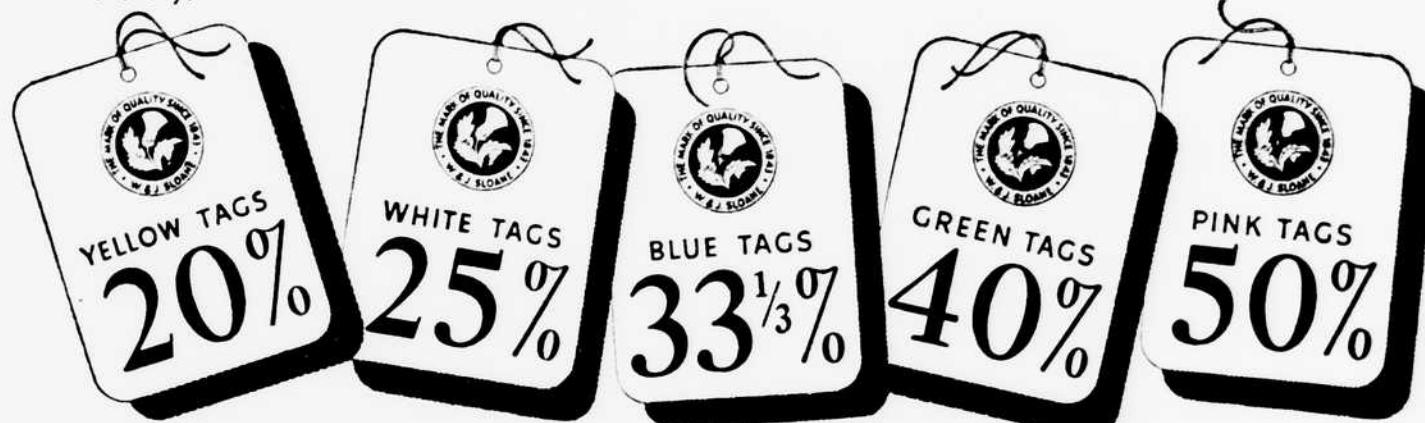
As "Penny" Ross he drew the comic strip "Mama's Angel Child" for 15 years. He came to California from Chicago in 1926. Recently he designed sets for Hollywood movie studios.

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### Inventory Brought To Light

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Bedroom, Dining Room, Living Room Furniture. Oriental Rugs, Domestic Rugs, etc. We haven't included them in the stock-taking—and are offering them for your selection at quick clearance reductions of from 20% to 50%. The color of the Special Price Tag tells the story.



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\$395 Modern Group in sycamore, finished in the silver tone. 8 pieces, including twin beds. \$198

\$665 Sheraton-Empire Group, in genuine Honduras and Cuban mahogany. 8 pieces. \$450

\$410 American Heppelwhite Group, genuine Honduras mahogany. Complete in 8 pieces, including twin beds. \$325

#### Dining Room Groups

\$350 Sheraton Suite, the Kenwood—13 pieces in genuine Honduras mahogany, inlaid with satinwood. \$260

\$320 Sheraton Suite, the Berkley—10 pieces. Genuine Honduras mahogany. \$240

\$260 American Heppelwhite-Sheraton Group, the Yorktown, genuine Honduras and Cuban mahogany. \$208

#### Oriental Rugs

\$395 Genuine Kermanshah Rugs, beautiful colors and effective designs. Size 9x12. \$315

\$295 Sarouk Rugs in the patterns and colors for which the Sarouks are famed. Size 9x12. \$235

\$235 Heriz, Lillehan and Isphahan—the rugs are famous for dignity, charm and beauty. Size 9x12. \$175

#### Domestic Rugs

\$60 Heavy Axminster Rugs in Colonial and Oriental design. Size 9x12. \$37.50

\$36.50 Texture Rugs, with cut and uncut pile in a variety of attractive patterns. \$29

\$39.75 Texture Rugs, plain colors; ribbed effects. Size 9x12. \$32

\$110 Worsted Wiltons, closely woven. All exceptional patterns. \$75

#### Table Lamps

Two groups which include Porcelain, Crystal Glass, Royal Doultons, Metgl, Mintons, English Staffordshire, Copper and Glass and French Porcelain—each complete with appropriate shade.

Group 1  
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Group 2  
Regular Price \$7.50 to \$12. \$6.75  
Choice



#### Chairs, Sofas

\$95 Lynwood Wing Chair. \$47.50

\$83 Bradley Love Seat, covered in tapestry. \$60

\$110 DuBarry Club Chair, covered in damask. \$55

\$101 Waverly Tub Chair, covered in damask. \$67

\$210 Chippendale Sofa, tailored in velvet. \$140

\$100 Trumble Easy Chair, damask covered. \$60

\$95 Barrel Chair, tailored in damask. \$75

\$195 Burton English Sofa, in linen. \$130

\$118.50 Powell Club Chair, in damask. \$78

\$145 Fairfax Sofa, in chenille. \$108

\$195 Wakefield Sofa, in velvet. \$130

\$100 Colon Love Seat, tailored in damask. \$75

\$44 Martha Washington Chair, tailored in damask. \$33

#### Tables, Desks

\$18 Early Colonial Drop-Leaf Coffee Table, genuine mahogany. \$13

\$60 Sheraton Drum Table, genuine mahogany, leather top. \$45

\$22 Chippendale Lamp Table, genuine mahogany. \$17

\$72 Duncan Phyfe Lyre Base Console Table, genuine mahogany. \$36

\$115 Heppelwhite Slant-Top Desk, genuine mahogany. \$69

\$225 Sheraton Tambour Secretary-Desk, genuine mahogany, inlaid with satinwood. \$179

\$80 Empire Center Table, genuine mahogany, white leather inserted top. \$40

\$145 Chinese Chippendale Open Bookcase, genuine Amazon mahogany. \$118

\$78 Queen Anne Card Table, English walnut, inserted leather top. \$39

\$20 Chippendale Lamp Table, galley top, pedestal base, in genuine mahogany. \$15

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