

## ENGLISH NEWS MEXICAN SCENERY

Flyer Taken on Trip to Beauty Spots in and Around Capital.

BY COL. CHARLES A. LINDBERGH.

MEXICO CITY, December 19.—Yesterday was another of those wonderful Mexican days. There seems to be no end of them. And I have seen two of the sports of Mexico under a perfect sky and brilliant sun.

The exhibition of roping and riding at the Rancho de Charos was one of the finest things of the kind I have ever seen. Then came the review of members of the Mexican labor unions at the National Palace, which was a gratifying expression of friendliness toward the United States.

The much-debated bullfight came in the afternoon. I received a beautiful cape there, presented by Jose Ortiz, one of the matadors. The workman on it is different from anything of the kind I have ever seen and it is one of the best native gifts I have had.

**Draped Over Shoulders.**  
I am not quite certain yet how I should wear it, but Senor Ortiz placed it over my shoulders and I suppose that is the way it should be worn.

Last night I had the first opportunity of seeing some of the country around Mexico City from an automobile, in which we drove out some way toward Puebla over a wide and smooth road.

The road went up through the mountains, from which there was a splendid view of Mexico City and the valley. I should think this would be a great tourist center.

It is one of the most picturesque places on the continent, easy of access and with a delightful climate. If a few hotels were built on these hills, with golf courses laid out near them, so that it would be possible to stay in the country, it should be one of the most attractive places in North America.

This valley has a romantic history and contains the remains of the old Aztec and Toltec civilizations, which were the oldest north of the Isthmus. The Toltec and Maya people were a cultured people, whose remains are among the most interesting in the world. I am looking forward to a visit to the famous pyramids, where I may see what is believed to be the ruins of the Toltec city.

**A Beautiful Spot.**  
It is hard to believe now that this whole valley was originally a huge lake, with little islands in it, on which the ancient cities were built. It must have been a beautiful spot in those days, even more so than now, although Mexico City is one of the most beautiful cities I have ever visited.

If tourists should come to Mexico in great numbers, it should be possible to build up air lines, which would make it much more accessible. The United States is now two days away by air road, but it would be only a few hours by airplane. Flying in multi-engine planes is as safe as traveling by rail, and in the next few years there should be developed a series of air lines which will connect all this part of the continent and extend to South America.

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**MOTHER OF LINDY ON FLIGHT SOUTH TO JOIN HER SON**  
(Continued from First Page.)  
start of her 2,000-mile flight she dismissed suggestions of danger on such a long journey, as "so negligible as to be unworthy of consideration."

"The public is coming to know," she declared, "that aviation is as safe a method of transportation as any other."

"It does not require any special courage to make such a trip as we plan," Mrs. Lindbergh said. "Air mail pilots fly over much more dangerous terrain every day and night and in every known kind of weather, and the public never gives them a thought."

**Route Is Announced.**  
It was planned to follow as nearly as possible the Government model airway route through the southwestern district. The route runs from Detroit southwest over Kokomo, Ind., almost due west from there to Rantoul, Ill.; southwest to Belleville, Ill.; west to St. Louis, southwest to Springfield, Mo.; southwest to Oklahoma City, Okla.; due south to Dallas, on down through Waco, and ends at San Antonio.

From San Antonio the plane will travel through New Mexico, along the Gulf coast to Tampico and thence to Mexico.

The party expects to reach Mexico City Wednesday or Thursday.

**LINDY AT BULL FIGHTS.**  
Flying Colonel Is Guest of Honor At Arena.

MEXICO CITY, December 19 (AP).—When Charles A. Lindbergh hops off for Central America the loving eyes of his mother for the first time will watch her famous son start one of his long distance flights.

When Lindbergh hopped off for Paris, his mother had bid him good-bye several days before, not wishing that her presence at the beginning of the great adventure should disturb him. When he started from Washington for Mexico, Mrs. Lindbergh was teaching school in Detroit.

Despite more than 60 protests from individuals and organizations in America, Lindbergh saw two bull fights. At the first of these one of Mexico's most popular heroes came out of his retirement to pay a bull fighter's tribute to the hero from the North. At the other six bulls were killed, two of them being dedicated to Lindbergh.

Lindbergh went to a ranch where the National Association of Charros or horsemen staged a rodeo in his honor. First there were exhibitions by famous horsemen and then Wm. Rogers stepped into a ring and displayed a number of his roping tricks.

**Shop Early**  
December 19  
6 Days to Christmas  
Seal Your Gifts  
With Health Stamps

## GALE HALTS S-4 RESCUE WORK, WITH SIX MEN STILL ALIVE

(Continued from First Page.)

of the collision, the Navy Department at Washington and every navy yard and Coast Guard base along the Atlantic Coast sprang into activity. Destroyers, mine layers, tugs and other vessels were ordered to proceed with all speed to the scene. By morning a good-sized fleet was assembled in and near Provincetown.

It was a fight against time today, in which every minute was precious and the odds were admittedly against the slowly suffocating survivors in an almost impossible ratio.

In the ears of every officer and man of the rescue fleet from Rear Admiral Brumby down to the rawest recruit rang the desperate cry of the unfortunate men, laboriously pounded out by hammer in the metallic dots and dashes of the Morse code to a diver alongside on the sandy bottom.

The messages follow:  
Diver—Is gas bad?  
Submarine—No; but the air. How long will you be now?  
Diver—How many are there?  
Submarine—There are six. Will you be long now?  
Diver—We are doing everything possible.

The message that told the fleet that men still lived on the S-4 came from the torpedo room. From the other compartments there was no encouraging word.

**Great Hole Opened.**  
A great hole ripped through the heavy steel plates starboard at amidships and just forward of the ship's four-inch gun left little doubt of the fate of officers and men on duty there when the speeding prow of the Paulding clove its way into the submarine's side.

Aft of the conning tower there was silence, too, but there was also hope, however slight. Divers had been unable to elicit a response to their tapings because of the mass of wreckage which obstructed the decks.

On the surface the frenzied, yet orderly, efforts at rescue went forward with zeal. There mine layers wheeled by continuously since shortly after the crash formed a triangle about the spot.

The Mallard and the Lark steadied Brumby and his staff directed the operations of the divers. Two submarine tenders, the Wandanah and the Rushnell, were prepared to help, while a short distance away four destroyers restlessly awaited orders.

**Tugs Rush to Aid.**  
Farther off, the naval tugs Sagamore and Iuka, raced under forced draft against a handicap of heavy seas and adverse winds to bring six pontoons from the Brooklyn, N. Y., Navy Yard.

The pontoons were similar to those used to raise the S-51, which went down off Block Island two years ago with the loss of 33 lives. Naval officers pinned their hope of effecting a rescue on these, should attempts now in progress fail to lift the wreck with compressed air, fail.

The pontoons would take at least two days to attach under the most favorable circumstances, but weather conditions were said never to have been worse for such work.

A brisk, cold breeze and a choppy sea number divers and made their work hazardous.

Should it appear that there was no immediate prospect of bringing the submarine to the surface with air, an attempt will be made to introduce an air line into the compartment where the six men are.

One diver, aboard the rescue fleet on whom the Navy banked especially high. Both were veterans of the S-51 operations.

Commander, Capt. E. J. King, who salvaged the wrecked hull of the Block Island disaster ship and who raced by seaplane to take over direct charge of similar work here.

**Offers His Services.**  
The other was Comdr. Ellsberg, retired, of Westfield, N. J., who supervised diving work there and whose emergence from the quiet of his retirement was voluntary.

Comdr. Ellsberg was at home when he heard the news. He immediately offered his services, and the Navy Department speedily cut the red tape involved by his status as a retired officer by ordering his enlistment in the Naval Reserve.

No sooner had he been sworn in than night than he was ordered to active duty. A fast express took him to Boston, where the destroyer Brown met him at the port.

The commander embarked late last night, and today, after a swift run across Massachusetts Bay, was ready for work.

Nearly 20 divers, hastily assembled from Naval ships, and the torpedo School at Newport, R. I., were on another night than he was ordered to active duty. A fast express took him to Boston, where the destroyer Brown met him at the port.

Another reminder of the S-51 was the news that the derelict ship Century of the Merritt-Chapman-Scott Co. had been sighted off Cape Cod.

Two ships of the Century type and owned by the same company attempted to raise the S-51, but that craft, although of the same type, had not been employed here with more success.

**Sees Hope in Pontoons.**  
Comdr. Ellsberg said, that from a preliminary study of the situation he believed it might be possible to bring the bow of the submarine to the surface by attaching two pontoons to its nose. At least two days would be needed.

If the ship could be put on end sufficiently to expose the torpedo tubes, the men in the forward compartment would be hauled out. He emphasized, however, that any optimism would be decidedly premature.

Thomas Eadie and W. J. Carr were the naval divers first to reach the wreck, to which lay 185 feet below surface and almost at the scene of the crash, 1,800 yards off the Wood End Coast Guard station, on the outside tip of Cape Cod.

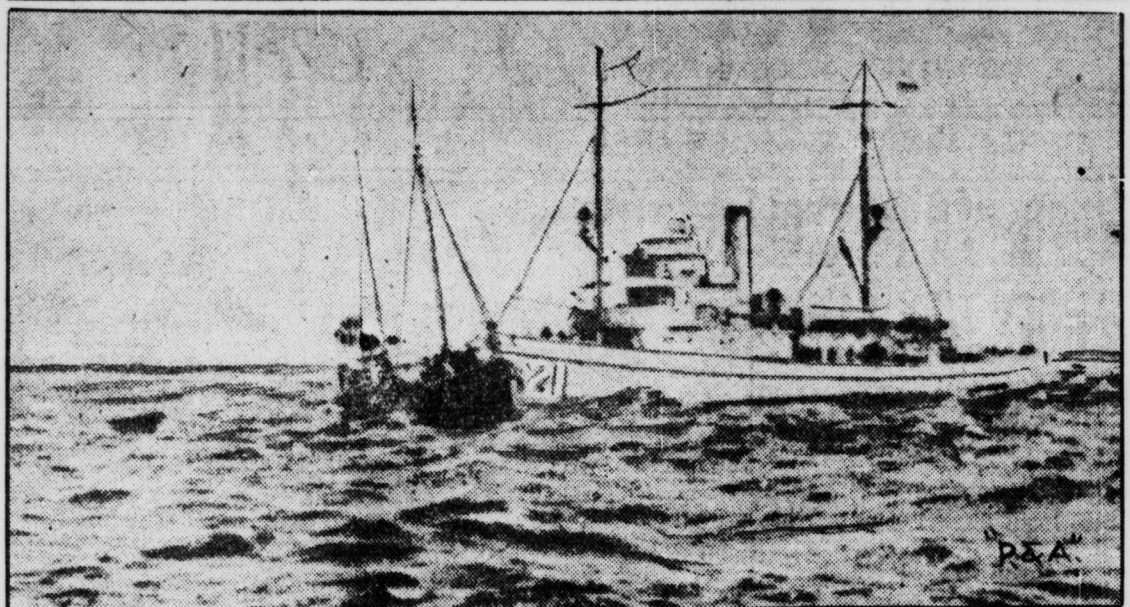
Eadie went down first, was the first to locate the ship and to flash word that men were alive. Carr followed and carried on the hammer investigation that brought to the outside world the dramatic details of the plight of the six.

The divers found the S-4 resting on an even keel, a fact which Admiral Brumby said would contribute materially to expediting the work of raising.

Ashore, Provincetown seethed with unwonted animation. This historic old town, first haven of the Pilgrims, in Summer is a mecca for tourists and artists, and in Winter is usually deserted by all save its fisherman residents and their families and a few shopkeepers.

But although a great drama was taking place a bare mile from shore, Provincetown was not for a few minutes for its news of the progress of rescue upon telephone and radio from Boston. A treacherous sea made boating hazardous.

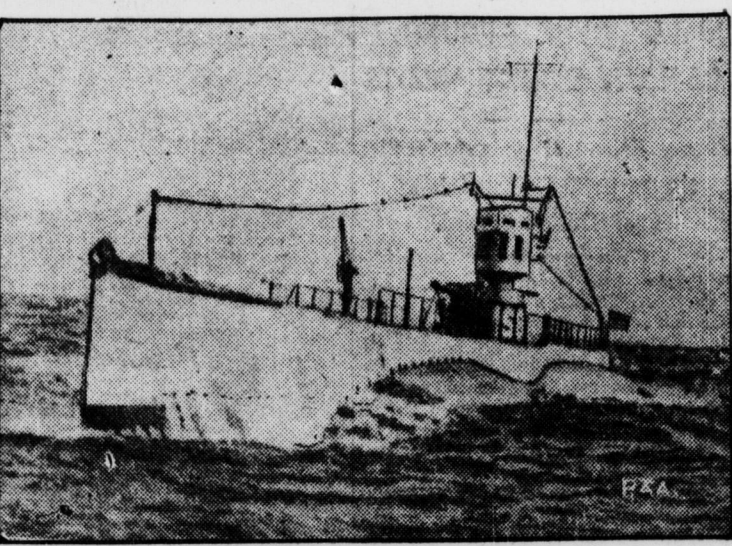
## WHERE SUBMARINE WENT DOWN—MEN FIGURING IN TRAGEDY



The Diver's Boat Falcon and a Coast Guard Cutter at scene of the disaster.



Daniel Galvin, fireman of the S-4.



The S-8, a sister ship of the S-4, arriving to aid in the rescue work.



Lieut. J. H. McGinley, an officer aboard the submarine.



Lieut. Comdr. John Bayliss, commanding officer of the Paulding.

## RELATIVES AWAIT NEWS OF D. C. MEN

Families Depressed at Report That Rescue Work Is Suspended.

Although refusing to abandon hope, the families of the four Washington men entombed aboard the sunken submarine S-4 off Provincetown, Mass., Sunday night, the latest news from the scene of the disaster is very discouraging, and they are prepared to hear the worst.

Mrs. Bishop lives with her mother, Mrs. W. L. Coon, and her stepfather. Since the Navy Department record in her husband's case was made up, she has moved from 1228 Pennsylvania avenue southeast to the E street address. For that reason she has not received word of the disaster or the progress of the rescue work from the press, but has been kept advised by the newspapers.

"We have bought our Christmas presents for Walter," said Mrs. Bishop this morning, "and I and little Dorothy Louise were waiting impatiently for him to come home to spend the holidays with us. We expected him Friday. Now, I do not know what to think. It is terrible."

**Still Clings to Hope.**  
Miss Grace M. Ford, sister of Charles A. Ford, civilian draftsman, who went from the Navy Department with Lieut. Comdr. Callaway to inspect the overhauled submarine in its tryout trip, has not given up all hope yet. She is buying up her aged mother, while at the same time preparing her to receive the sad news if the men on the sunken submarine are found to have perished.

Stricken with sorrow, but hoping that her husband may still be alive, Mrs. Ruby E. Jones, wife of Comdr. Roy Keller Jones, commander of the

decide whether to make the trip to Massachusetts. Lieut. Fitch's young Costa Rican bride, Mrs. Maria Herrera Fitch, is in Boston with an aunt of the officer. She is sitting at the telephone waiting for news. She is only 19 years old, and they have been married for eight months. Lieut. and Mrs. Fitch have been expected to spend Christmas here with their parents and sister.

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**Wife Is Prostrated.**  
Only little 1-year-old Dorothy Louise Bishop, daughter of Radioman Walter Bishop, at her home, 1413 E street southeast, is entirely undisturbed, as she toddles back and forth between her distracted mother and grandmother.

Mrs. Callaway, wife of Lieut. Comdr. William Franklin Callaway, of 201 Shepherd street, Chevy Chase, Md., is prostrated and unable to say any one except close relatives. Her 7-year-old son, William Franklin Callaway, Jr., is with her. The disaster seems especially hard to them, because Lieut. Comdr. Callaway was not regularly assigned to the submarine, but had gone to inspect it for the board of inspection and survey of the Navy Department.

Col. Graham D. Fitch, retired Army officer, of 2409 Twentieth street, father of Lieut. Graham Newell Fitch, and the lieutenant's sister, Miss Hermione Fitch, are bearing up bravely today, but Mrs. Fitch, mother of the young officer, is in a state of collapse. She kept up her courage through Saturday night and Sunday, but the strain, as she waited hour after hour for definite news, has been too much for her, and she has taken to her bed under the care of her family.

**Officer's Bride Awaits News.**  
Still, if there is the slightest hope of her son being found alive and that he might live even for a few minutes after being brought to the surface, Mrs. Fitch wants to be there with him. The family is eager for the latest word, in order that they may

nett of Brooklyn, jump from a station platform on the subway tracks. He banged on the motorman's door to make sure he had seen the leap, and the train was brought to a sudden stop a few feet away from Gernett, who had calmly laid on the rails.

Johnson hopped out of the car and attempted to and his life under the wheels of a subway train.

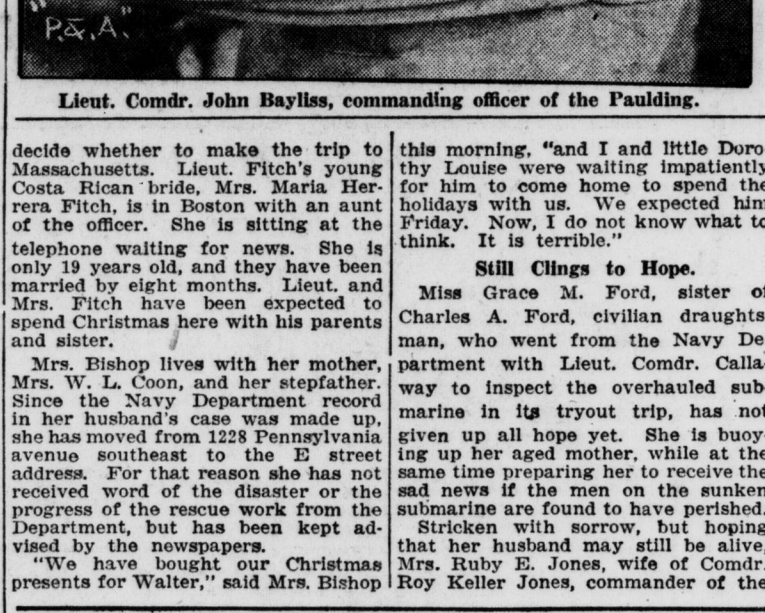
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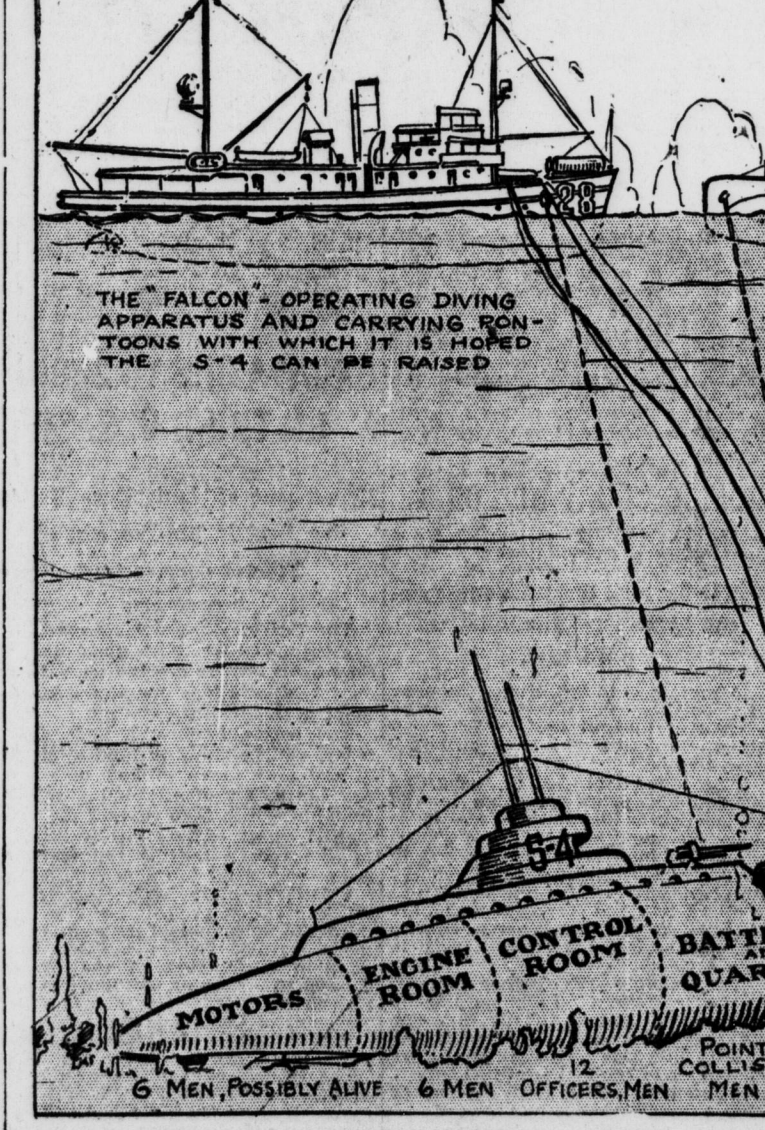
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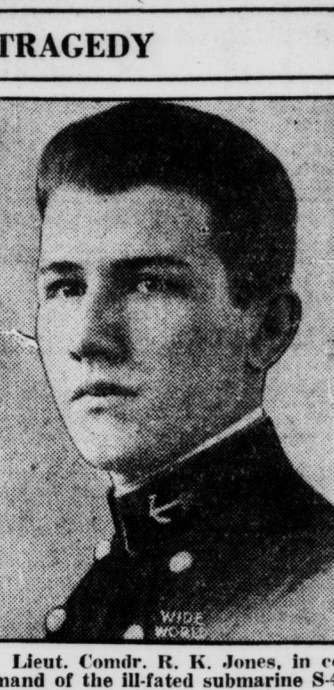
## HOW WORK OF RESCUE GOES FORWARD



THE FALCON OPERATING DIVING APPARATUS AND CARRYING PONTOONS WITH WHICH IT IS HOPED THE S-4 CAN BE RAISED



Divers fixed air hose to the valves on the S-4 and air was pumped from the S-8, a sister ship of the sunken boat, until the air line broke. Nearby is the Falcon, from which the divers worked.



Lieut. Comdr. R. K. Jones, in command of the ill-fated submarine S-4.



WALTER BISHOP Of this city, radio man.



ADMIRAL H. W. WILEY, Commander-in-chief of the U. S. Fleet.

S-4 is confined to her bed at Halethorpe, Md.

Mrs. Jones was reported to have been prostrated by the news of her husband's plight.

**WRITING FOR MRS. FINCH.**  
Mrs. Annie Finch of 201 Cedar avenue, Takoma Park, Md., died yesterday morning at Sibley Hospital, after a brief illness.

Funeral services will be held tomorrow at 2 o'clock at the funeral home of the S. H. Hines Co., 1401 Fourteenth street, N. E., C. 10, officiating. Interment will follow in Arlington National Cemetery.

Mrs. Finch had been a resident of Takoma Park for the past 24 years. She was 87 years of age. She is survived by three sons, Marion D. Finch, postmaster at Takoma Park, a member of the Takoma town council; Willis Finch and Walter Finch of this city.

**Wife Is Seeking Divorce.**  
Charging her husband, Nicola Cecchini beat her with his fists, kicked her and threw missiles at her, Mrs. Filomena Cecchini, 52 H street northeast, today asked the District Supreme Court for a limited divorce. She also wants an injunction to prevent the husband from visiting their home and molesting her.

Defense counsel objected to Maj. Gordon asking whether Stewart had made such a statement, and the court overruled the question, since it was a conversation between two "strangers" to the controversy.

The diligence of Maj. Gordon in asking the Burns man about his movements on various days was illustrated by asking him to go to Center Market during the noon recess and refresh his memory about the corners and streets in that location. The witness had difficulty in recalling the names of streets and locations where he shadowed Kidwell on a certain morning when the jurors had gone into the Museum grounds.

**Quizzed on Instructions.**  
On cross-examination Charles A. Douglas, attorney for William Burns, questioned the witness about the instructions he had received from Ruddy upon reporting here. As other reporters had testified previously, Stewart pointed out that these instructions were not to talk to any of the jurors or to let them know they were being shadowed. He was to let any one coming into contact with a juror would be discharged.

During his testimony last Friday, Stewart had stated on several occasions that he was not positive the man he was trailing as Grenfell was actually the juror.

Douglas asked him if he knew whether Grenfell had a brother who looked very much like him.

"I didn't know that at the time, but learned so later," Stewart replied.

The Burns operative explained that this was one reason why he had told the court he was not positive the man under surveillance was Juror Grenfell.

**Second Operative Called.**  
Stewart was asked how he first learned about Juror Grenfell's brother, but he could not say whether it was at the courthouse or during conversation he had with Ruddy and other operators. The defense attorneys put questions to him in an attempt to show that his first information had come from Neil Burkinshaw, assistant United States attorney, who was directing the grand jury investigation. But on re-direct examination, Stewart said he had not learned about the juror's brother from any one in the district attorney's office.

The next witness called by the Government was Sullivan, who also had shadowed Grenfell and Kidwell, and had been in the room with Ruddy, the witness said he had suggested that since he was on an "undercover" investigation it would be better if he turned over all the marks of identification and his credentials. He then gave Ruddy two wallets and his deputy sheriff's badge. Sullivan explained to the court he had been a

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## DEFENSE SCORES MEXICAN OPTIMISM

Burns Men Frove Good Witnesses During Close Grilling of Gordon.

Two Burns detectives, called as Government witnesses today upon the resumption of the Sinclair-Burns court proceedings, gave testimony construed as favorable to the defense in at least two instances.

Through Barton Stewart and Arthur Sullivan, who were assigned to shadow Gardner P. Grenfell, Teapot Dome juror, defense counsel established that there was reason to believe the juror's brother, almost a double in appearance, had been actually under surveillance most of the time. Efforts of the Government to establish that one of the operators had been informed that Harry F. Sinclair had \$200,000 to spend in connection with the jury surveillance were broken down through emphatic denial of Stewart that any such statement had been made to him.

**Witnesses on Grill.**  
With only a week in which to continue before the Christmas recess next Friday, United States Attorney Peyton Gordon continued his efforts to discredit the reports made by the various Burns operatives, and put both Stewart and Sullivan under close examination. Every movement of the two Burns men was inquired into for the purpose of bringing out any possible discrepancies in their testimony, as given to the court, and the facts set out in their reports on the shadowing of Grenfell and Juror Edward J. Kidwell, Jr.

Interest centers chiefly in the forthcoming testimony of William Burns, whose revelations to the District attorney's office played an important part in bringing about the Teapot Dome trial. It is understood that McMullin has important testimony which was not divulged to the public during the grand jury investigation in which he was a principal witness.

The Government also intends to put on the stand this week Don K. King, local newspaper reporter, and J. Ray Ackers, former street car conductor, whose affidavits concerning conversations they had with Juror Kidwell also aided in bringing about the trial.

**Burns Detective on Stand.**  
Stewart, who was on the stand when court adjourned Friday, was called again as a witness when the proceedings were resumed today. Maj. Gordon at once put the Burns operative through a close examination of all the minute details of his movements during the trial, he shadowed Juror Edward J. Kidwell, Jr., and Gardner P. Grenfell. The witness' memory Friday was faulty, and the examination today was an attempt to controvert the statements made in the report of his operations.

The questioning led to October 25, when the witness received instructions from Charles E. Ruddy, chief of the operations here, to discontinue and return to Philadelphia. On that day Stewart had a talk with Ruddy, who was then in the city, and who was also in the latter's room, in the Harrington Hotel.

During a conversation did you hear Ruddy say that the other side had \$100,000 to spend and that Sinclair would spend \$200,000? Maj. Gordon demanded of the witness.

"I did not," Stewart replied emphatically.

Before the operative answered defense attorney Ruddy asked the line of interrogation on the ground that Ruddy was not a respondent in the case.

**Ruling on Statements.**  
Justice Siddons ruled that statements made by Ruddy in the course of his employment might be binding on the respondents who had employed him. Since frequent statements made by Ruddy had been introduced in evidence, the court's ruling on this phase of testimony was considered important.

Receiving a negative reply to his question, Maj. Gordon asked the witness if he had ever heard such a statement made by Ruddy. Stewart replied just as emphatically that he had not.

It developed that McMullin took Stewart to the station to catch his train and during the ride it was contended by the Government that the witness had remarked that he was "kicked to death to get off this job."

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