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

By JAMES V. PIERSOL. Correspondent The Detroit News.) ANTONIO, Tex., July 9.-National Air Tour faced one of most difficult. trials today in 520 miles of desert and between here and El where the fleet of planes comin the fourth annual relicontest for the Edsel Ford was to land late this after-

sided to the difficulties of carryat their heavy contest loads to high and arriving on schedule, ender and sandstorms were in expect in this morning's were in weather

the municipal airport early this mening to prepare for the day's Compasses were being in-minutely, for navigation vast unfenced and trackless which provide no satisfactory undmarks for guidance on the di-

rect air line. sert 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 Railread at several of its watering ints, but long stretches of the air route are 40 miles from the nearest

PLAN EARLY START.

Edward F. Schlee and William S. Brock equipped their two Bellanca snes with substantially the same supment they used in the tropics in their world flight last year. The see hour to 8 a. m. (9 a. m. Detroit ime) to allow for today's flight, which is the longest on the 6,000mile itinerary.

Maria, a small cavalry post in the sart of the West Texas cattle country, is scheduled for an intermediate top 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 where he will go were of the pilots to land and take been put in shape.

off at nearly 100 miles an hour to maintain safe control of their craft. Despite the 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 airsedan, was on the starting line this morning. He flew in yesterday 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, procured 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-Detroiter; 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 proposal 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.

voters of this state in November.

A petition containing 24,000 mames, 4,000 more than the humber 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 constitution provide for "the payment by the state of deposits in state banks which became insolvent and closed between Jan. 1, 1919, and May, 15, 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 arrived 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 airplane. He has not announced where he will go when his plane has

Tooth Bridge I hat IVIISSING

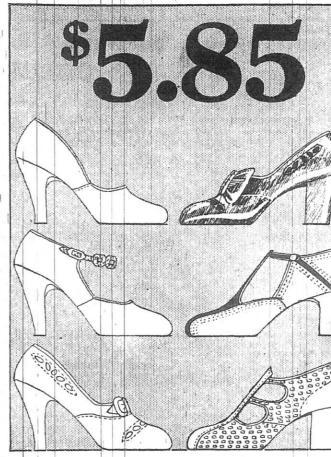
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