TRAFFIC FLOWS TO AND FRO—NO JAMS!

Crowd in Holiday Mood, Cheerful and Well Mannered.

By all the laws of mathematics and human nature there should have been a terrific traffic jam at the airport yesterday, especially when the races ended and the 40,000 spectators started home. But there was no really serious traffic jam at any time during the afternoon.

There was some congestion, but you get congestion during every morning and evening rush hour and at other times as well. And if there wasn't a traffic tie-up yesterday, it's a pretty safe bet that there won't be any during the rest of the national air races.

The smoothness with which the dreaded traffic situation was handled yesterday was due solely to the careful planning of Traffic Commissioner Edward J. Donahue and the efficiency of the policemen under him. On traffic duty at the airport and along roads in the vicinity of the airport there were 225 Cleveland policemen and 90 Cleveland firemen.

Regulations prohibiting parking and stopping were enforced along roads in the vicinity of the airport, so that the full capacity of the highways was available for traffic movement all the time.

Quite Simple.

On the narrower roads, one-way regulations were kept in effect. All roads led to the airport up to 3:30 p. m. After that, the traffic direction was reversed.

A field police station in charge of Sergt. Edward Flannigan was set up behind the grandstand with telephone connections to strategic points along all routes to the airport.

Whenever there was the slightest indication of a traffic jam forming, word was telephoned to the field headquarters and an emergency squad rushed to untangle it.

Boxholders sat on folding chairs with flowered seat covers yesterday at the national air races and gasped as giant yellow bombing planes, in close formation, swooped down low over their heads with a deafening roar.

But they gasped no harder than Petey Novick and the children, sitting on the running board of their flivver, parked in a field miles from the airport, straining their eyes to see half a dozen small specks, banking in unison like well-trained chorus girls.

And in between the box holders, who had their seats for ten days, and Petey, who saw what he could from outside the fence, were 40,000 fans who sat yesterday in grand stands, bleachers and on the grass behind the grand stand, with their eyes on the maneuvering planes in the sky.

A Holiday Crowd.

The sun was very warm. Men shed their coats and women with sleeveless dresses got a beautiful coat of sunburn. Ushers and ticket-takers perspired in their white sweaters with the red and blue stripes. Pop and ice cream venders did a rushing business.

A few far-sighted women climbed to the top of the grandstand and opened umbrellas.

The crowd was anxious not to miss a thing, but it was good-natured and orderly. Plenty of policemen and national guardsmen kept them moving in polite and cheerful manner.

"Nice soft seat, here! Nice soft seat for fifteen cents!" shouted boys at the grandstand entrances. They did a good business, especially with the bleacherites. Some of the crowd brought their own pillows.

"Now, Folks."

"Behind you, people, to your left, is coming the navy 'tin balloon,' the new all-metal blimp," said the announcer, whose description of the events was broadcast by amplifiers placed up and down the line of grandstands.

Everybody turned simultaneously, and stood up to get a better view.

"Now, now, folks, please keep your seats, so everybody can see," admonished the announcer. The thousands laughed and sat down again as the stubby blimp, its metal sides sparkling in the sunlight, sailed over the stands and onto the field.

Bomb Injures Women.

ROSARIO, Argentine, Aug. 25.—Two women were injured when a bomb exploded in a street car here today. Tramworkers here have been on strike since late July.

WARSAW, Poland, Aug. 25.—(AP)—The trans-Atlantic airplane Yellow Bird with its famous crew of three Frenchmen arrived here today. It will continue to Riga tomorrow on its tour of Europe.

THE RETURN OF TARZAN

The Daughter of a Sheik

By Edgar Rice Burroughs

"Come," the dancing girl whispered. They crawled out of the tent to a sheltering patch of shrubbery without discovery. "I cannot understand," said Tarzan. "How does it happen it is you who have saved me?" She smiled. "I have come a long way tonight and we have far to go before we are safe."

Together they set off across the desert in the direction of the mountains. "You are a brave girl," Tarzan said, "to run this risk for a stranger." She drew herself up very proudly. "I am the daughter of the Sheik Kabour ben Saden," she answered. "I should be unworthy my father if I should not—

—risk my life for the man who saved mine while he yet thought me a common dancing-girl. My cousin of this tribe told us of the wicked plot. Then I came alone, bringing two horses." But when they arrived at the place where she had tethered the horses, they were gone! She gave a stifled cry of consternation.

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Tarzan stooped to examine the ground. "El Adrea, the lion, has been here," he said, "but they have escaped." There was nothing to do but continue on foot. Often they stopped to listen for sounds of pursuit. Just as they reached a sharp turn in the trail, they were brought to an abrupt halt!

40,000 THRILL AT AIR RACES START

Bugle Sounds, Flag Climbs Staff and Big Event Is Then On.

(Continued From First Page)

took off one at a time and headed into the hazy horizon for Lima, the first stop of the two-day race.

Reviews Race History.

In the rostrum of the air race building, L. W. Greve, president of the National Air Races of Cleveland, Inc., stepped to the microphone and reviewed the history of the air classic.

Mayor John D. Marshall, Floyd J. Logan, race chairman, Clifford W. Henderson, race director; Capt. Frank O. D. Hunter, representing the United States army, and Mayor John Waddup of Brook Park, in which Cleveland Airport is located, were introduced at the mike.

"I'd just like to say hello and hope that you all have a good time," was Mayor Waddup's greeting.

Then Announcer Clarke took up his job of entertaining the crowd with "wise cracks" and "dope" on the planes and pilots performing above their heads.

The race started in earnest with the dash for light powered planes. These were the smaller biplanes and monoplanes and they whizzed round and round what they thought was their five-mile course. As it turned out, they started flying the ten-mile course.

Louis G. Meister of the Cleveland Curtiss Flying Service, was the first to discover the error and drove his yellow Robin over the shorter route and came in long before the others.

After much palaver, the judges decided it should be called no race, and it will be flown over again later in the week. Two of the planes were forced to land after a lap or two on account of motor trouble and one of them got stuck in a muddy part of the field and had to be towed in by a tractor.

Several planes, including a huge bomber and a large amphibian also had recourse to tractors before the sun got in its work of drying up the soft spots.

Then came the flying marines! The pride of the sea soldiers gave spectators their first taste of the really wonderful aerial maneuvering for which all three branches of the military are famed. They ended their exhibition with the beautiful "squirrel cage"—each of the two groups of three fighting planes looping one plane after another to form an immense revolving wheel.

They landed, one rolling into a hole with slight resultant damage and immediately three navy planes—those of David S. Ingalls, secretary of the navy in charge of aeronautics, a Clevelander, and the only naval aviator to win the ranking of ace during the World War, Rear Admiral W. A. Moffett, and Commander Robert Moulton—flew across the field, followed in the distance by eighteen sky specks which swiftly grew larger, drawing a bit of a gasp and a great deal of applause from the crowd as they changed easily from V's to lines, to column formations.

Seven giant bombers, the battleships of the air, next appeared, with their deep steady rumbling roar to fly single file in graceful curves.

So crowded was the airport with other landing ships that two of the bombers had to circle the field twice before they could come down. Over where the visiting planes were parked, however, there was no confusion, the large force of mechanics and enlisted men directing the steady stream of planes to their parking spaces.

Army Planes From Texas.

Eighteen attack type army planes from Galveston, Tex., and the first Pursuit Squadron from Selfridge Field, Mount Clemens, Mich., completed the parade of military craft, the pursuit group giving an exhibition which included numerous power dives.

The eighteen planes, their motors roaring in one mighty volume of sound capped by the screaming of wind-shaken wires, made an impression of aerial might which, once seen and heard, can never be forgotten.

The military part of the afternoon's program concluded with a show put on by the nine "High Hats" of the navy, who climaxed their act by a three-way attack on an imagined target by diving from 4,000 feet almost to the ground.

LAKE DRAGGED FOR BODY

Conneaut Coast Guard Searches for Drowning Victim.

(Plain Dealer Special)

CONNEAUT, O., Aug. 25.—Lake Erie at Harrington Point Park, three miles west of here, was still being dragged tonight for the body of Guy William DeLong, 35, plant manager of the Jamestown (N. Y.) Telephone Co., who was drowned late yesterday an hour after he arrived here for a week-end visit.

The Conneaut coast guard searched all last night and today for the body.

Want Priest's Slaying Probed.

MEXICO CITY, Aug. 25.—(AP)—A group of residents of the state of Tabasco has asked President Emilio Portes Gil to investigate the alleged assassination by irregular troops of Father Eduardo Chaires whom they charged was shot in the back while en route to a village to administer extreme unction to a dying man.

AMERICAN FOR 20 YEARS SEES U. S. FOR FIRST TIME

Lands Just in Time to Keep From Being Swiss Citizen.

(Chicago Tribune Press Service.)

NEW YORK, Aug. 25.—George A. Madigan, in his first day on the soil of what is officially his native land, today was somewhat disillusioned with the American citizenship he had raced across the Atlantic to retain.

Madigan, a shy, blond youth, is an American who never had seen the land he calls his own before yesterday.

If he had arrived here next Tuesday, according to the citizenship laws, he would have been a Swiss.

He was born in Locarno, Switzerland, of American parents. Both his father and mother were circus performers. They teamed up in a bareback riding act. After George's birth, they continued to tour through Europe until the war left them stranded in a Belgian village.

Germany placed the Madigan family in a war internment camp. George's father died there.

When peace came George and his mother were released and drifted to Paris. George became a goldsmith apprentice. He decided to come to America. He visited the American ambassador's office in Paris, where he was informed that unless he got here before he was 21 he would lose his citizenship.

He arrived aboard the freighter Collamar Friday.

Puzzled customs officials decided he would have to stay at Ellis Island, pending investigation of passports.

George has only $20 in pocket and no prospects for a job. He is not worrying. Besides English he can speak French, German and Dutch.

CHICAGOANS ALOFT 54 HOURS.

Pair Seeking New Refueling Endurance Record for Planes.

CHICAGO, Aug. 25.—(AP)—Fifty-four hours in the air had been completed at 7:31 p. m. (Cleveland time) today by the Chicago flyers, C. E. Steele and Russell Mossman, attempting to break the refueling endurance record.

Light Will Be Changed.

DETROIT RIVER—About Sept. 25 the characteristic of Windmill Point Light will be changed to group flashing white every ten seconds, with three flashes, thus: Flash 1.0 second, eclipse 1.0 second, flash 1.0 second, eclipse 1.0 second, flash 1.0 second, eclipse 5.0 seconds.

On the same date the luminous power of the light will be increased to 10,000 candles.

GOVERNOR HAS NARROW ESCAPE AS CAR CRASHES

Cooper Gets Severe Jolt When Tire Blows Out at Akron.

(From Plain Dealer Bureau)

AKRON, O., Aug. 25.—Gov. Myers Y. Cooper, on his way to Akron this morning to address the American Legion convention, narrowly escaped injury in an automobile accident.

The rear left tire of the automobile in which he was riding on Diagonal Road blew out and before the driver and owner of the car, State Purchasing Agent D. C. Rybolt, could get it under control, the machine had crashed against the curb. The impact broke off one of the wheels, severely jolting the governor and his party.

Rybolt, former mayor of Akron, flagged a passing motorist a few moments later.

"Do you want the governor of Ohio for a passenger into Akron?" Rybolt asked him.

"Sure, if he will ride in my machine," the astonished driver replied.

With Rybolt and the governor were Rybolt's daughter, Miss Ethel Rybolt of Columbus, and Gov. Cooper's aid, Col. W. C. Christy of Youngstown.

Arriving at the Akron Armory soon after the accident, the chief executive made his address and left immediately in another automobile to keep a speaking engagement in Licking County.

The Sunday Plain Dealer has the largest circulation in Ohio.

POTATOES ARE TOMATO ROOTS

Grow on Same Plant in Experiment.

WORCESTER, Mass.—Local wags are remarking that "the pomato vines are producing good topatos" this summer and proving their point.

They refer to an experimental tomato-potato plant, grown successfully after twenty years experimenting by Oscar Soderholm, horticulturist. It produces potatoes underground and tomatoes above.

It is neither joke nor freak, Mr. Soderholm says, but an attempt to produce better tomatoes by giving them stronger roots. He says the potato roots are both larger and stronger than those of the tomato plant, and that under his theory the combination should produce more tomatoes.

He claims that the results prove the theory, for he has vines bearing more tomatoes than a normal plant, and growing ten feet high, when supported. The tomato plants are real, for they were grafted upon the potato vines.

A mother may chastise her offspring regardless of his age, an Illinois court ruled.

Low Fares!

To Columbus $3.75
Buckeye Stages leave 8:30, 10:30 A. M. and 12:30, 2:30 and 4:30 P. M. daily. 8:30 A. M. and 12:30 and 4:30 P. M. Sunday.
Round Trip $7.00

To Cincinnati $6.50
Buckeye Stages leave at 8:30 and 10:30 A. M. daily and 8:30 A. M. only on Sunday.
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Buckeye Stages, Inc.
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CHICAGO
Special Train Excursion Saturday Night, Aug. 31
$7.00 ROUND TRIP
Tickets good in coaches only
Lv. E. Cleveland (Superior Ave) . . . . . 10:30 p.m.
" Cleveland (W. 25th St. Station) . . . 11:00 p.m.
" Rocky River (Lakewood) . . . . . 11:15 p.m.
Ar. Chicago (Central Time) . . . . . 6:30 a.m.
Final Return Limit, Sunday, September, 1
Lv. Chicago (LaSalle St.) (Central Time) . 10:00 p.m.
Ar. Cleveland . . . . . 7:00 a.m.
Train stops at South Gary, Hammond and Englewood in both directions.
City Ticket Office, 902 Chester Ave., E. Cleveland (Superior Ave.); W. 25th St., or Rocky River Stations *Phone MAin 9000.*
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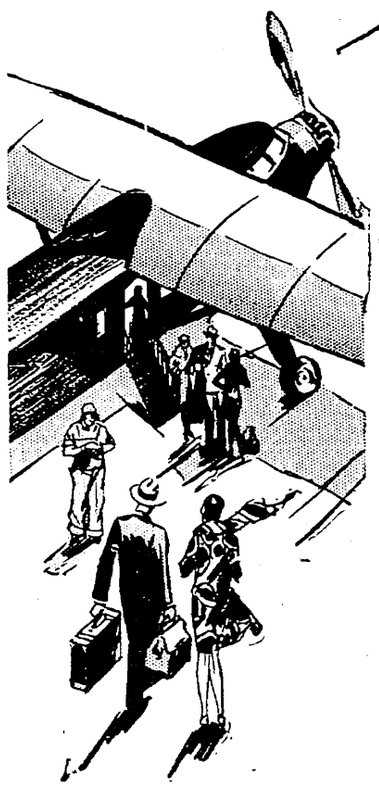

ANY JOB IS AN EASY JOB FOR SHELL

Shell Aviation Gasoline is packed with power to provide those vital extra revs for the stunt flyer . . . or to make the transport pilot sure of a "full gun" when he's taking up a heavy pay load.

Shell Aviation Engine Oil has the staying qualities of an endurance record holder. And lubricating qualities that mean greater dependability in the air as well as longer intervals between engine overhauling.

In both these products—as, indeed, in all its products—Shell is not content with merely meeting standard specifications. Shell has a habit of exceeding minimum requirements . . . of making top quality the standard—always. And Shell permits no variations from that standard—ever.

You who roam the skyways will find Shell Products for aviation air-worthy in all respects. You who drive the highways will likewise find Shell Products for your motor car are completely road-worthy too.

STOP AT THE SIGN OF THE SHELL

Come Out! Enjoy the Air Races
There's a big show going on in Cleveland this week—and it's here for you to see, enjoy and talk about for many weeks to come.
See the "Gold Shell"
—the giant Fokker with its three 400-h.p. Wasp motors. Used regularly by Shell executives on company business. At the flying field throughout the races.

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