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VOL. NEVE, No. 54

## Tests Of New Deal In Cour

'Due Process' Clause Be Invoked To Invalida Parts Of Program

#### Sets Limitations On Police Power

Favorite Weapon Agains Statutes On Hours O Labor, Social Security

NEW YORK, Nov. 20.—19-octages today is furning to the recess' clause as opponents of m lastes of tips New Doal prepare to and the test of constitutionality on the Statemen Court.

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### China Clipper Took Michigan Graduate On Trans-Pacific Trip

Marius Lodeesen, A Junior Flight Officer, Graduated Here In 1930

By PAUL D. JACOBS



MARIUS LODGESEN

## Announced By Senior Society

Sophomore Woman Gets | Predict Proclamation Of Second Semester Award Of Honor Group | Hopeh, Chahar States | Hopeh, Chahar States | Hopeh Group | Hopeh Grou

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### Seek Extension For Autonomy Move In China

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## Reliance On **British Texts** English Professor Charges

Jones Scores

American Literature Is 'Orphan Child'

Speaks At Meeting Of U.S. Teachers

Michigan Expert's Theory Seconded By Professor From Bucknell

## Will Appear In Churches Here

Interguild Federation Is

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To Appear Here



## Fritz Kreisler To Play Here

Famous Violinist To Make 9th Appearance Before Ann Arbor Audience

nterguild Federation Is
Sponsor Of Dr. Pauck,
Chicago Theologian
May professors from the Unit and Sponsor May professors from the Unit and Sponsor of the Anna Arton reversible and Arton arther today.

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# Of Tenement Boys

# In Next Concert

# France's Warning To Il Duce Eases **European Tension**

Shore Thinks British Music Perils Peac

### Dr. Pauck Is Lecturer Here On Philosophy

Theologian Appears Under Sponsorship Of Student Christian Association

Franco-British Stand Is Revealed By Admonition Against Aggression

#### Doors Kept Open For Peace Later

Italians Denounce League As 'Tool' Of English Imperial Policy

#### of the Dr. Starr, Former Mayo Chief, Dies

# In Files Of Who's Who Grads

# China Clipper Took Michigan Graduate On Trans-Pacific Trip

## Marius Lodeesen, A Junior Flight Officer, Graduated Here In 1930

## By PAUL D. JACOBS

Michigan students should view with special interest the now-completed trans-Pacific flight of the graceful air-boat China Clipper, for on this trip, present in the capacity of junior flight officer, was Marius Lodeesen Grevinck, '30E, alumnus and former student of the aeronautical school of the University of Michigan.

In the test flight of the clipper over the same route about two months ago, Mr. Lodeesen held the same post of junior flying officer, and had a large share in all the minute opening of a new artery for commercial aviation necessitates.

A few excerpts from his personal record of the trial flight may prove of interest in revealing the monotonous, uncomfortable struggle that must precede the final thrill of accomplishment of a task so replete with significance to the material progress of civilization.

"The flight has been completed in due time, but not without having had, just out of Midway, a really terrible rainstorm at an altitude of 9,000 feet, which caused the plane to fall abruptly now and then, in one instance 2,000 feet—

"—No outlook, not even as far as the wing-tips, the cockpit leaking on all sides, and the crew discouraged and sullen from fatigue and lack of sleep. The only thing able to keep up spirits, now and then, were the sarcastic but harmless curses of the crew concerning the cockpit and the



### MARIUS LODEESEN

and the whole flying profession, and the glorification of the soft jobs elsewhere on the farms. But a few thousand feet higher up, the storm could be left behind—.

"—Moments of depression are inevitable in a trip of 45 hours in the air, but all is compensated for by the richness of the experiences gathered, the overwhelming majesty of the scenery, the contrasts, and the glory of completion.

"(As to the contrasts) Wake Island, three narrow curving strips of rock, encircling a lagoon of half a mile in diameter, the exclusive domain of big birds of the size of eagles, but as tame as chickens. Guam, the entire population in festive dress; the crew welcomed by the governor

(Continued on Page 3)

# Aero Graduate Points Out Laborious Preliminaries To Trans-Pacific Flight

(Continued from Page 1)

of the island, and a group of pretty girls and young ladies to take it

"-Yes, the career of the aviator offers enticing moments but the Calif. seeing long-cherished illusions shattered even on an advanced stage of the preparation and training are

West-bound aerial transportation to Honolulu, following regular and frequent schedules for mail and passenger service, has been, for a comparatively long time, taken for granted by the public as a common-place necessity rather than a miracle of luxury created by science. Also, that route lying between China and Manila, a distance of 2,200 miles, has already been made a regular, muchused artery of commercial air transportation

But until the early fall of this year, there still remained one link in the chain of trans-Pacific aviation routes to be spanned before commercial aeronautics could consider the last air frontier of the Pacific removed - that link connecting Honolulu and Guam, and covering a distance of 2,200 miles.

Until October 5th of this year the idea of the commercial use of such a route remained purely an abstraction to be talked about rather than to be acted upon. On that day, a crew of seven Pan-American Airways officers climbed into their clipper after the necessary preparation for a test flight which was to carry them from Alameda, Calif. to Honolulu (2,300 miles), to Wake Island (1,300 miles), and to Guam (1,400 miles).

It was a festive day for many in that part of the country, and even the interests of stamp-collectors had received attention; covers which bore the stamps, "First Flight East-Bound Guam" and "First Flight West-Bound Guam" had been distributed in good numbers among the crew, and are now drawing the envious price of 25 dollars from avid stampcollectors and hero-worshippers.

On the crew was Mr. Lodeesen, functioning as junior flying officer. A native of Holland, Mr. Lodeesen

graduated from the aeronautical engineering school of the University in

States School of Aviation, at Pensacola, Fla., for one year. In 1931, he performed one year of active service as ensign aviator, in San Diego,

Following this, he returned to study at the University, received his master's degree in aeronautical transportation, and accepted an appointment as apprentice-pilot with the Pan-American Airways, at Miami. In 1935, he received the coveted post of junior-pilot for the trial flight of the China Clipper.

(By The Associated Press)

American flying clipper ships, pointing at a slice of the billions of dollars in the oriental trade markets. will nose their way into the crowded China seas some time after Nov. 22.

That is the date announced by mainland.

1930, and studied at the United Postmaster General James A. Farley for the first transpacific air mail flight from San Francisco to Manila.

> The aerial successors of the Yankee Clippers, groomed with infinite patience and care for the task of hauling mail, express and people across the Pacific, are expected by their owners, Pan American Airways, to accomplish several objectives

They will shrink the time-map of the world.

They will give the United States a powerful bid for the fiercely-competitive oriental market.

They will bring a new era of goodwill between the United States and her Far Eastern neighbors.

They will bring the Territory of

Hawaii, the isolated islands of U.S. Oceania, the Commonwealth of the Philippines closer to the American



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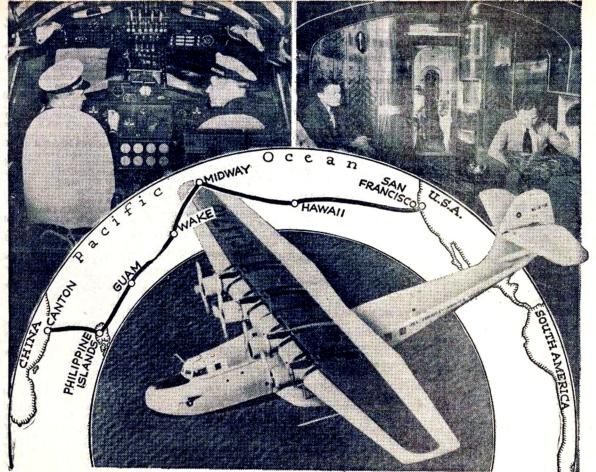
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## THE MICHIGAN DAILY

## China Clipper Will Carry Passengers On 9,000-Mile Trip To China



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—Associated Press Phot
The route of the regular trans-Pacific mail and passenger air service now operated by the China Clipper (shown in the lower part of the
picture) and projected sister ships under Pan-American Airways is charted above the Clipper in flight. Upper left is a view of the control room
and at the right is an interior picture of the ship's cabin.