

Gar Wood Will Lead Pathfinders In Routing Great Lakes Air Trip

GAR WOOD in his luxurious private air yacht, a Fokker amphibian, will lead the pathfinding trip of the Great Lakes air cruise when it starts from Detroit Monday, May 26. It was announced by Wayne J. Sheldon, cruise commander.

"Duke" Schiller, famous pilot of the Canadian hinterland, the first pilot to reach the Bremen after its westward flight across the Atlantic, and Wood's personal pilot will fly the Fokker. James Eastman, designer of the Eastman Flying boat, will also accompany the cruise, flying his own ship and Wayne J. Sheldon, cruise commander and Paul Strasburg, cruise referee as his passengers.

Wood's guests on the cruise will be Detroit newspapermen and Charles E. Planck, publicity director of the cruise.

The tentative route of the pathfinding trip will be as follows: Detroit, Toledo, Cleveland, Erie, Buffalo, Hamilton, Toronto, Barrie, Little Current, Sault Ste. Marie, Otter Head, Port Arthur, Duluth, Houghton, Marquette, Manistique, Escanaba, Marinette, Sturgeon Bay, Sheboygan, Milwaukee, Racine, Chicago, Denton Harbor, Muskegon, Traverse City, Petoskey, Mackinac, Alpena, Bay City, Port Huron, Detroit.

At each stop Sheldon will discuss final arrangements with the local committees and determine whether the city will be on the cruise route. Strasburg will inspect moorings, and make recommendations for handling the fleet of 35 or 40 planes expected to take part in the cruise. Eastman will act as technical advisor. Planck will meet the local committees on publicity and make contacts with the aviation editors of the newspapers.

Three things will determine the designation of a given city on the cruise itinerary, Sheldon announced recently. First, the city must be so located that it will fit into the 10-day program planned for the cruise; second, it must be willing to co-operate with the cruise committee in entertaining the active personnel of the participating planes; third, it must have

harbor facilities suitable for safe anchorage of such a fleet of planes.

The size of cities or villages will not be a determining factor in selecting the cruise route, Sheldon said. Wherever aviation interest is sufficient to assure entertainment of the cruise, and appreciate a visit of the greatest armada of flying boats, the cruise will be glad to stop.

The purpose of the cruise, as announced by Edward J. Hill, president of the Detroit Flying club, which is sponsoring the event, is to introduce seaplane, amphibian and pontoon-lifted landplanes to a market as yet untouched by any sales organizations, and to exhibit to the people of the Great Lakes cities and villages an aerial cavalcade such as has never been seen in this country.

The pathfinders will hurry around the route, making as many stops as possible each day. It is believed this part of the preliminary arrangements can be completed within six days.

On the return of the pathfinders, a definite fare will be announced for the few passenger seats which will be available in the planes of the cruise. Convention bureaus throughout Michigan have already inquired concerning this unusual aerial vacation.

A majority of the cities on the pathfinding itinerary have signed their eagerness to be placed on the cruise route. Duluth, Little Current, Ont., Sault Ste. Marie, Mich., Traverse City, St. Ignace, Muskegon, Sturgeon Bay, Wis., Toronto, Menominee, Mich., Escanaba, Mich., Milwaukee and Port Huron, Mich., are regarded as definite stops.

August flying weather conditions were carefully considered when the dates for the cruise were selected, and were studied over an average of 10 years. It is believed the shore lines of the lakes will present their prettiest aspects at this time of the year, and it was found that wind and weather conditions will be most nearly perfect during the first three weeks in August.

Extensive preparations for publicizing the tour locally have been

to wear overalls in summer and canvas mittens in the fall. In the winter he will probably load all his household goods in his covered wagon and hit the nearest trail for city heat. Anyhow it's fun to pioneer, Art. We know. But don't carry it too far. It has been the experience of all abandoned farmers from the city that the books never show anything but red.

Putterville News

EDITED BY E. R. P.

Special to The State Journal:

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NOW that Mr. McBride, the head of the Anti-Saloon League of America, has over-ruled the United States supreme court, and has declared home brew and home made beverages legal, Miss Cordelia Punkberry, president of the Cactus Suffragist club and our most earnest up-lifter, plans to arrange in book form a number of recipes and formulas which her pa had when he kept a drug store here. Cordelia plans to sell the book now that home stuff is legalized. Miss Opal Smith, the 300-pound cook in the Commercial hotel, is on a diet again, according to Life Turner, the Weekly Borer printer. Life, who has roomed and boarded at the Commercial for the past 25 years, says Opal has cut her meat consumption to only the best cuts and never eats cold pie. Doc Putter was called a few nights ago when Opal was taken sick. Opal sleeps in Room No. 4 over the hotel kitchen. Doc said Opal was getting ready to take off on account of gas. Doc said the case called for soda in pound lots. Doc says there is nothing like soda for acid stomach and it was no time before Opal started to wither and sort of collapse. Doc is the best doctor in this town. In fact he is the only one here. No. 7 dumped her ashes here today.

completed by the cruise committee. From his experience in other similar tours and cruises, Sheldon has prepared a detailed instruction booklet for the committees at each control point. These booklets include instructions for handling crowds, identifying the planes and a score of details important to the spectator.