

# IRELAND STIRRED BY THE GREAT FLIGHT

## THE GERMAN-IRISH EFFORT

### SUCCESSFUL START OF THE BREMEN

### LONG JOURNEY OVER OCEAN

### SHOULD REACH NEW YORK THIS EVENING

### WEATHER GOOD AT NEWFOUNDLAND

At 5.40 yesterday morning one Irishman and two Germans left Baldonnel Aerodrome, eight miles from Dublin, in the monoplane, Bremen, on a flight of about 3,000 miles to New York.

They were Comdt. James Fitzmaurice, O.C., Irish Army Air Force; Capt. Herman Koehl, and Baron von Huenfeld. If they succeed in being the first to fly the Atlantic in an aeroplane from this side, they should reach New York at 5 p.m. (our time) to-day—midday in New York.

Favoured by fine weather at the start, the airmen made good progress, and a statement issued to the *Irish Independent* from Baldonnel last afternoon, said:—"Last observation Bremen—Dead on her course; calculated 880 miles due west of Ireland. Calculated average ground speed for first 1½ hours, 95 miles per hour."

It was not indicated, however, that any ship had seen the monoplane.

A Reuter cablegram to the *Irish Independent* from Harbour Grace, Newfoundland, says:—"Ideal weather conditions prevail here this morning (Thursday). The westerly gale which has been blowing since yesterday has ended, and there is no wind. The sky is clear, and visibility is good."

### May Encounter Strong Winds

A message from Washington, however, states that, according to a bulletin issued by the Weather Bureau, the Bremen will probably encounter strong winds in the western area of the Atlantic. A strong wind was blowing north-east from New England towards Newfoundland, where it was expected to assume gale proportions by last night.

Given fair weather, Comdt. Fitzmaurice was confident they would succeed. He wore his officer's uniform, with a warm pull-over suit, on the flight.

### Interesting Conversation

The *Irish Independent* representative had an interesting conversation with Comdt. Fitzmaurice before he started:—

Reporter—Will you send me a cablegram when you arrive in New York?

Comdt. Fitzmaurice—Certainly, I shall, if we get there.

Reporter—But I am sure you will succeed.

Comdt. Fitzmaurice—Oh; do you not think of the weather we may meet?

Reporter—I do; but you have had a good weather report.

Comdt. Fitzmaurice—There is only one thing to prevent us, and that is the weather.

### Irish Flag Carried

President and Mrs. Cosgrave were present for the start of the flight. The Bremen carried the Free State flag and a German flag. They were floated from air holes as the machine stood waiting to take off.

The Bremen, weighing five tons, was seen taking off by several hundred spectators. The roar of the engine indicated that the great flight was starting. The monoplane raced down the long run-way, and was still on the ground when she went down a decline in the field, where she could not be seen by the spectators.

What was happening? Would she fail to rise? The answer came when she appeared in the air, and the people gave a cheer.

## THE START DESCRIBED

### PREPARED FOR ANY ACCIDENT

(From "Irish Independent" Special Representative.)

It was an hour before dawn when I arrived at Baldonnel. The Bremen was then resting on the concrete square between the hangars ready for the flight.

The weather was very fine, with scarcely a breeze, and as daylight began to appear there was every indication that the airmen would take off under ideal conditions.

IN CASE OF SMASH.

Along the runway which the Bremen was to follow, the course was marked off with flags.

Forty life appliances were distributed, and an ambulance lorry was ready for duty.

It was easy to see that nothing was being left to chance.

As day broke, visitors began to arrive.

President Cosgrave and Mrs. Cosgrave came. The German Consul-General and party, Army and police chiefs, State

officials and public men were there to see the first stage of the German-Irish enterprise.

### THEIR FIRST RISE.

The airmen were out of bed before 4 o'clock, and one of the first acts of the two Catholic members of the crew, Comdt. Fitzmaurice and Capt. Koehl, was to make their Confession.

Breakfast over, they strolled out leisurely to where the Bremen lay.

President Cosgrave shook hands with each of the airmen in turn, and wished them "God-speed."

### WITH HIS COUNTRYMEN.

While Comdt. Fitzmaurice received the well-wishes of his fellow-officers and friends and chatted with them, Capt. Koehl spoke to the German mechanics who were attending to the machine.

He entered the plane and took his place in the pilot's seat.

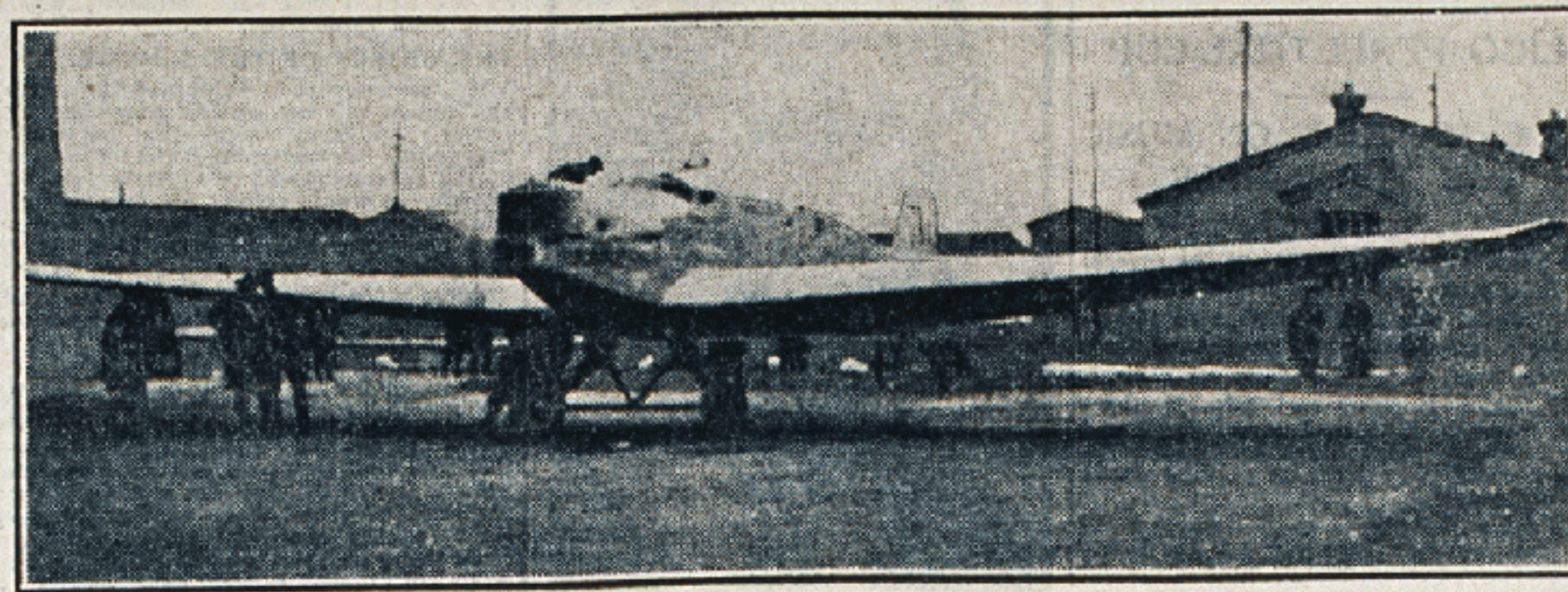
Baron von Huenfeld stepped in next, almost unnoticed.

Having taken a loving leave of his wife, Comdt. Fitzmaurice joined his German comrades.

His little daughter lay sleeping in her cot at home.

Mrs. Fitzmaurice was cheered by the encouraging words of Mrs. Cosgrave. The little group watched the Bremen

## THE MONOPLANE THEY USED



The Bremen at Baldonnel Aerodrome yesterday morning just after the engine had been started. Irish soldiers assisted the German mechanics in the swinging of the propeller.—*Irish Independent* Photo.

## "GOD WILLING"

### IRISH OFFICER'S MESSAGE

### REPLY TO CRITICISMS

Comdt. Fitzmaurice gave the following message to the *Irish Independent* representative before his departure:—

"I am convinced that Ireland's geographical position gives her an enormous advantage over all other European countries in the future which lies before air transport.

"To get to the stage where this position can be utilized, we require certain scientific progress, and it is accordingly appropriate that Ireland should take a hand in this work."

### WHAT SUCCESS REQUIRES.

Certain criticisms of the flight of the Bremen have been, to say the least of it, discouraging; but all can be answered by the simple statement that every success requires a certain amount of risk, and even sacrifice, for each stage of advancement.

"I hope that my effort in responding to the invitation of Baron von Huenfeld to become a member of the crew of the Bremen will bring honour to Ireland, and act as a stimulus to a policy which will develop Irish aviation."

### "DEAR OLD IRELAND."

"The members of the Irish Press who have asked me for this statement inform me that it will be published at 7 a.m. By that time, all going well, we will be a hundred miles west of dear old Ireland on the great circle course to New York."

"God willing, 30 hours from this point we should reach New York, and claim the conquest of the Western crossing of the Atlantic by air."

## THE BREMEN

### BUILT SPECIALLY FOR ATLANTIC FLIGHT

### SECOND ATTEMPT

The Bremen monoplane was built specially by Prof. Junkers for a Transatlantic flight.

Her first attempt from Dessau last year was unsuccessful, her crew (Baron von Huenfeld, Capt. Koehl, and Herr Klose) having to return owing to bad weather when they had crossed Ireland.

Their flight cut and back occupied 22 hours.

Built entirely of duralumin, a light, grey material, which is as light as aluminium and as hard as steel, she appeared much stronger than the Princess Xenia monoplane, in which Capt. McIntosh and Comdt. Fitzmaurice attempted the Atlantic flight in September last.

Her weight when fully loaded is five tons.

She is equipped with a high-power six-cylinder Junkers engine.

### AIRMEN'S FOOD

#### FRUIT & BEEF SANDWICHES

The food carried in the Bremen was:

- Beef (unsalted) sandwiches, 6 each.
- Five flasks tea.
- One flask coffee.
- Five flasks beef tea.
- Two doz. oranges (peeled).
- Two doz. bananas (peeled).



### SAFE IN THE AIR.

The engine was allowed to run for 10 mins. before the start was made, and during this time the people went out to the field to see the monoplane as it raced away.

It was with a feeling of relief and joy that the people saw her take the air after she had disappeared down a slope in the field. They gave a cheer.

The Bremen, keeping low, no doubt owing to the heavy load, was heading for the Dublin hills, in a south-westerly direction. She turned to the right and was soon out of sight.

Comdt. Fitzmaurice, Capt. Koehl, and Baron von Huenfeld had started on their perilous flight to New York.

### HOW SHE TOOK OFF.

For 700 yards the Bremen travelled smoothly, but the following 400 yards were not so.

At about the 700 yards mark she first rose a few feet when the tail carriage, or back wheels, were dropped.

After this she had a rough passage until finally taking off, being, on four different occasions, when travelling at from 60 to 80 miles an hour, on one wheel.

The tracks on the ground showed that she had skidded several times in the space of 100 yards.

Several times she had hopped, as it were, over a distance of from 10 to 12 yards.

The skilful handling of the plane by Capt. Koehl is admitted to have contributed greatly to her taking off.

### THE TWO FLIGHTS.

An interesting incident took place shortly before the engine of the Bremen was set going. A large Free State flag was floated from one of the air-holes on the left side of the machine, and a German naval (marine) flag from one on the other side. This was the flag under which Baron von Huenfeld served during the war.

Rev. M. O'Riordan, C.F., pronounced benediction over the machine before the start.

Approximately 520 gallons of petrol was carried. This was considered sufficient for 43 or 45 hours.

No wireless apparatus was carried. Some minutes after the Bremen had gone out of sight the Fairy, one of the Army's fastest planes, took the air with the object of escorting the monoplane to the Western coast.

Although the Fairy travelled at 130 m.p.h., the two pilots and the observer failed to sight the Bremen.

Having proceeded as far as Athlone,

they decided to return, and arrived back at Baldonnel at 8.5.

The Fairy's crew were Capt. O'Carroll and Heron and Lieut. A. Russell.

They evidently took a course to the north of that taken by the Bremen.

### DUAL CONTROL.

Capt. Koehl, Germany's most experienced night-flyer, and Comdt. Fitzmaurice, who are the pilots, will sit side by side, each having a complete set of controls in front of him.

They will have pillows behind their heads, and one will take a "nap" while the other is in charge.

The Baron has a compartment behind them. He will attend to the food and petrol, and keep the log book.

### IF ALL WENT WELL

### STATEMENT FROM THE AERODROME

The following statement from Baldonnel Aerodrome was given to the *Irish Independent* last night:—

"The position of the Bremen aeroplane is calculated to be 1,400 miles west of Ireland, and 500 miles off Newfoundland at 10.30 p.m. It is estimated that the remaining 500 miles will take 7 hours, and that the Newfoundland lights will be picked up at about 5.30 a.m. Irish time."

"The remaining distance to New York, approximately 1,200 miles, over which course the winds are mainly favourable, is expected to take a further 16 hours."

### "MUST BE SUCCESS"

#### PILOT'S WIFE'S VIEWS

"My husband knows my best wishes are with him," said Mrs. Koehl, wife of Capt. Koehl, when informed her husband had started on his flight.

"The courage and enterprise of the flyers are well known. The flight must be a success."

"All we can do now is to wait and pray—and the waiting is the hardest part."

"But I know my husband will succeed."

### NEW YORK WAITING

New York, Thursday Night.—No news of any kind concerning the Bremen had been received at a late hour. The mil-

lions of New Yorkers have had to content themselves with nothing more reassuring than the ominous reports of strong winds, which have been appearing in the evening papers.

According to the director of the U.S. Weather Bureau the great menace to the flight will be the conditions east of Newfoundland, where the temperature is about freezing and where there are probably low clouds.

An additional obstacle near the end of the flight will be the disturbance which passed up the coast and reached Cape Cod this morning. It should be in the vicinity of Sable Island to-night.

### IRISH PEOPLE'S INTEREST.

The fact that Comdt. Fitzmaurice is on board gives the flight a special interest in the eyes of New Yorkers—the Irish element being particularly strong in America's largest city—and

the most elaborate preparations have been made by the Irish and German societies to welcome the flyers should they succeed where three other expeditions have failed.

The Federal Government, too, is interesting itself in the flight, and the Secretary of War has instructed Army Corps commanders at New York, Boston, and Philadelphia to prepare to offer every possible assistance and courtesy to the airmen wherever they land.

New York, Thursday.—Mr. Handley Page, who arrived here to-day in the liner *Homer* to attend the Aviation Conference at Washington, said that the German transatlantic flight was

Lindbergh's voyage, he stated, was like Columbus's voyage to America. There were many failures after Columbus—Exchange.

St. John's, Newfoundland, Thursday.—It is now 9.30 p.m. Greenwich and 6 p.m. local time.

The weather is threatening, and there is an easterly gale with rain which is likely to increase the difficulties of the German plane.

### OFFICERS' INTEREST

Army officers present at Baldonnel included:—Lt.-Gen. D. Hogan, Chief of Staff; Major-Gen. Sean McKee, Quarter-Master Gen.; Col. Seamus O'Brien, Chief Staff Officer; Col. C. Russell, Col. M. Hogan, Major Bishop, Capt. O'Connell, Acting O.C.; Capt. Heron, Capt. Delamere, Capt. O'Donovan, Medical Officer; Lieut. A. Russell, and Capt. Crossley and Capt. Clarke, of the reserve of officers.

Gen. O'Duffy, Commissioner of the Garda Síochána, and Deputy Commissioner Cosgrave, Chief Superintendent Brennan, and Dr. Ellis, medical officer of the Garda, were also present, as were Mr. Eamon Duggan, Parliamentary Sec. to the Executive Council, Mr. J. McGrath, and Mr. J. P. Moynihan.

A special article by Mr. Frank J. Geary, de-

## MANY VICTIMS OF BOMB OUTRAGE

### ATTEMPT ON LIFE OF ITALIAN MONARCH

#### EXPLOSION

#### AT

#### MILAN

#### SCENE

#### OF

#### CARNAGE



King Victor Emmanuel.

### HIS MAJESTY'S SOLICITUDE FOR THE WOUNDED

An attempt which was made on the life of King Victor Emmanuel, in Milan, yesterday, caused the deaths of sixteen persons, and injuries to forty others, five of whom are not expected to live.

A clockwork bomb had been placed in a lamp-post near the entrance to the Trade Fair, which was opened by the King.

### The King's Escape

The explosion occurred about ten minutes before the Royal procession entered the grounds, and the victims, who were mostly women and children, were shockingly injured.

The King, with admirable courage, opened the Fair, and subsequently visited the injured in hospital. His Majesty was enthusiastically cheered by the vast crowds, and when he returned to the capital he was the subject of a great popular demonstration.

Opinion in some quarters inclines to the view that the assassins belong to an anti-Fascist organisation, while others consider the explosion to be the work of Anarchists. About 100 persons have been arrested.

## ITALY AGHAST AT THE OUTRAGE

### HIS MAJESTY'S COURAGE

The bomb outrage took place a short time before the arrival of the Royal Procession in the Piazza Giulio Cesare (Julius Caesar Square)—which is exactly opposite the entrance to the Sempino Fair. The Square, says Reuter, was crowded with people who had come to see the King.

The bomb, it is stated, was operated by clockwork, and had probably been placed in the street lamp standard during the night. The lamp post was blown to pieces, and it was the fragments of it that were principally responsible for the terrible slaughter.

### THE VICTIMS.

Most of the killed and injured were women and children. Those standing near the lamp post were blown to pieces.

One girl had her head entirely severed from her body. A little Fascist Boy Scout was terribly mutilated. A soldier of the Fifth Alpini was completely dismembered. A policeman was found lying in a pool of blood surrounded by three children who were terribly wounded.

A panic followed the explosion, the people scattering in all directions, their cries of terror mingling with the shrieks of agony from the wounded and dying. A number of the victims were a considerable distance from the place of the explosion. Among those killed were five of the Alpini Regiment, who were firing the route. The bodies of the victims were at once carried into the Exhibition grounds.

### PREMIER'S MESSAGE

Signor Mussolini has sent the following telegram to King Victor Emmanuel:—

"The whole nation draws more closely to your Majesty with deep devotion. The industrial life of Milan and the steadfast discipline of the nation will continue to the renown of the Dynasty and to the power of the country."

Independent, that windows in the surrounding houses were shattered, and the walls were dented by fragments as high up as the third floors.

A woman on a balcony immediately above the explosion was driven frantic by the sight of the dead and dying. She jumped from the balcony, and was killed.

The cool bearing of the King was greatly admired, for although he did not witness the actual explosion, he had to pass through the Piazza immediately after the outrage. In spite of the frantic efforts of the authorities to make the scene presentable, the King had to pass over pools of blood and witness scenes of carnage which might have taken the courage out of the boldest.

His Majesty resolved to go through the ceremony of inaugurating the fair, so as not to disappoint the local authorities and the numerous exhibitors, many of whom were foreigners.

The King, however, cut the ceremony as short as possible in order to proceed at the earliest possible moment to the hospitals to visit the injured.

After his visits to the hospitals, the King was the object of an almost delirious demonstration on the part of the crowds. The Rome and Milan newspapers immediately brought out editions with the portrait of his Majesty, and enthusiastic articles of tribute to the Royal house. The public buildings, motor cars, and tramways were decorated with flags.

About 100 people are reported to

have been arrested in Milan, but their identity has not been disclosed.

The Mayor of Milan has offered a reward of 100,000 lire for the discovery of the criminals. Signor Mussolini was at once informed of the outrage by telephone, and he immediately gave sweeping orders to all the police in Italy and the public authorities to root out the dastardly plot. Floods of congratulatory messages which are being received by the King's staff include one from the British Ambassador, Sir Ronald Graham, expressing the relief of the British people at the King's escape.

Signor Mussolini telegraphed to Signor Billoire, the Podesta of Milan, directing him to lay flowers on the bodies of the innocents "stricken to death through the beastly criminality of barbarous, impotent anti-Fascism. I am sure the city of Milan is proudly Fascist and will answer, with greater confidence in the future of the fatherland and of its regime, to manifestations surviving criminality."

### THE POPE'S CONCERN

### HOW THE QUEEN HEARD OF OUTRAGE

Cardinal Gasparri, the Papal Secretary of State, rushed to the Pope, who was deeply shocked, and knelt for a minute and offered prayers of thanks for the King's deliverance.

The "Osservatore Romano," the official organ of the Holy See, says it can only offer a profound protest against this infamous crime, and unite in common sympathy in the grief of the many families who have suffered from this terrible disaster.

### THE QUEEN'S ANXIETY.

The Queen learned of the attempt on the King while she was staying with Princess Maria, her youngest daughter, at the Royal Lodge, Castel Porziano, on the outskirts of Rome. She asked immediately to be placed in telephonic communication with Milan, and had long conversation with the King. The Crown Prince, who is at present visiting the Island of Rhodes, was informed of the attempt by wireless.

A powerful bomb has been found on the railway line over which Signor Mussolini's train was to pass on its return to Rome, according to a Com. telegram to the "Corriere del Ticino," says a Reuter's Lugano cablegram.

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