

# The Outlook

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## Lindbergh, Ambassador Extraordinary

**L**EGENDS have already begun to cluster about the flying hero Charles Lindbergh. One of them, so it now appears, began our account last week of his arrival at Le Bourget flying field. Instead of saying to those who first greeted him, "Well, I did it," he said, according to another report, "I am Charles Lindbergh;" and explained his remark later by saying that he thought he might have been confused with some other airman. If this is a legend too, it is like those which have persisted about every hero; it is in keeping with his character. He certainly does not think of himself more highly than he ought to think, but thinks soberly. It is perhaps his natural, native modesty that has more than anything else elicited for him world-wide acclaim.

Though he is twenty-five years old, and therefore no longer a boy, he has apparently impressed everyone with his youth. Common terms in reference to him are "boy," "youth," "lad." It is evidently his modesty, his simplicity, his ingenuous candor that has made people think of his feat as the achievement of an unspoiled child. In an age of sophistication or the pretense of it the choice that the whole civilized world has made of this man as its hero is one of the most refreshing events of modern times.

Just because he was simple and sound he proved to be the best of diplomats. His tact has been the natural product of his grace and common sense. It is probably true that in the preparation of some of his more formal statements he had the aid of the American Embassy in Paris. That does not detract in the least from the credit that is due him; it simply reflects more credit upon Ambassador Herrick and his staff. A young man overwhelmed by invitations, by offerings of gifts and favors, by attentions of all kinds, by hundreds of letters, by almost every conceivable kind of distraction simply had to have protection and assistance. It is highly creditable to our diplomatic service that what Captain Lindbergh received was so discreet and appropriate. But whatever may be said of his more formal statements, his informal statements must have been purely his own. He needed no coaching. That was proved when, to the toast "the greatest of aviators," he replied, "To the

nation of the greatest aviators." No trained diplomat could have excelled him.

## Lindbergh's Level Head

**N**EXT to his natural modesty there has been no trait more obvious in Captain Lindbergh's demeanor than his common sense. He has refused consistently and characteristically to be exploited. His refusal of offers of large sums of money from people who wish to commercialize him on the screen or the stage or in some other way has been obviously prompted by that common sense which is a mixture of intelligence and a sense of humor. He has the ability to stand off and look at himself objectively. In response to all these offers he has replied that the job of being a flying man is a good enough job for him. As a consequence he has been received everywhere as few monarchs have been. In France Marshal Joffre, Marshal Foch, General Gouraud, General Pershing, officials of the French Government, and later King Albert of Belgium and Belgian officials, and still later King George of Great Britain and British officials have entertained him. Having been diligent in his business he has stood before kings.

And he, more quickly than anybody else, has perceived certain elements of significance in this extraordinary spectacle of which he has been the center. In the first place he has seen in the reception given to him the sign that this is a flying age and that the people abroad at least are alive to the future of aviation. This comes out in his articles which he has been writing to the New York "Times." In the second place he has seen in this reception an expression of the soundness of the French people and their real feeling toward America. He has not taken all this praise to himself. He has noted that the American Ambassador, Mr. Herrick, has been cheered and welcomed. In the third place he has been discriminating in judging the effect of his exploit upon aviation itself. Although he has said that he has done nothing to advance civilization by being the first to fly between New York and Paris; that somebody was bound to do it; that it was only hard luck that prevented Nungesser and Coli from being the first; at the same time he has given full credit to his "ship" and to the

instruments he used, and has thus made clear that his achievement was a real test of man's wings.

## Tributes from Lindbergh

**N**OT the least skillful of Captain Lindbergh's achievements has been his ability to turn tributes intended for him into tributes for others. Mme. Deutsch de la Muerthe paid him a tribute by a gift of one hundred and fifty thousand francs for a cup; and Captain Lindbergh accepted the gift in a letter addressed to the president of the Aero Club of France which should be classic:

"My Dear President: That Mme. Meurthe, prompted by her instincts of generous philanthropy, should have thought to honor me with a gift of 150,000 francs has touched me beyond expression. I believe, however, that I should be less worthy of this gift if I did not feel that the welcome which the French have accorded me was a sufficient reward for my flight. Only one thing dampens my supreme joy—the fate of Nungesser and Coli.

"Because I understand the sorrow of the French for their intrepid airmen and because I share their grief, I could not take these francs to America. The greatest favor I can request, therefore, is that this 150,000 francs, instead of being expended for the purchase of a cup, be accepted by the Caisse de Secours de l'Aeronautique for the benefit of the families of the French aviators who have laid down their lives for the progress of aviation.

"I should not have had the means to express my homage for all these valiant aviators to whom death has denied victory and honors, but since Mme. Meurthe has so generously made it possible for me to make this contribution, I am happy to offer it, with grateful acknowledgment to her, as an indication of my affection for France and my abiding appreciation of the generous welcome accorded me. Believe me, my dear President, very sincerely yours.

"CHARLES A. LINDBERGH."

Being introduced to several hundred of the leading officials, diplomats, and legislators of France in the Chamber of Deputies as "the present American ambassador to France" by Myron T. Herrick who called himself the "temporarily retiring ambassador," Captain Lindbergh turned the occasion into a tribute to Bleriot, the famous French aviator who was the first to fly the English

Channel; and when Bleriot himself met him he turned the meeting to another tribute to Bleriot by saying, "That which I have done, my dear M. Bleriot, is incomparable to that which you did. For me you will always remain my master."

Similarly he turned France's tribute to him to a tribute to France in many subtle ways besides the more obvious one of saluting in his airplane the grave of the unknown soldier of France and acknowledging as the highest honor the privilege he had of piloting a French plane.

Captain Lindbergh's reception at London seems to have equalled in enthusiasm that at Paris. Indeed, the eagerness of the crowd threatened the safety of the aviator's airplane and even himself. And again a nation's tribute to an American became the American's tribute to that nation.

The greatest test to which Captain Lindbergh will have been subjected will await him on his arrival here.

### The Four-Continent Flight

EUROPE, Africa, South America, and North America are included in the air-journey of Commander de Pinedo. Like Ulysses he has seen many lands and people and has undergone dangers and escapes. His latest delay was not a disaster but a mishap; and the reports from Horta, on the Island of Fayal, where he arrived on May 30 on an Italian steamer, show that he has no more idea of abandoning his long journey now than when his first plane was accidentally destroyed in Arizona.

It took De Pinedo more than four times as long to get by sailing vessel and steamer from the spot in the sea where weather compelled him to make a forced descent as it took Lindbergh to fly from New York to Paris. In all fifteen weeks had elapsed from the time of his start from Italy and he had then, it is estimated, flown a distance greater than the circumference of the globe. Now there lies before him the "leg" from the Azores to Portugal and thence that to Rome where a hearty and well-deserved acclaim will surely be his.

This air journey may not have broken any records—certainly not those of speed or non-stop flights—yet it is unique in its character. De Pinedo's longest flight has been 1,873 miles—from Cape Verde to Fernando de Noronha Island, off Brazil. He visited Buenos Ayres; thence flew northward over a vast wilderness and on to Arizona; thence, when his new plane reached him from Italy, he described an enormous irregular circle touching

many cities in the United States and Canada, and from Trepassy in Newfoundland began his 1,200-mile flight to the Azores.

The story of this remarkable achievement (for, bar unlikely accidents, it will soon be complete) will deserve a place of its own in the annals of aviation. It shows pluck, persistence, skill, and a wide scope of plan and purpose.

### Secretary Hoover Tells the Story

THE radio address of Secretary Hoover on the flood situation was more than a report. It was, to quote the New York "Herald Tribune," "an epic picture of an unparalleled flood disaster and of a heroic and marvelous effort to mitigate its ravages." Every American should read it if he would know what has been done and what must be done.

In briefest outline: 700,000 people have been driven from home—400,000 were moved by the Red Cross; not over six deaths have occurred since the work was organized—147 in all; eighty camps have been formed—some single ones hold 20,000 people; "no one has gone hungry, no one has gone unclothed, no one has gone unprotected from the ravages of disease;" motor-boats, steamboats, barges, airplanes, railways have been used, and were largely eagerly offered; now that the rescue stage is nearly over, before us are the return of the water-exiles, and their need of aid for planting crops for their own food, for planting sales crops, for rebuilding; "it is our duty as citizens of a great and prosperous country to place all these people back on the road of self-support;" beyond all this lies the financing of loans by States, North and South, and by joint action of banks; beyond that again is the question as to what engineering plan shall be adopted.

Mr. Hoover is amply justified in asking that \$2,000,000 more be added at once to the \$14,000,000 already donated by the people. Probably more still will be needed. In the number of persons rendered helpless and bravely fighting to get back this disaster has no parallel in

We print in this issue two articles on the Mississippi flood from two points of view.

### The Churches in Council

NATIONAL meetings of several great religious bodies have been and are continuing in session, as June begins.

The most important action taken by the Presbyterian General Assembly at San Francisco, up to June 1, has been its acceptance by a vote of 594 to 232 of the recommendation of an investigating committee that the Princeton Theologi-

cal Seminary should hereafter have one instead of two administrative boards. This action was opposed by the Fundamental element and its passage is distinctly a defeat for them. Its purpose is by unity to do away with the discord that has been mainly caused by the Fundamentalists' claim to a larger share in the Seminary's work and teaching. The Moderator of the Assembly unanimously elected is Dr. Robert E. Speer; oddly though it may seem to many, Dr. Speer is a layman and at the same time a doctor of divinity. His work for missions and church expansion is well known.

The Congregationalists in their National Council at Omaha and with the Rev. Ozora S. Davis of the Chicago Seminary as Moderator have agreed to merge into one body, to be called the Congregational Home Board, the seven societies which have heretofore dealt separately with the work of home missions, church building, Sunday-school extension, education, ministerial relief, and other services.

Signs of the times are seen in the fact that the United Presbyterians of North America are considering the idea of allowing hymns to be sung in their churches; that there is said to be on foot a proposal for union of Congregationalists and other bodies with a congregational polity; and that the Presbyterian Assembly has shelved the divorce question for this year on the ground that a year's further campaign of education is desirable.

### A Ship Is Saved— A Shipyard Lost

THE Malolo, built for the Matson Line and for service between San Francisco and Honolulu, is the largest and swiftest passenger vessel ever turned out by an American shipyard. She has been equipped with every possible device for the safety and comfort of her passengers. Of her comfort, passengers will doubtless learn when they sail on her maiden voyage; but of her safety devices her builders and owners have already had proof. On her trial trip she was rammed off Nantucket by the steel prow of a freighter which cut deep into her vitals. With her numerous watertight bulkheads and auxiliary machinery to provide for light and power even with her main boiler room flooded, she was in no danger. Neither her builders nor her owners would have selected this particular form of proving her safety, but it must have been a satisfaction to them to have realized that their provision for protection was not in vain.

If the Malolo had sunk on her trial