



ANOTHER "SUCCESSFUL" TRANSATLANTIC FLIGHT

# OUTLOOK

*and Independent*

January 21, 1931

## ►► The Trend of Events ◄◄

### ►► *First of the Year*

THE Norfolk-to-Bermuda hop of Mrs. Beryl Hart and her navigator, Lieutenant MacLaren, was hailed as an experiment into the possibilities of commercial flying during the stormier months. Yet the two fliers completed the trip only on a second try, though they could have found no more favorable route over the North Atlantic. Flying from New York to within a hundred miles of Bermuda, they turned back to the North American coast, found Norfolk, Virginia, settled down for three days and then went on to Hamilton. After a few days in Bermuda they took off for the Azores. At this writing they appear to have been lost at sea.

The Rome-to-Brazil flight of the Italian air armada is a longer, but no more encouraging, story. Late in the afternoon of January 6, ten giant Italian seaplanes roared into Natal harbor, on the northeastern corner of Brazil. According to General Italo Balbo, Italian Air Minister and commander of the flight, they had "brought more fame to the good name of Italian aeronautics." They had crossed the 1,875 miles of open water from Bolama, Africa, in 18 hours and 46 minutes. Yet in the wake of the squadron were the bodies of five men killed in the take-off at Bolama and the wreckage of two more planes, forced down on the way across.

These misadventures shaved the last plausible claims of success from the much-heralded project. A year had been spent in planning the cruise. Italian warships had been planted along the route by a government zealous to outdo the German, French, Spanish and Portuguese airmen who had flown sim-

ilar courses to Brazil. Yet three weeks elapsed between the take-off near Rome and the landing at Natal. Five thousand miles from December 17 to January 6, 240 miles a day, ten miles an hour—that is the record over an ocean route which offers comparatively slight hazards, as ocean routes go. However firmly established commercial flights over land may be, transatlantic flying is impracticable.

### ►► *The One-Gallon Law*

THERE SEEMS to be some confusion as to the nature of the Stobbs bill, modifying the Jones five-and-ten law, which was passed by Congress on January 8 and sent to the President for signature.

Of the several superficial recommendations submitted in the preliminary report of the Wickersham prohibition commission a year ago, three were mildly interesting. One asked that the investigation and preparation of prohibition cases be centralized in the Department of Justice. Congress quickly acceded, and the Prohibition Bureau was transferred to the Justice Department on July 1, 1930. The second recommendation suggested that Congress define "casual or slight" violation of the dry laws. That is the purpose of the Stobbs bill, which fixes the far from casual or slight maximum fine of \$500 and jail sentence of six months for defendants convicted of manufacturing, selling or transporting a gallon of liquor or less.

The essential aim of the second recommendation was to clear the way for the third, which provided for juryless trials of casual violators before United States Commissioners. This proposal, which has been heartily lambasted in

Congress, now sleeps in a pigeonhole of the Senate Judiciary Committee, where it is likely to expire. So that, while the ground has been all prepared for juryless trials before Commissioners, there probably aren't going to be any.

Not, of course, that it makes much difference. Neither this nor any other bit of tinkering with the machinery of enforcement would improve prohibition conditions materially. If the law is to be enforced it must be made enforceable by being liberalized. Whether the final Wickersham report, expected momentarily as we go to press, will recognize this fact we shall very soon see.

### ►► *Lingle Murder Case*

THE Lingle murder case provides a neat illustration of what's wrong with American justice. Alfred J. Lingle, Chicago *Tribune* police reporter, was shot and killed on June 9 in the heart of the city. The consequent outcry was terrific. Rewards were offered, the Chicago newspapers declared war on the underworld, a police commissioner was forced out of office, a new one succeeded him, civic organizations issued statements, city officials issued some more, speakeasies, gambling halls and bordellos were raided left and right, several hundred criminals were arrested and released—in short, ballyhoo was king and efficient crime-detection was all but forgotten. Then, while the hullabaloo was at its height, it was revealed that Lingle had been, not a martyr, but a go-between for police, politicians and criminals. The familiar three-cornered alliance, greatly strengthened by the prohibition laws, is one reason for the breakdown of American justice.

Despite the revelations regarding