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BYRD IS LOST OVER FRANCE

SHULL PROPOSES NEW THEORY ON EVOLUTION IN UNIVERSITY TALK

MENTIONS FAMOUS STOCKARD'S EXPERIMENT IN RELATION TO HEREDITY

GIVES NATURAL SELECTION

Presents Theory Of Adaption By Animal As Substitute For That Of Environment

Adaption of the animal to its environment came about, not by environmental change upon the animal, but by migration of the animal to an environment where it could live. This migration was caused by changes in the animal which in turn where caused by factors at work inside of the animal. These statements formed the basis of the lecture delivered yesterday afternoon in the Natural Science auditorium by Dr. A. Franklin Shull, Professor in the Zoology department.

In developing his talk, Dr. Shull stated that the principle barrier that faces biologists today in the working out of a rational theory to explain the cause of evolution is the fact that in the higher animals the germ cells are well protected and since all evolutionary changes must be inherited the tracing of the changes within the animal changes must be inherited the tracing of the changes within the animal is extremely difficult. One particular instance of this point is an experiment known as Stockard's in which a pair of guinia pigs were allowed to inhale alcohol fumes. The effect upon these animals was only temporary but the progeny born to them were affected in some cases with paralysis, in other cases with loss of the optic nerves, or with dogeneration of the feet. This proved that the germ cells had been influenced, probably through the blood, by the inhaling, while the body cells were but temporarily changed.

Natural selection was also presented as a plausable explanation of evolution but classified as only a preserver of certain qualities, not as an originator of them.

In conclusion Dr. Shull stated that if this theory of adaption by the animal had been completed earlier the large number of conflicting theories now in knowledge would have been avoided and the study of evolution would be much more simplified than it is at the present time.

LINDBERGH QUIET ABOUT HIS PLANS

(By Associated Press)

ST. Louis, June 30.—The veil of secrecy which has shrouded the future plans of Col Charles A. Lindbergh today remained unpenetrated.

Back home again after a week spent in the east in conference with men prominent in commercial aviation circles, the flying colonel had nothing to say as to what he intends to do, other than that he would fly his Spirit of St. Louis to Ottawa for the jubilee celebration of the confederation of Canada, on July 2.

"I don't know when I will leave for Ottawa in the Spirit of St. Louis," Col. Lindbergh said, "but it will be just with time enough to make the trip."

That probably will mean tonight or tomorrow morning.

Asked whether his plans had progressed far enough to make them public, Col Lindbergh replied: "No, I can't talk about that yet. You understand I can't answer questions, even though I would like to."

The transatlantic flier said he did not know anything about the itinerary for his tour of the country, under the auspices of the Daniel Guggenheim Fund for the Promotion of Aeronautics, adding that the steps were being arranged by the fund.

Col. Lindbergh plans to spend some time here revising and correcting proofs of his book, "We," which he wrote aboard a ship that brought him back to this country after his flight to Paris.

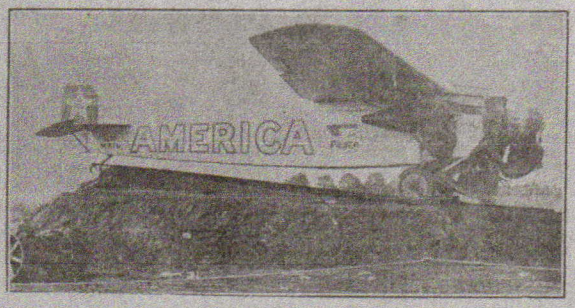
Upon his arrival here last night from New York, Col. Lindbergh sent a message of congratulations to the Army fliers who completed a successful flight across the Pacific Ocean to Hawaii.

Our Weather Man



Regrets to announce that he expects it to be fair and warmer today. But he hopes for thunder storm tonight.

Giant Fokker Plane Driven By Three Wright Motors Carries Commander Byrd And Three Companions Over Atlantic



Special Run way Built For Take-Off of the America

Commander Richard E. Byrd's giant Fokker plane, carrying three Wright motors like those used by Lindbergh and Chamberlain, which averaged between 90 and 100 miles an hour on the flight over the ocean. The plane had 1,295 gallons of gasoline, enough to keep the motors going for 42 hours. Radio reports from the plane kept the world informed of its whereabouts and the scientific data which was gathered.

GUNNAR SOMMERFELDT WILL PRESENT FILMS

Pictures Of Mount Etna Obtained Through Great Risk To The Geologist

EXPLORER IS DANISH

There will be an illustrated lecture this afternoon in Natural Science auditorium on the eruption of mount Etna, given by Gunnar Sommerfeldt, director of the Danish Geographic Society, of Copenhagen, Denmark.

The films which are to be used were obtained by Mr. Sommerfeldt at the eruption of Etna in 1923. At the time the eruption started Mr. Sommerfeldt was in Copenhagen and left immediately for the mountain by aeroplane. Upon arriving in Italy he was offered the services of two Italian aeroplanes to aid him in getting the pictures of the spouting crater. The aeroplanes, however, could not be used as it was impossible to come within close enough range of the volcano. Mr. Sommerfeldt at the risk of his life and without guides climbed the mountain to procure the pictures which he is now showing. When Mr. Sommerfeldt came to the University it was his intention of showing the pictures to only the staff of the geology department. The public is very fortunate to be allowed to see this reproduction of a spouting volcano.

Professor Kirtley F. Mather, of the geology department will introduce the Danish explorer and outline the important phases with which the pictures deal. Prof. Mather announced yesterday that the pictures are views of Mount Etna when that volcano was at the height of its eruption, and were taken under almost unbelievable circumstances.

Daily Office Holds City's Heat Record

By Methusalah

All records for warmth are claimed for The Daily office by those who spend their time in it. Official estimates placed its temperature at least ten degrees above that of any other place in Ann Arbor yesterday. While out on the campus—

It sizzles!

The brooks have dried, the campus shaggy dogs come beneath the shears, students languish and faint in the afternoon heat of Angell hall classes. Carl Getdiron, out for an all-A summer school record, finds that he can sweat but not study. Joe Campus sleeps fitfully all day, and tosses wearily, scantily clad if at all, at night.

What to do? Too hot for canoeing, too much dust for walking, and no car to ride in. One compensation there is: to watch the summer session coeds tripping by in their georgette or what have you—light colors, light materials, light lines, and looking fresher the hotter it gets.

Of course there's the boy, too, in the immaculate crash knickers and the cool look—but he hasn't been inside The Daily office.

ENGLAND'S ASSURANCE RESTORES CONFIDENCE

Great Britain Declares It Seeks No Supremacy Over United States In Naval Strength

AGREE ON SHIP SIZES

(By Associated Press)

GENEVA, June 30.—The Tri-partite Naval conference moved forward today in an atmosphere of mutual confidence, which was the immediate outcome of Great Britain's spontaneous act in proclaiming to the world that the British empire seeks no supremacy over the United States in sea power and that everything that Great Britain may wish to build to meet national needs may assuredly also be built by the United States.

It was in this atmosphere of confidence created by the statement that W. C. Bridgeman, first lord of the British admiralty, gave exclusively to the Associated Press correspondents that naval experts reached an agreement today that the maximum size of all naval destroyers in the future shall be 10,000 tons and that the maximum size of flotilla leaders shall be 1,850 tons.

The experts will endeavor tomorrow to regulate the question of submarines, and later take up the most delicate problem of all—that of mutually satisfying Great Britain and the United States on the question of the calibre of guns on cruisers, as well as the size of cruisers themselves.

TILDEN IS DEFEATED IN WIMBLEDON MATCH

Cochet And Borotra Make Finals An All-French Affair, Downing "Big Bill" And La Coste

HELEN WILLS IS WINNER

(By Associated Press)

WIMBLEDON, Eng., June 30.—Smashing victory out of the very jaws of defeat, Henri Cochet, one of France's "three musketeer's of tennis," wrote tennis history today when he defeated William T. Tilden, the American ace, after one of the greatest uphill battles ever staged on the Wimbledon championship tennis courts.

With the scoring of the last point, "Big Bill's chances to stage a comeback on European courts were lost. Close on the heels of his defeat last month by Rene Lacoste in the final round of the international hard court championship at St. Cloud came today's beating in the semi-finals of the men's singles of the Wimbledon championships in a heartbreaking five-set match whose score was 2-6, 4-6, 7-5, 6-4, 6-3.

But "Big Bill" was not the only favorite for the singles championship to find himself outside the championship set. Rene LaCoste, the great French ace, who also had been picked as the probable finalist in the men's singles went down before his compatriote, Jean Barotra, 6-4, 6-3, 1-6, 1-6, 6-2, in a match that was an anticlimax to the great Tilden-Cochet struggle.

With Miss Elizabeth Ryan defeated in the semi-finals of the women's singles by Senorita Ella DeAlvarez, the Spanish champion, 2-6, 6-0, 6-4, it remained for Helen Wills to keep the stars and stripes flying over the Wimbledon stadium by reaching the finals of the women's singles, eliminating Joan Fry of England in straight sets, 6-3, 6-1.

Then paired with Miss Ryan, Miss Wills ended the quarter-finals of the women's doubles by defeating the Misses T. Dransfield and H. Hogarth of England, 6-3, 6-1. The United States thus held the day with two victories and two defeats, while France further strengthened her position in the world of tennis by making the men's singles an all-France affair.

HOTTESTWEATHER HITS ANN ARBOR

Reaching a maximum of 91.3 degrees at 2 o'clock yesterday afternoon, the temperature in Ann Arbor was at its highest point for this year, according to a report from the University observatory last night. Wednesday was the hottest day previous to yesterday, the mercury climbing to 91 degrees.

NO WORD IS RECEIVED FROM PLANE AFTER AID IS ASKED IN FINDING LANDING FIELD

STORM REPORTED FROM PARIS MAY HAVE CAUSED DISASTER TO SCIENTIFIC FLIGHT

BULLETIN
(By Associated Press)

PARIS, June 30.—5 a. m. At dawn the rain was pouring down with a stiff wind. It was no kind of flying weather even in broad daylight. There is no sign of Commander Richard E. Byrd and his three-man crew.

BULLETIN
(By Associated Press)

PARIS, June 30.—Commander Richard E. Byrd and his comrades in the monoplane America are lost somewhere in France in the early morning hours. Fears are felt that they have either crashed or have been forced down through lack of fuel at some unfrequented spot.

The last authentic report was at 1:25 p. m. when Byrd called the French station and asked for help in guiding him to a landing field.

From that time on rumors flew continuously, one so circumstanced that the plane had landed at Issy Les Moulineaux—that official quarters accepted it; lights at LeBourget field were darkened and the welcoming crowd departed.

Fixes Time of Arrival

A message from Commander Byrd relayed by a British station to Le Bourget Flying Field, Paris, stated the American aviator expected to reach his destination by 11 o'clock last night. This message did not specify whether this was Greenwich of French time. The French Cable Co. at New York was advised from its station at Brest that Commander Byrd has been in communication with Le Bourget Field through an English wireless station and that he announced he expected to reach Paris at 10:30 p. m., Paris time, (5:30 p. m. eastern daylight time and 4:30 p. m. Ann Arbor time.)

Intercepted radio messages received at Torquay, Devonshire, England, appeared to indicate that Commander Byrd was about 66 miles off the Cornish coast at 5:34 London day-light time. Radio signals received from the America by the wireless station at Usbant, France, about 8 o'clock yesterday indicated the American plane had deviated from its normal course 90 miles south of that course leading to the belief that it would pass over Brest instead of sighting England.

The liner France, at 10 a. m., Ann Arbor time, gave the plane's position as west-northwest of Land's End, England, and southeast of Cobh, formerly Queenstowe, Ireland. The bearing given showed that Commander Byrd had passed below Ireland at that hour and was heading for the coast of France.

NINETY STUDENTS TOUR ANN ARBOR

Over ninety students of the University took part in the tour and excursion conducted by Carlton Wells, of the Rhetoric department, to the points of interest of Ann Arbor and vicinity.

The trip which was taken in cars furnished by the members of the Ann Arbor Exchange started at the Library. They took the Glen Drive going to Barton Hills then along the river and across to the Cedar Bend drive. After the trip through the country the party returned to Ann Arbor and made a tour of inspection of the new Stadium. From the stadium they came back to the Library and examined it from top to bottom. After going through the Union building the group dispersed.

Mr. Wells announced that the trip was a huge success and that judging from the outcome of this trip the remaining excursions would be better. He also expressed his appreciation and thanks to the Ann Arbor exchange for the part they played in making the trip a success. The next excursion will be on July 6. This trip will consist of the inspection of the various plants of the Ford Motor company at Detroit.

UNIVERSITY'S BALLOON WILL CONTEND MONDAY

Six Entries Made For Third Annual Race Sponsored At Dearborn By Detroit Paper

TROPHY AND CASH OFFERED

(By Associated Press)

DETROIT, June 30.—Six entries, including that of a balloon from the aeronautical engineering department of the University, have been received for the third annual balloon race for the Detroit News trophy which will begin at the Ford airport at Dearborn at 5 o'clock Monday afternoon.

Three of the balloons are from Detroit, and the other two are from Akron, Ohio.

The balloons all will be on the airport by Sunday but will not be inflated until Monday. In addition to the silver News trophy valued at $1,000, the pilots will compete for $1,500 in cash prizes. The winner will be the one who travels the greatest distance in a straight line, from the airport to where he lands.

Four of the entrants will fly alone. They are Svend A. U. Rasmussen and G. W. Lallalloe, both of Detroit, who will pilot the two balloons of the Detroit Flying Club; J. A. Boettner and Walter W. Morton, of Akron, representing the Goodyear Rubber Co. E. J. Hill and A. C. Schlosser, of Detroit, who will fly their own balloons together. The pilot and aids of the University's balloon have not been selected.

Keen Competition

Two of the pilots, Rasmussen and Boettner, have been "neck and neck" in all of the races they have entered. Rasmussen won the first News race in 1925 with Boettner a close second. In 1926 Boettner won it and Rasmussen was only a few miles behind. They finished close together in the National race held this summer from Akron.

"This years' News race is going to be a fight," Rasmussen said today. "Boettner and I have been running too close and I am out for his scalp this time."

Aside from true competition in a fair sport the annual race was sponsored by The News encourage the study of aeronautics. The free balloon is the only agency by which man can successfully study the atmosphere or weather in the diversified air strata.

The race is in accordance with the rules of the National Aeronautic Association and each pilot will be required to make note of all observations on a log sheet which will be forwarded to the N. A. A. at the completion of the flight for examination and study.