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AIR 'SLUGGER' FACES COURT

Frechette Under Damage Suit Following Episode In Plane

While Clarence "Rene" Frechette was awaiting examination in justice court Pontiac on an attempted murder charge, a \$20,000 damage suit was filed against him by Pilot Harry Anderson, the

WE HEARD IT SAID BY—
"The Rotarians can bowl, let any member of the Exchange club tell you now. The contest staged last Thursday night proved this and just wait until the B. H. A. clubs get started on golf."

After Frechette waived, Justice Harry W. Harter bound him over to Circuit Court for trial under \$4,000 bond. He had been held at the County Jail under \$2,500 bail since an alleged attack upon Anderson while the two cruised a plane 2,000 feet above the Pontiac State Hospital.

May Be Heard Next Week
After Frechette had been released from the County Jail, it was learned that Harold E. Howlett and James H. Lynch had been retained as his counsel and that Frechette had been stipulated between Assistant Prosecutor Orr, who is handling the case for the people, and Frechette's lawyers that the lower court examination would be held.

It was indicated that his hearing would be put on the calendar for today. The complaint against Frechette was signed by Deputy Sheriff Harvey Tiedler who with Deputy Sheriff Lee Pack arrested Frechette immediately after the crash. Anderson, who was discharged from the City Hospital Wednesday, was at his home in Roseville, unable to be in court at the hearing. It may be weeks before he is able to leave the house, his physician said today. His skull was fractured in three places and his jaw broken.

Frechette this morning had doffed the expensive aviator's uniform which he wore on his first appearance in Municipal Court last week when he was arraigned on a technical charge of assault with intent to do great bodily harm. It was following this arraignment that a sanity commission was named to examine him and subsequently pronounced him sane.

Probable Defense
Frechette now is expected to make the basis of his defense the accusation that he had to strike Anderson to gain control of the airplane because the pilot's hands froze to the controls. He has admitted that he dealt the hammer blows which fractured Anderson's skull but maintained that he was forced to strike him to save them both.

Anderson, however, says Frechette without warning attacked him and that he (Anderson) regained his senses as the plane hurtled downward and in time to partly right it and save them both from probable death in a more serious crash. The plane landed on its running gear but the tail was still too high to prevent it from nosing into the ground.

GRAHAM-PAIGE LEGION FORMED

Detroit, May 30.—The Graham-Paige Legion an organization unique in the industrial world, has been formed by the three Graham brothers as an honorary group within the ranks of the Graham-Paige Motors corporation and its distributors and dealers throughout the world. Membership in the Legion is limited to those executive and employes who have demonstrated their loyalty, character, and integrity.

"For membership, we shall require personal and business character," says the announcement from the Graham brothers, "and a standard of conduct that is stated simply and briefly in the pledge of the Legion: "I do hereby voluntarily enlist as a member of the Graham-Paige Legion, and sincerely and cheerfully agree to follow to the best of my ability, in all my relations with the public and the Graham-Paige organization, the principles of integrity, unity of purpose, and loyalty, on which this Legion is founded."

"Through the Graham-Paige Legion, we shall develop and foster the fundamental virtues on which our organization should rest. We set ourselves a standard when we strive to be that which we know we should be in the end, the personification of good behavior against natural impulse affects character for the better."

The insignia of membership is a gold lapel-button reproducing the circular medalion of the Graham-Paige emblem.

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Personalities

Rogers Hornsby, second baseman and captain of the Boston Nationals, was born at Winters, Tex., April 27, 1896.

Hornsby broke into league baseball with the Dallas, Tex., league club in 1914, but was shipped to the Hugo club of the Texas-Oklahoma circuit. Hugo released him to Denison, of the same circuit. The next year when Denison entered the Western association, Hornsby went along.

Late in 1915 the St. Louis Cardinals purchased Hornsby for \$100, and he immediately became a big league star.

Hornsby set a modern major league record for batting when he hit .423 in 1924. The next year he was made manager of the Cards and the following year the club won the National league pennant and the world series.

While with the Cards, Hornsby played understop, second and third base and also in the outfield. He was traded late in 1926 to New York for Frank Frisch and Jimmy Ring and became captain

of the Giants for the season of 1927. Early in 1928 the Giants traded Hornsby to Boston for two rookies. Assuming a great sensation, Hornsby bats and throws right handed, is five feet eleven and one-half inches in height and weighs 170 pounds. His major league batting average is .359.

Rickard wouldn't fool the people and the newspapers.—Gene Tenney.

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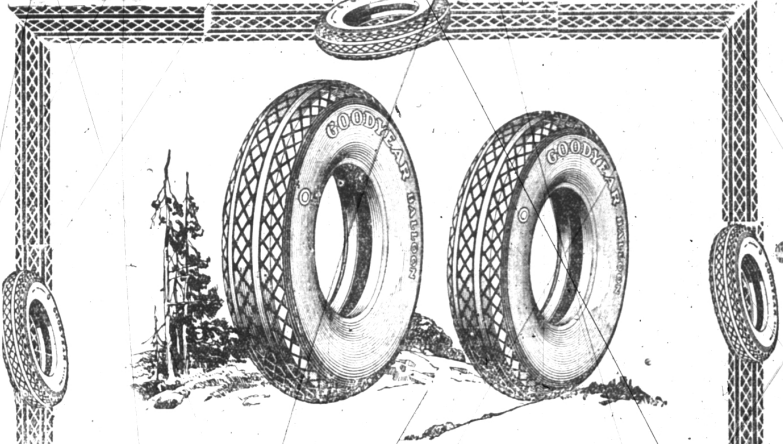
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