

# Captain Billy Mitchell Would Like Nothing More Than Be Martyr For Cause

### Court Marshal and Dismissal from Army, World War Flyer Regards as Small Price to Pay for What He Regards as Needed Reform in Organization of Uncle Sam's Air Service

By DAVID LAWRENCE  
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Washington, Sept. 7.—Colonel Billy Mitchell has started something which will not end with court-martial or mere dismissal from the Army.

That's the least of his worries. He knew that and predicted it when he issued his fiery attack on the War and Navy Departments. He wishes to be dismissed from the Army for daring to point out its weaknesses and defects. Martyrdom like that is what he seeks, martyrdom in a cause which he believes is greater than his own personal rank or the technical demerits which may be attached to it.

For Billy Mitchell has fought Germans in the air and has a war record that no court martial can take from him. He has risked his life and has seen his companions risk their lives in the aviation service. Any man who can face death can face court martial and even discharge.

The best friends of Colonel Mitchell will concede that he has been guilty of lack of tact. He can criticize methods if he does it through "proper channels" but he knows that means suppression. The only way an Army or Navy officer can arouse public opinion is to do something unprecedented; namely, criticize his superiors in the public prints or before a Congressional committee.

If Col. Mitchell didn't feel sure of his ground it would be a different story. But he knows more about aviation than most of the officers who supervise plans for it. His remedy may not be desired by either the Army or the Navy—for he has been advocating a separate air service—but European countries with bigger air fleets than America's have come to that solution. An air ministry is regarded in England and France as of the same importance as the Army or Navy. It's a separate weapon of defense. It requires separate plans and separate responsibility in the judgment of Col. Mitchell.

But at a moment when reorganization of the Government departments is being considered, the creation of a separate air ministry is not looked upon with favor. In fact the recommendation of the commission which studied the organization was that the Army and Navy be put under a single Cabinet officer heading a department to be known as National Defense.

Col. Mitchell would be satisfied if the air service were a branch of a single department of national defense assuming that the War and Navy Departments were to be combined. For then there would be sub-secretaries in charge of each branch and the air service would take rank equally with the Army and Navy branches of the department of national defense. His idea is that warfare in the air has earned its right to be considered separately from warfare on land or on sea.

When Colonel Mitchell was promoted as assistant chief of the air service of the Army and sent to San Antonio it was toward the end of a session of Congress when little could be done in his behalf by friendly members of Congress. He has since been hiding his time. The wreck of the Shenandoah focuses attention on aviation once more. Col. Mitchell sees his opportunity to revive an issue which so far as he was concerned was never dormant. He is a man of wealth, has no dependence on his Army salary and has earned about all the laurels in active service that a man can win. Hence what is there left except to crusade in a cause for which he has so many times risked his life? That's his viewpoint as outlined to friends here who are therefore not surprised at his action.

The worst that can happen to him personally is dismissal from the Army, whereupon he becomes with all the publicity attained even more powerful a voice for his

## CAN GET MEXICO AND ALSO RUSSIA

### Radio Fans Offered New Stations If They Want That Kind

By ROBERT MACK  
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Washington, Sept. 8.—A wide variety of Mexican broadcasting stations that distance hunters may come for will be on the air this fall winter. A report to the Department of Commerce today says all 24 Mexican broadcast stations of these stations, seven of which are using power of 200 watts or more. XOA, the Mexican Department of Commerce station, uses power ranging up to 1 kilowatt and has several wave lengths; and the army station CYG, employs wave lengths up to 1,200 meters and power up to two kilowatts.

Outside of Mexico City there is only one station operating with sufficient power to be audible in the United States. CZE, of the Telephone Company, at Chihuahua, which uses 200 watts on the 225 meter wave length. Other big stations have been recently completed or are nearing completion in Monterrey, Oaxaca, Saltillo, Tampico and Vera Cruz.

Twelve broadcasting stations are now operating in Russia, according to an unofficial report made to the Department of Commerce. The stations are located at Moscow, Nizhni-Novgorod, Ekibot, Erivan, Khiva, Baku, Voronezh and Tiflis.

cause than he would be in the Army.

President Coolidge doesn't reject Congressional controversies of this sort. He will do all in his power to search investigations instituted through the Mitchell case. He will want the fullest inquiry made on the cause of the Shenandoah disaster but he has no desire to subject the whole Army and Navy departments to a searching investigation by Congressional committees with the public eye directed over the charges of criminal neglect and incompetence. In a sense, Mr. Coolidge had an intuition of this very thing when he vetoed the Navy's plans to send a dirigible to the North Pole in the summer of 1924. It was argued that if the craft was wrecked and lives were lost there might be an adverse effect on Mr. Coolidge's political campaign. Even a year later there is still a possibility of efforts to make political capital out of the controversy.

## ONE GLANCE AT WRECK ENOUGH FOR LAYMAN

### Shenandoah, Crumpled, Broken, and Scattered About Country Convinced of Futility of Experiment BUT NOT AIRMEN

### Though Terribly Shocked by Fragile Ending Naval Air Officials Have By No Means Lost Hope

By O. L. SCOTT  
(Copyright 1925 by The Advance)

Caldwell, Ohio, Sept. 8.—One glance at the wreck of the Shenandoah, crumpled, broken and scattered about the country, convinced the layman of the futility of lighter-than-air craft.

But not so the air navigators themselves, though they are terribly shocked by the tragic ending of the American venture in dirigible operation. Surviving officials of the ill-fated Shenandoah as well as other naval air officials here have not lost hope that some day a perfectly safe, lighter-than-air ship will be built. While not talking for publication they see this disaster as affording one more lesson to be utilized in any further construction. Helium gas developed in this country, eliminated the danger of explosions, the cause of previous disasters, but there remains the task of developing a ship structurally perfect to withstand the elements.

Thursday's disaster was simply a case of the wind getting the better of the ship. A few more minutes and it would have passed the local twister that enveloped it when above the rough hills of Southern Ohio. The gale and changing air currents proved too much, however, and the ship buckled.

"But" say the naval officers, "there are perils that nature furnishes for every sort of transportation, the air liners, including the supposedly perfect Titanic, have come to grief as a result of natural accidents. Railroad trains have had their troubles, instead of giving up attempts to overcome them, builders, have set about to meet emergencies. The lighter-than-air craft is still plowing its way, it is realized now as never before that stress must be put on bettering the structural part of the ships to make them invulnerable in violent air disturbances. That problem will have to be solved in the same way that other transportation problems have been solved."

The loss of the vulnerable helium gas was another toll of the disaster. Inspection of the wreckage separated parts of the ship with the rear section scattered over a mile of hilly countryside and the front section nine miles South shows that all compartments have been broken. If they had not been broken by the fall itself their fate would have been sealed when the famous native American soviet hunters got on the job. Only a part of the Shenandoah's wreckage remained when troops came in numbers to care for the situation. Most every household in this section of the state today

## IS CONDUCTING REVIIVAL AT POPULAR BRANCH

Popular Branch, Sept. 8.—Revival services began at the Baptist Church here last night with Dr. James H. Traylor, pastor of Blackwell Memorial Baptist Church at Elizabeth City, doing the preaching. Services will be held each afternoon at 7 o'clock and each evening at 8.

## PREFER PRISON TO NEXT WORLD

### At Least Prisoners Never Want to Die When the Time Comes

Nashua, Sept. 8.—Would the average person, if convicted of a capital crime, prefer death to a life sentence in prison?

Prisoners in "death row" here, by their actions, invariably answer the question in the negative. Prison Commissioner H. Hoyle Sisk said today.

"I have heard a great many people say that, if they had to serve the remainder of their lives in prison, they had rather just die and get through with it, but when the electric chair is near, if he comes a very different matter," said Mr. Sisk.

"I have seen a case or two of a prisoner condemned to death who failed to accept a commutation to life imprisonment, and they never fail to put off the fatal day, if they can."

"The nearest I ever knew of a man failing to accept a commutation was in the case of a prisoner who had only six more weeks of a sentence to serve. He learned the governor was going to pardon him for the remainder of the term, and indicated that he would prefer to finish the sentence, rather than to be free with the remainder of his sentence hanging over him, in case of misconduct."

But when the papers were actually signed and he saw them, he very quickly changed his mind, and availed himself of the opportunity to secure his liberty six weeks earlier.

## REVIIVAL AT CORINTH

Revival services began at Corinth Baptist Church, Monday, 7:30 p.m., Rev. R. W. Proctor, is the pastor. Rev. Samuel H. Templeman, pastor of the First Baptist Church of Elizabeth City, gave the invocation. Large crowds are attending. Services are held at 7 o'clock in the afternoon and 7:45 at night. There is special music under the direction of J. D. Hamrick, of Forest City.

is showing a piece of the ill-fated ship. Furnishings of the very cabin in which Lieutenant Commander Lansdowne and his men met their death have been taken by the irreplaceable neckers.

The covering of the ship in lumber, chunks, parts of the structural work, in fact, everything that could be carried away, was picked up by the crowd. Troops finally have not and to the landings. Naval officers from Lakeland, N. J., have set about making a systematic study to determine the exact details of the disaster. One thing conclusively demonstrated as seen here, is that helium gas is the ideal filler for lighter-than-air ships. With hydrogen in use, the tragedy would like have spread nobody. But the problem remains in emphasized form of developing a structurally perfect ship.

## COPIES HISTORY ARE HALF GONE

### Wheeler's Volume on N. C. Was Republished by D. A. R.

Hickory, Sept. 8.—Demand for copies of Colonel John Wheeler's History of North Carolina, long since out of print, is being met by the John Hoyle-Chapman, Daughters of the American Revolution, sponsored by the state organization, through Mrs. F. L. Shuford, of Hickory, state historian, with the republication of 1,000 copies, which were readily disposed of through advance subscribers. The second print of 1,000 copies is practically half gone.

Wheeler's history of this state is the only standard one the state has possessed, it is said. It was written by the author at his home at Hunt's Ford, in Catawba county, and covers the period from 1584 to 1861. The work is preserved in many libraries, but for a number of years additional copies have not been obtainable. At the state convention of the Daughters of the American Revolution held in Asheville in 1924, the scarcity of copies of Wheeler's history was brought to the attention of the women, and plans for its reproduction were advanced by Mrs. Shuford. Her proposal received the hearty endorsement of the body.

The reprint of the original edition with 20 pages extra and a preface by Mrs. Shuford, contains the names of state officers of the D. A. R., from 1915 to 1925-27, the government of North Carolina for 1825; and the names of the judicial and administrative executive departments. It also embraces lists of the members of the lower house of the legislature for 1825; by counties; senators, by districts; and the governors of the state from 1851 to the present time.

Otherwise, the book is an exact reproduction of Wheeler's history, with the first and second volumes bound in one. It contains 207 pages. The book was published by Frederick H. Hitchcock, New York.

The military and civil service records of hundreds of North Carolina pioneers are to be found in this old history. In many cases, the dates of births, marriages, and deaths are given, in-

formation to be found nowhere else, in some instances.

Mrs. Shuford was urged to include in the volume historical facts which would bring the history up to date, from 1851 to the present time, but her decision was to leave the history, in the main, in its original form. The inclusion of appropriate data concerning the present government was perhaps the only departure from her desire to reproduce the book just as it originally appeared.

LECTURES AT GRANDY  
Grandy, Sept. 8.—Rev. E. T. Laddell began at series of lectures at the tabernacle near here on Monday night. Mr. Laddell is well known in this section and large

crowds are expected to hear him, the last one on September 15. They will deliver 15 lectures here. Public is cordially invited.

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## SIX ~ FOUR

## Friends Off to College?

Some of your friends, or perhaps some of your family, start for college soon.

Of course you want to make some suitable gift, something that can be taken along and used, perhaps a reminder of the giver.

It may be something of practical, every-day use, such as a gold or silver mounted Always-Sharp pencil or fountain pen. It may be a watch, that real necessity for the student. It may be something pretty for the girl's room, something interesting and useful for the boy's room.

Why not come in and see what we are showing in our store?

Whether you want to spend one dollar or a hundred, we can provide just the gift you want.

Bright Jewelry Co.  
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Tables for Ladies

Announcing Opening

# Red White and Blue Cafe

In Elizabeth City

The management of this Cafe has remodeled, repainted and renovated the old Coney Island stand and now have the cleanest Cafe in this city. The Red, White and Blue Cafes are known throughout America. "Gus," formerly connected with the Norfolk Restaurant, Norfolk, Va., is manager of the Elizabeth City Cafe.