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VOL. CXIII, NO. 150.

TEN PAGES TODAY.

RALEIGH, N. C., MONDAY MORNING, MAY 30, 1921.

TEN PAGES TODAY

PRICE: FIVE CENTS

LITTLE ACTIVITY OVER POLITICS IN NATION'S CAPITAL

Washington Settles Down In to Summer Quietude With Coming Of Holiday

HOTEL KEEPERS WAXING FAT OFF JOB HUNTERS

Plenty Of Complaints and Much Kicking Because Of High Rates; "Baby Cabinet" Be- lieves In Expensive Eating; Real Fight On Over Prohibition Law Enforcement

The News and Observer Bureau,
603 District National Bank Bldg.
By EDWARD E. BRITTON.
(By Special Leased Wire.)

Washington, May 29.—With Congress taking a holiday from Friday afternoon till noon Tuesday in order that it might get ready for Memorial Day and take part in it, there has been nothing of any stirring nature about the Hill. At the White House there is the same dolce far niente atmosphere, for with an easy going Saturday, Sunday and its quietude, and Memorial day ahead, with all government departments shut tight and fast, there must perforce come a let up in the procession of office-seekers who daily make the executive offices the mecca of their visits to Washington.

There are so many of these here on the job of getting jobs that the average run of visitors to Washington have a hard time finding hotel rooms, for there is a scarcity of them here straight along with convention delegates and office seekers crowding each other for space in which to rest weary frames.

Hotel Rates Still High.

And when rooms are secured at hotels here it takes digging down into the jeans to find the money to pay the rates. There have been many complaints of high rates at hotels made to the House district committee, these making their appearance at nearly every meeting. Representative Hays, of Missouri, a former member of the committee, has introduced a bill requiring the placarding in all hotel rooms rates, requiring also that all hotel proprietors file with the district commissioner a list of their prices, no change to be permitted without a notice of 30 days to the commissioner. It is the hope of the bill as introduced at the solicitation of the allied travelers association, which is asking "uniform hotel rates throughout the country. Here in Washington, where there is a rent commission, authority is vested in it to make hotel and restaurant rates, but the commission has as yet not tackled that proposition, a report from it being that with the legality of the commission before the Supreme Court it does not care to go into the matter, for in many rent cases there had been appeals. Now that the rent commission has the case of the Supreme Court, it is the hope of the bill that it will take hold of the hotel situation. As to houses and apartments high prices still prevail here, though many many thousands of government employees and people brought here by war business have vanquished. A fraternity of interests among the people who have places to rent here appears to keep the prices high in the air.

Organize "Baby Cabinet."

The latest fad here in official circles is what is referred to as the "baby cabinet," recently organized, this being composed of the principal assistants to cabinet members. Col. Edward Clifford, of Illinois, unsuccessful applicant for the position of Commissioner of Internal Revenue and an assistant Secretary of the Treasury, being the prime movers. This "baby cabinet" will organize the cabinet proper for there are various and sundry assistant secretaries. But as it is stated that the meetings will be confined to monthly dinners, and as the first of the dinners was pulled off at the exclusive and expensive Metropolitan club, they will hardly amount to much except to talk and indulge in eats. The purpose is stated to be co-operative work in order to expedite business and for better acquaintanceship. Incidentally it is learned that Colonel Clifford has quit his office days and that he is having his offices done over in blue—Harding "blue"—presumably—and that there are tapestries and hangings and carpets to match the color scheme.

That there is to be a real fight to have the matter of prohibition enforcement taken from the Bureau of Internal Revenue and handed over to the Department of Justice is being clearly seen here. Senator Penrose is active in the matter and is arranging for joint conferences of Treasury officials and Department of Justice officials on this matter at the same time placing the value of this before members of Congress. It is known that both Secretary of the Treasury Mellon and Commissioner of Internal Revenue Blair are in favor of turning the enforcement over to the Department of Justice and letting that department tussle with the matter.

Right now there is to be settled the question of who is to be the prohibition commissioner, for all the indications are that Commissioner John F. Kramer will soon be relieved of that position. The rumor here for some days has been that soon after Mr. Blair took over the job as commissioner a new prohibition commissioner would be named, the best bet being that the man who will get the job will be Newton Fairbanks, of Ohio, for, as he is an Ohio man, it is the feeling that President Harding, also of Ohio, favors his appointment. It is reported that there will be a place provided for Commissioner Kramer when he makes his exit as prohibition commissioner, and that he will be given a post in Ohio in connection with the Treasury Department, this, perhaps, to have something to do with the prohibition question.

Georgia Forges Ahead

"North Carolina will have to look out for its laurels as the high peanut producer will be a half holiday in the city."

Last Survivor of Gen. Grant's Military Staff Dies in New York

General Horace Porter Accompanied Chief To Appomattox To See General Lee

SPENT THIRTY YEARS IN PUBLIC SERVICE Served Under President McKinley As The Ambassador To France

New York, May 29.—General Horace Porter, last survivor of General Grant's military staff and former ambassador to France, died early today in his 80th year.

Funeral services for General Porter, will be held Thursday at the Fifth Avenue Presbyterian church.

It is planned also to hold a military funeral which will be deferred at least two weeks, or until the arrival in this country of the general's eldest daughter, Mrs. Elsie Porter Meade, who is in Switzerland.

General Porter's death had been expected for several days. He lapsed into unconsciousness Thursday. Members of his family, including his sister, Mrs. James Wheeler, his brother-in-law, Henry McHarg, and his niece, Dr. Josephine Hindrup, were at the bedside when he died.

With Grant at Appomattox, Brigadier-General Porter, of the Union Army in the Civil War, accompanied Grant to Appomattox and was with his chief when Grant and Lee discussed terms of the latter's surrender. After the war, when Grant served as Secretary of War, General Porter acted as his assistant. When Grant became President, General Porter accompanied him to the White House as executive secretary, and remained during the first term of office. When Grant died, it was General Porter who organized the popular subscription that yielded \$400,000 and built Grant's tomb in New York City.

Altogether General Porter spent 30 years in public service as a soldier, diplomat, scholar and patriot. A Congressional Medal of Honor was awarded him for distinguished services in the Civil War. The Grand Cross of the Legion of Honor from France testified to his services as Ambassador at Paris. He received the degree of LL.D. from Harvard, Princeton, Union and Williams.

Born at Huntington, Pa., April 18, 1837, the son of a governor of Pennsylvania, he studied at Harvard and at West Point and graduated into the regular army. He fought, in turn, with the Union armies, of the Ohio, the Cumberland, and the Potomac. He was six weeks on a braver in many battles. At Chattanooga his bravery attracted the attention of General Grant who selected him as a member of his staff and kept him by his side during the remainder of the war.

Railroad Man By Profession.

General Porter was by profession a railroad man. At 26 years of age he resigned from the army and became vice president of the Pullman Company. Later he was president of the New York, West Shore and Buffalo, and the St. Louis and San Francisco railroads. During his business career of 24 years he was a director in 14 railroad companies and financial institutions.

General Porter again entered public life at the age of 60. President McKinley appointed him Ambassador to France in 1897 and he remained at that post for eight years. He became one of the most distinguished of the diplomatic corps in Paris, serving his country during the period of war with Spain. His term also embraced the assembling of the Peace Commission which signed a second Treaty of Paris on the same table upon which Franklin and his colleagues after the Revolution signed the first Treaty of Paris.

The long search through Paris for the remains of John Paul Jones, the American Admiral, was conducted by Ambassador Porter. He spent six years and more than \$35,000 of his personal fortune in this search, and when he found the body, he gratefully refused reimbursement from Congress.

"Diplomacy," said General Porter at one time, "is not the science of representing the broadest falsehood with the straightest face, nor should the word carry with it the demeaning idea of craftiness, as many of our dictionaries define it. The profession has arisen to a higher plane."

General Porter closed his career as an earnest advocate of universal peace. At the age of 70 he represented the United States at the second Peace Conference at The Hague. He married in 1863, Sophie K. McHarg of Albany, New York, who died in 1903. They had three children.

Rare Gifts As Orator.

General Porter possessed rare gifts as an orator and after dinner speaker. His wit and the brilliancy and felicity of his public speeches ranked him among the foremost speakers of the country. His mechanical tastes and power of invention were marked. He invented the ticket box in use on all elevated railroads and most of the forries in this country. An interior mechanism mutilates the tickets as they are dropped into it, making their re-use impossible.

During his long military business and diplomatic career he found time to devote himself to considerable literary work. He was author of "West Point Life" (1890); "Campaigning With Grant"; and he also contributed to numerous magazines and newspapers. He spoke French and Spanish fluently and was well versed in the literature of those countries.

CHARLOTTE TO OBSERVE MEMORIAL DAY TODAY

Charlotte, May 29.—National Memorial Day will be observed here tomorrow by a parade over Tryon and Seventh streets, the latter leading to the cemetery, where Dr. Plato Durham will deliver the Memorial oration. There were 110 men of Mecklenburg county, who made the supreme sacrifice and 28 of these men are buried in the two cemeteries here. Salutes will be fired over the graves and the latter decorated with flags and wreaths. Monday will be a half holiday in the city.

ORATOR AT STATE COLLEGE TONIGHT



John Skelton Williams, former Comptroller of the United States Treasury who will deliver the commencement address at State College tonight.

WILSON CALLS FOR REAL OBSERVANCE

Must Make Sure Of Fulfillment Of Duties Growing Out Of War, He Declares

The News and Observer Bureau,
603 District National Bank Bldg.
By EDWARD E. BRITTON.
(By Special Leased Wire.)

Washington, May 29.—Former President Woodrow Wilson has broken his long silence since his retirement from the White House on March 4. It is Memorial Day that has brought a letter from him, this sent to the editor of Stars and Stripes, a soldier periodical published here, and in it he declares that we of America "shall not be able to enjoy the full pride of the day's recollections until we have made sure that the duties that grew out of the war have been fulfilled to the utmost."

The full text of his letter is: "Memorial Day has always been one of our most solemn and thoughtful anniversaries, when we recalled great memories and dedicated ourselves again to the maintenance and purification of the Nation; but this year it has an added and tremendous significance because the memories and sacrifices of the great World War are now among the most stimulating of the recollections of the day.

"We celebrate the immortal achievements of the men who died in France on the field and in the trenches, far away from home, in order that both our own and the peoples across the seas might be delivered from the ugliest peril of all history. It is our privilege not only to indulge a high and solemn pride and grief for the heroes of that great struggle, but also to rededicate ourselves to the achievement of the great objects for which that war was fought. We shall not be happy; we shall not be able to enjoy the full pride of the day's recollections until we have made sure that the duties that grew out of the war have been fulfilled to the utmost.

Are we sure? If we are not, shall we not soon take steps to do whatever has been omitted?"

"WOODROW WILSON."

Captain David Sellers, now head of the morale section of the Bureau of Navigation of the Navy has been selected by Secretary of the Navy Denby as his aide, succeeding Commander Percy W. Foote, a native of Wilkesboro, who served under Secretary Daniels, and who goes to the command of the scout cruiser Sable. Secretary Denby has added a marine corps aide in the person of Col. David Porter.

Miss Emilie M. Schultz, of Gastonia, is one of the young women announced by the Women's American Baptist Association as being selected for work in foreign fields, and will go to East China. In all twenty-eight young women have been selected, these trained as medical, evangelistic, and educational missionaries. All will be sent abroad during the summer and fall.

At the annual election of officers for the ensuing year the Southern Society of Washington elected Sam L. Rogers, of Franklin, as the North Carolina vice-president. William L. Saunders, of Virginia, was re-elected president of the society, which is the leading social organization in Washington.

There will be a mass meeting Tuesday night in Confederate Memorial Hall of members of organizations of Southerners here, the meeting being called to perfect plans for memorial services to Confederate soldiers to be held June 5. At these services Representative Lowrey, of Mississippi, will be the principal speaker.

Mrs. Adelaide Worth Bagley, and her daughters, Misses Belle and Ethel Bagley, left yesterday afternoon on the "Three Rivers" boat for a leisurely trip to Baltimore. The vessel, leaving Washington in the afternoon, visits a number of points and reaches Baltimore Monday. Mrs. Bagley and her daughters will return by rail on Monday.

R. O. Everett, of Durham, who is preparing to take a trip abroad, is to be in Washington tomorrow arranging for visas for his passport. While abroad he will look into matters affecting cotton interests, being chairman of the cotton commission appointed by Governor Morrison under act of the General Assembly.

North Carolina visitors to Washington today are: B. H. Lewis, of Oxford; G. D. Cantrell, of Morehead City; Mr. and Mrs. Albert Essert, of Charlotte.

HARDING TALKS TO VIRGINIANS IN AN HISTORIC CHURCH

President Pays His Respects To Members Of Parish Who Died In World War

FOUGHT TO PRESERVE RIGHTS OF REPUBLIC

Exports Parishioners Of Church In Which George Washington Was Vestryman To Go Forth To Keep Sacred Principles Of Right and Justice For Which Americans Fought

Washington, May 29.—In the historic Episcopal church of Pohick in Virginia, of which George Washington was once a vestryman, President Harding today paid his respects to members of the parish who gave their lives to the nation in the World War.

After the services, at which hundreds from the Virginia countryside crowded into old fashioned box pews, the President addressed the gathering and exhorted the parishioners to go forth to preserve inviolate those principles of right and justice for which Americans had always fought.

The occasion for the President's worship in the pew once occupied by George Washington was the unveiling of a tablet in memory of three former parishioners of the church who served in the World War.

Fought To Preserve Rights.

While disclaiming any intention of venturing into a discussion of the cause of the World War, the President declared that "America fought to preserve the rights of the republic and to maintain the civilization in which we had such a part in making, and in that service we have rendered tribute not only to that cause but also to the highest ideals of humanity."

In reference to the concord between the North and South which the World War helped to achieve, the President asserted there was no longer any suggestion of conflict since "we unshakenly the sword in behalf of suffering humanity and were brought into a supreme and sublime effort to save the civilization of the world."

In that effort "we have found the soul of America," the chief executive continued, and the sections of the nation "are united in the sweetest concord that ever united men."

Virginia's Gift to Union.

Allusion was made by Mr. Harding to the fact that he came from Ohio which was Virginia's gift to the Union when she gave up the old Northwest territory.

The tribute to the Virginians of Pohick who gave their lives in the World War, which he said was being given expression today in "the Old Dominion, the mother of States," was one expressed by all America.

To the boys and girls of the Sunday school class who had marched in the church to witness the unveiling ceremony, the President directed attention.

"In a country like this where democracy is at its best, which of these children garbed in the same raiment," the President asked, "is the daughter of the capitalist and which of the workman?"

"They are just sons and daughters of democratic America," he answered.

TO DELIVER MEMORIAL DAY ADDRESS AT ARLINGTON

Washington, May 29.—Leading the nation in commemoration of its heroic soldier and sailor dead, President Harding tomorrow will deliver the Memorial Day address at the amphitheatre of the Arlington National Cemetery.

Exercises in the National Capital in honor of the men who followed their country's flag began today, but the formal homage of the states will be paid by the chief executive, himself the son of a veteran of the Union armies, who resumes a custom broken by the war—the annual address of the President of the United States in the midst of the graves of the nation's dead.

Cabinet officers, high government officials and officers of the Army and Navy, with the representatives of foreign governments, are to attend the ceremonies at Arlington which are to be conducted by the Grand Army of the Republic. Prior to the ceremonies a parade of veterans and troops of the Regular Army will pass in review before the White House. Led by Lieutenant General Nelson A. Miles, the marching ranks are to include members of the Grand Army of the Republic, veterans of the Spanish-American war, the American Legion, the veterans of foreign wars and the National Disabled Soldiers' League.

In remembrance of the men who fell in the World War, paper poppies, patterned after the blood-red flowers of Flanders, have been made for distribution by school children. Besides the official ceremonies at Arlington, the graves of service men in other cemeteries in Washington and its environs are to be decorated with fitting exercises by veterans and patriotic organizations.

Immediate Action

The Want Ad Columns bristle with imperative command in many instances—they tell of conditions that must be met at once—they voice the cry for things that must be brought about immediately.

Quick in action, the Want Ads tell where jobs are waiting for you, really snaps for immediate inspection, buying chances for the ready purchaser, renting opportunities for the quick to act.

Want Ads are not for the drones, but the energetic—those who do things today—find them very often a ready reference of chances that are well worth while.

Phone 127 our Want Ad Man will gladly call for your ad.

SEVEN MEN KILLED IN WRECK OF AIRPLANE DURING SEVERE WIND STORM NEAR WASHINGTON

AVIATION CHIEF CAUGHT IN STORM

General William Mitchell Had Narrow Escape From Death. While In Air

SINGLE SEATER PLANE TOSSED ABOUT IN AIR

Army Officer Tells Thrilling Story Of Danger and Adventure in Clouds; Plane Twisted Out Of Control But He Manages To Run Before Wind Until Out Of Storm

Washington, May 29.—(By The Associated Press.)—Brigadier General William Mitchell, assistant chief of the Army Air Service and formerly in command of all American air forces in France, had a narrow escape from death yesterday in the storm in which the new army Curtiss-Eagle ambulance plane crashed with a loss of seven lives.

Although he freed danger in many forms on the Western front General Mitchell admitted today he never had felt closer to death than last evening when the single seater pursuit plane in which he was returning to Washington from Bolling Field was twisted out of his control and tossed at the mercy of the storm more than 1,000 feet above the earth.

Against Control of Plane.

That he finally was able to regain control of his plane and run before the wind until out of the storm area and reach Bolling Field by a round-about route that took him almost to Richmond, Va., was as much luck as anything else, General Mitchell declared today. The officer told the story in matter-of-fact manner, omitting many of the details but it was possible to piece together from his account and that of others who made the flight at about the same time a thrilling story of danger and adventure in the clouds.

General Mitchell left Washington yesterday morning in company with several other machines, to review aerial maneuvers of the great concentration of army aircraft at Langley Field, gathered there for the army-navy bombing tests to be conducted in June and July. He was flying a SE-5 Pursuit plane, capable of a speed of 120 miles an hour.

Caught In Midst of Storm.

"I left Langley Field about 6 o'clock in the single seater, accompanied by Captain William Ocker in another SE-5," said the general. "We flew in formation and although it was already quite dark we expected to beat the storm out. After a short time we found that the low lying cloud ceiling was only about 1,000 feet from the earth. We could see the storm south of Washington and apparently about over Indian Head, Md. Almost before we knew what was happening, we were caught in the midst of it, a terrific wind with hail and rain and plenty of lightning and thunder. As we crossed the Potomac the wind was coming out of the North in great gusts, causing my ship to twist and dip badly. Captain Ocker was behind me, but we could scarcely see a ship's length ahead of us. It was like driving into a solid wall of black."

"It was apparent that we had our choice of three alternatives. One was to land at once, with practical certainty of a bad crash, another was to turn and try to get back to a landing at Langley Field, but in the storm that course entailed a danger of missing the field and being blown out to sea. The last alternative was to turn and run away from the storm and try to go around it or between two storm areas. That I decided to do. In the meantime my ship was being thrown into a succession of spinning dives, some of them 300 feet long, and it was during one of these that the problem of turning away from the storm was solved for me, for when I came out of it I was heading on the return path."

Barely Made Headway

"I estimate that the wind must have been blowing at least 100 miles an hour up there, for my plane, with the engine full open, should have been doing 120 miles an hour and actually was hardly making headway against the wind. I have been in some bad storms in the time I have been flying, but have never seen a storm under me blowing trees down in its path, but I never was in such a storm as that before."

"We recrossed the Potomac and raced almost back to Richmond, then out in between two storms, doubled back over Indian Head and reached Bolling Field at 7:20."

After he arrived at his home, after having been in the air more than six hours during the day, General Mitchell learned that Captain B. S. Wright, who had started about the same time he did from Langley Field in a Fokker plane, had crashed at Rock Point, Md., after dropping behind in the race.

General Mitchell left immediately for Rock Point by motor, where he found Captain Wright uninjured, but the Fokker demolished. It was not until his return home at two o'clock this morning, after bringing Captain Wright back to the city, that the general received his first information regarding the fatal crash of the big Eagle.

GRAY HAired VETERAN SENT TO PENITENTIARY

Statesville, May 29.—William Ellsworth, the gray haired veteran who was convicted of breaking into Morrison's store, carrying concealed weapon, and other offenses, was sentenced yesterday by Judge Bryson to serve in the State penitentiary for three years, at hard labor. Judge Bryson stated that he considered the verdict of the jury eminently proper.

THREE HUNDRED ARMED MEN HUNT FOR SLAYERS OF SHERIFF

Chattanooga, Tenn., May 29.— Three hundred armed Georgians are scouring the mountains around Con- chat in search of two men wanted in connection with the killing of Sheriff A. G. Catron, of Walker county, early Saturday when he at- tempted to arrest alleged whiskey runners.

SCOUT IDEA THAT LIGHTNING DID IT

Officers Declare Even If Bolt Had Hit Plane, Little Harm Would Have Been Done

Washington, May 29.—Suggestions that the wrecking of the army airplane, in which seven men were killed yesterday evening, was caused by a bolt of lightning were scouted by army air service officers who declared that there was no record of lightning hitting a plane. They said that even had a bolt struck the Curtiss-Eagle it could have done little if any damage as the lightning could not have affected a groundling necessary to cause damage.

The theory of some officers is that an unusually heavy blast of wind struck the ship on one side and unbalanced it, sending it into a nose dive from which it could not recover because of the short distance to the ground.

Take Photograph of Wreck.

In preparation for the official inquiry Lieutenant Paul C. Wilkins went to the scene of the accident today to take photographs of the wreck and to obtain from eye-witnesses and others any possible information that might be of use in solving what is now a mystery.

Statements of naval officers at Indian Head that the plane fell only a short distance caused surprise to army air service officials who examined the personal effects of the passengers which were brought to Bolling Field today. A stick of shaving soap and its nickel plated container was found mashed almost to fit as a knife blade. A heavy black leather hand bag was ripped and torn while a straw hat which one of the civilians had worn was torn to shreds.

Decorated With Highest Honor

Lieutenant Colonel Miller was a native of Illinois and was appointed to the army from Missouri. He served in the Spanish-American War, the Philippines, where he won the Congressional Medal of Honor, and in the World War. He was executive officer of the aviation division of the army when the United States declared war on Germany and later was assigned to command the Mitchell Field, Long Island. He was 43 years old and survived by a widow and several children.

The action which won for him the highest decoration within the gift of the American government took place on Tian Island, July 2, 1906. The Americans were opposing hostile Moros and Colonel Miller, under heavy fire, with the assistance of an enlisted man, placed a machine gun in advance of its former position, about 20 yards from the enemy, in accomplishing which he was obliged to splice a piece of timber to one leg of the machine gun's tripod.

Former Member of Congress

Mr. Connolly was the Washington representative of the Curtiss Airplane Company and was born at Dubuque, Iowa, 44 years ago. He served in the air service during the war with the rank of major. For a time he was executive officer in command of Wilbur Wright Aviation School, Fairfield, Ohio, and he flew for Liberty Loans.

Graduated at Cornell University in 1897, Mr. Connolly received the LL.D. degree in the New York Law School in 1898 and afterwards took post-graduate courses at Oxford, Heidelberg, and Balliol College. He was a member of the Grand Congress and was a delegate at large to the Democratic National Convention at St. Louis in 1916. He was defeated for the United States Senate in 1914 by Senator Cummins and then became interested in airplane manufacture. He also was a regent and member of the executive committee of the Smithsonian Institution and had many business connections in Iowa.

Mr. Connolly was a member of the American Legion and of the Aero Club of America, the Metropolitan Club, the Army and Navy Club, and the National Frog Club. He was president of the Iowa State Lodge of Elks in 1913 and was a member of the National Carriage Builders' Association, of which he was president in 1908.

Lieutenant Ames had served in aviation for a number of years. He enlisted in the British army at the outbreak of the war and later was transferred to the American forces in France. He was testing and engineering officer at Bolling Field and was regarded as an authority in aero engineering and testing. He was married about three weeks ago.

Lieutenants McDermott and Pennington were stationed at Langley Field, to which they recently were transferred from Kelley Field, Texas, for the bombing tests with the Navy next month. Their home addresses could not be obtained here.

Mr. Batchelder was a former newspaper man and was a native of Attica, N. Y. He was 41 years old and one of the organizers of the American Automobile Association and had resided in Washington for seven years, since the association opened its national headquarters here.

WILSON WAREHOUSEMEN TO STOP FRAUDULENT SALES

Wilson, May 29.—At a meeting of the Wilson Tobacco Board of Trade held last Saturday it was decided to doubly protect the warehousemen in the future—that all baskets must carry, besides the warehouse labels, a number and that all warehouses will carry a certain stock of numbers. By this arrangement it is thought that fake sales will be things of the past on the Wilson warehouse floors.

WORST ACCIDENT AVIATION HAS HAD

One Of Few In Which All Of Passengers In Falling Plane Were Killed

SHIP STRIKES GROUND WITH TERRIFIC FORCE

Two Representatives In Con- gress Saved From Death Be- cause Sickness Prevented Their Return In Army Air- ship; Had Just Crossed Po- tomac From Langley Field

Washington, May 29.—(By The Associated Press.)—Seven men, five of the army and two civilians, were killed in the wreck of an army Curtiss-Eagle ambulance airplane near Indian Head, Maryland, 40 miles southeast of Washington, yesterday evening in a terrific wind and electrical storm. The dead are:

Lieut. Col. Archie Miller, U. S. A., M. H. Washington.

Maurice Connolly, of Dubuque, Iowa; former member of the House of Representatives.

A. G. Batchelder, of Washington, chairman of the board of the American Automobile Association.

Lieut. Stanley M. Ames, of Washington, pilot of the wrecked plane.

Lieut. Cleveland W. McDermott, Langley Field, Va.

Lieut. John M. Pennington, Langley Field, Va.

Sergeant Mechanic Richard Blumentran, Washington.

Worst Wreck in Aviation

Army air service officers said the accident was the worst in the history of aviation in the United States, either military or civil, and that it was one of the few in which all of the passengers in a falling plane had been killed almost instantly.

The ship struck the ground nose first and the big 400 horsepower Liberty motor in the front end of the craft was torn from its chassis and thrown back into the cockpit on top of the pilot and the passengers. All of the bodies were badly mutilated.

The Curtiss-Eagle was returning from a trip to Langley Field, near Newport News, Va., and had just crossed the Potomac river when it ran into the storm which had passed over Washington an hour before. The exact cause of the accident probably never will be known, as those in the machine were dead when witnesses from Morganton, a village near Indian Head, reached the scene.

Investigation Is Ordered.

An official investigation of the accident will be ordered. At that investigation it is possible an inquiry will be made into the general design and practical use by the army machine, the only one of its type in the army air service. Air service officers said today that when the plane left Langley field it was apparently in perfect running condition and had been functioning properly during several hours in the morning and afternoon.

Captain De Lavergne, air attache of the French Embassy, who made the trip in the Eagle from Washington, said tonight that in his opinion the Eagle was unbalanced.

"The machine was badly balanced," Captain De Lavergne said. "It had a small motor, of only 400-horsepower. The weight was too much, the pilot could not control it. I declined to return in it and came back by boat."

Sickness Saved Them.

Representatives Campbell, of Kansas chairman of the House rules committee, and Walsh, of Massachusetts, who went to Langley field in the Eagle, also returned to Washington by boat. Mr. Campbell said tonight the element of safety had not entered into their decision not to return in the Eagle; that both of them were seasick and the air in the closed plane was bad.

"If the ship had been open we would have returned in it," said Mr. Campbell. "I suggested to Walsh that we return by boat. He was seasick and I didn't feel very steady. We had been more than two hours at sea in a Martin bomber observing bombing experiments."

"On the way down to Langley field, the air was rough and very bumpy. We had a wonderfully good pilot. He would run into an air bank like it was a hill side and then the machine would drop, sometimes more than 100 feet."

Brigadier General Mitchell, assistant chief of the Army Air Service, who accompanied the Eagle to Langley Field, and who had an exciting battle with the storm during his return flight, said Lieutenant Ames, piloting the Eagle, was regarded as one of the best pilots in the service and that his ship was apparently in perfect condition.

No Concern For Safety.

"We felt no concern for his safety," said the general, "and when the Eagle circled over the field a couple of times before straightening out on the northerly course for Washington it was running perfectly. We waved good-bye from the field, expecting that