

# Fayetteville Observer

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## A VERY SAD TRAGEDY

### ARMY AIRSHIP FALLS INTO CAPE FEAR RIVER—MACHINE RAISED, BUT NO TRACE OF AVIATORS.

News came to the city Wednesday night that an airship was stuck fast in Cape Fear River, about a mile north of Clarendon Bridge. Only a portion of the top of the machine was showing above the water, and of course it was natural to suppose that the aviators went down with the ship and were drowned. About 7 o'clock that evening an airship was seen flying over the city, coming from the north and going in a southeasterly direction after reaching here. It was said to be going at a rapid rate.

Mr. W. A. Holmes, who lives near the river, says that last night he heard a noise as of something crashing into a tree, and about five minutes later he heard cries for help. He ran to the river and just as he got there an airship plunged into the water on the west side of the stream. As the machine struck the water there was an explosion like the report of a pistol, and all was silent. The ship settled down in the water and floated across the stream to the east bank, where it stuck, but it was impossible to get at it.

Mr. Holmes is confident that the ship first fell into a tree, as he heard a crashing noise, and limbs and branches of the tree are broken and pieces of the machine are hanging to it.

### THE WORK OF RESCUE.

Col. Maxwell Murray, commander of Camp Bragg, with a detachment of soldiers, went to work that morning to raise the machine, and about noon succeeded in recovering it, but failed to find the bodies of the aviators. The straps which held them to their seats were loose, indicating that the men had endeavored to save themselves. On a seat of the machine was an enlisted man's coat with an identification card reading: "Sergeant W. W. Fleming, Langley Field, Va., Serial No. 18996, Detachment No. 11, A. S. P. Pass No. 400." An officers cap was also found with initials H. P. in ink, and bearing trade mark of Lawton Mercantile Company, Lawton, Oklahoma. The machine was "Curtiss bi-plane No. 38199."

It is said that the river will be dragged for the bodies. Sergeant Fleming was one of the men who were in Fayetteville about three weeks ago in airships going north from Camp Jackson.

The work of dragging Cape Fear river for the bodies of Lieut. H. H. Pope and Sergt. W. W. Fleming, who fell into the stream with their airships Tuesday night, was begun this morning about 10 o'clock. The dragging was begun at the point in the river opposite the tree into which the machine crashed, and is being continued on down toward the Clarendon bridge. So far no results have been obtained. The stream was swollen the night of the accident, and so far no trace of the bodies and as the stream was swollen that night and the current very swift, the work of recovering may be very difficult. However, the army officers having the work in hand say they do not intend to give up until every effort has been exhausted.

Major Norman W. Peck and Lieut. James W. Cantwell of the Aero Service of aeronauts, arrived here last night from Camp Jackson, Columbia, S. C., at seven o'clock, having come through the country by automobile. They left Columbia yesterday at 12 o'clock, noon, immediately on receipt of a telegram from Col. Maxwell Murray, telling of the fatal accident.

The mother of Lieutenant Pope, having heard of the accident, is extremely anxious and torn with suspense. She today had her Catholic Priest in Bedford wire to Father Gallagher here for tidings of her son. Upon application at this office we were grieved to have to inform Father Gallagher that of was practically established that Lieutenant Pope had been drowned.

Wednesday after raising the airship which fell in Cape Fear river Tuesday night, Colonel Murray and Captain Smith found it impossible to do anything towards dragging the stream for the recovery of the bodies, the high stage of water preventing such. However, as the waters were receding, it was hoped that dragging could be done today.

Lieutenant L. E. Miller, observer, and Lieutenant M. S. Boggs, pilot, left

Raleigh Tuesday afternoon, en route for Camp Jackson, thinking that Lieutenant Pope and Sergeant Fleming had preceded them, but the latter were late in leaving Raleigh on account of engine trouble, it is thought, Lieutenant Miller and Boggs had trouble with their ship and landed at Dunn Tuesday night. When they started to resume their journey Wednesday morning the field on which they landed was soft and their machine (No. 38188) was badly wrecked, so they were forced to remain at Dunn.

On learning of the dreadful accident which had happened to Lieutenant Pope and Sergeant Fleming, Lieutenant Miller took the afternoon train at Dunn and came on to Fayetteville, arriving here late Wednesday evening. He was very much distressed over the sad news.

Lieutenant Harley H. Pope, of Bedford, Indiana, and Sergeant Walter W. Fleming, of Providence, Rhode Island, were in their squadron which made Fayetteville a landing place in December. Lieutenant Pope was observer and Sergeant Fleming was pilot of their machine, No. 38199. They were the last to leave Fayetteville, and gave some very fine exhibitions of flying before their departure. They took the wrong route leaving here and landed in Greensboro instead of Raleigh, meeting with an accident in the landing. Lieutenant Miller says they were both skilled and experienced aviators, however, and their terrible accident here could not be attributed to any fault of their own.

As recently stated in The Observer, Lieutenant Pope, before entering the Army, was a traveller, and went on long journeys in the far North, along the Mackenzie river. He had been flying about a year, and belonged to the well known 17th Aero Squadron, whose members are well known for their numerous exhibitions of "stunts" and fancy aviation.

Sergeant Fleming was an observer in the aviation service.

## ABOUT CAMP BRAGG AND CANTONMENTS

### Government Acquisition Land For Fayetteville Camp and Sixteen Cantonments Urged By War Department.

(By The Associated Press.)

Washington, Jan. 4.—Government acquisition of all sixteen National Army Cantonments sites, with the decision for future use or disposition being made later, was today urged by Assistant Secretary of War Crowell before the House Military Committee. He also advocated purchase of land for establishing three big camps at Columbus, Ga., West Point, Ky., and Fayetteville, N. C., for future training of the Army regardless of its peace time strength. The total cost would exceed \$66,000,000.

Efforts of the committee to obtain a statement of the War Department's policy also for the peace-time army from Mr. Crowell, Brig. Gen. Jervey and Assistant Chief of Staff for Major General Snow, chief of Field Artillery, were unavailing. They answered that the training camps would be necessary, regardless of future policy, and that decision could be made later regarding the cantonments.

The Columbus, Georgia camp planned as a training center for infantry would contain 130,000 acres, costing \$3,602,000 with additional expenditures of \$2,000,000 for construction work.

The artillery camps at Fayetteville, North Carolina, and West Point, Kentucky, would comprise 125,000 acres and 40,000 acres respectively, costing \$2,400,000 and \$2,500,000. Construction at Fayetteville would amount to \$17,000,000 and at West Point \$21,000,000.

The three camps would provide for the training of 10,000 infantrymen and 50,000 artillery men, the number for West Point being practically twice as large as the number at Fayetteville. Larger training facilities at these places, Mr. Crowell said, was planned before the end of the war, but the projects were reduced in size with the signing of the armistice.

## War Department is Sharply Criticized by Senator Weeks

(By The Associated Press.)

Washington, Jan. 2.—The War Department was sharply criticized in the Senate today by Senator Weeks of Massachusetts, Republican for delays and errors in compiling casualties among the Expeditionary Forces and for failure to co-operate with the Red Cross in the matter of forwarding letters from wounded soldiers to relatives in this country.

Criticism was directed especially at the office of the Adjutant General of the army, Senator Weeks saying that Major General McCain the Adjutant General who retired last summer to command a division and who was succeeded by Major General Harris should have been retained. He could not believe he said that a change in the office during the war was businesslike or desirable.

Senator Weeks declared the War Department's information as to casualties often had been wrong.

"During the week ended December 14th," he said, "the Red Cross received an average of 2 letters a day from parents who had been advised by the War Department that their sons had been killed on a specified date. In everyone of these cases the parents wrote they had recent communications from their sons subsequently to the date given by the War Department. It seems almost miraculous that so many errors could have occurred in cases of this kind."

It also was worth nothing, Senator Weeks continued, that in sending reports of casualties to families the Department simply stated the individual had been killed or wounded without further explanation, and that so far as he knew the Department had no other information on the subject.

## UNEXPECTED DEATH OF COLONEL ROOSEVELT

### Died at His Sagamore Home of Pulmonary Embolism—Passed Away Alone in the Early Morning of Monday Last.

(By The Associated Press.)

New York, Jan. 6.—Oyster Bay.—Col. Theodore Roosevelt died in his sleep early today at his home on Sagamore Hill in this village. Death is believed to have been due to rheumatism, which affected his heart.

The Colonel suffered a severe attack of rheumatism and sciatica on New Year's day, but none believed his illness would prove fatal. The former President sat up most of Sunday, and retired at 11 o'clock last night. About 4 a. m. Mrs. Roosevelt, who was the only other member of the family at Oyster Bay, went to her husband's room and found that he had died during the night.

Mrs. Roosevelt telephoned to Col. E. Emlin Roosevelt, cousin of the former President, and he came to the Roosevelt home immediately. Telegrams were dispatched to the Colonel's children, who were in other parts of the country. Two of the Colonel's sons—Major Roosevelt, Jr., and Capt. Kermit Roosevelt, are in service abroad.

Capt. Archie Roosevelt and his wife left New York last night for Boston, where the Captain's wife's father is ill. Mrs. Ethel Derby and her two children are in Alken, S. C.

Details for the funeral have not been arranged, but an announcement is expected. Telegrams of condolence and sympathy began to pour in from all parts of the country today, as soon as the news of Col. Roosevelt's death became known.

The former President came to his home on Sagamore Hill from the Roosevelt Hospital on Christmas day, but a week later was stricken with an attack of rheumatism and sciatica from which he had been suffering for some time. The rheumatism affected his right hand, and it became much swollen. He remained in his room, and efforts were made to check the trouble. Last Saturday the Colonel's Secretary, Miss Josephine Stricker, called to see him, but the Colonel was asleep in his room.

Miss Stricker said today no one had any idea that death was near at hand. Flags were placed at half mast at Oyster Bay today.

The immediate cause of Colonel Roosevelt's death was pulmonary embolism or lodgment in the lung of a clot from a broken vein. It was said by one of his physicians.

Death, it was said, came to him painlessly as he slept.

Forty-eight hours before his death the former President had been visited by one of his physicians, who stated that he thought the Colonel apparently in good condition and spirits. The Colonel, he said, laughed and joked with him and said he expected soon to renew his wood chopping expeditions on his Sagamore Hill estate.

## The State Journal Has Suspended Publication

## A REVOLTING CRIME NEAR FAYETTEVILLE

### Negro Charged with Criminal Assault on An Aged and Respected White Woman—He Was Apprehended.

A hideous crime was committed Wednesday morning about eight miles from Fayetteville and two miles from Camp Bragg, when Mrs. William Rayner, aged about 62 years and a respected resident of Seventy-first Township, was criminally assaulted. A young negro named George Avery, aged about 20 years, was identified by Mrs. Rayner as her assailant.

Mrs. Rayner was feeding her hogs in the woods a short distance from her home when she was attacked. Sheriff McGeachy was at once notified in Fayetteville, and went to the Rayner home accompanied by Deputies A. J. Pate and W. G. Moore. On learning that a negro by the name of Junius Thomas was seen that morning on the public road near the scene of the crime, the officers sought and arrested him. Thomas declared his innocence, and said he thought he could lead them to the man who committed the crime. Accordingly he carried the officers to Camp Bragg and into one of the mess halls, where Avery was eating dinner. Avery was carried before Mrs. Rayner, who identified him as the man who assaulted her.

Thomas said that he and Avery were walking on the road that morning and when they got opposite the Rayner place, Avery went into the woods and did not return at once. So he (Thomas) went on.

Thomas said that he knew little about Avery, except that he was called George and had been working at Camp Bragg, claiming to have come there from Southern Georgia. Both Avery and Thomas were brought to Fayetteville by Sheriff McGeachy, Avery being held on the charge of assault and Thomas as a witness.

## France Sends A Message of Deep Sympathy to America

(By The Associated Press.)

Washington, Jan. 2.—The State Department today made public the following message under date of January 1st received from the French government:

"The French government wishes to express its profound sympathy and gratitude to the American families whose sons have met a glorious death on French soil during the war. It wishes to share in their mourning. The graves of the young soldiers of America are as sacred in its eyes as are those of their French comrades, and it will take the necessary measures to provide that they shall be respected and attended with a reverent patriotic care."

## The State Journal Has Suspended Publication

(By The Associated Press.)

Raleigh, Jan. 2.—The State Journal, a weekly newspaper published here, owned by A. J. Field, now of Philadelphia and leased by W. Tom Bost, suspended publication with this week's issue pending arrangements for another management.

It is announced that Mr. Bost's lease has expired and Col. Field's duties kept him with the Emergency Fleet Corporation in Philadelphia. The paper was founded by Col. Field and R. F. Beasley in 1913.

## SOLDIERS RETURN HOME.

Mrs. E. E. Fisher of Beaver Dam has just received a telegram from her son, Private Claude O. Fisher, who has been with the colors in France since July, 1918, that he has arrived safely in New York. His many friends will be glad to welcome him back to the states.

## FAYETTEVILLE MEN CITED FOR BRAVERY

### Citations for Acts of Meritorious Conduct of Two Lieutenants Issued By Command of 30th Division.

Their many friends and the people of this city and section have cause to be proud of the military record made by two Fayetteville young men of the 119th Infantry, 30th Division, A. E. F. They are 1st Lieutenant David B. Byrd, Co. F, (Fayetteville Company), and 1st Lieutenant Phillip Theodore Fry, Co. H, (Clinton Company). Lieutenant Fry being transferred while First Sergeant from the Fayetteville to the Clinton Company. These young soldiers went to the Mexican border in 1916 with Co. F, returned with their command to North Carolina, trained at Camp Sevier and went overseas. The record of their deeds of prowess places them in the list of devoted, fearless patriots.

The citation order of the command-meritorious conduct described are of their division follows:

American Expeditionary Forces, France, Dec. 2, 1918. GENERAL ORDERS No. 50.

The following citations for acts of published to the command:

1st Lieutenant Daniel B. Byrd, Co. F, 119th Infantry.

During the advance in the St. Benin and Escoufort Area, where the resistance was so obstinate that our front line was momentarily unable to advance, Lieutenant Byrd's detachment was cut off and in great danger of annihilation. By his prompt and accurate placing of automatic rifles he successfully covered the movements of his detachment and made possible their interrupted return to its company. During this manoeuvre he was painfully wounded by a shrapnel but remained with his men until later ordered to the rear for treatment. His conduct is deserving of the utmost praise.

1st Lieutenant Phillip T. Fry, Co. H, 119th Infantry.

This officer displayed exceptional bravery and disregard for danger by leading the remainder of his Company 15 in number, unassisted on either flank, through an enemy barrage, capturing the town of Ribeauville on October 18, 1918; successfully repulsing the enemy. Upon his arrival there he captured two prisoners and nine machine guns and quantities of ammunition, and it was not until ordered by superior authority that he withdrew from the town.

## WRITE THE BOYS OVERSEAS

(By Associated Press.)

Paris, Jan. 2.—Letters from home never more needed by American soldiers and sailors than at present, according to a statement issued today by the headquarters of the Y. M. C. A. It is urged that relatives of men in service continue writing to them until their return has been definitely arranged.

The statement was made after it had been learned that many soldiers and sailors had received letters saying now the war is over and the men will soon return to America, there is no further need to continue writing.

## Transports Bringing More American Soldiers Across

(By The Associated Press.)

Washington, Jan. 8.—The transport President Grant, battleships Montana and South Dakota and the hospital ship Comfort, have sailed from France for New York with 284 officers and 7,419 men.

**EYES EXAMINED**  
GLASSES GRIND.  
**DR. JULIUS SHAFFER**  
216 HAY STREET  
Fayetteville, N. C.

## THE RIVER MATTER IS IN GOOD SHAPE

### Fayetteville's Chamber Of Commerce Secretary Has Secured Specific Promises Dredging Will Be Pushed.

The secretary of the Chamber of Commerce upon his return from Washington, where he has been pushing matters of interest to Fayetteville, has to report upon the river project particularly that specific promises have been made by the chief of engineers of the U. S. A., to both Senator Simmons and Congressman Small, that with an additional appropriation of twenty-one thousand dollars and available equipment the work which is now practically ninety-two per cent. completed can be finished within a short space of time.

There is now available for dredging operations forty thousand dollars, appropriated by the River and Harbor Act of July 18, 1918, and with the thirty thousand dollars estimated by the chief of engineers for appropriation in the pending River and Harbor bill, it was expected to keep a dredging plant going until such time as further appropriation should be made at the first session of the next congress. In view of the expense involved in transferring suitable dredging plant to the upper Cape Fear river from Beaufort, North Carolina, or other points in the Wilmington district, the chief engineer is of the opinion that the full amount of the estimate required for the dredging involved should be available before commencing work and he therefore recommended that the item in the pending bill be increased from thirty thousand dollars to fifty-one thousand dollars.

When this matter was brought to Senator Simmons' attention several weeks ago, he immediately arranged a conference with Major-General W. M. Black, chief of engineers, and his assistant, General Taylor. At this conference Senator Simmons stated that if further funds were necessary for the completion of the dredging, that some would be forthcoming, and upon Mr. King's bringing the same matter to Congressman Small's attention, he made practically the same statement in a letter to General Black urging the completion of this work. The chief of engineers has, therefore, asked for an additional appropriation of twenty-one thousand dollars, which Mr. Small stated personally to Mr. King, would be incorporated in the pending river and harbors bill, increasing the amount to fifty-one thousand dollars and making the full amount available for dredging operations ninety-one thousand dollars. Senator Simmons not being in the city this week, the matter could not have his personal attention at this time.

The secretary has further to report his investigation of designs for docks and wharves that might be made available for Fayetteville. The office of the chief of engineers was helpful in placing Mr. King in touch with localities and engineers where the desired information could be secured. This information has now been taken advantage of and the secretary reports that we should very shortly have on hand valuable data from which a civilian engineer can plan the necessary dock and equipment for the loading and unloading of vessels at this point. The Fayetteville dock commission have already applied to the local board of aldermen for authority to employ a civilian engineer for this purpose and it is hoped that this authority will be given at an early date.

## General Increase Railroad Freight

(By The Associated Press.)

Washington, Jan. 8.—General increases in class and commodity rates in eastern and central trunk line territory and to and from Virginia cities, designed to bring the charges of non-federal controlled railroads up to the level of the increase given federal controlled lines last Spring, were approved today by the Interstate Commerce Commission.