

# Gale Slows Arrival Of Tanker With 10 Cavalier Survivors

Relatives, Ambulances and Investigating Officials  
Await Docking Due This Afternoon.

(Continued from Page One)

watched their husbands drift away out there on the ocean, and all of the other survivors believed they were definitely dead.

When they were taken aboard the Esso Baytown Saturday night, they were assured that three Coast Guard boats would continue the search for them. The boats searched all day yesterday and last night, returned to land officially abandoning any hope that Mr. Miller, Mr. Noakes and Mr. Spence were alive.

Awaiting four of the men were the searching questions of officials of the Imperial Airways, which, in conjunction with Pan-American Airways, operates the air line to Bermuda, and of American aviation authorities. These men were Capt. Alderson, Neil Richardson, Patrick Chapman, David Williams, the other steward.

Officials wanted to know what happened aboard the huge four-motored flying boat that caused her to plunge into the sea, split open, and sink so quickly her passengers and crew barely managed to get out of the hull into the sea.

## Ice Given Blame

This much was known. All the ship's motors failed at the same time and ice was the cause. At 11:59 p. m. Saturday, her radio flashed:

"All engines failing—ice. Altitude 1500 feet. Forced landing in a few minutes."

Thirteen minutes later she said: "Landing okay, switch off—stand by." One minute later the radio flashed one word and went dead. The word was: "Sinking."

Aviation experts agree believe that ice had formed on the wing and around the motors and had choked the carburetors of all four motors. The Cavalier was not equipped with devices to prevent such an occurrence, which are standard equipment on most American commercial planes.

The questions will be asked by Paul E. Bewsha, representing Imperial Airways, and, unofficially, by experts of the Civil Aeronautics Authority.

The authority has jurisdiction under the act which created it, over all airlines operating from American ports, but the Bermuda line was established before it was, and Imperial's application for a certificate of public necessity and convenience is pending.

The fact that this application must be passed upon by the Authority eventually, permitted its unofficial participation in the investigation.

The Cavalier was so constructed, that, theoretically, she should have ridden the heaviest seas for days. Built in 1935, she cost \$200,000. She was the fifth of her type, "Empire Boats," involved in a fatal accident since they were put into regular operation in 1937 on various lines throughout the world.

## Relatives Waiting

Also awaiting the passengers and crew were eager relatives, rejoicing that they had come through seemingly impossible hardships alive. They were gathered on the Hudson River pier where the Baytown will dock to transfer the passengers and crew to ambulances. First messages had indicated that only three of them, particularly Capt. Alderson—were in a serious condition, but Mrs. Edna Watson of Bermuda, one of the passengers, radioed that no one had been hurt, though all were exhausted from the ordeal.

Capt. Frank Spence, master of the Baytown, radioed that his rescued ones would need overcoats, trousers and shoes, and these and other articles of clothing were assembled on the dock by Imperial Airways.

True to the tradition of tight-lipped seamen—the fifth generation of his family to command ships—his messages ashore were few and laconic. But from them and from the equally sparse messages of the commanders of the three Coast Guard cutters—the Champlain, the Pontchartrain, and the Erie—it was possible to piece much of the story of the sufferings of the Cavalier's survivors and of the heroism of the Baytown's crew.

The Cavalier took off at 9 a. m. Saturday from Fort Washington. At 11:33 p. m., two hours and 23 minutes later, she reported by radio that she was running into bad weather and might have to land. Fourteen minutes later, she said the weather still was bad and at 11:57 sent the official call of distress—SOS. This was followed immediately by the fragmentary explanation that ice was forming, and at 12:13 she was on the water and her radio said its last word—"sinking."

## Plane's Hull Spills

Upon hitting the water, the hull of the Cavalier split and the sea poured in. Shepherded by Capt. Alderson, each man and woman grabbed the life belt which formed the cushion of each seat, and dropped into the ocean. There wasn't time to strap the belts on; there wasn't time to pull down the rubber rafts from the ceiling. The last person was barely out of her when the Cavalier went to the bottom.

Once in the water, Comm. Raymond T. McElligott of the cutter Champlain reported, it was impossible to put on the life belts, and the 13 men and women merely tied them together and clung to them. Stewart Spence had suffered a head wound in the landing and was bleeding profusely. Mr. Noakes and Mr. Miller, both elderly men, apparently also had been hurt. Before dark, Mr. Spence had slipped away and had disappeared beneath the surface. The fragmentary messages indicated that Mr. Noakes and Mr. Miller survived until after night fell.

Water temperature was about 50 degrees as the accident occurred on the edge of the warm Gulf Stream, though the air temperature was much lower and a strong wind—harbinger of yesterday's gale—was cutting up the sea into sharp, little waves which added to the difficulty of clinging, hour after hour, to the slippery canvas of the life belts.

All afternoon, they were thrown about on the surface of the sea without the least trace of anything alive except themselves in the

watery wastes of the Atlantic. Night closed in and still they had seen nothing to indicate that rescuers were on the way, that the Cavalier's last messages had been heard.

An hour or so after dark, the lights of a steamer showed on the horizon and bore down on them. But it turned off when still a mile or so away. They screamed until their throats ached. The lights were moving away from them now. They grew dimmer and finally disappeared altogether, leaving them alone again in the black ocean. All must have seemed lost then and it may have been that Mr. Noakes and Mr. Miller had clung to life long enough to have experienced this disappointment.

Soon after 8 p. m.—at 8:12—they had been in the water eight hours—they saw lights again and a ship was definitely approaching. They waited until it came close enough for them to make themselves heard, then they all screamed out at once. The ship continued on its way and again there was despair, but suddenly it began curving off its course and was pointed at them. Its searchlights came to life and played over the heaving waves.

At last the beam of harsh light fell upon them and they knew they were saved. After what must have seemed a complete age in time, they heard the grinding of oars in their locks and the slap-slap of the sea on a boat's bottom. It was the life boat of the Baytown—commanded by Chief Officer Olaf Anderson—and in a few minutes they had been pulled in and soon were being hauled up the side of the tanker, safe at last.

## Rescue Boat Capsizes

It was after 10 p. m.—almost two hours after the Baytown had first sighted them. What they hadn't known until they were aboard was that the first boat the Baytown had launched had capsized at the ship's side, dumping its crew into the ocean. These sailors had to be fished out before another boat could be launched.

Perhaps most remarkable of the stories the passengers will tell today will be that of the youthful student, Talbot, who, with one arm in a cast and useless, managed to keep himself afloat for 10 hours in a rough sea.

With the five men and five women aboard, the Baytown's radio appealed frantically and repeatedly for a doctor. The cutter Erie had a doctor aboard but the sea was too rough for her to get alongside the Baytown within a reasonable time, and the cutter Champlain put an officer and a pharmacist's mate aboard and they supervised the administering of first aid.

Before the Champlain, Pontchartrain and Erie abandoned the search last night, they had picked up the lifeboat and the Baytown lost and also one life preserver stamped with the markings of Imperial Airways. Otherwise they had searched an empty sea.

# M'NUTT STATE GROUP FORMED

McHale Leads Presidential  
'Boom'; Chiefs for Dis-  
tricts Picked.

A campaign to organize statewide support for Paul V. McNutt's Presidential campaign was started today following election of officers and district directors of the "Paul V. McNutt for President in 1940 Club."

Frank M. McHale, Democratic national committeeman and McNutt campaign manager, was elected president. Other officers named were James E. Perry, vice president; Frank McKinney, treasurer, and Al Townsend and Senators VanNoy and Minton were named honorary presidents.

Those named Congressional district directors were: First, Leo Mulvey; Second, Judge Michael Frazier; Loganport; Third, Judge Orla Deahl; South Bend; Fourth, William A. Kunkle; Ft. Wayne; Fifth, Harvey Cole, Peru; Sixth, Mrs. Virginia E. Jenckes; Terre Haute; Seventh, Paul L. Peilus; Bloomington; Eighth, Mayor William Dress, Evansville; Ninth, Thomas Taggart, French Lick; Tenth, Mrs. Emory Scholl, Connersville; Eleventh, August Mueller, Indianapolis; Twelfth, Alex E. Gordon, Indianapolis.

The State headquarters for the campaign are at Room 206, Claypool Hotel.

# 15 KILLED IN FIRES; DAMAGE MILLION

Fires left a blazing trail of death and destruction in nearly a dozen cities today.

At least 11 children and four adults were killed. Nearly one million dollars worth of property was destroyed.

The fires in brief: McGregor, Ia.—Funeral services were held today for four children and four adults who died in an apartment house fire Saturday night.

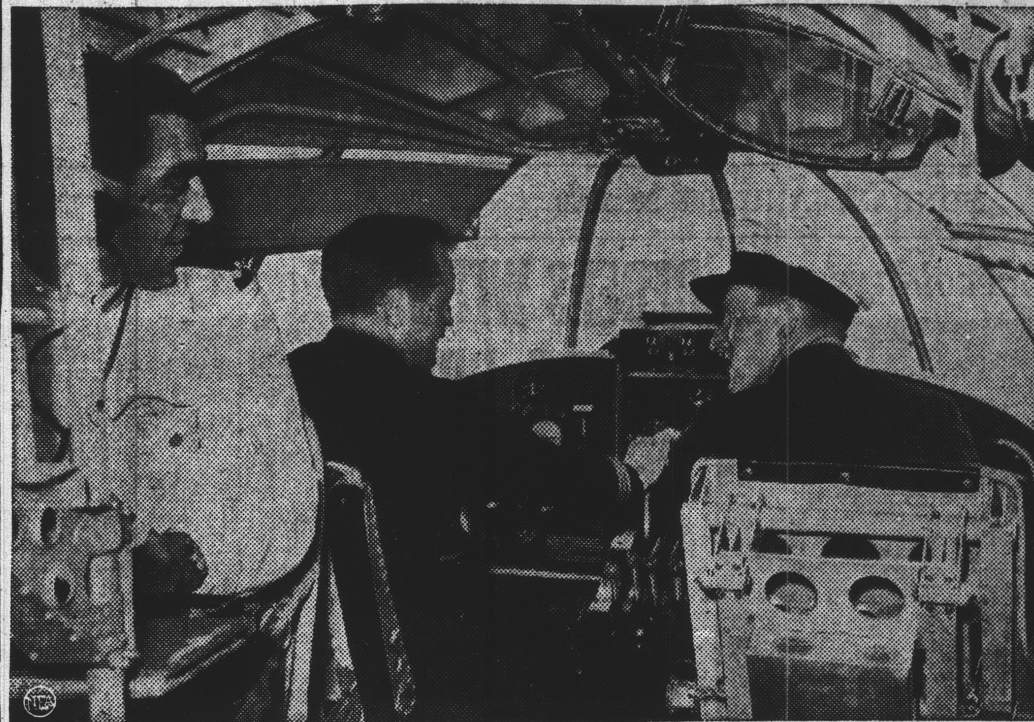
Cordova Mines, Ont.—Four children were burned to death last night in a fire caused by an overheated stove.

Northampton, Mass.—Three children were burned to death early today.

Fall River, Mass.—Fire destroyed two buildings, damaged three others and threatened the business district of this textile city before being brought under control.

Make Woodworking Your Hobby—Use DELTA MOTOR DRIVEN TOOLS Exclusively at VONNEGUT'S 120 E. Washington St.

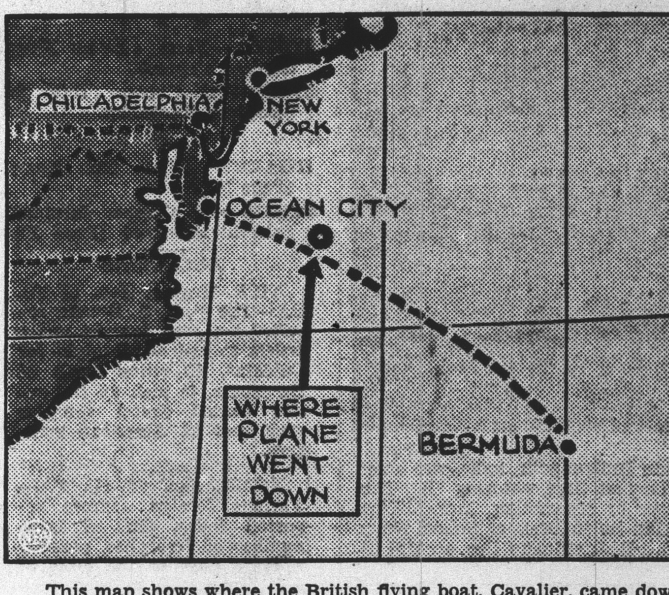
# Flying Boat, Passengers, Crew Figuring in Sea Rescue



A view of the Cavalier's control room from the inside during a flight on the same course where it met disaster. Left to right, Radio Engineer Patrick Chapman, former Comm. Neville Cumming and Lieut. Neil Richardson. Mr. Chapman and Mr. Richardson were on the plane when it came down.



Capt. N. R. Alderson



This map shows where the British flying boat, Cavalier, came down at sea on its flight to Hamilton, Bermuda.

# Bills to Halt Tax Adjusting by County Boards Will Be Given Legislature

Research Laboratory Part  
Of Proposed Program for  
Improving Crops.

(Continued from Page One)

condensers and consumer groups are opposed to extending the time the boards can operate. Unless the bills introduced in both houses Friday are passed, the present act will expire by limitation on June 30, 1939.

Also being prepared for introduction is a measure to provide for the election of county superintendents of schools. This bill is being prepared by Rep. Glenn R. Slenker (R. Monticello).

## Push Shakeup Fight

Interest in the House session today was expected to center on Republican efforts to advance to second reading the bill to nullify the 1933 Reorganization Act. The Republican majority of the Judiciary "A" Committee is holding up the report until it is assured that the slim Republican majority is present and ready to support the measure.

In the Senate, a floor fight over the bill to exempt all municipally-owned utilities from taxation was expected. The measure, and a similar one in the House, were scheduled for second reading today.

At the same time, the Senate Textbook Investigating Committee was to meet to map plans of procedure and to draw lists of proposed witnesses for the probe. Several public hearings are scheduled to be held this week on controversial measures. The Senate Elections Committee is to hold a hearing in the Senate chamber tonight on bills to restore the State-wide primary for the nomination of candidates for Governor and U. S. Senator.

A bill to amend the State Barber Board Law to permit the board to enforce locally adopted minimum prices and closing hours and regulate "fair trades practices" is to be discussed by a House committee tomorrow afternoon.

The measure to amend the Workmen's Compensation Law, which is being opposed by some business groups, is to be given a public hearing in the Senate chamber Wednesday night.

## Expect Renewed Debate

Some Republican leaders who unsuccessfully opposed the resolution appropriating \$280,000 for a loud-speaker system in the House may reopen this question to debate when the session convenes.

Bills designed to regulate "secret societies," by requiring that they file membership lists with the Secretary of State and to abolish the real estate abstract and title business also are being prepared for introduction in the House.

Senator Rupert said the bill to abolish county tax adjustment

boards is being drafted "to put a stop to favoritism and partiality in cutting budget requests."

He said in many small communities Board members are too well acquainted with government officials, leading them to act unwittingly on "grudges" and "friendship."

Dr. J. L. Axby, State Veterinarian, is sponsoring the bill calling for a \$100,000 appropriation to match Federal funds in the anti-Bang's Disease program.

"The Federal Government spent \$1,300,108 from September, 1934, to July, 1938, to eradicate the disease in this State. Under new Federal regulations no grants will be made from now on unless the states appropriate matching funds. Chief of the Indiana Department of Agriculture said the state has been unable to meet the requirements of the act."

## Research 'Unlimited'

The vegetable crop bill is to be introduced by a group of Republican and Democratic Representatives headed by Rep. Harry Hill (D. Edinburg), and Rep. Frank T. Mills (R. Campbellburg), and will seek an appropriation expected to reach about \$100,000 to establish grain houses throughout the State and pay salaries of crop experts for the research which is to be conducted under supervision of Purdue University.

Although sponsors of the bill declare the research would be "unlimited," the studies would center on three phases: Insect breeding, soil fertility and seed improvement. The purpose of the research would be to maintain and improve the vegetable crops used in the canning industry, which the sponsors point out, nets Hoosier farmers about 15 million dollars annually.

Canning experts and farmers also point out that, for some unknown reason, the quality of certain vegetable crops has been gradually declining.

The research will attempt to determine the reason and effect improvement.

Other bills expected to be thrown in the House and Senate hoppers during the week would:

Establish regulations designed to protect the newly discovered gas and oil deposits in southern Indiana.

Create a State Retirement Fund for education department employees, other than teachers.

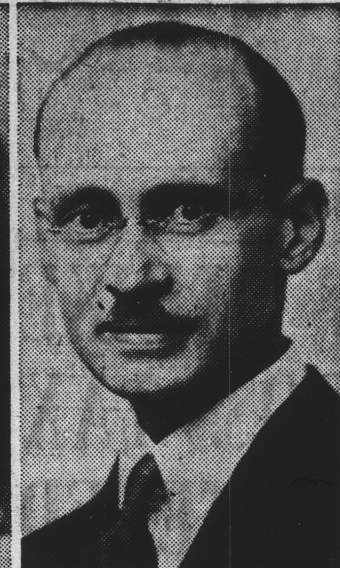
Recodify existing and pending fish and game laws.

C. E. Bush, Rushville, has been named president of the City Clerks of Indiana, an organization which is to sponsor three bills before the Legislature. The bills deal with duties and payment of city clerks, city clerk-treasurers and allied officers.

Meanwhile, members of the Indiana Chiropractors' Association announced a legislative campaign to secure a special board for examining and licensing chiropractors in In-



Mrs. Donald Miller



Donald Miller



David Williams



Charles Talbot



Gordon Noakes



Robert Spence

# AIRPLANE CRASHES TAKE LIVES OF TEN

PROVO, Utah, Jan. 23 (U. P.).—Three persons in a private plane were killed yesterday when one of the passengers "froze" the dual controls and caused a fatal spin. The plane, piloted by Charles T. Corbell, Provo airport manager, crashed from 300 feet altitude.

MALESTER, Okla., Jan. 23 (U. P.).—James Steward and Vance Johnson, both 18, were injured fatally when their plane faltered and fell from 100 feet as it took off from the airport yesterday.

MANILA, P. I., Jan. 23 (U. P.).—Walter Farnon, 32, was killed when his plane crashed near the Manila airport yesterday. He leaves a wife and two children in Cincinnati, O.

RIO DE JANEIRO, Jan. 23 (U. P.).—Two military planes collided today and crashed in a street near Dos Affonso's Airport. Four occupants of the stunting planes were reported killed.

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# FINGERPRINTS LEAD TO SECOND ARREST

Ten days ago, Jack P. Lally, 33, Indianapolis, was arrested at Greencastle by State Police on a charge of not having a driver's license. As a routine measure, his fingerprints were taken, copies being sent to the Federal Bureau of Investigation in Washington. Then he was released. Today, Lally was on his way to Buffalo, N. Y., to face 7-year-old charges of burglary and grand larceny. Informed Saturday that his fingerprints checked with those of a Buffalo fugitive, State Police went to a downtown hotel and rearrested Lally, turning him over to Buffalo authorities today.



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