

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 lost.

When they were taken aboard the 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.

Official 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 hulk 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 ashore 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 certification 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 some 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 Spur, master of the Baytown, radioed that his rescued crew were in overcoats, trousers and shoes and these and other articles of clothing were assembled on the dock by Imperial Airways.

Truly the tradition of eight-legged seamens—he is 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 Port Washington.

At 11:23 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 was still 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 Splits

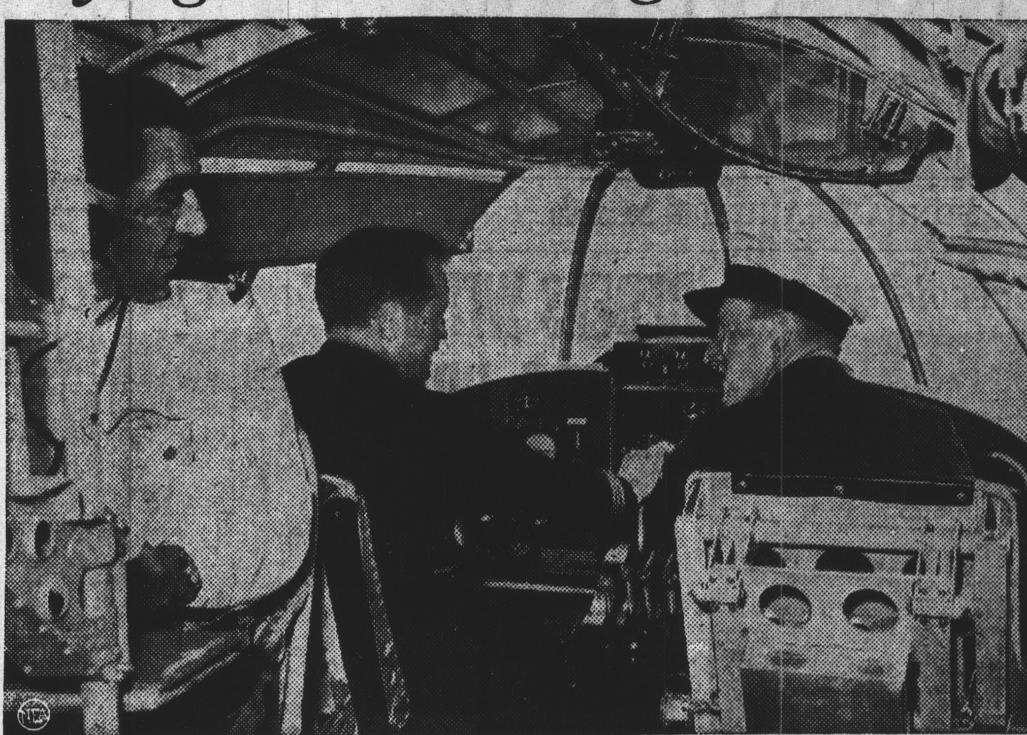
Upon hitting the water, the hull of the Cavalier split and the sea poured in. Shepherded by Capt. Alderson, each man and woman grabbed the life belt which formed the cushion of each seat, and dropped into the ocean. There wasn't time to strap the belts on; there wasn't time to pull down the rubber raft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

Once in the water, Capt. Raymond T. McElligott of the cutter Champlain reported, it was impossible to put on the life belts, and the men and women were tied together and clung to them. Stewart Spence had suffered a bad 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 this sea without the least trace of anything save, except themselves in the

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 Pat Chapman, former Comm. Neville Cumming and Lieut. Neil Richardson. Mr. Chapman and Mr. Richardson were on the plane when it came down.



Mrs. Donald Miller

Donald Miller



David Williams

Charles Talbot

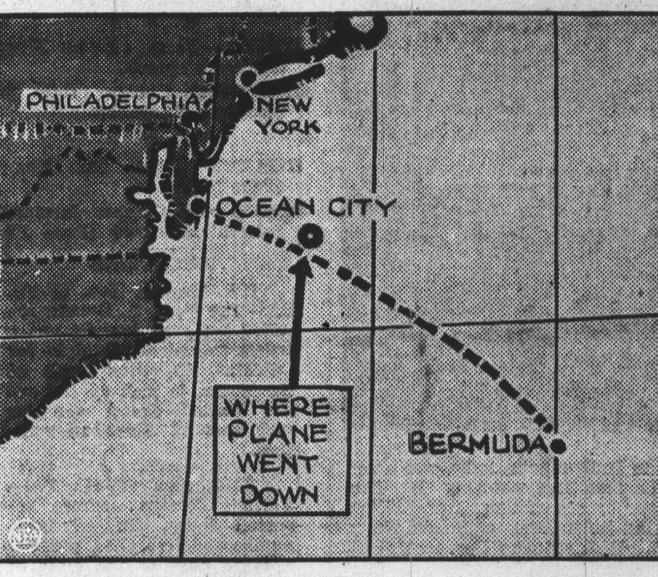


Gordon Noakes

Robert Spence



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 1932 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.

The bill, sponsors of the bill declare the research would be "unlimited," the studies would center on three phases: Insect breeding, soil fertility and seed improvement.

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 \$28,000 for a loudspeaker 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 to

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, 1938, 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. The chief cost of the program is the indemnity payments made to owners of diseased cattle which have to be destroyed.

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. Campbellsburg), and will seek an appropriation expected for the research which is to be conducted under supervision of Purdue University.

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 the 1932 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.

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.

Create a State Retirement Fund for Education Department Employees, other than Teachers.

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.

C. B. Jordan, 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 Indiana.

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.

DR. C. A. MANKER Registered Optometrist

MILLER JEWELRY CO. 29 on the CIRCLE

L. S. AYRES & CO.

PRICELESS!

that's what your

OLD

PHOTOGRAPHS

are... priceless!

They can never be

replaced... but they

CAN BE SAVED!

Your old family photographs mean a great deal to you, don't they? Perhaps they're getting cracked and faded. Just bring them to our PhotoReflex Studio and let us make from them dainty hand-colored miniatures which will resist the marks of time forever and become prized family possessions.

JANUARY SPECIALS

\$5.95

10% off

Regular \$7.90 Miniature

Made from any picture that is in good condition. Colored by hand in oils... in fine \$2.95 gold-plated frame.

PhotoReflex Mirror-Camera Studio, Eighth Floor.

MONDAY, JAN. 23, 1939

FINGERPRINTS LEAD TO SECOND ARREST

Ten days ago, Jack P. Lally, 33, Indianapolis, was arrested at Green castle 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.

Todays, Lally was on his way to Buffalo, N. Y., to face 7-year-old charges of burglary and grand larceny.

Informing 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.

SOLID COMFORT FOR THE Thrifty! Scout COACH AND TOURIST-SLEEPER TRAIN to California

Yes, sir! The primary purpose of Santa Fe's Scout is to serve those who budget dollars carefully... to provide the utmost in travel comfort, between Chicago and Los Angeles, at the lowest possible cost!

So the Scout is swift as a limited, air-conditioned. Its tourist-sleepers are roomy, finely remodeled standard Pullmans. The new coaches are of stainless steel, beautiful, with every modern convenience...

Then, too, there's a club car for sleeping car passengers; a cheery Fred Harvey diner serving delicious meals to all for only 90¢ a day; and the free and friendly service of a registered courier-nurse.

EL CAPITAN

Here is America's only all-day coach train, connecting Chicago with Los Angeles in just 39½ hours at the very lowest coach fares, plus a small extra fare. This gives you the comfort of a truly ultra-modern coach car, with a lunch counter-avera diners, serving delicious low cost Fred Harvey meals; and provides the free service of a graduate nurse.

Santa Fe

The daily Scout and the twice-a-week El Capitan have truly lifted economy travel to a new high in travel pleasure and comfort.

E. P. FISHER, Gen. Agent
311 MARKET BANK BLDG.
INDIANAPOLIS, IND.
Phone: Riley 8077

Send details about economy trains and fares from _____ to _____ Name _____ Address _____

VISIT GOLDEN GATE EXPOSITION AT SAN FRANCISCO THIS YEAR

\$69.95
\$100 per WEEK!

All dressed up and ready to go... with you Madame... to be your faithful servant for many years... to be a joy forever... and a monument to your good judgment as a buyer.

The Victoria gas range... dressed up with everything there is for a gas range.

★ Fully insulated
★ Best white porcelain with red or black handles
★ Green and ivory finish, too
★ 2 Service drawers
★ Drawer type broiler
★ Oven regulator
★ Automatic lighter
★ New heat concentrator burners save fuel
★ Light and condiment set, \$10.00 extra.

VICTOR
FURNITURE CO.

231-237 W. Washington St.
Directly Opposite Statehouse