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**AIRPLANE DISASTER INQUIRY IS RUSHED**

Report Expected To-day by Board Which Visits Wreck in Maryland.

**DEFECTS DISCREDITED**

Major Scallon Says He Found Similar Plane Satisfactory After Test.

**CENTRAL CONTROL URGED**

Gen. Mitchell Declares Aviation System Needs Single Directing Head.

WASHINGTON, May 30.—Appointment of a board of three officers of the Army Air Service to investigate the circumstances surrounding the accident in which five army men and two civilians lost their lives when a big army Curtiss-Eagle ambulance airplane crashed to the earth in a severe storm near Morganstown, Md., Saturday evening, was announced to-day by Major M. F. Scallon, commandant at Bolling Field. Capt. W. C. Ocker, who was caught in the storm himself while flying here from Langley Field in an SE-5 single seat plane, is senior member of the board. The others are Lieut. P. C. Wilkins, who was the first army officer to go to the scene of the crash and take charge of the bodies, and Lieut. Leroy Wolfe. They will endeavor to determine, among other things, whether the crash was the result of any defect in design or equipment of the airplane, or of any mistake or mismanagement on the part of the pilot, Lieut. S. M. Ames, and whether the five army men met death in line of duty.

**Lieut. Ames Defended.**  
 Flying officers stationed in the city and at Bolling Field asserted emphatically their belief that Lieut. Ames had "lost his head" in the storm and therefore had been in a measure at least, responsible for the accident. He was one of the best and coolest pilots in the service and was familiar with the big Curtiss plane, they declared. They were also inclined to discredit reports that the wrecked machine was defective in design. Major Scallon asserted that he had piloted recently a similar plane, without the ambulance equipments, to New York, with eight passengers and found it satisfactory in every way.

The board of investigation visited the scene of the wreck and took the testimony of persons who were near when the Eagle crashed. They made a careful study of the wreckage and afterward had it burned, as it was considered unsanitary. No part of the plane could be salvaged, officers said, adding that army aviators would not fly in a plane carrying any equipment taken from the wrecked machine. An examination of the personal effects of the victims showed that six of the seven watches had stopped at 6:20 P. M., fixing the exact time of the crash. It was believed, beyond dispute, the seventh watch stopped at 6:25. The board was expected to finish its inquiry to-night and report to Major Scallon to-morrow.

**Major Turner's Escape.**  
 Major T. C. Turner, in charge of Marine Corps aviation, it became known to-day, had a narrow escape in the same storm which caused the wreck of the Eagle and sent a Fokker plane, piloted by Capt. B. S. Wright, crashing to the earth at Rockpoint, Md., giving Brig-Gen. William Mitchell, assistant chief of army aviation, and Capt. Ocker, his aid, some thrilling moments. He was flying from Langley Field to Bolling Field and ran into the outer edge of the storm when about over Dahlgreen, Va. He headed for the river, thinking to make the marine landing field at Quantico, Va.  
 "When the full force of the storm hit me I was flying at an altitude of about 1,100 feet," Major Turner said to-day. "It was in a low seat plane with Lieut. Sanderson as a passenger. When we caught the direct blast of the wind our speed was cut to five miles an hour and almost before we knew what had hit us we were knocked down from 1,100 feet to about four hundred in one abrupt drop. The ship was entirely out of control. It was just as though the wings of a giant had reached up from the earth and snatched us down 700 feet."  
 "The wind changed from southeast to north almost instantly and the resulting cross currents and air pockets were terrible. It rained harder and the wind went down as we came in sight of Quantico, and as we circled over the field there the sun came out for a few minutes and we made a landing. I will never fly in another thunderstorm, under any conditions."  
 After he had made his landing Major Turner found the propeller of his plane badly split. He took another machine and completed the trip to Bolling Field.

**Aviation Needs Show.**  
 Gen. Mitchell to-day reiterated the statement that Saturday's air accident furnished a dramatic illustration of the need for centralized control of aeronautics. Properly marked airways, frequent landing fields, directional wireless communication with planes in the air and hourly weather reports are the outstanding needs of aviation to-day, he asserted.  
 "They can only be obtained throughout the country, he said, by placing all aviation under a single control. The United States is as yet only 40 per cent. equipped aerially, he added.  
 "What we need is a Congressional study of the entire aviation situation in this country from the standpoint of air," said the general. "The older officers, who do most of the testifying on the subject, are not flyers, for the most part."  
 The United States, Gen. Mitchell said, has only about 400 military airplanes of all types available, most of the obsolete type. The present concentration at Langley Field in preparation for the joint army-navy bombing tests next month represents "the nation's real strength," he declared, adding that the army entirely lacks modern pursuit planes.  
 Great Britain's air service is organized into twenty-seven squadrons, totaling, with reserves, more than 2,600 machines, Gen. Mitchell asserted, and is being increased by seven squadrons. Japan is organizing an air force of one division of 1,200 ships for combat and bombing work and about 600 observation planes, he said. Japan already has about 500 airplanes in service and is buying some of the most modern types.

**BOUCK WHITE IS STRUCK WITH BAD FRUIT BARRAGE**

Continued from First Page.  
 first to tell her of White's peculiar ideas about government.  
 While in New York her outtings consisted of one trip in a Fifth avenue bus and a walk up Broadway at night.  
 White took his French bride to Marlboro on May 8. Two men were hired to haul their luggage up into the mountain, she said, and to put the White shack in order, but they found conditions so filthy there that they abandoned the job.  
 "The following morning Mr. White got up at 6 o'clock," Mrs. White declared, "and he ordered me to get up. It was barely dawn, and I thought he was joking. I laughed and that seemed to make him mad. He pulled me out of bed and threw me on the floor, saying: 'You'll have to obey all my demands. You are my servant, and when you don't do as I tell you I will use you as my cow.'"  
 Warrant Was Made Out.  
 That day Mrs. White went down into the village and told Dayley Hutehikins, Justice of the Peace, of the alleged treatment she had been subjected to. A warrant was made out at her request and it was turned over to Deputy Sheriff William McConnell for service. He accompanied Mrs. White back to the mountain shack, but no arrest was made, as the agitator effected an apparent reconciliation with Mrs. White.  
 A week ago last Friday—the day after Mrs. White left her husband and went to live at the hotel of William McElrath—Deputy Sheriff McConnell went back up to see White when he learned the agitator's wife was destitute and about to become a public charge. White, according to McConnell, said he was willing to pay her fare back to New York, and to pay her board until she sailed for Paris. His first offer was \$2 a day, but he finally agreed to pay \$3 and give McConnell a check for \$21 and \$3 in cash. This was supposed to keep Mrs. White for a week.  
 When Mrs. White engaged Bernard F. Coore to start the annulment action the lawyer went to White and demanded \$500 alimony and counsel fees pending trial of the suit. White offered \$300 and

that was turned down. The night riders with the tax and feather appeared and two days later the agitator agreed to pay \$400.  
 Mrs. White said that she has no plans for the future. She would like to stay in the United States if she could obtain work as a tutor in French or as a governess, but she fears that her parents will be worrying about her welfare, and that she most likely will return to France.  
 He Predicted B. Edition.  
 "Mr. White at one time told me that there would be a revolution in about three years," she said. "He said that he then would be a great leader and that I would be his companion. I do not think that he really is a well man."  
 From Marlboro village White went back to his farm and began laboring on a stone outhouse that he is building. He condescended to dismounting work long enough to pose for photographers and to talk to reporters. He called particular attention to a pair of overalls that he was wearing, saying that they were partly responsible for his marital troubles.  
 "She did not want me to do any manual labor," he said. "Work seemed to be distasteful to her. I told her that I was a poor man and that I had to work and that she would have to work with me; that our marriage was but the union of two workers. She refused even to learn to cook the American way, and one day I pushed her into a chair. I suppose that is the cruelty she is talking about. There may possibly have been some marks on her arms 'from my fingers' while she was in France."  
 "She gazed in amazement," he replied, "as she got out of the automobile and then began to cry. She then went into the house and cried again."  
 "She said afterward that country life in America was a different from what it was in France."  
 White said he did not intend to let his wife have her own way.  
 "While she was my wife," he added, "I intended to make her do what a wife should do. I proposed that she should be a helpmate and I insisted upon it."

**EXPRESS KILLS TWO DRIVING SLOW MULE**

Animal Refuses to Accelerate Pace at Approach of Train at Egg Harbor, N. J.

Special Dispatch to THE NEW YORK HERALD.  
 EGG HARBOR, N. J., May 30.—Leon Harsh Ustled and his bride of a month, Mrs. Timie Ustled, tried to drive over the White Horse Pike rail road crossing near here to-day in a buggy drawn by a mule, but the buggy was struck by a Camden-Atlantic City flyer of the Pennsylvania Railroad and both Ustled and his wife were killed. The engineer of the train said afterward that he saw Ustled's buggy on the track, with Ustled making frantic efforts to hurry the slow moving mule across, but the animal refused to go faster.  
 When the train struck the buggy Ustled and his wife were thrown several feet in the air and both landed on the running board of the engine, their bodies being wedged in between the board and the engine boiler. The crew of the train tried to get the bodies out but failed. The train was then run to Cologne, two and a half miles away, where mechanics stripped that part of the engine and removed the bodies. The mule was decapitated and the buggy was wrecked.  
 The Ustleds were married in Brooklyn, where Mrs. Ustled's parents live, and then Ustled came here to build a home for his bride. Mrs. Ustled came down from Brooklyn on Saturday to visit her husband. She had planned to return to Brooklyn late this afternoon, and she and her husband hitched the mule to the buggy and started for the Reading station here.  
 Before the Reading train came in, however, she changed her mind and decided to remain here for two or three more days. She and her husband climbed into the buggy, turned the mule about and started back to the boarding house. They had gone about a mile when they started over the White Horse Pike crossing, and the mule had barely put his feet on the tracks when the Pennsylvania train rounded the curve. Ustled jerked the whip from its socket and labored the animal, but the mule went steadily forward at its usual slow pace. A horse would have jumped forward and cleared the tracks before the train struck the buggy, but the mule refused to hurry.

**3D AVE. ELEVATED TRAIN JUMPS TRACK**

Continued from First Page.

tail of policemen went through the train picking up hats and coats and umbrellas and pocketbooks and scores of other things that the frightened passengers dropped in their haste to get out. These things were returned to their owners later at the police station. The same conditions prevailed among the passengers of the car that went up Westchester avenue.  
 The ticket sellers of the Interborough did all they could to add to the excitement by continuing to sell tickets, although the line was blocked, for both north and south bound trains. Passengers on trains stalled behind and in front of the wreck got out and walked when they learned that the block would continue for some time. Soon after the wreck the company officials said that they hoped to clear the line within two hours.  
 The police said last night that they had not been able to find the signalman who was in the tower when the train struck. One report was that he was killed, although there was nothing to indicate this. Others declared that he had been seen about with his head bandaged.

**ONE KILLED, 100 HURT, IN JERSEY CAR WRECK**  
 Two Crowded Trolleys Meet at High Speed on Curve.

Special Dispatch to THE NEW YORK HERALD.  
 BURLINGTON, N. J., May 30.—Two crowded trolley cars of the Camden-Trenton line of the Public Service Corporation were in collision to-day near here, causing the death of one man and the injury of between fifty and one hundred other persons. The dead man was Charles Conklin of Riverside, N. J., conductor of the westbound car, who was caught in the wreckage and burned to death after a power wire had fallen across the cars.  
 Both cars were running at a high rate of speed, although Lewis lessened the shock somewhat by applying the air and emergency brakes. But the passengers, who filled both cars, were thrown from their seats and piled in heaps, while the front platforms were crushed. Lewis and the other motorman, Andrew Austin of Delanco, were hurt, but not seriously.  
 Saw Signal but Couldn't Stop.  
 Special Dispatch to THE NEW YORK HERALD.  
 BURLINGTON, N. J., May 30.—Officials of the Pennsylvania Railroad said here to-night that J. B. Cook, engineer of the express train which crashed into the end of a local at the Burlington station last night and killed two men and injured fifteen other persons, admitted under examination that he saw the stop signal set against him. He said, however, that he did not have time to stop his train before the crash.  
 The investigation is being conducted by the railroad, the Interstate Commerce Commission and the Burlington county authorities. The investigators appear to be trying principally to ascertain if there was any defect in the signaling system, and if a manual block system, which gives the engineer warning only a thousand feet away from another train, is sufficient safeguard in crowded traffic.

**WOMEN ARE HIT BY TRAIN**

Were on Way to Cemetery to Decorate Graves.  
 HORNBELL, N. Y., May 30.—Driving with a horse and buggy to a cemetery to decorate soldiers' graves, Miss Libbie Doud, 59, and Miss Esther Gates, 18, struck the buggy, but the mule refused to hurry.  
 Miss Doud was instantly killed and the young woman, who was her niece, is fatally hurt.

**DEMAND FOR DELAY ON BONUS GROWING**

Congress Leaders Believe State Gratuity Will Relieve Pressure for Enactment.

Special Dispatch to THE NEW YORK HERALD.  
 Washington, D. C., May 30.

As one State after another continues to authorize bonuses to its soldiers, sentiment against a Federal gratuity to the ex-service men continues to grow in Congress.

There is prospect of early enactment of the Federal bill which has been kept tied up in the Senate for more than a year because of the Treasury's critical financial situation. Leaders of both houses desire to delay action in the hope that virtually all States will grant gratuities.  
 To date twenty-six States have passed bonus laws. Pennsylvania's act was approved only last week. In several other States bonus proposals are before the Legislatures.

Congressional leaders believe that State action will relieve the pressure on Congress for a Federal bonus. It has been apparent that many members of both houses realized the measure was unwise because of the huge debt hanging over the Treasury but felt that they were unable to stand the pressure from their districts. Should all the States act, it is believed, the total bonus distribution would be much greater than the amount provided in the pending bill, which is about \$1,500,000,000, according to the most conservative estimates.

There is a feeling among Congressional leaders that granting of a bonus is a problem that should be met by the States. The burden of the war fell on the Federal Treasury, while it affected the State treasuries but little.  
 In many States construction and improvement work stopped while Federal expenditures mounted by leaps and bounds until the war debt reached the huge total of about \$25,000,000,000 despite the greatest tax revenues in the history of the world.

"It is extremely dangerous for Congress to grant a bonus at any time before 1923," said a prominent House leader to-day. "We have more than \$7,000,000,000 worth of securities which will fall due by June 1, 1923. Tax revenues are shrinking and the people are demanding a lifting of the heavy war tax burdens. Taxes greater than those imposed during the war must be levied if we are to have a bonus law during the next few years. The country cannot stand it."

"After 1923 the main reason for the bonus—aiding the service men to get back on their feet—will have passed. For that reason I believe it a most wise policy to leave the entire bonus question to the States. They can perform a great service to the Federal Government and the entire country if they will grant the gratuities demanded for the service men."  
 "Congress can perform a greater service by making every effort to end the present business depression and by providing employment rather than bonuses for the ex-service men."



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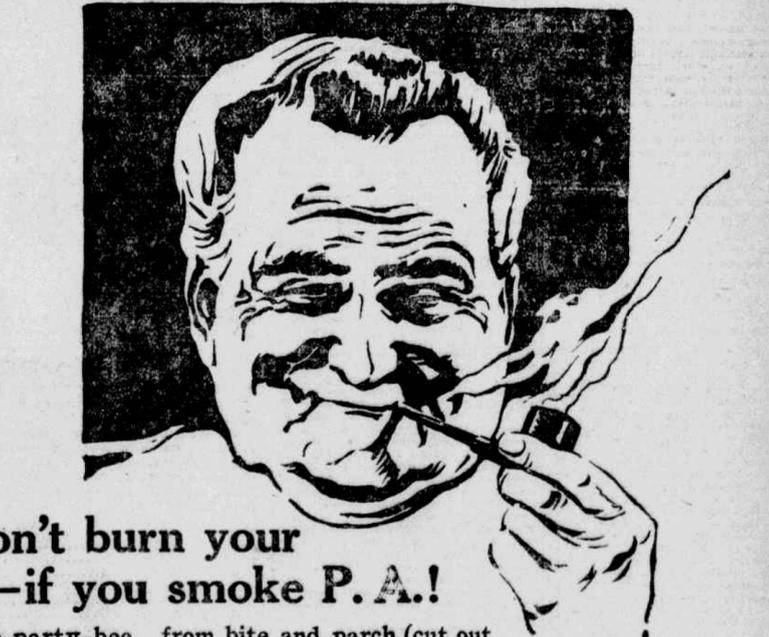
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