ergeant R. C. McNally Lived at 1815 Stiles Street With His Parents

MAD TWO CHILDREN

Pershing Voices Sympathy for Kin of Dead Airmen

General John J. Pershing, chief of staff, expressed sympathy here today for relatives and friends of the army airmen who lost their lives when the giant dirigible Roma fell and burned at Hampton Roads, Va., yesterday.

General Pershing came here from Washington and spoke at the University Day exercises of the Unirersity of Pennsylvania at the Academy of Music this morning. No formal statement was issued by General Pershing.

Master Sergeant Roger C. McNally, one of those who lost their lives in the Roma disaster, was a Philadelphian. He lived with his parents, Mr. and Mrs. Charles McNally, when in this city, at 1815 Stiles street.

His wife, with their two children, Margaret, eighteen months old, and Willis, five years old, were with him at 1

Mrs. McNally, mother of the dead; soldier, is prostrated by the accident. Ehe received a letter from him Mon-day, in which he described the alterations that had been made in the motors of the airship, and said they were waiting for the first fine day before taking a trial flight. Sergeant Me-

of Columbus, but is on his way home.

Sergeant Major John T. McNally,
brother of Roger, has left Atlantic
City for Hamoton Roads. He is sta-

men sent to Italy after the Roma on his dial.

nember of her crew since then.

"When America entered the World into the upper part of the cabin. I was shut in and got out only when a was shut in and got out only when a look was burned into the cabin. Lieuattached to the Department of the Interior and was serving as a school tenant Welch crawled out Seward, the nearest recruiting station, and enlisted in the army as a private, the won early promotion, and when discharged at the conclusion of the war, immediately re-enlisted in the Air Servence out through that hole.

An exceedingly "temperamental" control system may have contributed to the to displace the balance and point the cause of the accident to the Roma, ac-ship into the nose dive. cording to Arthur Halsted, associated electrical engineer at the Bureau of Standards, at Washington. He spoke to members of the Engineers' Club and the Aero Club of Pennsylvania last KILLED AT HIS PC

Officers of the Italian aviation servhe said. "I saw the Roma in flight in Italy in 1918. A number of officers of the crash of the manual to the manual to the crash of the manual news to the manual to the crash of the manual news." the Italian air service told me it had ex-

Survivors Tell

Continued from Page One

Reed is on the road to recovery slight injuries at the Public Health Service Hospital. Charles Dworack, superintendent of

construction of McCook Field, Dayton, one of the passengers on the Roma. was in a serious condition today at the Public Health Hospital, having swallowed flames and is also suffering from the effects of gas fumes. Other injured survivors are expected to recover. of identification progressed

slowly last night, the officers and men from Langley detailed for this work completing their examination shortly before daylight. Identification was established by scars, teeth and hair in some instances, but even then there were four bodies which no one could positively identify.

Morbidly Curious Throng

A morbidly curious throng milled sout outside of the undertaking establishment far into the night. One or two ventured inside on one or auother pretext, but staggered out gasping for breath a few seconds later. There was one man who stood stoic.

ally by, never shifting his position. He was Dr. J. H. Mabry, of Newport News. He was looking for his brother. Captain Mabry. Body after body was identified or sent back for a later ex-The last body brought in proved to be that for which he was

rowly escaped a similar fate last spring. at Ross Field in California, became unmanageable and the captain leaped to safety from a height of 2000 feet, it was recalled today by Air Service of passengers were.

ficers at Langley Field.

The balloon was careening perilously at a height of 15,000 feet, when Captain Watts opened a valve, which caused the great gas bag to plunge like a plummet to earth. When about 2000 feet from the ground the army officer realized, he to'd brother officers, that safe landing would be impossible, and e leaped off in a parachute, making a safe landing.

Statement of Investigator Major General Mason M. Patrick.

head of the army air service, made this From the testimony I have heard so it is indicated that the disaster due to an accident to the controls regulating the altitude of the Roma.

The ship came down, striking hightension telectric wires, which caused
the fire. There was no explosion and

of water nearby and rolled over The board of investigation is lay calculy and waited for a twisted fregment of the gas bag to burn away over until he put out the fire. Another report will be made as soon as pos-chough to liberate him. A very thorough investigation Long after dack last night, many

Airship Crash Victim



SERGEANT R. C. McNALLY Of 1815 Stiles street, who lest his life when Roma plunged

lives and for the comfort of the survivors of this great disaster. "I have no idea what caused the acsaid Captain Reed, chief pilot of the Roma, in a statement given out

"I doubt if it will ever be known Langley Field during his tour of duty Of course, we have our own theories.

Knew There Was Trouble

'I had known that there was trouble with the control of the ship, and it was impossible to correct it after it was

"The first intimution we had that there was trouble was when we saw the nose of the ship down. We went Nally's father has been on duty in Eu-the nose of the ship down. We went rope as a field secretary of the Knights back to see what caused it and found the control was not working.

"Everything possible was done to straighten the ship and get her on an even keel again. Captain Mabry gave hit the orders to shut off all motors. The last wrecked. City for Hamston Roads. He is stationed at Mitchell Field, Mincola, L. I.,
and has been on furlough, visiting his
uncle, Charles Kleff, at 215 Dorset
avenue, Atlantic City.

"My brother was one of the first
men sent to Italy after the Roma
men sent to Italy afte

"Every effort to get the Roma on an mained there for more than a year, even keel proved useless and she He returned to the United States when pitched into the ground in a nose dive the Roma was shipped, and has been and turned over on her side.

The returned to the child and has been and turned over on her side.

When the ship hit I was thrown

hole was burned into the cabin, Lieu. said terior and was serving as a shoot teacher in the thinly populated places. Both of us had to go through flames to of Alaska. He walked 400 miles to get to safety.

Seward, the nearest recruiting station.

Sergeant Chapman, who was also in

of Captain Wallace Stryker, of this Captain Reed said that it was a city, who is in the automobile business plausible theory to believe, as had been

tion of the crash of the mammoth army to respond to the helm. libited many peculiarities in its control airship Roma, in which thirty-four

gation by lighter-than-air machines, in the opinion of Commander Westerfelt, is part of the steering apporatus, by at the navy yard.

Blame for the disaster is init to the collapse of the elevating radder, which is part of the steering apporatus, by survivors able to tell the story today.

Colonel P. M. Guiney, commandant of the cighth zone, of the army base, who witnessed the fall of the Roma, bore out that statement. He said he did not see any fire class mail matter were consisted as a commander, died at his post, the survivors declared.

Thrilling Tales
The elevating rudder buckled while the Roma was about 200 feet in the air, they said, and threw the airship into a nose dive, from which the pilots were unable to right it. All their fran-tic efforts were of no avail, and the giant army dirigible plunged to destruction upon a pile of scrap iron and railroad wheels heaped upon the grounds of the army base reservation. The elevating rudder was a structure

se nirplane wings attached to the t framework of the dirigible. When buckled it fell down and forward. throwing more weight toward the bow. The stern lifted, and, with all its new Liberty motors roaring, the huge air-eraft began its downward rush.

Lieutenant B. G. Burt, who, with Captain Dale Mabry, was piloting the nireraft, seized the e'evation lever, and pulled with all his strength, according to Major J. D. Rearden. The Roma continued its downward plunge several seconds while Lieutenant Burt struggled with the lever.
Realizing there was no chance of

righting the craft, he shouted orders to stop all the motors. One by one they were silenced, and the speed of the Roma was checked as erew and passengers threw out every possible ballast. Two men jumped overb Two men jumped overboard in a mad attempt to reach safety. One, Lieutenant William E. Riley, struck upon his head on cement paving and was killed. The other, a private, escaned with barely a scratch

The speed of the Roma was checked and it seemed to speciators who watched with bated breath that the big craft Captain George D. Watts, of Missis. might come to rest without serious mis-But it struck upon a telephone pole and fell across high-voltage electric when a captive balloon he was piloting at Ross Field in California became up. upon the passengers' cabin and amidships, where meanly all of the crew and

The men were crushed beneath the weight of the twisted mass of siender steel girders, and only three or four were able to drag themselves from be neath the wreckage.

The moment the Roma struck the

ground flames leaped un over the sides, and in another second there was an explosion that shattered window panes in buildings of the army base for blocks around. Then the whole wreckage burst into flames.

Spectators who rushed to the scene heard moans and cries for help from men pinned under the wreckage, but the heat or the fire drove them back, When they dashed forward in an attempt to rescue the living, three or four men dragged themselves from beneath the ruin and the others were thrown clear, One man crawled out with his clothe a mass of flames and crept to a puddle

wery investigation in the state of the state of the state of the terrible disaster, which wful blow to the air service, which had best the possible is being done 1,000,000 cubic feet of gas which had distended the great bag for the flight

and made all attempts at rescue work futile.

The flames were finally brought into submission by three fire departments, which fought them with chemicals. Then derricks began picking up the wreckage, which consisted of scarcely more than the aluminum framework and the six Liberty motors of the once proud ship of the air. Within the wreckage lay the bodies, virtually all charred beyond rec-

Pilot Almost Unscratched

By a strange quirk of fate, Lieu-tenant Burt, one of the pilots, escaped with only slight injuries, almost unhurt, but his companion. Captain Mabry, was caught under the wreck and burned to death. Eight of the cleven men who survived lay in the Public Health Hospital near the Hampon Roads naval base today.

One of them, Charles Dworak, of Dayton, O., is in a critical condition and it is feared he will die.

The eight men, some more dead than alive, lay on their cots with burned and broken limbs swathed in bandages. Some had their faces smeared with cream to relieve them of their intense suffering, while others lay asleep or enconscious with only their closed eyes isible. All who were able to talk were fering from shock.

Albert Floras was in the observers' Albert Floras was in the observers pit on top of the bag.
"I fe't the ship tilt up from the back and start to slide down," he said.
"I tried to go back down inside, but then I decided to come out forward again. By that time we hit the ground."

Floras was burned on the suffering from shock.

Major J. D. Reardon, who was in the disaster today.

He was accompanied by Major Perry

The was accompanied by Major Perry

The was accompanied by Major Perry

said. "The ship gave a duck and I saw Lieutenant Burt pull with all his duct test flights with the new 170-foot might on the elevation lever. He yelled out, 'She won't respond,' and then. 'Cut the motors!" One by one I heard, the motors shut off. Then we hit. If the motors had not been shut off we would have hit the ground much harder. When asked if he had seen any tiame, he said that he had not.

She plans and came to Akron to contamine the sights with the new 170-foot many dirights with the

Injured on His First Flight

Ray Hurley, a civilian and engine expert, was aboard and in the fall he suffered a slight sprain of one arm and burns on the hand.

News of the disaster reached West-over when he landed after a second successful flight in the new dirigible today. The blimp was in the air two hours.

motor in the port rear engine boat. "The Liberty was running fine." he declared, "when we suddenly veered up and nosed down. I was too insane to think much of anything."

Joseph N. Biedenbeck, engineer, was burned about the face and hands. He said.

"I didn't see any fire. The ship just tilted and started to nose dive. When Colonel C. G. Hall, commander of we hit the ground an explosion fol- the army flying field at Scott Field, we hit the ground an explosion fol- the army flying field at Scott Field,

charged at the conclusion of the war, immediately re-enlisted in the Air Service in which he was keenly interested."

One man named Striker listed among the dead is believed to have been Walter D. Stryker, of Oakland, Calif., a cousin of Cantain Wallace Stryker, of this Cantain Reed said that it was a site of the canal of looking up the keet of the calification of the calification of the calification is of being through so I could get out.

"All the time I was afraid that the big gas envelope behind us would extend the construction at Scott Field to Washington, D. C., two months the fabric before the big explosion. If it had not I could never have gotten out through that hole.

"All the time I was afraid that the big gas envelope behind us would extend the fabric before the big explosion. If it had not I could never have gotten out through the time I was a site of the cabin to the fabric before the big explosion. If it had not I could never have gotten out through that hole.

"All the time I was afraid that the big gas envelope behind us would extend the fabric before the big explosion. If it had not I could never have gotten out through the time I was a site of the cabin to the cabin to the cabin to the other and of looking up the keet where I saw men forward."

Captain Reed said that it was a site of the cabin to the construction at Scott Field to Washington, D. C., two months the fabric before the big explosion. If it had not I could never have gotten out through the time I was a site of the cabin to the construction at the construction Captain Reed said that it was a plausible theory to believe, as had been suggested, that the kire box hung down at the tail of the Roma so heavily as at the tail of the Roma so heavily as the balance and point the safe landing. We hit right after that. We were too low for anybody to make a safe jump"
Both Biedenbeck and Major Rear-

system from time to time."

Disasters like that which overwhelmed the Roma and the ZR-2, with their tell of scores of lives, are an inevitable step in the development of aerial navigation by lighter-than-air machines, in collapse of the elevating radder, which system from time to time.

One of the mechanics in the crew of the Roma in the crew of the Roma who was rescued shortly after second-class postal rates since July, the Roma who was rescued shortly after second-class postal rates since July, the big ship hit, said "our rudder broke and transport it to American of a large the Roma, who was rescued shortly after second-class postal rates since July, the big ship hit, said "our rudder broke and transport it to American of a large the Roma, who was rescued shortly after second-class postal rates since July, the big ship hit, said "our rudder broke and transport it to American of a large the Roma, who was rescued shortly after second-class postal rates since July, the big ship hit, said "our rudder broke and transport it to American of a large the Roma, who was rescued shortly after second-class postal rates since July, and transport it of American of a large the Roma, who was rescued shortly after second-class postal rates since July, and transport it of American of a large the Roma, who was rescued shortly after second-class postal rates since July, and transport it of the Roma which with the planes did not work. So far as I could see there was no fire until we here yesterday afternoon, began today with the arrival of Army Air Service of the elevating rudder, which are the Roma who was rescued shortly after second-class postal rates since July, and transport it of American of a large transport it of the Roma who was rescued shortly after second-class postal rates since July, and transport it of the Roma who was rescued shortly after second-class postal rates since July, and transport it of the Roma who was rescued shortly after second-class postal rates since July, and transport it of the Roma who was rescued hit the ground." range from two cents a property of the control of

until after the big gas bag had landed on the ground.
One of the survivors said that the

tle tilt at frequent intervals. He said stated, he had paid little attention to the initial lift of the tail of the ship unti-he heard a man yell that the craft refused to respond to his hand. The survivors at the hospital showed Head of Veterans' Body Opposes

a peculiar curiosity about the appearance of the scene. They wanted to know what the wreck looked like. As intense interest, asking questions about

"God! Awful!" he whispered. whispered. Hall

Akron, O., Feb. 22. (By A. P.) -Major Oscar Westover, chief the Bal-loon and Airship Division of the United States Air Service, left here for Langley Field to conduct an immediate in

Roma Third Big Airship

Destroyed in 13 Months New York, Feb. 22. (By A. P. The Roma was the third big air-

ship destroyed in the last thirteen On August 24, 1921, the ZR-2 exploded in England, killing fortytwo, including sixteen Americans. On January 1, 1921, the R-31 he first airship to cross the Atlantic vas wrecked in a gale in England.

Before the ZR-2 disaster, the greatest number killed in an airship a cident in peace times was twenty. eight, the tell of the explosion of the German Zeppelin L-2, on Octobe 17, 1913. July 2, 1912 -Five killed at At

antic City when balloon Akron, in within Melvin Vaniman hoped eross the Atlantic, exploded, September 9, 1913 - Fifteen lost lestruction of Zeppelin L-1 of Heligoland.

June 20, 1914 Nine lost in colliston of airship and airplane at July 15, 1919 - Twelve lost wife

British airship NS-11 fell into North Sen. July 21, 1919-Ten jost when dirigible exploded at Chicago and fell into a bank.

Six of the great peace-time

dirigibles built by Count Zeppelin, were wrecked in accidents. They were Zeopelius S. II. III and VI and Deutschlands I and IL. The Germans lost sixty-six of the eighty-three dirigibles sent out during the war, thirty-four of them being accounted for by the Allies and

the other thirty-two wrecked.

Roma Crash Victim



CAPTAIN DALE MABRY Who was killed in the explosion following the Roma's nose dive yesterday

control cabin at the time of the acci-dent, said the work of the officers in Van Ostrand, assistant chief of the dicharge was remarkable.

"Lieutenant Burt and Captain Was to have been a passenger on the Mabry were at their wheels," the major Roma on yesterday's flight, but changed said. "The ship gave a duck and I his plans and came to Akron to con-

staff said.

News of the disaster reached West-

burns on the hand.

"It was the first time I had ever been up." he said, "and when the Roma started to swing, I didn't know anything was wrong. I thought she was acting all right: I didn't know different. It was not until the machine hit the ground that I realized she was wrenked. landing and make possible the throw-ing of both twin motors behind one propeller or the throwing of both propellers on one engine in case the other is crippled.

These, according to the aviation of-ficials here, not only add safety to dirigible navigation, but will permit greater maneuver ability in the air, especially in landing. They will be used on all army and navy ships to be built here by the Government, it was

Belleville, Ill., Feo. 22. - (By A. P.) Colonel C. G. Hall, commander of we hit the ground an explosion followed. I was pinned down so that I
could not get out. The fabric was
above me and the girders were all
around. I waited for the fabric to
burn through so I could get out.

"All the time I was afraid that the

Cut on Second-Class Mail

often sailed with a little tilt and that Zones as now constituted, to the rates he paid little attention to the initial lift of the tail of the ship until he fiscal year 1919-20" were adopted to-heard a man yel that the craft refused to respond to the helm.

Second-class postal rates in the various Victor Emmanuel particularly asked for details, and General De Seibert, heard of the Italian aviation service, cabled to respond to the helm.

MOTOR CO. RECEIVER SUED

penses and in their final operations have One of the survivors said that the worked a hardship upon the publishing Roma had a habit of sailing with a lit-industry as a whole," the resolution

RAPS SENATOR PEPPER

Stand on Bonus

Before we are through with Sena tor Pepper we will take the pep our of Pepper," declared Robert G. Woodside, of Pittsburgh, national comman-"What became of the other boys der of the Veterans of Foreign Wars. they got out?" one asked. When he in an address at a meeting of that ortold that the few in the hospital ganization this afternoon in Mayor Moore's reception room at the City

He was discussing the proposed soldiers' bonus and ecitieizing the stand taken by Senator Pepper in opposition to such legislation.

Stillman Enters Appeal

Peughkeepsie, N. V., Feb. 22.—(By P.) - Notice of appeal by James X Stillman's attorneys from the order granted by Justice Morschauser appointing a Canadian commissioner to hear testimony in the divorce case at Montreal has been served on John E. Mack, guardian ad litem for Gay Stillman, and John F. Brennan, at torney for Mrs. Stillman. A hearing is scheduled in the divorce proceedings pefore Referes Daniel J. Gleason ber tomorrow, but it was stated that this would be adjourned.

Approve Funding Nominees

Washington, Feb. 22.— (By A. P.) Nominations of Secretary Hughes, Seresentative Burton, as members of the allied debt refunding con reported favorably today by the Senate ominittee members said they had not procedure in connection with the ap-

Balloon Expert Aids in Probe

Dayton, O., Feb. 22. - (By A. P.) M. O. Corbett, balloon expert attached to McCook Field, left Dayton this sfiertoon for Langley Field to aid the air service board in its investigation of the Roma geeident. Records of the several McCook Field men killed in the crash show that nearly all were married and have children. No arrangements for have children. their funeral have been made, as officials are awaiting word on the return of the

Willis Lauds Four-Power Pact New York, Feb. 22.- (By A. P.) Senator Willis told a Washington Birthuay gathering in Carnegie Hall to

day that the treaties which came of the Arns Conference constituted." scentest guaranty of peace and good un derstanding among the nations that the world has ever seen." Under the four-Power pact, he said, there is no yielding of sovereignty or surrender of inde-

Victims and Survivors

Washington, Feb. 22.—(By A. P.)—
The air service issued today a list of dead in the Roma disaster with home addresses as follows:
Major John G. Thornell, Sidney, Is.
Major Walter W. Vautsmeier, Free-port, Ill.
Cantain Dele Maha, Tames F.

dead in the Roma disaster with home addresses as follows:

Major John G. Thornell, Sidney, Is. Major Walter W. Vautsmeier, Free-port, Ill.

Captain Dale Mabry, Tampa, Fla.
Captain George D. Watts, Indanoia, Miss.
Captain Allen P. McFarland, Indianapolis.
Captain Frederick J. Durschmidt.
Derby, Conn.
First Lieutenant John R. Hall.
Kingsville, Mo.
First Lieutenant Wallace C. Burns, Brandon, Miss.
First Lieutenant William E. Riley.
New York City.
First Lieutenant William E. Riley.
New York City.
First Lieutenant Wallace C. Cummings, Springfield, Tenn.
First Lieutenant Wallace C. Cummings, Springfield, Tenn.
First Lieutenant Harold II. Hine, Bridgeport, Conn.
Corporal Irbey B. Hevron, Elwood, Ind.
Private John E. Thompson, Bentons
The destruction of the Roma.

Captain Galveston, Tex., Feb. 22.—(By A. P.)—When the Morgan Line steamship El Oriente arrived in this port today from New York she brought the story of a tragedy of the sea in which seven men lost their lives after hours of suffering and only two survived. The men were the crew of the survivors of the fishing schooner Caldwell H. Colt out of Pensacola. Fin., which was wrecked on a reef during a gile on February 13, near the Tortugas Light.

To KEEP PACE WITH WORLD

By the Associated Press
Washington, Feb. 22.—The disaster to the Roma will be a serious setback to development of lighter-than-air craft in America, because the Nation is deeply stirred and will not forget, Chairman Julius Kahn, of the House Military Affairs Committee, declared today in a booby hatch and was picked up by a tramp steamer and taken to New Orleans.

Corporal Irbey B. Hevron, Elwood, Ind.

Private John E. Thompson, Bentons-

Private John E. Thompson, Bentonsille, N. C. Private Marion Hill, Newton, Ill. Private Gus Kinkston, Louisville,

Master Sergeant Roger B. McNally, 815 Stiles street, Philadelphia. Master Sergeant James Murray, 709 Greeny street, New York.
Sergeant William J. Ryan, 180 or 100
Conover street, Brooklyn, N. Y. Staff Sergeant Edward M. Schu-maker Red Bank, N. J. Staff Schgeant James M. Holmes, 215 Twenty-first street, Ashland, Ky. Sergeant V. C. Hoffman, 451 West Fain street, Eaton Rapids, Mich.

> Staff Sergeant Louis Hilliard, Cold-Staff Sergeant Louis Hilliard. Cold-later, Kan.
>
> Staff Sergeant Marion Z. Beall, La calamity. I feel, however, that so long as other nations of the world con-Sergeant Yarborough, 2528 Helam treet, Selma, Als. Private Theron M. Blakely, 561 Seventh avenue. San Francisco. T. N. Harriman. McCook Field.

Walter W. Stryker, McCook Field. Robert J. Hanson, McCook Field. William Q. Loughlin, McCook Field. Charles H. Shulenberg, McCook The survivors with their known ad-

Charles W. Dworach, McCook Field. Dayton, O. Walter A. McNair, Bureau of Standards, Washington, D. C.
Major John D. Reardon, 300 Elm
street, Washington, D. C.
Captain Walter J. Reed, Searsdale.

First Lieutenant Clarence H. Welch. Papillion, Neb. Master Sergeant Harry A. Chapman. 1626 Frederick avenue, St. Joseph, Mo. Corporal Albert O. Flores, 140 Church street, Norfolk, Va.

Sergeant Joseph M. Biedenbach, 411

East Market street, Akron, O. Uninjured Ray Hurley, McCook Field, Dayton,

Ohio. First Lieutenant Byron T. Burt, Jr. 108 West Seventy-third street, New Sergeant Birden T. Peek, 2304 La-fayette avenue, Terre Haute, Ind.

ROME MOURNS DISASTER

Press Expresses Profound Sym-Rome, Feb. 22.—(By A. P.)—The be represented at the Cleveland meet-ROMA COMMANDER

don spoke of the gallant way the officers remained at their posts. Until the instant of the crush the officers of the crush the officers of the crush the officers of the crush the officers.

KILLED AT HIS POST

Cut on Second-Class Mail

Chicago, Feb. 22.—(By A. P.)—The Resolutions recommending an appeal the instant of the crush the officers of the survivors said the Roma

Second-class postal rates in the various Victor Emmanuel particularly asked for MO

> calling the American officers who came wood Johnson.

Thornell Son of lowa Judge

was one of three United States army to be filed, officials added, as a result officers who went to Italy to supervise of the complete audits of all wartime the packing of the ship when it was aircraft contracts now being made by ourchased by the United States in 1920, the War Department.

"The destruction of the Roma." he

try will be deeply stirred by this acci-dent. I feel that those who perished in the destruction are but martyrs to the cause of aviation. The world probably will continue air flights notwithstanding Master Sergeant Gorby, Raymond ity, W. Va.
Technical Sergeant Lee M. Harris,

the disaster.
"The chances are that efforts will be tinue experiments regarding flights in the sir, our own country will keep up to the rest of the world in that regard. The thing is altogether too shocking at the present time, and it will be probably several years before we can

get back to a normal basss.
"I feel confident that despite the ter-rible disaster to our officers and men the matter of aviation will still continue to be taken up by those of our officers who are in the aviation service in order that the United States may be able to make progress in the art of flying and keep abreast of the improvements which are made by the various civilized countries of the world."

REJECT LEWIS PROPOSAL

Operators Refuse to Hold Joint Wage Conference

Pitsburgh, Pa., Feb. 22.—(By A. P.)—The Pittsburgh Coal Producers Association last night rejected the in-vitation of John L. Lewis, president of the United Mine Workers of America. for a joint conference to discuss a new wage agreement. The reply to Mr. Lewis' invitation follows:

"Answering your message of this date we will not again enter into a four-States agreement. Therefore it is not necessary to meet to fix a date for such a conference. When the men of the Pittsburgh District are willing to meet with us to negotiate a scale of wages which recognizes present conditions and eliminates the check-off, we will meet

Columbus, O., Feb. 22. - (By A. P.) -Operators of the Southern Ohio soft coal fields today notified President John L. Lewis, of the United Mine Workers

Detroit, has been instructed to prepare

in the Federal Courts there against the the Lincoln Motor Company, it was said today at the Justice Department. The Lincoln Company recently was purchased at a receiver's sale by the Ford Motor Company.

Des Meines, Feb. 22.—(By A. P.).—
Major John G. Thornell, Roma disaster victim, was the son of District Judge A. B. Thornell, of Fremont County. He Liberty motors during the war, and was

AIRCRAFT PROGRAM FISHING CRAFT WRECKED ON REEF; SEVEN LIVES LOST

Captain and Seaman Rescued After Hours of Suffering

Secretary Hughes at Hamilton said, "with the terrible loss of life, is a terrible shock to all those interested in aerial navigation. The Roma was the largest lighter-than-air craft that this country owned.

"We have made terribe strides to the largest lighter and the largest lighter than air craft that this country owned. "We have made terrific strides in recent years, especially regarding the development and use of helium gas. This gas is non-inflammable. It is hoped that we will be able to secure enough of this substance to fit all of our lighter-than-air machines.

"While I realize that the whole country will be deeply stirred by the social substance to fit all of our lighter-than-air machines.

"While I realize that the whole country will be deeply stirred by this social substance to fit all of the substance to fit ernor General and Lady Willcocks.

> HELD UP; LOSES \$30 WATCH Joseph Novack, 217 North Eleventh street, was held up early today near his home and robbed of his watch. valued at \$20.



Resinol Soap gently cleanses the clogged pores. Resinol Ointment heals the inflamed

Soothing and Healing





The music lover who doesn't play, the student player-composer, the master musician, can all fine at Campion's the kind of book wanted. Technical, cultural, or primary, if it's about music, you can get it here.

1313 Walnut St.

Full Dress & Tuxedos to Hire or Sell Also Cutawaya for Morning Weedings Lutions Stripes Head Quality HARRY LEIDNER Lugar oras 1000 W. Girard Ave. Popular Oras



up colds When you feel a cold coming on, put plenty of Sloan's Liniment on your throat, chest and back just before going to bed. It starts warm, tingling teirculation that keeps the cold from "settling" and helps break it up, while its healthy vapors soothe and clear the lungs and throat. Don's rub—don't bandage—just let it penetrate. All druggists—35c, 70c, \$1.40.

Liniment (Point

Grows Thick, Heavy Hair S

35-cent Bottle Ends all Dandruff,

Stops Hair Coming Out



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