

# FORMER MAYOR OF NEW YORK IS KILLED IN FLIGHT

## Major Mitchell Falls From Seat as Plane Goes Into Nose Dive; Safety Belt Left Unfastened.

By Associated Press.

Lake Charles, La., July 6.—Major John Purroy Mitchell, killed today when he fell 600 feet from the airplane in which he was riding, dropped from the pilot's seat and plunged downward while his plane skidded without a pilot for nearly half a mile, according to statements tonight by officers at Gerstner aviation field near here. An examination of the wrecked machine developed tonight that the safety belt was unfastened at the time of the accident, causing Major Mitchell to fall from his seat as the plane went into a nose dive.

Major Kirby, commandant of the field, declined tonight to speculate as to cause for the belt being unfastened. It is a rule that all fliers fasten themselves in the place with the belt before ascending.

The body was sent from here tonight to New York where it will arrive Tuesday morning. Mrs. Mitchell accompanied the body.

Regarded as Daring Pilot.

Major and Mrs. Mitchell came here from San Diego June 19. Major Mitchell intended to complete his training in pursuit work while at the Louisiana field. He was regarded among the officers and cadets as a daring and skillful pilot.

Major Mitchell, in excellent spirits, went out to the field early this morning, with his instructor, Lt. John McCaffery, also of New York. The officers were discussing politics up until the time the former mayor took the air. The instructor remained on the ground to observe the student's climbing operations. When about 600 feet up, Major Mitchell fell from his seat and his body struck almost at the feet of Lieutenant McCaffery. The airplane, a single seater scout machine, went skimming on without a pilot for half a mile and then fell 500 feet, completely demolished.

As soon as he was informed of the accident, Major Luckie, senior medical officer at the field, went to Mrs. Mitchell and informed her of the death of her husband.

Pittsburgh Graduate.

New York, July 6.—John Purroy Mitchell, killed in an aviation accident today, became a flyer for the army after having been defeated last fall for re-election as mayor of New York. He had served one term, the youngest mayor ever elected to that office July 19 next he would have been 40 years old.

Major Mitchell took the course at Plattsburgh while he was major. Upon joining the aviation corps he was transferred to San Diego, Cal., where, after successfully covering the cadet training he became a full fledged flyer. He was frequently mentioned as having shown unusual daring.

Born in New York.

John Purroy Mitchell was born in Fordham, New York, in 1879. He graduated from St. John's college at Fordham and afterwards took his A. M. degree at Columbia university, followed by two years at the New York law school, after which he was admitted to the bar in New York. He married Olive, daughter of Franklin D. Child of Boston.

His first municipal experience was in 1906, when he was made special counsel for the city. The following year he was made comptroller of accounts and then president of the board of aldermen, in which capacity he was acting mayor of the city for some time.

He was elected mayor of New York in 1914, at which time he was holding the position of collector for the port of New York. Mitchell was a reform candidate and his defeat in 1917 put Tammany back into the saddle.

# RIVER WRECK DEATH TOLL EXCEEDS 100

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our arrangements accordingly," said O. W. Frederick, captain of the Pekin unit of the home guard. "It is likely it will be necessary to close saloons before the night is over. Many residents of this city were victims of the disaster and our men are angry. They believe that the crew of the Columbia had been drinking and were negligent."

While stretcher bearers carried bodies up the main street scores of women and children, most of them in tears, lined the curbs, trying for a glimpse of lost relatives. Somewhere in the distance a cornet was playing "Nearer My God to Thee" and as each additional body was brought up the noise in the saloons increased.

At dusk more than 60 bodies had been brought down the river and placed in the morgues for identification. Virtually all were from Pekin. A majority were women and children.

Ship Condemned Long Ago.

Old-time river men were being interrogated tonight by officials investigating the disaster in an effort to learn the condition of the sunken steamer, which they asserted was condemned 15 years ago.

They said the Columbia was placed on the ways for overhauling a few months ago, but little was done toward repair with the exception of painting and interior decorating. The boat was launched at least 40 years ago according to local river men.

Survivors stood about in little groups tonight, telling tales of heroism and horror. When the fate of the boat seemed sealed, according to witnesses, Clyde Witcher, a Pekin man, embraced his wife, then his two children and the little family perished, clasped in each other's arms. Their bodies have been recovered.

In the hands of the body of another man, found late today was a quantity of his wife's hair. His attempt to save her failed, and her body was brought up shortly after the searchers found her husband's corpse.

Dead Thick in Dance Hall.

"When the crash came, the musicians in the dance hall rushed to the windows," said William Newman. "I yelled at them and induced them to resume playing. Suddenly the boat

swung sharply about and in an instant we were flooded. My feet soon touched the floor and then I pushed up so my head was above water. Then I broke a window, passed out my dancing partner and with the aid of Ben Murphy, another passenger, succeeded in passing out a few more women and children. The dead were thick in that dance hall."

Officials of the boat said that a faint jar was their first intimation of the approaching tragedy.

"It was not a hard blow," said Capt. Herman Mehl. "We were headed down stream and it was awfully foggy. The boat had worked over pretty well to the Peoria side. When it hit I went up to the bridge as fast as I could. It backed off, squared away and headed down stream again. Many of the passengers rushed to the starboard side and it listed a bit."

"I ordered one of the crew to go down into the hold, and he yelled that there was two feet of water there. I told the passengers to hurry upstairs and instructed the crew to keep order."

"Then the lights went out, and it settled in a couple of minutes."

Story of Engineer.

L. L. Davison, second engineer, who was on watch at the time the boat struck, declared that he thought everything was all right until he heard somebody cry: "Everybody upstairs." A moment later the boat listed and the lights went out.

"I supposed we struck a log," he said. "We were running on a 'slow bell' and when the little bump came—it wasn't big enough for anyone to notice much—Williams (the pilot) gave me the stop bell."

"Then we backed off and squared away. We headed down stream under a 'slow bell' and then a fellow they call 'Dutch Henry' came running in the engine room and asked me to turn on the lights in the hold. I did it for him and thought everything was all right until I heard him yell: 'There's about two feet down here.'"

"A few seconds later the water reached the dynamo, and the lights went out. I managed to get away by jumping out of the engine room window just as the water began swishing around the cylinders."

All Over in Four Minutes.

"It was all over in less than four minutes," said Ernest Langston, a boy employed in the boiler room of the steamer. "I can see those people yet, crying and wringing their hands. They go back and forth across my eyes and I just can't brush the thoughts of them away."

"I was in front of the candy counter when the first alarm was given. It passed like an electric shock through every one and that was what caused so many to lose their lives. If they had not got so excited and gone to one side of the boat, many more would have been saved."

"The pilot threw his searchlight out to one side and every one rushed in that direction to see what was the matter. I got upon a barrel to get out of the way. It fell with me and pinned me under it. The water began pouring in but I didn't give up hope for a minute. Women began sobbing and gasping for breath and the cries were just terrible. I was thrown into the water and afterwards was picked up."

Commends Actions of Crew.

A man named McKinney of Pekin, another survivor, commended the actions of the crew after the disaster. "Captain Mehl crawled to the bridge and shouted to everyone to keep cool and ordered his crew to observe the rule of the sea, 'women and children first,'" said McKinney.

Bud Ray of Pekin, who swam to the shore after the wreck, said that he was dancing when he felt the first shock. The orchestra stopped playing for an instant, but continued at most immediately in response to cries of "on with the dance." Almost immediately, however, the electric lights went out and water began rushing through the windows. A mad scramble for the two narrow doorways followed, being ended in less than two minutes by the plunge of the boat to the bottom of the river.

Airplane Chief Named.

Washington, July 6.—Appointment of Maj. B. H. Gitchell, national army, as chief of the industrial relations section of the aircraft bureau, was announced today by the War department. He succeeds Charles P. Neill, chairman of railroad board of adjustment No. 1.

# CONFERENCE ON RUSSIA IS HELD AT WHITE HOUSE

## Important Decision Reached, But Not Yet Made Public; Waiting Policy Understood to Have Ended.

By Associated Press.

Washington, July 6.—America's waiting policy in regard to military action in Russia is understood to have ended today at a conference at the White House between President Wilson and Secretaries Lansing, Baker and Daniels, Admiral Benson, chief of naval operations, and General March, chief of staff.

There was no announcement after the conference and probably will be none for the present, but it was understood that an important decision had been reached.

Urgent appeals from the allied governments for American approval of and co-operation in joint measures to meet the German menace through Russia have been before President Wilson for several days. Until now, however, there has been no intimation that he had changed his position, based upon recommendations of his military advisers, that a successful military effort in Russia was not feasible.

For military reasons strictest secrecy is observed concerning the exact nature of steps proposed by the allies. American and allied naval forces now are guarding war supplies both at Vladivostok, terminal of the Trans-Siberian railroad, and Kola, terminal of the railroad on the Arctic coast, which is reported threatened by German forces in the interior.

May Use No Great Force.

Belief among the majority of American military men that no expedition on an extended scale should be undertaken in the east apparently has undergone no change. An official intimated the decision did not mean the sending of any great military force.

Any military measures that may be put into effect along the trans-Siberian railroad or southward from Kola will not interfere with the American plans for lending material aid.

When news came that the bolsheviks were offering no resistance to the efforts of the Finnish-German troops to cut the railroad to Archangel and Kola and seize the military stores at those places and the whole Murman coast as well the military advisers of the entente pointed out the great danger that impended to the closure of the only channel of communication between the entente powers and the interior of Russia except that in Siberia.

Yesterday's meeting in Paris of the supreme war council is believed to have taken action which influenced the administration here.

# WILSON TO VETO PRICE OF WHEAT

(Continued From Page One.)

reached a compromise today. While the senate adhered to the \$2.50 price it became understood that if the house, upon vote, stood out against the increase, the senate would yield. The friends of the wheat producers took the matter up and submitted and supported a compromise of \$2.40 at the primary markets.

This proposition was carried through by a vote of 150 to 106. Members from the southern states and those from some of the large cities in the extreme east had, up to this time, prevented the adoption of the senate amendment or any increase over that fixed through a president's order of \$2.20. It was merely splitting the difference between \$2.50 and \$2.20 and adding 5 cents to cover the increased freight charges recently put on by the director-general of the railroads.

# GERMAN ENVOY SLAIN IN MOSCOW BY TWO CALLERS

## Assassins Escape After Putting to Death General Count von Mirbach in His Private Office.

By Associated Press.

Paris, July 6.—General Count Von Mirbach, German ambassador to Russia, has been assassinated at Moscow, according to a Berlin report received by the Havas agency.

Two unknown men asked for an audience with the German ambassador this morning, then attacked him, wounding him with shots from a revolver. They followed this by throwing grenades. Von Mirbach died almost immediately.

The assassins fled and have not been arrested.

General Count Von Mirbach has been active in negotiations between Germany and the bolsheviks. A despatch July 6, from Moscow June 30 said he was that day successful in obtaining the release of six Finnish officials detained by Russia in exchange for Leo Kammeneff, bolshevik ambassador to Austria-Hungary, who had been held as a hostage in Finland.

Count Von Mirbach formerly was German minister to Greece. The bolshevik government consented to his nomination as ambassador to Russia last April. In May a despatch from Moscow said that the demands presented by the German ambassador would virtually make Russia a German colony.

On May 27, the Russian government agreed to the appointment of Count Von Mirbach as an intermediary between Russia and the trans-Caucasian government. On May 31, he obtained from Russia an acceptance of the German proposal for peace negotiations between the bolsheviks and Finland.

# MEN FOR BALLOON SERVICE WANTED AT FORT OMAHA

(Continued From Page One.)

requests by mail, telegram or in person will be considered by the commanding officer of the United States army balloon school, at Fort Omaha, from those desiring to enter the service as regularly enlisted men.

Promise Active Service.

Those accepted will be assigned to active duty promptly. Request will be made for the induction of desirable men within the draft age and those under and above the draft age, if between 18 and 40, may enlist.

The balloon service requires automobile mechanics, truck drivers, motorcycle mechanics, fabric workers, riggers, electricians, stenographers, telegraph and telephone operators,

men familiar with the manufacture or handling of hydrogen gas, and others possessing special qualifications.

Former enlisted men will be given preference. Application for officers' commissions as balloon pilots are now considered from men who have had a certain amount of military experience.

Get Technical Training.

At the present time the recruiting of men will be limited to such numbers as can be accommodated at the post and prompt application will be necessary. The technical training received by men in this branch of the

service will be valuable to the men who receive it in civil life at the close of the war.

The Fort Omaha balloon school ranks as the leading camp of instruction of its class in the country today and it possesses an enviable reputation for efficiency. It is turning out whole squadrons of trained men very rapidly and many of the units instructed there are now "over there" and are making glorious history.

In order to accommodate the growth of the work at the fort more ground will be necessary and the rumors that the facilities of the school are to be enlarged are more than likely to be confirmed soon.

# Prisoner Leaps From Fast Train to Escape Officers

Bismarck, N. D., July 6.—Tony Zalatorius, a Chicago bank clerk, arrested at Glendive for alleged complicity in a \$40,000,000 swindle, clad only in underwear, leaped from the North Coast Limited train between Bismarck and Jamestown early today and escaped with handcuffs on him. When arrested in Glendive \$31,000 alleged to have been taken from a Chicago bank by Zalatorius and Charles Klamaus, recently arrested in San Francisco was found on him.

# THOMPSON, BELDEN & Co.

The Fashion Center for Women

## Parasols For Summer Suns

For the children, a great variety of new shapes and pleasing colors. Many of the handles have arm loops, 50c to \$5

Two-in-one parasols that are sun proof and rain proof. Shown in plain colors, plaids and stripes; handles are short and come with arm loops, \$5 to \$8.50.

Silk gingham parasols in large plaids, pongees in natural, and all the different summer shades; several new styles, \$2 to \$12.

## New Novelties in the Baby Section

Hand-painted, celluloid comb and brush sets of from two to five pieces; also separate combs and brushes, 50c to \$3.50.

Decorated silk carriage straps, coat hangers, hot water bottles, record books.

Infants' costumes, thirty-six inches high, \$2.25.

Down powder puffs, powder shakers, soap boxes, teething rings, rattles, roly polys, balls and numerous other pretty gift things, 25c to \$3.50.

## Mahogany Trays at Smallest Prices

Solid mahogany trays with glass bottoms and removable backs. \$1 ones, 50c; \$1.25 styles, 75c; \$1.50 trays, \$1.

Art Dept., Third Floor

## Vacation 'kerchiefs

Plain embroidered and initialed styles, all of pure linen, in very fine qualities, 20c, 25c, 35c, 50c

Handkerchief centers for crocheting.

Madeira, hand embroidered, 50c, 75c and \$1.

## The July Sales of—

### Dainty Summer Dresses At One-Third Original Prices

Including a number of Georgette gowns, besides summery frocks of voile, organdie and linen in late fashions and likable colors.

Also Coats, Skirts, Blouses reduced to new prices that will appeal to your ideas of economy for good styles of dependable garments.

Misses' Tailored Suits Are \$18.75, \$29.50 and \$37.50

## Silk and Woolen Sweaters and Slip-Overs on Sale

They are limited in number, but ever so desirable in style and color. Come early.

\$45 Sweaters, \$30  
\$30 Sweaters, \$20  
\$15 Sweaters, \$10  
\$10.50 Sweaters, \$7  
\$7.50 Sweaters, \$5

All Sales Are Final

## Here-for Buttons

Plain and fancy pearl buttons in all sizes. Plenty of small, pearls for trimming blouses. Summer skirts and dresses call for medium and large sizes, both of which are here in abundance. A good two-hole pearl button, one dozen to a card, 5c and 10c a card.

Toilet Section

## Toilet Articles

Crepe Oil soap, 10c.  
Good nail files for 10c.  
Nail polish (cakes), 15c.

## Silk Undergarments in pink and white.

An exceptionally good quality for \$1.50. Extra sizes, \$1.75. Lisle vests with silk tops, are \$1.25.

# "THE STORE OF THE TOWN"

## Browning, King & Co.

### After-Inventory---SALE OF MEN'S FURNISHINGS

#### Starts Monday, July 8

In the face of ever-increasing cost of merchandise this After-Inventory Sale is of immense importance.

We Recommend Liberal Purchases

SHIRTS (Soft and Stiff Collars)		SILK SHIRTS	
\$1.50 Shirts	3 for \$1.15	\$5.00 Shirts	3 for \$10.00
\$2.00 Shirts	3 for \$1.35	\$6.50 Shirts	3 for \$13.00
\$2.50 Shirts	3 for \$1.65	\$8.00 Shirts	3 for \$16.00
\$3.00 Shirts	3 for \$1.95	\$9.00 Shirts	3 for \$17.50
\$4.00 Shirts	3 for \$2.65	\$10.00 Shirts	3 for \$19.50

  

SILK NECKWEAR.	
50c Quality	35c; 3 for \$1.00
65c Quality	45c; 3 for \$1.25
\$1.00 Quality	65c; 3 for \$1.75
\$1.50 Quality	1.00; 3 for \$2.75
\$2.00 Quality	1.35; 3 for \$3.75

  

ATHLETIC UNION SUITS	
\$1.50 Union Suits	95c; 3 for \$2.75
\$2.00 Union Suits	1.45; 3 for \$4.00

See Our Fifteenth Street Windows.

# Browning, King & Co.

GEO. T. WILSON, Mgr.

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LET us keep your trucks on the go. That's our business. And we do it successfully because—

we have the right tire for every need and a complete service shop to make any repair or change quickly.

Firestone Truck Tires are built of the right compound to give most protection to truck, combined with economical tire mileage.

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Hydraulic Press and Thorough Shop Work. Our press of 150 tons capacity shows how much we are in earnest about this matter of prompt, thorough service. We have the facilities and the men that will keep your trucks going, and on the basis of Most Miles per Dollar.

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