

TERRORISTS STRIKE BLOW AT CHICAGO

City Administration Target For New Outrage.

CHICAGO, Nov. 15.—A terrific strike at the city administration took place when they bombed the south side of James Street first apartment corporation last night.

Breen and his wife were thrown from bed by the explosion, but were not hurt. The property damage was estimated by Breen to be \$3,000. Several patients in the Evangelical Deaconess hospital nearby were awakened and frightened by the detonation.

Breen said he had received no threats and was unable to account for the attack. He suggested it was probably the work of someone whose enemy he had incurred in his work in the city's legal department.

The bomb was exploded on the front porch of the Breen household, which is a two-story brick and brick-wooded in the floor.

Breen has been assistant corporation counsel for 14 years. From 1907 to 1911 he was an assistant prosecutor under Mayor Dan Quinn.

Several other public officials have been bombed in recent years. The homes of State Attorney John A. Swanson, then a circuit judge, and Senator Charles B. DeLoach were bombed in 1925 and 1926. In 1927, the home of Lawrence P. King, late secretary of the Illinois State Police, was twice bombed. Both attacks also have been made against minor officials of public officials and against persons close to politics through out the country.

Gang Killers.

NEW YORK, Nov. 15.—Police officers intensified search for a gang of killers that have been the victims in cars parked on busy thoroughfares in upper Manhattan.

Police officers arrested a man, 31, Harlem gangster and ex-convict with six bullet wounds, an ear cut and broken in the face, on Friday at Broadway and LaSalle streets.

Schubert was formerly a partner in the vending machine business with Joseph Baldo, whose body was found in an automobile on Fifth Ave. and 157th St. last Sept. 11. The next day the body of the man known as Albert was identified with the vending machine business, was found in a car on East 114th street.

Police Commissioner Crover A. Whelan said Schubert apparently had a victim who was killed in which the others were slain.

Schubert was one of five gangsters who were arrested in connection with the kidnaping of Charles Holman, wealthy real estate operator, last September. They were released. He also was questioned after Alvin Karpis' police record lists 18 arrests and several prison terms for larceny, burglary and robbery.

His body was found in a car belonging to his wife by a street cleaner on Friday at the elevated structure more than five hours. Police said he probably been killed 24 hours before.

400,000 Hamer Halted.

CHICAGO, Nov. 15.—A crowd of 325,000 if taken away and \$70,000 if freed was offered today for the man who attacked the man who marked the suburban home of John L. Carson, Jr., last night. Carson, 40, was held in custody of a prominent young couple.

While the "riches" guests and half a dozen arrests against it, the robbers stripped them of their money and jewelry. Carson was offered \$400,000. They also obtained a \$200,000 amount of cash and four automobiles.

The most valuable item in the Carson jewelry is a triple sapphire and diamond ring, valued at \$100,000. The ring was given by Mrs. Carson to her husband, who was killed in a plane crash in 1924.

Mrs. Philip Metz, wife of one of the business executives of the Chicago Evening Times and a daughter of Herman E. Metz, received the value of her jewelry, which she valued at a high total. Mrs. Carson's mother, Mrs. Howard Carson, 74, is presently in the hospital. Mrs. Carson's mother, Mrs. Howard Carson, 74, is presently in the hospital.

WAR CHIEF ILL

Best Man In Close Shave At The Altar

EVANSTON, Ill., Nov. 15.—R. V. Robertson was just passing by He did not intend to get married; but he had, in his own words, "a very narrow escape."

Leave Mr. Robertson for a moment and consider Sebastian Feringer and Miss Rita Prume, who had been engaged to be married as much as Justice of Peace Harrison.

"If you insist upon being married," said the justice, "I won't argue. However, you need a best man. Pardon me while I get a best man for you."

Justice Harrison went outside. Mr. Robertson was passing by.

"How," said Justice Harrison, "would you like to be a best man?" "I don't mind," said Robinson. "Anything to help out."

Back in the justice's court, the folks lined up.

"The you," inquired Justice Harrison, "take this woman to be your lawful wedded wife?"

"I already got," said Mr. Robertson, reaching for his hat. "I'd be willing to be the best man, but I won't marry anybody."

Justice Harrison reached for his glasses, put them on and looked the situation over. He had placed the best man where the bridegroom should have been, and vice versa.

"My error," said the justice, and soon thereafter Miss Prume became Mrs. Feringer, and Mr. Robertson went home.

SECRETARY GOOD SUFFERS BACKSET

WASHINGTON, Nov. 15.—The next 24 hours are expected to prove the crucial period in the condition of Secretary James W. Good, who was stricken on his return to Washington.

Here is a brief portrait of Secretary of War James W. Good, who is seriously ill in Washington, following an emergency operation for appendicitis. Secretary Good attended the Illinois-Army football game at Champaign last Saturday and was stricken on his return to Washington.

By the close of that period, his physicians expect the situation to be such that he will be able to return to his duties.

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CHILD BURNED AS DRESS CATCHES FIRE

FRANKS, Conn., Nov. 15.—The daughter of Mr. and Mrs. William Coleman, 129 North Elm street, was severely burned when her dress caught fire from matches with which she was playing.

The child was playing in the yard with her brother, Robert, when the accident occurred. Charles Larson, 3, a neighbor, was the first to reach the scene and called the fire department. The child was taken to the hospital and given medical attention by Dr. W. W. Coleman and later this afternoon was reported to be in a favorable condition.

The child was playing in the yard with her brother, Robert, when the accident occurred. Charles Larson, 3, a neighbor, was the first to reach the scene and called the fire department. The child was taken to the hospital and given medical attention by Dr. W. W. Coleman and later this afternoon was reported to be in a favorable condition.

WYSOCKI AWAITING BOND AT HOSPITAL

After the court had fixed his bond at \$100,000, the man arrested on charges of kidnaping Joseph Wyocek, charged with the slaying of his wife, Mrs. Paulina Wyocek, was returned to St. Clara's hospital to await furnishing bond, expected today or Saturday.

Joseph Frank Lindley, owner in Leas Paulus and C. Helmuty, deputies as court bailiffs, and until Wyocek is released on bond, they will continue their guard over him in the capacity of bailiffs rather than deputy sheriffs.

The case makes the first in at least a score of men when a district judge here has provided a judge on a criminal complaint before the justice court. The statute permits the waiting of justice court formalities, although the preceding is not true.

The dinner party the guests at first thought it was a prank by some friends, but after two of them, a man and a woman, had been taken by means of hats or revolver belts, they realized the seriousness of their predicament and quickly submitted to being searched and their jewelry removed.

The guests were seated in the dining room when the robbers entered through a trap door at the rear of the house and a door leading to the kitchen.

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GAS FLEW ON WARSHIP

Two Die and Seven Are Sent to Hospital.

NORFOLK, Va., Nov. 15.—Osa fumes, apparently spontaneously generated from paint in an engine compartment on the battleship New York, caused nine men to be overcome and two of them killed.

The two men who lost their lives were Lieut. R. H. Hollenbeck, who had gone into the compartment, and Boatswain Mate Thomas Weber, who attempted to rescue him. Both men fell about 40 feet, suffering injuries from which they died.

Seventy-eight of the crew were overcome in the attempt to rescue the two men. It was not until pure air was forced into the compartment through a heat that the actual rescue was effected. At the hospital today, seven of the men are gravely recovering.

"The New York, which is the flagship of the Atlantic fleet, is currently commanding battleship duty in the North Atlantic. She has been undergoing modernization, which included the construction of 'blisters,' a sort of double hull for protection against torpedoes.

The 'blisters' had been painted and closed. The gas is believed to have been generated by paint and metal during the time they had been closed. Lieut. Hollenbeck had been assigned to the compartment to inspect the work. He was killed by the gas.

The seven sent to the hospital were: Lieut. Hollenbeck, commanding battleship duty in the North Atlantic. She has been undergoing modernization, which included the construction of 'blisters,' a sort of double hull for protection against torpedoes.

When Flyer Left Rails



Records Fall In Logan County Scout Roundup

In spite of adverse weather conditions which prevented many people from attending, there was an excellent turnout for the Fourth Annual Roundup of the Boy Scouts which was held at the Logan County Fairgrounds last night.

The records for the event were broken by the Logan County Scouts, who set a new record for the number of scouts participating in the event.

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BLACKBURN CHILD SEVERELY BURNED

Mary Frances Blackburn, two-year daughter of Mr. and Mrs. William Blackburn, formerly of this city, is in a hospital at Long Beach, Cal., suffering from severe burns sustained recently when her dress caught fire from a candle at a neighbor's house.

The child's back and shoulders were badly burned, and infection set in. Word was received from Long Angeles yesterday by T. L. Blackburn, her grandfather, that she is now improved and expected to recover within a few days.

AIR CADETS MET AT MEETING THIS WEEK

Due to the necessary absence of Floyd Pace from the city on Saturday, the meeting of the Logan County Air Cadets this Saturday afternoon was held at the Lincoln courthouse. The meeting was held at 8 o'clock and was attended by a large number of the cadets.

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SCOUT HONOR COURT TO MEET MONDAY

The regular monthly meeting of the court of honor for the Logan County Council will be held at 8 o'clock on Monday evening, Nov. 18th at 7:30 o'clock. All scout advancement requests are requested to turn in all applications at least one week before the meeting.

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20,000 SEE LOCAL FLYER CRASHES IN TEST FLIGHT

Fourteen Shuckers Seek Title in Missouri Field, Gas Tank Explodes.

PLATE CITY, Mo., Nov. 15.—Twenty thousand spectators gathered for the first test flight of the biplane of the Chicago and Alton tracks south of Kruger.

The body was rammed in the plane and burst until it was recognizable.

The engine working nearby, said that the plane, flying at a medium altitude, appeared to be having trouble.

The wing tilted sharply and the pilot seemed to be fighting for control.

Suddenly the machine nosed downward and plunged to the earth, striking the ground with a crash that was heard for miles around.

All planes had been perfected by the Chicago company in which Mr. and Mrs. Robert Shuckers, and other local pilots were interested to start the biplane plant in the market. It had been in the field for a long time.

The plane had been here for the past year, but had not been flying. It had been in the field for a long time.

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CAR SMASHES BUGGY ON PULASKI ROAD

Mr. Newton Huffman, 67, was killed when his car struck a buggy on Pulaski road. The car was driven by a man who was not identified.

The accident occurred on Pulaski road, near the intersection of the road and the highway.

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TRAPPERS READY FOR OPENING OF SEASON

Trappers are ready for the opening of the season. The trappers are preparing their traps and equipment for the season.

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JUDGE LINDLEY TO PRESIDE IN PEORIA

Judge Lindley will preside in Peoria. The judge is expected to arrive in Peoria on Monday.

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DAMAGE SUIT FILED FOR JANUARY TERM

A damage suit has been filed for the January term. The suit is filed in the court of common pleas.

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THE WEATHER

ILLINOIS
Fair today.
Slightly
cloudy
tomorrow.
High
60, low
40.

FIVE CENTS

PLANE

LOCAL FLYER CRASHES IN TEST FLIGHT

Body Incinerated as
Gas Tank Ex-
plodes.

Captain Ernest J. Capen, president of the Capen Aircraft Corporation of this city, was instantly killed at 2:30 o'clock this afternoon when the airplane he was piloting on a test flight north of the city plunged 500 feet downward out of control and burned alongside the Chicago and Alton tracks south of Kruger.

Capen's body was cremated in the plane and burned until it was unrecognizable.

Section men, working nearby, said that the plane, flying at a medium altitude, seemed to be having trouble.

One wing tilted sharply and the pilot seemed to be fighting for control.

Suddenly the machine nosed downward and plunged to the earth, striking on its nose on the west side of the tracks and toppling over the embankment.

As the plane struck, it caught fire as the gasoline tank exploded, and burned quickly.

The Lincoln fire department responded to an alarm, but on arrival found only the burned plane containing the pilot's charred body.

Capen was piloting a specially built monoplane, containing a Curtis Challenger motor. An inspector had been here checking the plane over during the series of flights, after which it was expected to put the machine into production.

All planes had been perfected by the Capen company, in which Mr. and Mrs. Robert Sheets and other local parties were interested, to start building planes for the market as soon as the final flight tests had been passed.

Capen has been here for the past year building this plane, rebuilding other machines and conducting a school of instruction. During the war he was an instructor in aviation, and at one time was stationed at Kelly Field.

Prior to the war he gave flying exhibitions in all parts of the country, flying at county fairs, etc. The was an expert pilot and had never had a serious crash prior to today's tragedy.

Capen leaves his wife, Mrs. Beulah Capen, and two children, living at 429 Willard Ave.

The Ahrens farm, tenanted by August Steffens, had been used as a flying base in the test flights.

Recently Rebuilt.

The monoplane had recently been rebuilt by Capen, and after several days' delay, another flight was attempted today.

The west rail of the southbound main track was bent by the crash of the plane, and section men began immediate repairs.

Observers said that Capen's plane seemed to be "out of lateral control," but what caused the difficulty is not known, and can never be determined because of the condition of the wreckage.

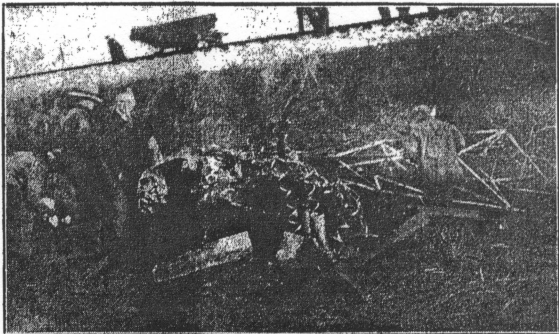
The plane, as rebuilt, had flown only about six or seven hours before today's fatal crash.

At the field while Capen was aloft were James Funk, of Ottawa, an aviator friend of Capen's; R. L. Ward and two endurance flyers from Chicago, who were in the city today to watch the tests.

Lincoln Evening
Courier, 11-15-29

Courtesy of
Dave Armbrust

In Fatal Air Crash



Wreckage of the Capen monoplane in which Capt. Ernest Capen met death while on a test flight north of Lincoln yesterday afternoon. The plane was completely burned, leaving only a twisted heap of metal parts containing the pilot's body. The shattered propeller and the Curtis Challenger motor are clearly shown. It is the type used in the St. Louis Robin. A steel rail on the C. and A. tracks above was bent when the plane struck, nose down.

Balk Plot For Prison Break At Stateville

(By The Associated Press.)

CHICAGO, Nov. 16—Plans for a prison break at Stateville penitentiary were believed to have been thwarted Friday night by increasing the number of guards, according to a report to the Chicago Tribune.

The plot was discovered and reported to Warden Henry C. Hill. The warden cancelled plans of coming to Chicago Friday night and remained at the prison.
Order Special Deputies.

were sworn in to be prepared for any emergency.

Tunnel Is Found.

DANON-CITY, Colo., Nov. 16—Discovery of a 10-foot tunnel which reached to the base of the west wall of the state penitentiary was believed Friday night by prison officials and guards to have frustrated an incipient attempt at escape from the institution.

The prison officials and guards, who for two days have been conducting an extensive search, found sledges and crowbars in the under-



CAPT. ERNEST CAPEN



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SEEK CAUSE FOR MURDER OF CAPTEN FOR TEST SHIP

Pilot Foretold Death Only Two Days Before.

"When you see roses, I will be happy if I can die in an airplane." The prophetic words of Captain Ernest Capen, 44, married, single instructor and president of the Logan Aircraft Corporation, of Lincoln, were recalled yesterday afternoon after he had crashed to his death in a test flight north of the city.

Burned to a crisp, the body of Capen, a fire of fifteen years' experience—fifteen years of hazardous flying without a previous major accident—was taken from the wreckage of the plane which had been a plane of his own design. Capen, 5-foot-11, 140 pounds, had been a member of the Corps of Engineers, and had been a member of the Cradle Roll at the First Baptist church. Capen's parents, Mr. and Mrs. Charles W. Capen, recalled the grim remark, as they sought to comfort the grief-stricken mother and small children. He had made the statement Wednesday night, and it was symbolic of the aviator's fatalistic creed.

Their son, known as an exceptionally careful pilot, had been invited to join his brother and sister, the celebrated Art Smith and Gladys, on a flight to St. Louis, to test a new airplane, a biplane, which was being developed for the war. Both Smith and Gladys were experienced pilots, and Capen, until yesterday, continued to fly safe and to his home in the thousands.

Came Unknown. The exact cause of the tragedy will never be known. There will be theories, of course, and some of them will probably be discussed tonight at the inquest to be conducted by Coroner E. C. Coff at the courthouse at 7:30.

Members of the coroner's jury will include Carl Moore, foreman, George C. Hill, C. O. Williamson, Charles H. Hartman, and Charles Berthel.

Witnesses will include J. W. Park, H. W. Ward, and a number of other eye witnesses.

Ground observers and doctors at the Lincoln hospital, where Capen seemed to have lost lateral control. This is an involved matter involving the pilot's control, the engine, and the wing.

James Paul of Ottawa, an aviation engineer and close friend of Capen's, inspected the ship before the crash. He stated that the wing was the reason for the accident. He went to the crash site and found the wing broken. Capen's parachute pack, after which Capen made a perfect take-off, was found at about 200 feet.

Girl's Burns Prove Fatal At Hospital

Burns sustained Friday noon when her clothing caught fire from matches proved fatal to Frances Coombs, five-year-old daughter of Mr. and Mrs. William Coombs, 129 North Elm street. The child's death occurred at midnight at the Deaconess hospital.

She and her brother, Robert, were playing with matches in the yard of the Coombs home. Sudden neighbors saw the girl's clothing in flames and Charles Larson and Mrs. Raymond Robinson rushed to her assistance. The former smothered the flames with a coat and Mrs. Robinson joined the little girl's clothing from her body. The body from the shoulders to the knees of the child was severely burned.

WILL ATTEND STATE TELEPHONE MEETING

M. E. O'Connell, district manager of the Lincoln Telephone Company, Miss V. J. Johnson, chief operator, and Miss M. J. Johnson, assistant chief operator, will attend the State telephone conference of the Illinois Telephone Association which will be held in Springfield, Nov. 20 and 21. Several hundred delegates, representing the individual companies that comprise the association, will attend the session.

Persons of importance throughout the state are expected to attend the convention. The convention is being held at the Lincoln Hotel. The convention is being held at the Lincoln Hotel. The convention is being held at the Lincoln Hotel.

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SUMMER BANK ROBBER

L. L. Ward at the flying field, where Frank Hubbard, Shores and two Chicago defendants, were seen watching the trial, was taken to the hospital after a heart attack. Capen attempted a take-off from the field, but the plane was unable to get into the air. Ward was walking as Ward made the remark. Frank stated that the plane was not in the air.

HARRY EBERLE IS INJURED AT WORK

Harry Eberle, manager of Logan County Dairy, was injured at work at the farm house. He was injured at work at the farm house. He was injured at work at the farm house.

FELONY CHARGES POLITICAL MEXICAN WAR

Forces Are Concentrated in All Larger Cities.

MEXICO CITY, Nov. 16.—Overly and infantry contingents were concentrated in all larger cities of Mexico today in anticipation of clashes between rival political elements when the nation votes for president tomorrow.

The government believes itself able to cope with any emergency that might arise, although Vasconcelos and his adherents would have it known that if they lose, it will be an indication of fraud.

The anti-revolution party, which Vasconcelos represents, came into being in 1927 when reports were first that the late General Calles, who had also had charge of the country, was planning to run for a second term.

Constitution Amended. The constitution was amended to permit General Calles to make the race, and he was elected. After two opposing candidates were named, the constitution was amended to permit General Calles to make the race, and he was elected.

AVIATION COMMISSION NAMED BY EMMERSON

SPRINGFIELD, Ill., Nov. 16.—(AP)—Two wartime aviators, two state senators, and two representatives have been appointed by Gov. Emmerson as a navigation commission, newly created office.

Apply for License. SAN FRANCISCO, Nov. 16.—(AP)—Oliver Morrison, electrical producer, and Helen Mitchell, headliner in a variety of vaudeville plays, have applied here for a license to operate a flying school. The license would allow them to teach flying to the public.

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The plot was discovered and reported to Warden Henry C. Hill. The warden called a conference of the prison officials and guards, who for two days have been conducting an extensive search. The plot was discovered and reported to Warden Henry C. Hill.

LONE SCOUT DIVISION ADDS TO MEMBERSHIP

Two new boys were registered in the Lone Scout division of the Logan County Council this week. The boys are members of the Lone Scout division of the Logan County Council.

SECRETARY GOOD'S CONDITION CRITICAL

WASHINGTON, Nov. 16.—(AP)—Continuation of Secretary Good's grave condition is reported in the tonight report of his physicians. The report indicates that the Secretary's condition is critical.

REVENUE STATE HIGHWAY CHAMPAGNE, ILL. NOV. 16

CHAMPAGNE, Ill., Nov. 16.—(AP)—State Highway route 110, which formerly ended in the heart of Champagne away from any other highway, has been extended so that it runs as it connects with the main highway through the town of Champagne. The new route runs 30 miles into Champagne from Bloomington.

State Corn Yield Is Up To Average

SPRINGFIELD, Ill., Nov. 16.—(AP)—The Illinois corn crop is being better than the average. The yield is up to the average. The yield is up to the average.

WARRANTS FOR FORMER EMPLOYEES FOR FRAUD

CHICAGO, Nov. 16.—(AP)—Warrants for the arrest of former employees of the State Bank of Chicago were issued today for fraud. The warrants were issued for the arrest of former employees of the State Bank of Chicago.

State News In Brief

CHICAGO, Nov. 16.—(AP)—The Illinois corn crop is being better than the average. The yield is up to the average. The yield is up to the average.

WALTHER LEAGUERS IN 6TH CONVENTION

About 600 Walther Leaguers from throughout Illinois are expected to be present in Bloomington Saturday and Sunday for the sixth annual convention of the Central Illinois district of the Walther League.

MAKE IMPROVEMENTS AT CIPSCO PLANT

The new sewage plant of the CIPSCO Company in this city is being improved. The company is making improvements at the CIPSCO plant.

THE WEATHER

ILLINOIS.—Rain probable tonight and Sunday. High 45, low 35. Wind light, variable.

CAPEN CRASH

SEEK CAUSE FOR TRAGEDY IN TEST SHIP

Pilot Foretold Death Only Two Days Before.

"When my time comes, I will die happy if I can die in an airplane."

The prophetic words of Captain Ernest Capen, 34, wartime aviation instructor and president of the Capen Aircraft Corporation, of Lincoln, uttered only two days before his death, were recalled yesterday afternoon after he had crashed "a flamer" on a test flight north of the city.

Burned to a crisp, the body of Capen, a flyer of fifteen years' experience—fifteen years of hazardous flying without a previous major accident—was taken from the funeral pyre that had been a plane of his own designing—a Capen Special monoplane into which had gone so much of his hopes for the future.

Capen's parents, Mr. and Mrs. Chas. F. Capen, recalled the grim remark, as they sought to comfort the pilot's young widow and small children. He had made the statement Wednesday night, and it was symbolic of the aviator's fatalistic creed.

Their son, known as an exceptionally careful pilot and a skillful instructor, has gone to join his buddies, the celebrated Art Smith and Leroy Thompson, with whom he used to give flying exhibitions before the war. Both Smith and Thompson crashed in the air mail service, while Capen, until yester-

day, continued to defy fate and to add to his total of "air hours" which had run into the thousands.

Cause Unknown.

The exact cause of the tragedy will never be known. There will be theories, of course, and some of these will probably be discussed tonight at the inquest to be conducted by Coroner E. C. Goff at the courthouse at 7:30.

Members of the coroner's jury will include Carl Moore, foreman; Grover C. Klest, C. O. Williamson, Carl Schmalz, Charles Hirtman and Charles Bichelli.

Witnesses will include J. W. Funk, R. L. Ward, Jack Probst and a number of other eye witnesses.

Ground observers and aviators at the flying field declared Capen seemed to have lost lateral control. This is an involved matter involving tail and aileron control, and has to deal with plane balance.

Inspected Ship.

James Funk of Ottawa, an aviation engineer and close friend of Capen's, inspected the ship before the takeoff and can advance no exact reason for the accident. He went over the controls carefully and adjusted Capen's parachute pack, after which Capen made a perfect take-off and leveled off at about 200 feet.

Capen had been flying but a few minutes when the accident occurred. He had circled over Lincoln College campus and headed back toward the Kruger elevator when it was seen he was having trouble with the ship.

R. L. Ward, at the flying field, where Funk, Robert Sheets and two Chicago endurance flyers were watching the tests, was first to notice trouble. As Capen attempted a bank Ward remarked that the plane was wobbling. As Ward made the remark Funk shouted that the plane was afire.

Burned Instantly.

C. and A. section hands, at work south of Kruger, were closest to the scene. It went off sharply on one wing and then dove earthward from a height of a few hundred feet. Capen did not have time to don his chute, and was probably killed as the heavy motor struck the south-bound rails and was hurled into a nearby field. The plane burst into flames immediately and the shattered wings and fuselage burned before witnesses could reach the scene.

George Ressler, Charles Warfield, Jack Probst, J. B. Gerard and Thomas Green, as well as numerous motorists on route 4 saw the crash.

The remains were taken to the Sheets Funeral Home to await the funeral arrangements, and Coroner E. C. Goff began plans for the inquest.

Capen had been here about eighteen months, directing work on the plane which had been rebuilt several times and was considered about ready for commercial manufacture. Associated with him were Robert Sheets, L. W. Dowling and Al Ahrens. The company used the old planing mill property on South Logan street as a factory and

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SEARCH FOR CAUSE OF AIRPLANE CRASH

(Continued from page one.)

fittings and metal work was done at the Lincoln Casket Co. factory.

Designed Plane.

Construction on the first Capen plane, designed and built by Captain Capen, was begun by the Capen Aircraft Corporation here in July, 1928. It was a monoplane with a forty foot wing spread, and a fuselage 26 feet in length. It was first powered with an Anzani, radial type motor, but this was replaced the past summer by a Curtiss Challenger, after the Anzani had burned out connecting rods on initial tests. At the same time a new type of Curtiss wing was built, and the plane, during summer tests, showed great climbing abilities.

Still Capen was not satisfied. The plane handled easily as he phrased it, "could be set down on a dime," having a low landing speed. He rebuilt the machine again this fall, and had flown six or seven hours with the rebuilt plane before yesterday's tragedy occurred.

Capen came to Lincoln two years ago, after his parents had taken over the Busy Bee restaurant here. He interested local aviation enthusiasts and the Capen Aircraft Corporation was organized. He also conducted a flying school, and gave instruction to a number of student flyers.

Flew Before War.

Capen had fourteen years of flying experience. He learned to fly from Art Smith, of Fort Wayne, and Leroy Thompson, of Woodbury, Conn., pioneer exhibition flyers and later air mail pilots. Both his companions preceded him in death, and all died in airplane crashes. Smith died three years ago in the Pennsylvania mountains and Thompson was killed a year later while flying the eastern division of the air mail service. The three had given numerous flying and stunting exhibitions at county fairs.

Instructor At Kelly.

The first planes flown by Capen were of the pusher type. During the war Capen served at Kelly Field, San Antonio, Tex., where he was commissioned captain, qualifying in six weeks time because of previous experience.

He gave primary instruction to many cadet flyers and was credited by the government with 1850 official hours in the air while with the army.

Prior to yesterday, Capen had never had a serious accident, although he had landed disabled planes with but slight damage.

Saved Stunter's Life.

On May 20, last year, Capen saved the life of B. B. Brown, aerial stunt performer, when the latter fainted while suspended on a bar beneath the wing of Capen's plane in an exhibition north of this city. Capen landed the plane with the opposite wing down, smashing the propeller and one wing, but saving the unconscious Brown under the elevated wing.

Mr. Capen was born in Onarga, Ill., and was married to Miss Beulah Jones of Edwardsville, March 10, 1925. Besides the parents, Mr. and Mrs. Charles Capen of Lincoln, and the widow, two small children survive: Charlotte Jean and a baby boy, Merle Leroy.

Other surviving relatives are the following sisters and brothers: Mrs. Ross Roberts, Chicago; Charles Capen, Chicago; George Capen, Los Angeles, Cal.; Marvin and Bernard Capen of Lincoln; also one half-brother, Vernon Capen, of Joliet.

The funeral will take place at 2:30 o'clock Monday afternoon from the First Methodist church, with Rev. Stanley Ward in charge. Burial will be made in Union cemetery.

Fail Determine Exact Cause of Capen Crash

Although no cause was officially determined by the coroner's jury fixing the responsibility for the first airplane fatality in Logan county that cost the life of Captain Ernest J. Capen, killed when his monoplane crashed and burned, it was disclosed in testimony at the inquest conducted by Coroner E. C. Coff Saturday night that loss of lateral control caused the fatal plunge. There was the added possibility that the plane may have caught fire in flight, due to a leaking gasoline line, but this was doubted by most eye witnesses.

The jury, after hearing the testimony of aviators and other eye witnesses, returned a simple accident verdict, which under the circumstances was all that remained to be done.

Capen, who alone could have told what occurred to cause him to lose control, was incinerated in his plane, and nothing could be told from the ship itself, a twisted mass of burned rods and wires.

"Accidentally killed in a falling monoplane while making a test flight one mile north of Lincoln on Nov. 15," read the verdict. Members of the jury were: Carl Moore, foreman; Grover C. Kiest, C. O. Williamson, Carl Schmalz, Charles Hirtman and Charles Bichell.

Low Altitude Fatal.

There were several bits of illuminating testimony at the inquest, but

none that threw sufficient light on the accident to stand as convincing proof.

That Capen could have walked alive from his plane after a safe landing if he had had sufficient altitude to maneuver his ship after faulty control developed, was agreed by James Funk and R. L. Ward, flyers, who witnessed the takeoff and crash. Floyd Pace, former army and air mail pilot, who was not present at the time, but who had flown with Capen, and who attended the inquest, agreed with them. Funk and Ward said that when Capen leveled off he was between 250 and 300 feet and he lost control and went into a fatal nose dive below that altitude, giving him no chance to make a dead-stick landing, or even to don his parachute.

Thought Ship Afire.

Funk was of the opinion the ship was on fire as it went into that deadly forward slip. Asked whether Capen would have possibly had time to escape over the side in his parachute at that low altitude Funk replied in the negative.

"You think only of the present. There is no thought of the future. With flames coming up in your face, you think only of that first."

Funk spoke slowly and sadly. He is no stranger to airplane accidents. His hair is prematurely shot with gray and he wears a metal plate in his skull.

Tested for Balance.

That Capen was afraid of his plane after the latest rebuilding, experiment was told the Courier by Ward.

"Cap was afraid the ship was tail heavy after he had moved the wing back fourteen inches to make more room in the cockpit," he said. He was not quite satisfied with the balance. He told me that once previously he had lost lateral control and had flown ten miles before he brought her out of it, and I told him that would have been just five miles too many for me. I advised him to get plenty of altitude and if the ship failed to respond on a bank to set it down in the nearest level field regardless of where it was. You can pay for damage to a crop lots easier than for a life."

George Gay, inspector from the U. S. department of commerce, attended the inquest and questioned Capen's associates. He will make a report on the accident as it is done by inspectors whenever an air tragedy occurs. Gay was here several weeks ago to make preliminary mechanical inspection of the plane.

Standard controls were used by Capen, although they were of several types and adapted to conform to the construction of this type monoplane. Originally he used rod controls but had substituted cable controls.

Ward Testifies.

Robert L. Ward, of Decatur, a former licensed pilot, was the first witness. Capen's motor was working perfectly at the takeoff, he said. There had been trouble in the morning getting the motor started, and Capen had brought out some other at noon to facilitate starting.

Capen took off in a cross wind and leveled off at 250 feet, circled across the C. and A. tracks and then back. He came around in a vertical bank and just west of the tracks nosed down in a forward slip.

"I shouted 'there he goes,'" Ward said, "and then the plane hit and a burst of flame shot up. I did not see flames while the ship was in the air. If it was on fire, it was logical to make a vertical bank to fan out the fire and then try to side-slip down."

"If the ship was not on fire in the air, several things might have caused the accident. A control wire could have jumped a pulley, and caused loss of vertical control. There

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LIFE SKETCH OF

11-19-1929

ERNEST J. CAPEN

The obituary of the late Ernest J. Capen, president of the Capen Aircraft Corporation, whose funeral occurred yesterday afternoon at the First M. E. church, was read by Rev. Stanley Ward as follows:

Ernest J. Capen.

Ernest J. Capen was born in Onarga, Ill., and was the son of Charles S. and Elizabeth Capen.

From his boyhood he had been interested in flying. He learned to fly from Art Smith of Fort Wayne and from LeRoy Thompson of Woodbury, Conn.

Mr. Capen married Miss Beulah Jones at Edwardsville, Ill., March 10, 1925. He came to Lincoln in 1928 and formed the Capen Aircraft Corporation. He also conducted a flying school and gave instruction to a number of student flyers. In this work of building a plane he was following out an ambition that had been uppermost in his mind for the last seven years. He was known as a most careful flyer.

He passed away Friday afternoon north of Lincoln while he was engaged in making a test flight.

He was a man who was deeply devoted to his parents and to his family.

He is survived by his wife and two children: Charlotte Jean and Merle Leroy. He is also survived by his parents who live at 401 Sixth St., Lincoln, and the following brothers and sister: Verne Capen, of Joliet, Ill.; Charles Capen, Chicago, Ill.; Mrs. Ross R. Roberts, Chicago; George Capen, Los Angeles, Cal.; Marvin Capen of Lincoln; Bernard Capen of Lincoln.

CAPEN AIR CRASH
NOVEMBER 15 1929

50 years ago 1979
Captain Ernest J. Capen, president of the Capen Aircraft Corporation of this city, was instantly killed this afternoon when the airplane he was piloting on a test flight north of the city plunged 500 feet downward out of control and burned alongside the Chicago and Alton tracks south of Kruger.