Fliers of World Honor Wrights On Scene of Conquest

(Continued From Page 1)

nitiries, the motorcade proceeded to Currituck Courthouse, where the busses were abandoned for automobiles assembled by the Kill Devi Hills Memorial Association. Dudley W. Bagley, of Moyock, N. C., vice president of the association, directed a speedy transfer from the busses to some 75 automobiles assembled there, and the party was off for Point Harbor, at the tip end of the Currituck peninsula—nearest mainland point to Kitty Hawk.

The North Carolina Highway Department is engaged in constructing a hard-surfaced road southwardly from Currituck Courthouse; but in view of the importance of the celebration, work on the road was halted, and men and equipment were diverted to the task of making a detour passable for the thousands who would pass over it. Thousands of feet of slabwood were hauled to Currituck by the highway forces, who worked day and night; and when the motorcade traveled down the Currituck peninsula today every difficult place in the detour where mud mikht have threatened a halt in the procession, had been bridged. The party proceeded without hindrance to Point Harbor.

Transfer To Boat

Marshaled by O. A. Littlefield, commander of the Seventh District, Coast Guardsmen from Cape Henry to Hatteras awaited the visiting delegation at Point Harbor. A small fleet of Coast Guard craft had been assembled there, and as the official guests arrived, they were taken aboard the waiting boats, and transported to the scene of the celebration.

Orville Wright rode to Kitty Hawk aboard the Coast Guard supply boat AB-23. Accompanying him were Amelia Earhardt, who bears the distinction of having been the first woman to cross the Atlantic in an airplane, and "Shorty" Cramer, otherwise Parker D. Cramer, of Rockford, Ill., who embarked for Sweden and landed in Greenland. The press of the Nation chronicled his trek across icy waters to a point whence he could be transported back to America.

There were dignitaries at every turn today. Representing the United States Government, there was Senators Hiram Bingham, of Connecticut, president of the National Aeronautic Association, who, with Rep. Lindsay Warren, of the First North Carolina District, introduced the bill in the last Congress appropriating $25,000 for the beginning of the national memorial to aviation. There was Dwight L. Davis, Secretary of War, and there were E. P. Warner, assistant Secretary of the Navy; F. Trubee Davison, asssistant Secretary of War, and W. P. MacCracken, assistant Secretary of Commerce. These latter three are specifically secretaries in charge of aeronautics for their departments.

Real Carolina Dinner

Arrived at Virginia Dare Shores, in the shadow of Kill Devil Hills, the official party sat down to a typical North Carolina dinner; and though it was prepared in the Old Dominion by the culinary staff of Pender's Restaurant, in Norfolk, it was served by a group of Roanoke Island maids chosen for the beauty that has made the isle famous since the early days of the colonies. Besides barbecue of Carolina, peanut-fed pig, there were corn pone, yams, Currituck turkey and home-cured ham, and a multitude of accessories. The dinner was all that could be wished.

Immediately afterward, the guests hied themselves to the larger of the Kill Devil Hills, where was unveiled the corner stone of the national memorial to aviation. Mr. Davison, assistant Secretary of War for aeronautics, was toastmaster, and the speakers were Governor McLean, Representative Warren, Secretary of War Davis and Representative Roy S. Fitzgerald, of Ohio, who presented an American flag from the city of Dayton, home city of Orville and Wilbur Wright.

For Orville Wright, honor guest of the occasion, the only part in these ceremonies lay in the acceptance of homage at the close of a speech by Secretary Davis. Referred to as "the man who had translated men's dreams from time immemorial into living reality," Mr. Wright removed his hat and bowed, while the crowd cheered to the echo.

At every mention of Mr. Wright's name the crowd cheered.

In his address of welcome, Governor McLean dealt largely with the history of the Kitty Hawk section after paying due tribute to the part of the Wrights in Twentieth Century progress in a virgin field that the fates, apparently, had reserved for the century.

Tribute From McLean

Referring to the Lost Colony, whose fate has remained a mystery to this day, Governor McLean declared:

"The people of North Carolina are by no means unmindful or unappreciative of the events which occurred 25 years ago when Orville and Wilbur Wright sought seclusion on this remote spot and began the experiments which resulted in giving to mankind a new agency of transportation.

"I appreciate, and I am sure the people of North Carolina generally appreciate, Mr. Wright, that you and your beloved brother blazed the way for the great accomplishments of Colonel Lindbergh, Clarence Chamberlain and others whose exploits have added immortal lustre and renown to the fame of America. They appreciate your decision to make your experiments here—a decision that has placed on the tongue of every airplane enthusiast in every civilized nation of the earth the names of Kill Devil Hills and Kitty Hawk.

"We thank you and welcome you, and at the same time we indulge the hope that you will be spared to return to us 25 years from this date to celebrate the fiftieth anniversary of your marvelous work. I verily believe that by that time transportation by air will have advanced to such a degree that it will have become the safest and most comfortable method of rapid travel."

Warren Sends Courage

Referring to the "dauntless spirit of adventure and achievement" that prompted the ill-fated venture of the Raleigh colonists, Representative Lindsay C. Warren, the next speaker, declared it was the same pioneering spirit that led to the successful experiments of the Wrights. After remarking that the choice of Kitty Hawk had been prompted by information from the Weather Bureau that it was the Atlantic Coast region where the winds were strongest and steadiest, he declared the Wrights suffered the "same aspersions and diversions as have all others who have blazed trails."

Continuing, Mr. Warren declared:

"Their courage and faith was superb. They knew that the history of their race had been full of failure, but that each failure had marked a surer and firmer advance of civilization. The world might scoff, but the Wrights knew as well as men could know anything in the future of the machine they had so patiently constructed could fly, for the formula had been verified. They achieved their results neither by luck nor by the process of elimination, but by scientific inquiry and study. And so, by a toss of a coin, it fell to the lot of our distinguished guests to usher in a new era of revolutionized transportation that has redounded to the happiness and progress of the human race."

Declaring that this nation, dedicated to peace, might well consecrate "these sea-swept sands as a peacetime monument," Secretary of War Davis, in a brief address, described the Wrights as "peacetime pioneers of progress," and after mentioning the tremendous advancement of aviation in the quarter century that has elapsed since their Kitty Hawk flights, declared the world would ever keep alive the "memory of the men who gave wings to a waiting world."

Wright Introduced

Mr. Davis then called Orville Wright to the front of the stand, and introduced him to the crowd. Bowing, and obviously much ill at ease, Mr. Wright acknowledged the ovation. That was the most conspicuous part he played in the celebration. Except then, he stayed consistently in the background, as though he were a mere spectator rather than honor guest of the occasion.

With Secretary Davis officiating, the corner stone of the National memorial on Kill Devil Hills was laid—a huge granite stone, settled into the sands by means of a fall and tackle. As it sank into place, the 23-piece Naval Training Station Band, from the Naval Operating Base, Norfolk, struck up the strains of "The Star Spangled Banner." The crowd stood reverently, with heads bowed.

At that juncture, a flag from the city of Dayton, O., home town of the Wrights, was officially presented by Rep. Roy S. Fitzgerald, of Ohio, who announced that the flag had come by airplane from Dayton. "Here to Kill Devil Hills the Wrights came to destroy the demon of ignorance," he said. "They challenged a world of skepticism and indifference—and they won."

The ceremonies on Kill Devil Hills over, the crowd trekked a mile down the slope of the dunes and across the level sand to the spot where the Wright's hangar stood when their first flight was made, in 1903. There, a great granite boulder was unveiled by the National Aeronautic Association.

W. O. Saunders, Elizabeth City, N. C., editor and president of the Kill Devil Hills Memorial Association, welcomed the throng at the boulder with the adjuration that those present remember the discomfort endured by the Wrights in their pioneering experiments.

Pledges Guardianship

"It is my proud privilege to say to you that the simple, rugged and beautiful stone that they have placed here to designate the spot where the first heavier-than-air power-driven plane was flown by Mr. Wright 25 years ago today, "will be cherished by the Kill Devil Hills Memorial Association; and this association shall consider itself an unoffical but loyal guardian of this monument and the sacred ground on which it imposes."

Thestimony to the authenticity of the site for the boulder was given by Captain W. J. Tate, with whom the Wrights boarded in the days of their early experiments. Captain Tate explained that he had called a meeting of the four surviving witnesses of the original flight, namely W. S. Dough, A. D. Etheridge, J. T. Daniels and John Moore, and that all had attended except Mr. Daniels, who was employed at Beaufort, too far away to be present.

The other three and himself, Captain Tate stated, had agreed on the site as marked for the erection of the monument; and Captain Daniels, he added who had come to Kitty Hawk for today's celebration, had agreed with them.

The ceremonies closed with the unveiling of the boulder by Senator Bingham, assisted by Misses Mary Byrd Saunders and Frances Pendleton, of Elizabeth City. In common with his predecessors on the day's program, Senator Bingham, paid tribute to the courage and tenacity of the Wrights, in the face of skepticism and adverse criticism, and declared the Nation and the world owed him and his late brother a debt which it could not hope to pay. Again the Naval Base Band struck up the strains of "The Star Spangled Banner;" and again the crowd stood respectfully, with heads bowed until the music had ceased.

Drops Floral Wreath

Alone among the notables present, Assistant Secretary Warner of the Navy, came down by plane. He journeyed to Kill Devil Hills in a large hydroplane, and in journeying across the Virginia Dare Shores, where the crowd assembled, he dropped a floral wreath for Orville Wright.

A wreath of white carnations, in memory of Wilbur Wright, who died before his envisionment of human flight had reached full fruitation, was laid at the foot of the National Aeronautic Assodation boulder by Senator Bingham after the close of the ceremonies there. The wreath was given by George Koch, of Elizabeth City.

When the day's events had closed, and the crowd hurried to Virginia Dare Shores and the Kitty Hawk ferry landing to return home, there was experienced some small measure of the privation and discomfort that had attended the Wrights' experiments in that isolated land. Many had to wait for boats; and with a night breeze whipping keenly about them, they were able to feel, a bit vicariously, the sharp sting of that December gale in which the Wrights had launched the world's newest medium of transportation.

Unstinted praise of the work of Northeastern Carolina folk in preparing for the celebration was voiced by John F. Victory, secretary of the National Advisory Commission on Aeronautics, on whom had developed most of the preparations for the event.

"Except for the whole-hearted assistance of the people of the section, and the loyal co-operation of the Coast Guard, the celebration would have been utterly impossible," he said.

Scenes At Yesterday's Celebration At Kill Devil Hills

Top, left crowd descending from Kill Devil Hills after the ceremonies; right, view of crowd and automobiles in distance, with the Atlantc Ocean in the background, as corner stone is laid for national memorial to aviation. Lower left, Orville Wright, Senator Bingham and Miss Amelia Earhart at the marker unveiled in honor of the Wright brothers; right, Gov. Angus W. McLean, of North Carolina, greeting Orville Wright at the Virginia-Carolina line. In the center of the group is Secretary of War Davis and on the right, Senator Bingham. (Photos by staff photographer.)

Spencer's Condition Reported Unchanged

No change had ben noted last night in the condition of Arthur Spencer, of Hickory, Norfolk County, critically injured in an automobile accident late Saturday night, according to word from St. Vincent's Hospital. Spencer was driving the car when it crashed into a telephone pole on the Great Bridge road, killing Henry W. Cartwright, a companion. Frank Deal, Jr., also of Hickory, was the only one to escape uninjured.

Tonight—Police Dept. vs. Burk & Co. Basketball Five—Blair Auditorium, 7:30 P. M.

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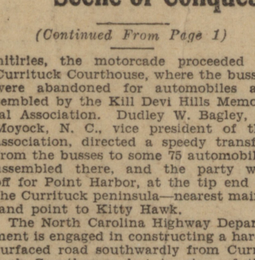
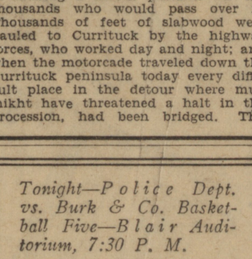
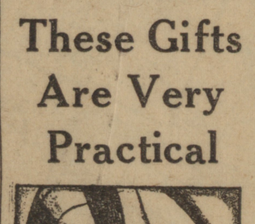


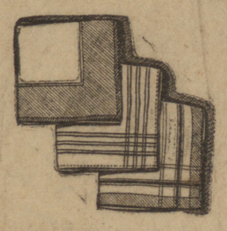
Neckwear
$1 to $4



Gloves
$2 to $8.50



Hosiery
25c to $2.50



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