

F-4 LONG THOUGHT UNLUCKIEST CRAFT

Previous Recent Accident on Lost Submarine Told by Portland Man Aboard.

OTHER MISHAPS NUMEROUS

Scattering of Crew by Explosion March 6 Described by George L. Deeth, Member of Crew, in Letter to Friend.

"The F-4 has been the unluckiest boat in the flotilla," wrote George L. Deeth to Herman Pluss, of 35 Front street, in a letter dated March 7. Deeth is the Portland boy who was a member of the crew of the submarine when she was lost off the Hawaiian coast yesterday.

"Since we arrived here it has been just one blamed thing after another," continues the letter, which then described an explosion that had occurred on the vessel on the day previous.

"The explosion almost wrecked the inside of the boat," he wrote. "It bruised a number of us fellows by hurling us against the side of the ship. I was busy working at a small desk when it occurred all at once. I was thrown against the top of the boat and came down on the deck with a bang. While I was in the air something struck me on the legs. It was almost an hour before all the stink had left. We were all lucky enough to come out of it in one piece instead of being picked up in sections."

"Vessel Previously in Trouble. In the same letter Deeth said that they would go to Pearl Harbor the following day "to have another main motor installed in place of one that was burned up the other day."

He also wrote enthusiastically of the passing successfully the examination for a first-class electrician. He expected to receive his appointment within a few days. This position would pay him \$75 a month besides his living expenses and clothing.

Other reports tell of mishaps to the vessel frequently from the time she went into commission. How the vessel misbehaved on its first trip is told by Harry Webber, chief machinist of the Oregon Naval Reserve, who is stationed on the United States cruiser Boston, in Portland harbor. When the F-4 left the Bremerton Navy-Yard as a new boat for its first long voyage Mr. Webber was a member of the crew as first-class machinist.

"Towing Is Necessary. She left Puget Sound under her own power, but before we reached the Columbia River bar we had a great deal of trouble with her air compressor," said Webber yesterday. "Consequently we got a long towline and the cruiser St. Louis towed us to a position opposite Point Reyes, which is about 40 miles north of San Francisco. From there she made San Francisco under her own power."

"I then left and went back to the St. Louis, but I have heard many times of trouble on the F-4. It has come to my mind among all seamen as a hard-luck craft." Mr. Deeth was 24 years old. He was born at Liberton, Or., July 17, 1891. His widowed mother, Mrs. Esther Ann Deeth, lives at 1783 East Fifteenth street. A sister, Miss Edna Deeth, is a bookkeeper at the United States Laundry. A brother, Deeth, is an operator with the Western Union in Portland. Before his enlistment in the Navy in August, 1912, he was employed by a local hardware firm.

Others of Crew Recalled Here. Previously Mr. Deeth had served in the Oregon Naval Militia more than two years. When he resigned to enter the Navy he was chief quartermaster on the Boston.

Albert H. Mellien, of Oregon City, who enlisted at the same time, also was on the Hated F-4 for a time, but recently was transferred to the F-3. Three other boys who were reported to be members of the crew of the F-4 when she was lost enlisted in Portland. They were Edward S. Hill, of Chicago; Albert F. Jennie, of Festus, Mo.; and Clark G. Buck, of Tacoma.

TACOMA BOY 6 YEARS IN NAVY. Mother, Brother and Sister of F. H. Sailor Reside in Washington. TACOMA, Wash., March 25.—(Special.)—Clark G. Buck, 6 years old, gunner's mate, second class, on the submarine F-4, was the son of Mrs. Amanda Schrag, 2608 South E street. He was a graduate of the Scholastic and lived in Tacoma from 1905 until he joined the Navy in 1909. He was born in California, Mo.

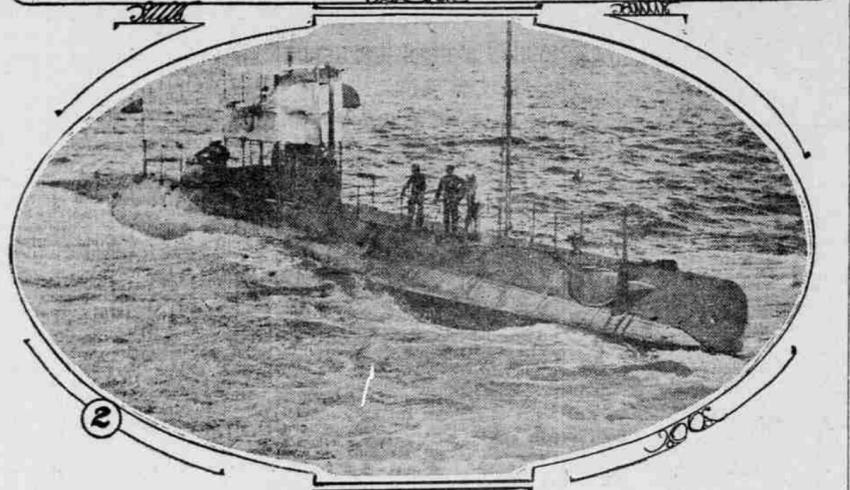
"George had never learned to drink, sweat, smoke or chew," said Mrs. Schrag today. "He was a member of the Y. M. C. A. and carried his card with him wherever he went. It was his intention to make the Navy his life work. He was in Tacoma last summer on his vacation."

There are four other brothers. Lieutenant Lee Buck, of Tacoma; Hoyt Buck, of Everett; Roy Buck, attending the Tacoma schools, and Victor Buck, of Nebraska. There are also two sisters, Miss Nellie Buck, who lives with her mother, and Mrs. F. Ryan, of Kansas City.

OREGON CITY MAN NOT ABOARD. Brother of Albert H. Mellien Has Letter Telling of Transfer. OREGON CITY, Or., March 25.—(Special.)—Albert H. Mellien, of Oregon City, left the submarine F-4 only a few weeks before it made its unfortunate plunge in the Pacific yesterday, according to a letter received four days ago by James Mellien, brother of Albert H. Mellien. The letter was written about three weeks ago.

Mellien said he had been transferred from the F-4 to the F-3, where he had charge of the engine-room. It is not considered probable here that he was reassigned to the F-4. Mellien has two brothers here, James and Frank Mellien. They are employed in the Oregon City wooden mill. Mrs. Mellien is visiting in California, and they have two children, Wanda, 12 years old, and Thelma, 10 years old, are here attending school and are living with Mrs. Mellien's mother, Mrs. N. L. McKune, Eighth and Van Buren streets. Mellien is serving his second enlistment in the Navy. His last visit to Oregon City was made about two years ago. Previous to his service in the Navy he was employed in Oregon City mills. He was chief mechanic's mate on the F-1.

AMERICAN "HARD-LUCK" SUBMARINE WHICH WAS IN DISASTER OFF HAWAIIAN COAST AND CREW, WHICH INCLUDED PORTLAND BOY.



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Crew of Ill-Fated Submarine From Photograph Owned by Mrs. L. W. Deeth of Portland, Whose Son George Is the Man Standing at Upper Left-Hand Corner of Picture. F-4 From Photograph Taken by The Oregonian Two Years Ago. Below—George Deeth, Portland Boy Believed Lost.

below the surface. Some of the ideas have proved entirely impracticable, as for instance, a plan to provide each man aboard the submarine with a diving helmet. It was found that the helmets took up so much room that they could not be stowed on the boat. Escape by means of the torpedo tubes has been suggested often and some time ago a man aboard the cruiser Tennessee pluckily permitted himself to be shot through a tube. He came out safely, but this experiment was made at only ten feet depth, and submarine officers say that at 60 or more feet under water a man who crawled into a tube would be immediately crushed by a pressure of 30 pounds to the square inch. Air chambers are provided on most of the modern boats, however, and at a moderate depth the men might release themselves and rise to the surface. The F-4 has such a contrivance, the conning tower being arranged in two sections for the purpose.

The stay of a submarine below water is limited by the supply of oxygen. In endurance tests in deep water, 24 hours has been the limit. The danger of development of leaks under the high pressure at unusual depths. Commander Stirling, in charge of the submarine service, says, however, a submarine might lie on the bottom "if within 150 feet" and stay there from 12 to 24 hours with perfect safety.

The F-4 is equipped with a Nuremberg-Diesel engine of a heavy oil-burning type. The tremendous range of temperature, which affects the expansion and contraction of the castings used, frequently causes cracks in the cylinder heads and piston heads.

The question of ventilation of the batteries has received a great deal of attention. The deadly gas of hydrochloric acid, which is given off by a lead battery, and its dangers have been pointed out in Congressional hearings and reports. With 30 pounds pressure to the square inch at 60 feet depth the water inside the ballast tank is likely to be forced up through the battery tank. The Navy has installed what is called the automatic blow to prevent a vessel going below the depth set, generally 65 feet.

The latest reports on the F-4 made public by the Navy Department indicated that her main engine was in good condition; that the batteries required overhauling; and that the hull was in good condition and that it was otherwise in good shape.

RAILROADS WILL APPEAL

MISSOURI COMPANIES NOT TO ACCEPT REFUSAL. Missouri Pacific President Says Increased Rates Are Essential to Continued Existence.

ST. LOUIS, March 26.—President Bush, of the Missouri Pacific Railroad, announced today that the railroads of Missouri would appeal to the courts in their efforts to get increased intrastate freight and passenger rates if an increase is not granted by the Public Service Commission of this state.

A statement made by President Bush in a lengthy analysis of the railroad rate situation in Missouri said in part: "It takes an expert to demonstrate that with their income cut down below their outgo the railroads of the state must have increased rates if they are to continue to exist and serve the people."

"The fact that the financial world will not touch railroad securities of any kind is an all-sufficient answer to the contention of the average politician that the earnings are adequate. Anyone can foretell the business paralysis and widespread disaster to the commercial and agricultural interests that will follow a few more receiverships of Missouri railroads."

"If a physical valuation is required before the relief granted, then it would be like medical aid after the death of the patient."

WASHINGTON, March 25.—England's Queen Mother, Alexandra, has written an autograph note to Mrs. Whitehead Reid in London, expressing gratitude for the aid given by the American Red Cross in caring for sick and wounded British soldiers and sailors.

The Queen's note, made public at Red Cross headquarters here today, follows: "As president of the English Red Cross Society, I beg you kindly to convey to the American Red Cross my highest appreciation of their magnificent gifts to this noble work for which the whole English nation is profoundly grateful. I am most deeply touched by the kind assistance and sympathy shown us by the American people."

Mrs. Reid also forwarded a letter of thanks and appreciation she had received from Sir William Garston, chief of the supply division of the English Red Cross. Through the American Ambassador at Vienna came a similar letter from Count Rodolf Traun, of the central organization of the Austrian Red Cross.

WE SHOW THE - NEW PICTURES FIRST

10c PEOPLES THEATER 11:30 A. M. TO 11:30 P. M. Leading Photo-Play House—West Park and Alder

Last Chance Tonight Everybody's darling:

Marguerite Clark Showing her as a fascinating coquette and a terrible little flirt in Gretna Green

Then Tomorrow for Four Days

John Barrymore That rattling fine comedian in that scream of a play that has made the whole world laugh Are You a Mason?



THANKS SENT AMERICA

QUEEN MOTHER OF ENGLAND IS GRATEFUL FOR RED CROSS AID.

Alexandra Expresses Her Gratitude in Letter to Mrs. Whitehead Reid. Austrian Also Acknowledges.

WASHINGTON, March 25.—England's Queen Mother, Alexandra, has written an autograph note to Mrs. Whitehead Reid in London, expressing gratitude for the aid given by the American Red Cross in caring for sick and wounded British soldiers and sailors.

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JAPAN IS HOST AT FAIR

VICE-PRESIDENT MARSHALL IS GUEST AT RECEPTION.

Toasts to President Wilson and Mikado Are Exchanged—Affair in Honor of Exposition Commission.

SAN FRANCISCO, March 25.—Vice-President Marshall attended the Japanese reception and dinner in honor of the opening of the Panama-Pacific Exposition at the California building tonight. It was the final event in a week of social and public functions given in honor of the Vice-President's visit, as the representative of President Wilson, to dedicate the exposition.

Admiral Baron Sotokichi Uru, vice-president of the Japanese commission, was the host.

Vice-President Marshall spoke to the toast of President Wilson. A member of the Japanese embassy responded to the toast to the Mikado.

Earlier in the day the Vice-President officially greeted the representatives of the foreign nations at their buildings. He made 13 calls.

The Vice-Presidential party will leave San Francisco tomorrow for a brief visit at the home of United States Senator Phelan at Saratoga, attending the Santa Clara County Blossom Festival meanwhile. Later the party will proceed to San Diego.

Where the Zone Begins

There stands the beautiful building that houses Ghirardelli's Chocolate

When visiting the P. P. I. E., don't overlook this model factory. It will give you some idea of the care taken in making this nutritious food beverage.



There's something about them you'll like. Twenty for a Quarter. Herbert Tareyton London Cigarettes

Cunard Profits Large.

LONDON, March 26.—The Cunard Steamship Company's accounts to the end of the year show a profit of \$1,417,226 (\$7,888,450). The directors recommended that a dividend of 10 per cent and in addition a bonus of 10 per cent be paid.

The sun gives 600 times as much light as the full moon.



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Sole Agents for the Justly Celebrated Hanan Shoe 129 10th St., Bet. Washington and Alder Sts.



MISSING F-4 FOUND

Grapplers Locate Submarine at Depth of 300 Feet.

EFFORT AT TOWING FAILS

Great Naval Crane Is Sent For to Raise Unfortunate Craft—Little Hope That Crew Is Alive Is Entertained.

(Continued From First Page.)

ing bell of the interned German steamer Pommern was kept tuned to receive the slightest signal from the lost submarine. Not a sound was heard.

Arrangements were made to take kite photographs of all suspected locations of the diver by J. F. Haworth, of the Harvard expedition, now in the islands photographing volcanoes by means of kites. Rear-Admiral Moore hoped that the powerful lens of these kite-cameras would register upon the films the position of the F-4 beneath the surface of the water.

DEPTH IS BAR TO ESCAPE. Naval Experts Discuss Dangers to Submarine Under Pressure.

WASHINGTON, March 26.—Rear-Admiral Moore, at Honolulu, cabined the Navy Department late tonight that the missing submarine F-4 had been located in 50 fathoms of water. He gave no details.

Hope for the lives of the 21 men on board the submarine practically was abandoned by naval officers here on receipt of this news. The F-4 was designed to resist water pressure at a depth of approximately 50 fathoms, or 300 feet, but it was believed that it would be impossible for her to remain at such a depth for any length of time with safety.

Records show that when the F-1, a boat of the same type, operated on her trial trip for just 10 minutes at a depth of 253 feet her hull groaned and took in water.

Naval construction experts agree that the tremendous pressure of the water at any depth below 50 or 60 feet offers a serious handicap, to say the least, to any effort to provide safe exit from a sunken submarine.

Many plans have been advanced and considered by the Navy Department for minimizing the dangers from accidents

REVISED LIST OF MEMBERS OF CREW WHO WERE ON BOARD SUBMARINE F-4 ON HER UNLUCKY VOYAGE.

WASHINGTON, March 25.—The State Department tonight obtained from Honolulu a revised list of the crew of the submarine F-4 on board her at the time she disappeared yesterday. Some changes were made in the list published earlier in the day as being the best information then obtainable. The revised list is:

- George T. Ashcraft, gunner's mate, first class, Los Angeles, Cal.; Mary E. Ashcraft, mother, same address.
- Clark G. Buck, gunner's mate, second class, Tacoma, Wash.; Mrs. Amanda Schrag, mother, same address.
- Ernest E. Cavin, machinist's mate, second class, New Orleans, La.; Marie Ash, sister, same address.
- Harley Colwell, chief electrician, Seattle, Wash.; James Colwell, father, same address.
- Walter F. Covington, machinist's mate, first class, Fort Worth, Tex.; Sidney Covington, father, Byers, Tex.
- George L. Deeth, electrician, second class, 1783 East Fifteenth street, Portland, Or.; Mrs. Hester A. Deeth, mother, same address.
- Lieutenant Alfred Louis Alfred Ede, Reno, Nev., commanding.
- Frederick Gilman, first class gunner's mate.
- Allston H. Grindle, chief electrician, San Francisco; Joshua Grindle, father, Mendocino, Cal.
- Frank N. Herzog, second class electrician.
- Edwin S. Hill, machinist's mate, first class, Etowah, Tenn.; John E. Hill, father, same address.
- Francis M. Hughson, machinist's mate, first class, Los Angeles, Cal.; Mrs. Mary E. Hughson, mother, same address.
- Albert F. Jennie, electrician, second class, Festus, Mo.; Andrew J. Jennie, father, same address.
- Archie H. Lunger, gunner's mate, second class, Erie, Pa.; Mrs. Mae Lunger, wife, Honolulu, Hawaii.
- Ivan L. Mahan, machinist's mate, first class, Lima, O.; Mrs. Margaret C. Mahan, wife, Vallejo, Cal.
- Horace L. Moore, gunner's mate, first class, Philadelphia; Horace H. Moore, uncle, Sprinklake, N. J.
- William S. Nelson, chief machinist's mate, New York City; Mrs. Elsie Nelson, wife, Los Angeles.
- Timothy A. Parker, ensign.
- Frank C. Pierard, chief gunner's mate, Laverne, Cal.; Mrs. Frances M. Pierard, wife, San Diego, Cal.
- Charles H. Wells, machinist's mate, second class, Norfolk, Va.; Elizabeth M. Wells, same address.
- Henry A. Withers, gunner's mate, first class, San Diego, Cal.; Charles A. Withers, brother, same address.

J. P. Morgan Safe in London. LONDON, March 26.—J. P. Morgan and Mrs. Morgan and the other passengers of the American line steamship Philadelphia, which sailed from New York March 18 for Liverpool, reached London today. Their trip across the Atlantic was uneventful.