

EFFORTS RESUMED TO SALVAGE ZR-2

Thousands of Folk Watch
Struggle With Wreck.

CRAFT LIES ON MUD BAR

Object of Undertaking Is Recovery
of Any Bodies That Still
May Be in Debris.

HULL, England, Aug. 25.—(By the Associated Press.)—Efforts to salvage the wreck of the ZR-2 in the widespread mud of the Humber river, in the hope that more of the bodies of her crew might be recovered from the twisted debris of the giant airship, were resumed at low tide late today.

All Hull, it seemed watched from the quays along the river, which pour itself out chocolate-colored, to the sea. Thousands of persons stood patiently for hours watching while the salvage men struggled with the difficult task of running steel ropes under the wreck of the airship for the purpose of trying to pull in from the muddy bottom with the incoming high tide.

Wreck Lies on Mud Bar.
During the late day salvage officers went out in a tug to inspect the wreck, while small salvage craft of the air department were gleaming what they could from the parts of the ZR-2 projecting from the water. The American air officers, anxious to recover the bodies of their comrades, also inspected what was left of the dirigible that was to have taken them to the United States.

The ZR-2 lies on a sand or mud bar, about half way in the mouth of the river, three-fourths of a mile from shore. The water at low tide here is about four feet deep. So bent and twisted is the skeleton frame, which projects from the surface, that despite the shallowness of the water at low tide, it will be extremely difficult to move the wreck because of its great weight, with clinging mud and the river running swiftly on either side.

Old River Men Skeptical.
This afternoon one skeptical boat was working assiduously at the wreck, but the more elaborate apparatus which was expected had not yet arrived. Old river men shook their heads skeptically and declared it would be no short job to remove the great bulk of metal.

Meanwhile, a lightship has been stationed alongside the wreck, and warm traffic of its danger. River men are inclined to the opinion that not many bodies will be found, but debris, but more likely will be found upriver, as the tide, which was beginning to flow when the disaster occurred, runs strongly for several miles upstream.

It is understood the bodies of the two Americans already found will be embalmed and sent home. Tomorrow the coroner's inquest on the bodies recovered will be held, but it is not expected the inquiry will develop into anything sensational in the way of a verdict, pending the official inquiry into the cause of the disaster.

Girders of Craft Collapse.
It is generally known that the calamity was precipitated by the collapse of a girder which supported the body in authority has yet ventured an opinion as to what caused the girder to collapse.

Each hour of delay in searching for the bodies will make more remote the possibility of their recovery, according to Charles H. Broom, a non-commissioned officer of the naval air detachment, who happened to be in Hull on leave yesterday and was the first American to visit the scene of the disaster.

Broom, whose home is in Atlantic City, N. J., told the Associated Press correspondent today that he arrived at the wreck ten minutes after the airship hit the water. The airship, he said, was still inflated, standing 30 to 40 feet above the surface.

Rescuer Acclaimed Hero.
Stripping off his coat, Broom cut the opening in the outer covering of the bag, dived in and swam through one of the after-gondolas. He recovered the body of Lieutenant R. R. Montague and Harry Bateman's logbook. Broom was acclaimed a hero by the rescue boats which watched his work.

This morning at low tide Broom again visited the wreck, and saw the swirling currents, together with the ebb and flow of the tide, was piling up the sand about the gondolas to such an extent that they will be buried unless rapid measures are taken to remove them. Broom declared that the bodies of the two Americans were killed by the explosion.

No More Bodies Recovered.
Salvage operations were unfruitful today and tonight, no bodies being recovered. Portions of wreckage from the big balloon were found in the water ten miles distant from the point where she took her fatal plunge.

It was determined to try tomorrow with powerful cranes and gear to lift the broken portions of the hull from the muddy bottom of the river. Divers today remained inside the debris only a short time, refusing to risk working in the racing tidal currents.

PICK OF AMERICAN NAVY LOST
Victims Said to Have Been Best
Lighter-Than-Air Experts.

NEW YORK, Aug. 25.—The pick of the American lighter-than-air naval fliers were among the officers and men who perished in the ZR-2. Aeronautical authorities here today declared that six officers and ten men of the United States navy who died in the tragedy represented the best American knowledge of the construction and operation of dirigibles.

The American dead are:
Commander Louis H. Mackfield, 37, St. Paul, Minn., and two children were with him at Howden, England. Commanded at naval air station at Pensacola during the war. Received cross of Legion of Honor and United States naval cross.
Lieutenant Henry W. Hoyt, 31, Clearwater, Fla., single. Had charge of lighter-than-air work with Pacific air force sent to Howden as member of airship detachment there.

Lieutenant Charles G. Little, 27, Newburyport, Mass., married recently in England. Discharged himself in an actual attempt to save the American ship. He was killed in New York.
Lieutenant Robert M. Coons, Owensboro, Ky., 30, married. Served in the war.
Lieutenant Charles G. Little, 27, Newburyport, Mass., married recently in England. Discharged himself in an actual attempt to save the American ship. He was killed in New York.

Non-Commissioned Officers and Men.
Charles I. Allen, Denver, Colo., 30, married. Served in the war.
Greensboro, N. C., A. S. Pettit, New York.
Robert M. Coons, Owensboro, Ky., 30, married. Served in the war.
Lieutenant Charles G. Little, 27, Newburyport, Mass., married recently in England. Discharged himself in an actual attempt to save the American ship. He was killed in New York.

AMERICAN TELLS OF WRECK

Norman Walker Describes Disaster to Super-Dirigible.

HOWDEN, England, Aug. 25.—(By the Associated Press.)—Norman Walker, sole American survivor of the wrecked airship ZR-2, today gave the Associated Press the first circumstantial account of the disaster which late yesterday destroyed the great super-dirigible and every American member of the crew on board except himself.

Walker was seen at the Howden airbase near Hull, where he has just been brought after the terrible experience through which he passed unscathed. He came from Commerce, Tex., and was a rigger on the ill-fated airship. He is of boyish appearance, 20 years old and of a wiry build.

"We were all in the highest spirits when we left Howden on the trial flight," he said. "We sailed over the North sea first and then started down the north coast to Fulham."

"A thick fog developed, so it was found impossible to land at Fulham. In fact, the fog was so dense we were more or less lost, although we knew the general locality. 'We were flying at a height of 1,000 feet when the disaster occurred.'"

GENERAL VIEW OF RIVER HUMBER AND HARBOR AT HULL, WHERE GIANT DIRIGIBLE ZR-2 FELL AFTER EXPLOSION.

Albert Dock (on left) and Riverside Quay (on right).

about 3500 feet, with the wireless keeping in touch with both Howden and Fulham. The ship was behaving well, and there was not a sign of weakness anywhere.

"We drove out over the sea again, and as the fog continued bad, we flew along the coast until Wednesday afternoon," he said. "We then flew across to Howden, where it was decided to land at 6:30 P. M., so we sailed over Hull again. We circled Hull twice and the speed trial was completed without a hitch."

"A test of the ship's control then began. I was at the lower rudder proceeding back to the tail and had just reached the cockpit when there was a tremendous crash. The girders amidships broke and the ship split in halves."

"Both the tail and nose immediately pointed downward and the halves started to descend toward the Humber."

"I made a rush for the tail to get a parachute, but I found two of my English comrades, Harry Bateman and Walter Botter, were already there. I knew there was only one chute there for the three of us. Bateman had the chute and jumped, but it fouled and he hung to the tail of the dirigible."

"Both Potter and I started to run forward for other parachutes, but just as I got in the keel there came an explosion of the petrol tank and hydrogen and flames immediately began to sweep the forward part of our half of the ship."

"What was happening to our comrades in other parts of the dirigible I don't know. Most of the officers and crew were amidships, either seated or lying in their bunks when the girders broke. At least one man dropped through the gap made by the break. Possibly others did, but probably most of them rolled forward when the airship's nose went down."

"I ran back to the tail to get away from the fire in the bag. Bateman, Potter and I got into the cockpit. By this time the east was becoming depleted and the ship was shooting down rapidly. The forward half had already beaten us toward the water. We couldn't use a parachute then, as we were too low—only a few hundred feet."

"I saw we were going to land in the water, so I climbed on the fabric forward of the cockpit. I couldn't see how fast we were falling, but when I thought we were going to strike, I jumped."

"I was surprised to find my feet striking the bottom. I had landed in four feet of water near shore. My comrades stuck to the ship and continued to cling to her as she struck. I managed to scramble aboard the wreckage and the three of us were picked up by a tug."

WRECK BLAMED ON GIRDER

Explosion Said to Have Followed
Breaking of Framework.

HOWDEN, England, Aug. 25.—(By the Associated Press.)—The cause of the disaster to the ZR-2, according to the best information obtainable here, was the breaking of a longitudinal girder amidships made of an aluminum alloy, cutting the airship in halves.

An explosion of either hydrogen or petrol occurred immediately after the girder gave way and flames burst through the structure, but the explosion, it was declared, was not the cause of the breaking up of the airship.

The break occurred in the part of the airship where a girder was strained when she was first brought to Howden. The girder had been reinforced, however, and the ship was to be perfectly airworthy, it was said. None of the authorities here would discuss the cause of the disaster.

VICTIMS TO RECEIVE HONORS
Big Public Funeral Probable for
British and Americans.

LONDON, Aug. 25.—(By the Associated Press.)—The American and British victims of the disaster to the ZR-2 at Hull last night will be accorded a great public funeral, probably in London, it is considered certain. The air ministry today had the project under advisement and an announcement regarding it was expected at any time.

Ancient Greeks and Egyptians regarded the ivy as a sacred plant.

VOLUME OF TRADE GOOD, SAYS HOOVER

Wheat Exports in July Gain
Over Last Year.

OPTIMISTIC REPORT MADE

Commerce Secretary Asserts Monetary Value No Longer Indicates Volume of Business.

WASHINGTON, D. C., Aug. 25.—While the country's foreign trade during July showed a heavy reduction in value the situation was not so bad as these figures would indicate when the volume of exports and im-

ports is considered, Secretary Hoover said today.

"In considering the comparative figures on exports and imports," Mr. Hoover said, "the very great fall in prices must be taken into account. The monetary value of foreign trade no longer indicates its real comparative volume. For instance, the exports of wheat and its products actually increased in July this year over July last year."

Value of Exports Less.
Exports to Europe during July amounted to \$139,000,000 compared with \$241,000,000 in the same month last year, while for the seven months ended with July the total was \$1,473,000,000 against \$2,692,000,000 during the corresponding month of 1920.

Imports from Europe during the month aggregated \$57,000,000 against \$119,000,000 during July, 1920, while for the seven months period they totaled \$483,000,000 as compared with \$788,000,000 during the same months of 1920.

Exports to South America during July aggregated \$16,800,000 against \$45,000,000 in July a year ago, and for the first seven months of the year the total was \$201,000,000 against \$321,000,000 during the corresponding period in 1920.

Imports from South America aggregated \$20,000,000 in July against \$73,000,000 in July of last year and for the seven months the total was \$183,000,000 against \$512,000,000 during the first seven months of 1920.

Comparison With 1920 Made.
Exports and imports by principal countries during July as compared with July, 1920, were as follows:

Great Britain, exports \$7,000,000 against \$12,000,000; imports \$15,000,000 against \$20,000,000.
France, exports \$18,000,000 against \$20,000,000; imports \$11,000,000 against \$17,000,000.
Germany, exports \$3,000,000 against \$28,000,000; imports \$4,000,000 against \$7,000,000.

Italy, exports \$14,000,000 against \$29,000,000; imports \$6,000,000 against \$7,000,000.
China, exports \$6,000,000 against \$17,000,000; imports \$14,000,000 against \$23,000,000.

Japan, exports \$14,000,000 against \$40,000,000; imports \$7,000,000 against \$10,000,000.
Russia, exports \$2,000,000 against \$2,000,000; imports \$2,000,000 against \$2,000,000.

Chile, exports \$1,000,000 against \$2,000,000; imports \$2,000,000 against \$2,000,000.
Australia, exports \$2,000,000 against \$2,000,000; imports \$2,000,000 against \$2,000,000.

OLD WAR SPIRIT WANING

GERMAN MASSES UNMOVED BY
DEMONSTRATION.

Von Waldersee and Others Warlike
as Ever, but Their Fliers Talk
Arouses No Enthusiasm.

BERLIN, Aug. 25.—Great crowds looked coldly on while thousands of soldiers who fought during the great war marched before General Ludendorff, Prince Eitel Friedrich, Count Von Waldersee and General Von Der Goltz at the old Berlin stadium yesterday.

The lack of enthusiasm among the spectators was notable, only a few persons cheering when "Die Wacht Am Rhein" was played by a veteran band.

"With proud and warm gratitude I think today of my brave comrades, never vanquished in the field. The heroism of the dead will live on to the honorable memory of the dead and for the imitation of the living and future generations. May the halo of the great days of the past be the beacon for the victorious illumination of the dark future."

Count Von Waldersee was the principal speaker at the demonstration, which was characterized by radical as a monarchist attempt to revive the dying war spirit. His address was fiery in character, the old military chief declaring that the day of the great days of the past be the beacon for the victorious illumination of the dark future.

Tank Car Explodes; 3 Dead.
TULSA, Okla., Aug. 25.—Three men were burned to death and the south part of the oil town of Tulsa, Okla., was a "monarchist attempt to revive the dying war spirit." His address was fiery in character, the old military chief declaring that the day of the great days of the past be the beacon for the victorious illumination of the dark future.

There will come again a day when we will stand together for the Kaiser and the fatherland. Hatred will stand guard in Germany. We must train our children to use the rifle and sword. So long as Germans suffer under a foreign yoke

and the French stand guard on the Rhine, we must prepare for revenge." The demonstration made a brilliant spectacle, with the vari-colored uniforms, the fluttering flags, the clanking swords and the silver, gold and black helmets of the officers, but the only enthusiasm shown during the day was brought forth by the appearance of General Ludendorff, and the outburst on that occasion was but slight.

The band which played was attired in long-tailed coats, civilian trousers and silk hats instead of uniforms. The young sons and daughters of the soldiers, nurses and nationalist labor organizations followed the veterans in government service to participate. Marshal Von Hindenburg, who sponsored the demonstration, telegraphed his regrets that he could not attend.

TEN MEN RECOMMENDED
Governor Hart Submits Names for
Reserve Corps Selection.

OLYMPIA, Wash., Aug. 25.—(Special.)—In compliance with the request of Major-General Wright, commanding the 9th corps area, with headquarters at the Presidio, San Francisco, Governor Hart has recommended

ten Washington service men for said today.

Each of the service men recommended holds a commission in the officers' reserve corps, and some of them in the national guard of this state. All hold commissions no lower than the grade of field officer.

From the list of ten submitted to Major-General Wright by Governor Hart will be selected a board to determine the allocation of units of the 9th division of organized reserves.

The ten names submitted by Governor Hart from which the board will be selected are: Major Maurice Thompson, Jesse A. Jackson, Louis E. Seagrave and Herbert W. Meyers of Seattle; Arthur Lakes Jr. and Charles A. McGowan of Spokane; William R. Tyne of Tacoma; Edwin K. Brown of Ellensburg; and George Shockley of Mount Vernon.

HOPE PUT IN PEACE MOVE
Disarmament Question Momentous,
Says Lord Northcliffe.

HONOLULU, T. H., Aug. 16.—(Special.)—Lord Northcliffe, British publisher who passed through here on his way to the Pacific islands, today said in an interview that the question of disarmament is a most momentous one and upon its successful solution depends the peace and happiness of the world for many years to come.

He declared that the world is today disarmed before beginning his discussion of reduction of arms.

"I am strong in the belief that the disarmament conference will fail, that it will rise from its deliberations with a tremendous effort to its credit, and that it will be a step toward the half of civilization," said Northcliffe.

SOVEREIGNTY AID URGED

Japan Declared Against Internationalization of China.

HONOLULU, T. H., Aug. 16.—(Special.)—The attitude of Japan toward the disarmament conference was stated recently in the Kokumin Shimbun, a Tokyo daily of prominence and regarded as the mouthpiece of the Japanese government. According to the newspaper, Japan is opposed to the internationalization of China, as reported to have been proposed by America.

Japan favors the abolition of spheres of influence, abrogation of special rights of nations in China and abandonment of aggressive policies toward the far eastern republic. The paper says Japan wants to assist China in maintaining her sovereignty.

Yakima School Expenses Heavy.

YAKIMA, Wash., Aug. 25.—(Special.)—Although the Yakima school board has cut down its budget estimates for the coming school year by more than \$24,000, the district still is confronted with an expense of more than \$300,000 in keeping the public schools of the city in operation. This total does not include an overdraft of \$75,000 from the last year. More than \$10,000 was paid from estimates for salaries of principals, teachers and supervisors.

Motor Fuel Tax Paid.

SALIENT, Or., Aug. 25.—(Special.)—The Union Oil company of California today remitted to the secretary of state \$20,386.15, covering the tax on its sales of gasoline and distillates in Oregon during the month of July. Of the total amount \$922.72 covered the tax on sales at the Klamath Falls station.

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PORTLAND MAIL WILL AID FEDERAL BOARD

W. L. Thompson Picked for
War Finance Corporation.

BANKER IS WELL KNOWN

Oregon Financier Has Had Much
Experience in Financing of Agricultural Industry.

THE OREGONIAN NEWS BUREAU, Washington, D. C., Aug. 25.—An announcement will be made tomorrow by Eugene Meyer, head of the war finance corporation, of the appointment of W. L. Thompson of Portland, Or., as assistant to the directors of the corporation.

Mr. Thompson, who is vice-president and a director of the First National bank of Portland and president of the American National bank of Pendleton, has had much experience in financing the agricultural industry in the United States of eastern Oregon and the Walla Walla country of Washington, having for many years resided at Pendleton, where he gave close attention to his banking business.

He was active in promoting the \$50,000,000 livestock pool, which already has lent many thousands of dollars to livestock men of Oregon. His division of livestock, and his advice in the drafting of the McNary bill, recently passed, to enlarge the scope of the war finance corporation in a manner to relieve all farmers.

Senator Jones of Washington called on the secretary of labor today, demanding to know why the nomination of Luther Weedin of Coupeville as commissioner of immigration at Seattle had not been sent to the senate. Senator Polinder is to call on the secretary of the treasury and inquire similarly as to the reasons for not having Burns Poe of Tacoma nominated for collector of internal revenue for the district of Washington.

Mr. Weedin and Mr. Poe were recommended for the respective offices mentioned by Senator Jones and Senator Polinder several weeks ago. It is understood that the appointments are being held up by a protest from National Committeeman Kelly and some of his political associates. Mr. Kelly favored the appointment of Mark Davis of Tacoma for federal revenue collector and W. W. Conner of Seattle for commissioner of immigration.

MR. THOMPSON NOW IN EAST
Banker Working in Interest of Cattle and Sheep Men.

PENDLETON, Or., Aug. 25.—(Special.)—The war finance corporation has requested W. L. Thompson, president of the American National bank of Pendleton, to accept an advisory position on the war finance board, according to a message received from him by a local banker today.

Mr. Thompson, who is the only banker west of Chicago on the executive board of the federal livestock pool, has been in the east for several weeks in the interest of western cattle and sheep men.

In his message he said the corporation now has about half a billion dollars on hand, and authority to sell bonds totaling one and one-half billion dollars, following the approval by congress of the agricultural bill yesterday. He went east to assist in putting the provisions of this bill into effect.

Lutheran League Plans Made.

VANCOUVER, Wash., Aug. 25.—(Special.)—Plans of local committees for the Lutheran league of the Columbia district convention which meets at St. Paul's Lutheran church Friday evening at 8 o'clock are now almost completed. Rev. W. E. Brinkman, pastor of St. James church, Portland, will deliver the convention sermon.

Low One-Way and Round Trip Fares.

One way \$1.00 to Astoria, \$1.60 to Gearhart and Seaside. Round trip \$3.00 to Gearhart and Seaside. Tickets are valid for 15 days and apply at intermediate points where regular fares are higher. Round trip tickets are good returning for thirty days. Spokane, Portland & Seattle Railway.—Adv.

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PORTLAND LINE TARGET

SHIP BOARD EXPECTED TO TIE UP LOCAL STEAMERS.

Pacific Steamship Company Possibly Will Lose Vessels on Run to Orient.

As the first step in northwestern reductions. Responsible officials said today that definite action had not been taken, but was due soon along some line of elimination, the exact details of which had not been determined upon by the operating division and the board.

Bagpipes are shown on a Roman coin dating back to 68 A. D. Read The Oregonian classified ads.

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Less 50%	-	1.40
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