

BIG BLIMP BURNS; 7 MEN INJURED

5 Army Officers, 2 Newspaper Men Hurt.

PROBE IS TO BE MADE

Craft, Valued at \$70,000, Is Said to Have Cost Government \$270,000 Originally.

SAN ANTONIO, Tex., Oct. 17.—The dirigible C-2, the United States army's best and largest "blimp," on return transcontinental flight from Ross field, California, to Langley field, Virginia, was burned today and seven persons were injured, according to Major H. A. Strauss, commander of the ill-fated ship. The accident was due primarily to the pulling out of the fabric of the envelope during a strong wind.

A board of inquiry was appointed by Major Royce, commander of Brooks field, to investigate the accident. The ship, which Major Strauss said was valued at possibly \$70,000, originally cost the government \$270,000.

None Injured Seriously.
The seven men, including five army officers and two newspaper men, who were injured, tonight were reported not to be seriously hurt. The seven injured are:

Major John M. D. Thompson, broken right arm and internal injuries.

Garcia Naranjo, fractured right arm.

Ben Balnes, broken right arm.

Sergeant A. D. Albrecht, sprained ankle.

Sergeant Harry F. Bills, broken right ankle.

Captain Nelson M. Walker, badly shaken up.

Major H. A. Strauss, sprained ankle.

Four of them suffered broken bones in jumping from the carriage of the balloon after it had stuck the end of the giant concrete hangar at Brooks field, which was built originally to house the Roma, which blew up over Hampton roads, February 21, 1922.

The C-2 was preparing to make a flight over the city of San Antonio primarily for the benefit of four newspaper reporters and eight army officers of headquarters, eighth corps area, at Fort Sam Houston.

Ship Is Swung Around.

It had been pulled out of the hangar about half way when a strong gust of wind, estimated by Major Strauss at not more than 15 miles velocity, swung the ship around.

"A strong puff came, dragging the bag along the ground," said Major Strauss' written statement regarding the accident. "I ordered the ship back into the hangar. Just as we started another gust came and the fabric to which the windward handling guy was attached pulled loose, another handling guy broke under the sudden pressure, and the third handling guy failed, releasing the bag and permitting it to swing to leeward into the concrete structure at the base of the hangar door. The bag was torn.

Car on Bag Is Broken.

"As the bag became loose the car broke in two pieces. Thirty seconds after the car broke the hydrogen in the envelope caught fire due to the hole and rapid influx of air. When this occurred all personnel on board was ordered to jump, and injuries suffered were caused by dropping or falling from the car prior to or just after it had lodged on the concrete structure of the hangar door.

"The ship had been in perfect condition during the transcontinental flight and the cross-wind was not of such velocity as would cause any trouble in handling.

"This accident, which resulted so disastrously for the C-2, itself, was due primarily to the pulling out of the fabric of the envelope. If this had not occurred the ship undoubtedly could have been safely maneuvered back into the hangar."

HELIUM GAS TO BE USED

Army Is to Continue "Lighter-Than-Air" Craft Programme.

WASHINGTON, D. C., Oct. 17.—(By the Associated Press.)—Despite the loss by fire today at San Antonio of the semi-dirigible C-2, army air service officials announced tonight that "the programme for lighter-than-air craft will go forward as originally contemplated."

In the three other ships of the same type being constructed for the service by an Akron, O., plant, it was said, however, that helium gas would be used instead of hydrogen, with which the C-2 was inflated.

Opposition to the use of inflammable gas for dirigibles of the navy was voiced by Secretary Denby. He expressed the hope that it would be "unnecessary to send any of the big dirigibles up without helium gas" in the future. At the same time Secretary Weeks was prompted by the destruction of the C-2 to make inquiry as to progress being made in army experiments with helium for inflation of lighter-than-air craft.

At the present time, however, the army and navy have only enough helium on hand to fill one blimp. To expedite production and economize in experiments with that product they have pooled funds which are now in the hands of the bureau of mines, which is pressing its machinery in order to substitute non-inflammable gas for hydrogen.

Army air service officials pointed out that the C-2 could not have made the flight from Langley field, Virginia, to Ross field, California, which they declared "was a success at every stage of the trip," had it been inflated with helium.

The craft was constructed for use with hydrogen gas and would have required alterations amounting to an almost complete change of design before it could have used the non-inflammable gas.

The statement that the lighter-than-air programme would be continued was made by Lieutenant-Colonel J. E. Fechet, chief of the training and war plans divisions of the army air service, who declared that the C-2 "proved its air worthiness and reliability in the most exacting conditions while flying over the desert, over mountains and over water and, in fact, over the most varied country and under the most varied conditions to which any airship has ever been subjected."

"That the unfortunate accident occurred is to be regretted," he added, "but it is obviously true that the accident was not due to any

LATEST PHOTOGRAPH OF WOMAN WHO WILL SOON BECOME BRIDE OF EX-KAISER WILHELM OF GERMANY, AND HER DAUGHTER.



PRINCESS HERMINE OF REUSS AND DAUGHTER.

This photograph, just received in this country, shows Princess Hermine of Reuss and her daughter taking a stroll in the beautiful garden of the Chateau de Saabro in Germany. The princess is soon to become the bride of ex-emperor William, and, according to an announcement made at Doorn, Holland, during a preliminary reception to friends of the ex-emperor and his fiancée, she will receive the title of "Queen Wilhelmina of Prussia." During the reception at the castle at Doorn, the ex-emperor showed many courtesies to the guests. "I shall soon be the happiest man in the world," he said, and then added gayly: "No longer will I be called the solitary exile of Doorn." According to a report, the marriage ceremony, set for November 5, will take place in the chapel of the castle.

fault of design of this American-made airship."

"This type of airship, known as the C type," Colonel Fechet continued, "has been adopted as standard in the army air service and three airships of this kind are now being constructed at Akron, O. All of the ships of this type on order, however, are being constructed for use with helium gas. Because of the fact that helium has not the lifting power of hydrogen it has been necessary to increase the size of the envelopes of helium filled ships over that of hydrogen filled ships to obtain the same lifting capacity. It also has been found necessary to add certain refinements to the present type of C type ships in order that helium, an expensive gas as compared with hydrogen gas, may be conserved.

"It would have been impracticable and undoubtedly impossible for the C-2 to have made the transcontinental flight if it had been filled with helium. On the other hand, by making the flight with a hydrogen-filled airship many valuable lessons were learned and much valuable information gained that will assist air service engineers in designing and constructing helium airships in the future.

"This country is exceedingly fortunate in having the only known supply of helium gas in the world. This gas is being extracted and purified by plants operated by the bureau of mines from funds supplied in equal amounts by the war and navy departments. It is not deemed wise, because of the limited amount of helium available and the high cost of the gas, to use it until airships especially designed are at hand. The first of the new helium-filled ships is to be delivered about January 1, 1923."

Colonel Fechet, in reviewing the performance of the C-2, said: "The voyage from the Atlantic to the Pacific was made without an accident of any kind in 67 hours and 24 minutes of actual flying time and under varied and most difficult conditions. While no attempt was made to establish a record for speed or endurance, he said, the C-2 flew from Scott field, Illinois, to Brooks field, Texas, a distance of 850 miles, in 16 hours and 20 minutes without difficulty and landed with a plentiful supply of fuel in her tanks, although for a considerable portion of the time the ship was flying in storm.

Captain George A. McIntyre, engineering officer of the C-2, had

been engaged previous to the transcontinental flight in making extensive tests with a hydrogen-filled airship at Langley field. It was believed here that he had obtained much valuable information from the flight of the C-2 which would aid him in making tests to be started soon at Langley field with a helium-filled ship.

Major-General Patrick, chief of the army air service, received late today the first official report on the destruction of the C-2. It was signed by Major H. A. Strauss, commanding the vessel, and said:

"C-2 completely destroyed this morning at 9:15 while maneuvering from hangar. Cross hangar wind of 15 miles with occasional stronger gusts. Handling crew of 100 men. When ship approximately one-half out of hangar, strong gusts forced ship to ground. Orders given to maneuver ship back into hangar immediately. After maneuver started section of fabric six feet in diameter to which handling guys and patches were secured pulled out, followed by breaking of two windward handling guys, then followed by falling off of patches of third windward handling guy. Ship to leeward in hangar door, resulting in breaking up of car and tearing of envelope, together with rupture of gasoline tank. Approximately one-half minute after this occurred, hydrogen caught fire with partial explosion followed by complete burning of ship except three surfaces."

Independent Only Contestant.

HOOD RIVER, Or., Oct. 17.—(Special.)—But a single contest will mark the county election here. S. W. Hepper, who on former years has sought the office of county assessor on the democratic ticket, is now running as an independent against Jasper Wickham, republican incumbent.

MURDER-PASTOR IS OUT

(Continued From First Page.)

Hunters, had begun searching throughout southern California with fingers on their pistols and rifles, with forewarning that they must be prepared to shoot to kill on sight.

Highways Are Patrolled.
While deputy sheriffs of half a dozen cities were patrolling southern California highways tonight in search of the three outlaws, the district attorney's office was beginning a searching investigation of the break.

Jailers Condon and Glaze were questioned by the district attorney's office late in the day. The sheriff announced he had suspended Condon, Glaze and the latter's brother, Harry Glaze, also a jailer, pending the outcome of the investigation.

CAREER SPECTACULAR ONE

Wilson First Arrested for Big Eastern Mail Robbery.

LOS ANGELES, Oct. 17.—Herbert Wilson, ex-evangelist, convicted of the murder of Herbert Cox during an attempted jail break several months ago, escaped from the county jail here today. Two other prisoners also escaped.

Wilson, armed with a revolver, held up and shot the gatekeeper at the jail and shot one of the turnkeys, and, taking the keys, opened the doors to his liberty shortly before 7 o'clock this morning.

Wilson was one of the most spectacular prisoners in the county jail, having been captured by federal authorities after a search for many months, extending throughout the country and resulting from mail and store robberies estimated to reach

over \$1,000,000. He was well known in the Pacific northwest and Canada.

Wilson, recently convicted of the slaying of his companion, was being held in the county jail pending an appeal in his case. Investigators and jail officials since his arrest regarded him as one of the most influential prisoners ever held in custody here, and during the progress of his trial heavily armed deputies kept constant vigil over courtroom and jail in view of reports to the sheriff that a number of ex-associates of Wilson were organizing to deliver him from the authorities.

A clergyman and singing evangelist, Wilson hailed from London, Ontario, and at one time held a pastorate in Brownsville, Or. He was arrested here early this year by federal officers investigating the robbery here March 3 last year of a mail truck in which a large quantity of valuables was taken. The trial by federal and state officers led through a series of other mail robberies and department store burglaries throughout the country.

Last April, while Wilson and Cox were confined in the county jail with Eddie Farrell, also known as Eddie O'Brien, held in connection

with them in the looting of a mail truck in Toledo, O., of nearly a million dollars in cash and valuables, sheriff attaches here received word of an attempted jail break. It was planned for Sunday morning. Deputies were stationed at all possible means of egress from the jail.

The attempted break occurred. Farrell was first captured in the corridors of a courtroom near the jail. A shot rang out. Deputies rushed on to the bridge of signs between the jail and the court room and found Cox wounded and dying on the floor and Wilson standing over him.

"Herb did it," Cox gasped and lapsed into unconsciousness and death.

Farrell was sent to Toledo to face trial by federal authorities. It was agreed here that Wilson would be tried by state authorities on the charge of murder rather than of the federal charge of robbing mails. It was upon this count that he was convicted and was awaiting hearing of an appeal when he escaped today.

Wilson Once Ontario Pastor.

TORONTO, Ont., Oct. 17.—Herbert Wilson, who escaped from jail in Los Angeles today, was formerly pastor of the Richmond street City Mission at London, Ontario, where he was born. At one time he was employed in a stove factory in London. Charges against him resulted in his release from the pastorate of the mission.

Medford Corn Show Due.

MEDFORD, Or., Oct. 17.—(Special.)—The first corn show ever held

Only pure virgin rubber in Gold Seal Boots!

Do you know what pure virgin rubber is? It is new, lively, elastic rubber that has never been used or worked before.

Since the seventies we have been making Gold Seal boots from this wonderful, resilient and springy rubber. We use a special process of manufacture—a process that has never been duplicated. Our boots have indeed stood the test of time.

Gold Seal boots never look "all tuckered out." Their surface is never honeycombed with the little cracks which are the forerunners of big cracks. Gold Seal boots are crack proof!

You can feel and see that Gold Seal rubber footwear is good

It's as easy to tell there's no shoddy, reclaimed rubber or substitutes in Gold Seal boots as it is to tell the difference between a cheap scratch pad and smoothly-finished book paper. You can just feel the quality!

Goodyear Gold Seal boots will outwear ordinary boots. You will find them in good stores all up and down the Pacific Coast in various weights and heights. Those who are out of doors wear Gold Seal oiled clothing, too.

We are the original and only

GOODYEAR RUBBER CO.

Portland and San Francisco

No connection with any other firm using the name "Goodyear"

Goodyear GOLD SEAL BOOTS

Authorized since the 70's to use the name of Charles Goodyear inventor of vulcanizing

with them in the looting of a mail truck in Toledo, O., of nearly a million dollars in cash and valuables, sheriff attaches here received word of an attempted jail break. It was planned for Sunday morning. Deputies were stationed at all possible means of egress from the jail.

The attempted break occurred. Farrell was first captured in the corridors of a courtroom near the jail. A shot rang out. Deputies rushed on to the bridge of signs between the jail and the court room and found Cox wounded and dying on the floor and Wilson standing over him.

"Herb did it," Cox gasped and lapsed into unconsciousness and death.

Farrell was sent to Toledo to face trial by federal authorities. It was agreed here that Wilson would be tried by state authorities on the charge of murder rather than of the federal charge of robbing mails. It was upon this count that he was convicted and was awaiting hearing of an appeal when he escaped today.

Wilson Once Ontario Pastor.

TORONTO, Ont., Oct. 17.—Herbert Wilson, who escaped from jail in Los Angeles today, was formerly pastor of the Richmond street City Mission at London, Ontario, where he was born. At one time he was employed in a stove factory in London. Charges against him resulted in his release from the pastorate of the mission.

Medford Corn Show Due.

MEDFORD, Or., Oct. 17.—(Special.)—The first corn show ever held

in southern Oregon begins here next Saturday, to last a week. It will be conducted jointly by the Jackson county farm bureau and the Medford Chamber of Commerce. If the display comes up to expectations the exhibit will be shown at the Pacific Livestock exposition at Portland. The four banks of the city have offered cash premiums.

S. & H. green stamps for cash. Holman Fuel Co., coal and wood. Broadway 6353. 560-21—Adv.

Boy Shot and Loses Foot.

CRESWELL, Or., Oct. 17.—(Special.)—William Moore, 14-year-old son of Mr. and Mrs. C. F. Moore, was shot in the foot accidentally Sunday afternoon while hunting with a friend, Kenneth Schwening. He was taken to Eugene, and on consultation of physicians his foot was amputated Sunday evening.

Peacock Rock Springs coal. Diamond Coal Co., Bdw. 3927—Adv.

EARL & WILSON



SHERWOOD

A new and better collar



MADE OF FABRICS especially woven to stand extra trips to the laundry. Pre-shrunk to insure exact size and fit.

Twenty cents, at the leading stores.

COLLARS - SHIRTS



FUEL

Prompt Delivery

Dry Slabwood Inside Wood Blocks Coal S. & H. Green Stamps

HOLMAN FUEL CO.

Broadway 6353 Fifth and Stark

Into the Waste Basket by Mistake

Rush! Hurry! Bustle! Modern business has no time for the sluggish. And so the modern business man often has a desk piled high with papers and documents. Often important papers are thrown into the waste basket by mistake.

Make such a costly error impossible in your office. Put all valuable papers in a safe deposit box at

LADD & TILTON BANK

Oldest in the Northwest

WASHINGTON AT THIRD

Oldsmobile

4s and 8s

AT REDUCED PRICES

INVESTIGATE

Broadway at Couch