

The Oregon Statesman

CIRCULATION
Average for seven months ending July 31, 1923:
Sundays only 5941
Daily and Sunday 5457

IN THE CITY OF SALEM
and elsewhere in
Marion and Polk Counties
Nearly every body reads
The Oregon Statesman
THE HOME NEWSPAPER

SEVENTY-THIRD YEAR

SALEM, OREGON, WEDNESDAY MORNING, AUGUST 22, 1923

PRICE FIVE CENTS

PLANES RUSH THROUGH NIGHT

MAIL ROUTES ILLUMINATED FOR AVIATORS

Huge Beacons Project Light for 150 Miles From Each Station Between Chicago and Cheyenne

WIND IS HANDICAP FOR WESTERN PILOTS

Time to East Coast Two Hours Less Than for Going Opposite

OMAHA, Neb., Aug. 21.—(By The Associated Press)—As dusk covered the 380-mile stretch between Chicago and Cheyenne this evening illumination of the first night air way in the history of world aviation was begun.

At each of the United States air fields in Chicago, Iowa City, Omaha, North Platte and Cheyenne, 36-inch electric arc beacons revolved completely around the horizon three times a minute, casting a 450,000-candlepower beam 150 miles into darkness. Another light of equal power flooded the runways of the field, in the center of which, flush with the surface of the ground, but protected by an iron grill was a piercing cluster of red lamps. On the roof of the hangar, so lighted as to be visible a thousand feet or more floated the fabric cone which to the pilot is a key alike of the direction of the wind and its velocity. Other buildings, radio towers and the boundaries of the entire reservation were all outlined in lights from cables carried underground.

Many Emergency Fields
At 34 points along the 385-mile air emergency fields ranging from 15 to 30 miles apart and from each of these points an incandescent electric beacon, mounted on a 50-foot tower cast a 5,000-candlepower beam completely around the horizon every 10 seconds. In between these fields at three-mile distances acetylene gas beacons of 5,000-candlepower flashed 150 times a minute.

Into this path of light, following for the most part a straight air line from the Great Lakes to the Rocky mountains, the first planes of the postoffice department's unique experiment flew at dusk and from that they were scheduled to emerge at dawn. Due to prevailing favorable winds, the San Francisco mail, which left the Golden Gate at 5:59 a. m. western time today, will reach Curtis Field, New York, 28 hours later. The New York mail with westerly winds as a handicap will land on the Pacific coast 30 hours after the start.

History Making Flight
The machinery functioning for this history-making demonstration has been a year in the making. Its similarity to the organization followed in railway operation is marked. A modern railway division is about 250 miles; the air mail is 500. A railway division superintendent is concerned with the condition of his tracks and right of way; the flier with the weather, at different altitudes along his route.

Block signals and switch lamps for the railway are paralleled in the air mail by beacons and flood lights. A railway's motive power and rolling stock correspond to the cargo planes. And in both instances dispatching is similar, except that the radio is employed exclusively by the air mail.

Planes to Signal
As the four aircraft that were scheduled to traverse the electric path from Cheyenne to Chicago progressed at their ordinary speed

CORPORAL PURDY IS CHOSEN FOR PLACE ON SHOOTING TEAM

PORTLAND, Ore., Aug. 21.—The state rifle shoot of the Oregon national guard on the Clackamas range ended tonight with selection of the team of 10 men and two alternates to represent Oregon next month in the national rifle match at Camp Perry, Ohio.

Ten men who won places on the team and their winning scores include:
First Lieutenant Leonard L. McGee, 483rd company, coast artillery, Albany, score 1135.
Corporal William E. Purdy, Company F, 186th infantry, Salem, score 1059.

GOVERNOR VISITS CONDEMNED MAN

Dan Casey Requests Interview, Which is Granted By Executive

Dan Casey, who is scheduled to die by the rope on Friday of this week for the murder of J. H. Phillips, an officer in Portland, had a personal interview yesterday with Governor Pierce.

The governor, who is considering whether to commute Casey's sentence to life imprisonment, consented to see Casey though he is doubtful of the propriety of such an interview entering into his deliberations on the case.

Numerous communications have reached the governor relative to Casey, most of them pleading for the commutation of the sentence, but some of them urging that the extreme penalty of the law be allowed to take its course.

Judge Kavanaugh, who presided at Casey's trial, has written the governor urging a commutation of the sentence, and the governor is informed that the members of the jury will also intercede in his behalf.

Senator Fouls, Portland attorney visited the governor yesterday in Casey's interest.

FRANK CHAPMAN DIES IN CALIF.

Former Secretary of Salem Commercial Club Passes at Santa Cruz

Information was received in Salem of the death of Frank J. Chapman at Santa Cruz, Cal., yesterday afternoon. The message was received here by Mrs. Colline Klein, 1168 Oak street.

Mr. Chapman several years ago served for a time as secretary of the Salem Chamber of Commerce, then known as the Commercial club. Also he was with the Salem Hardware company for several years and later with the Imperial Furniture company. He was in the furniture business at Santa Cruz at the time of his death, having left Salem for that city about two years ago.

Mr. Chapman visited here in June. He is said to have undergone a surgical operation from which he did not rally. He is survived by his widow and one son, Frank J. Chapman, Jr., and a brother, Linn Chapman of Dallas. He was a member of the Salem lodge of Elks. The funeral, it is understood, will be at Santa Cruz.

Retail Food Prices in Berlin Out of Proportion

BERLIN, Aug. 21.—(By The Associated Press)—Retail food prices in Greater Berlin have reached levels all out of proportion to the revised wage scales agreed upon last week, causing added suffering among the poorer classes.

The municipality has appealed to the federal government for subsidies to enable it to keep the street car lines and power and gas plants in operation, as the city treasury is unable to meet the mounting bill for German coal.

POOL OPERATIONS ARE IN EVIDENCE

Upward Movement Is Resumed By Stock Market Despite Short Attacks

NEW YORK, Aug. 21.—The upward movement of prices was resumed in today's stock market despite the intermittent selling of the oil shares and occasional short attacks against other parts of the list. Pool operations were again in evidence, apparently in the hope of attracting an outside interest which has not been very extensive in recent months.

Buying was most effective in the independent steels and American Cops.

Baldwin, Studebaker and United States Steel common which were heavy in the early dealings, all closed at slight fractional gains.

There were new developments to affect the course of trading. Wall Street was intensely interested however, in the French reply to Great Britain's note which was delivered today and probably will be made public tomorrow.

The first of the July railroad earnings reports made their appearance today.

Call money held firm at 5 per cent.

Most of the prime commercial paper moves at 5 1/2 per cent.

Allied exchange rates were slightly firmer. Demand sterling which touched a new low yesterday, snapped back to \$4.55 and French francs rallied 6 1/2 points to 5.53 1/2 cents.

SUNKEN JAP SUB IS NOT LOCATED

Divers Unable to Find Ill-fated Craft With Crew of 84 on Board

TOKIO, Aug. 22.—(By The Associated Press)—Divers today were unable to locate the Japanese submarine No. 70 which sank yesterday off Awaji Islands with 84 members of the crew and workers from the Kawasaki dockyards at Kobe.

The vessel, which was returning from Kobe for her first trial trip was one of the latest type submarines. Her construction was only recently completed. According to Submarine Engineer Yanagawa, who with the captain, chief officer and three officers was saved, the vessel had just come to the surface when she listed heavily and started to sink. The captain ordered all the openings closed but the submarine filled before the crew could carry out the orders. She sank in 35 fathoms of water.

Those who were saved owe their lives to the fact that they were hurled through the openings of the submarine by the rushing of water.

Awaji is an island of Japan in the strait between Hondo and Shikoku.

TWO ARE DROWNED
SEATTLE, Wash., Aug. 21.—Fred Johnson, a contractor whose home until recently was in Greenboro, N. C. and Mrs. Gertrude McKenzie of Long Beach, Cal., his housekeeper, were drowned in Green Lake in this city today when he attempted to teach her to swim.

OMAHA FIRMS MENACED BY MUDDY WATER

Cave-In Darkens City Supply Until Local Industries are Forced to Close Down Temporarily

HOSPITALS COMPLAIN SERIOUSLY HAMPERED

Medical Aid Almost Impossible; Packing Plants May Soon Be Idle

OMAHA, Neb., Aug. 21.—Laundries, bakeries, barbershops, some restaurants and several other local industries were forced to close down here today when the city water supply became muddy as a result of a cave-in of a Missouri river bank just above the intake at the Florence pumping station. The condition of the water was not noticed until early this morning when busy housewives swamped the city water plant officials with thousands of telephone calls, urging immediate action.

Use Tanks, Trucks
Despite frantic efforts of every available employe at the city plant water board officials declared tonight that the conditions may not be remedied for a week and possibly longer. This announcement caused hundreds of conferences among businessmen who are contemplating closing their businesses until relief is afforded.

City officials of Council Bluffs, on the eastern bank of the Missouri river, have assured Omaha officials of their cooperation in supplying water by employing scores of tank wagons and trucks.

Although this action will guarantee the safety of the health of the Omahans, it is said, still it will be necessary to close down hundreds of industries so as to save as much of the liquid as possible.

Bottles Are Used
Unless the situation is relieved by tomorrow morning, the heads of South Omaha packing plants declare they will be compelled to close down. Hog killing at practically all the plants was suspended this morning. Should there be a general closing of the packing industry it is estimated that approximately 8,000 employes will be laid off.

Hospitals seemed to be the most sorely pressed. Nurses complained that medical aid was almost impossible without water.

The downtown streets presented a spectacle of hundreds of citizens scurrying here and there with bottles, cans and every kind of receptacle, in search of water. Express wagons, trucks and hand-pulled carts also were brought into play.

At 7 o'clock tonight the water became muddier than ever instead of clearer.

TWO ARMS LOST BY MR. DOWNING

Stayton Man Undergoes Operation for Removal of Injured Member

E. C. Downing of Stayton, whose left arm was wrenched from his body at the shoulder joint in an accident in his factory about a week ago, was compelled to submit to the amputation of the right arm just above the elbow in order to save his life. The right arm was badly shattered in the mishap and the physicians said the circulation was destroyed so that it could not be restored, and gangrene developed.

Downing was working in the basement of his factory when his clothing caught on a shaft. He was whirled on the mechanism until his left arm parted from his body.

Downing will receive compensation under the state workmen's compensation act for life.

VANCOUVER HAS FIRE
VANCOUVER, B. C., Aug. 21.—Fire tonight destroyed the mills of the British Columbia Lumber company on False Creek, causing a loss estimated at \$250,000.

DIAMOND DIET GETS GERMAN IN HOSPITAL

Swallows Gems to Avoid Paying Duty; Inspector Says No Charges Made

SAN FRANCISCO, Aug. 21.—Franz Butner, fearing he would have to pay duty on several diamonds he was taking from Mexico to his home in Germany, swallowed several of the gems just before the ship bringing him here from the southern republic reached this port today. He was sent to the marine hospital at the San Francisco presidio for an X-ray examination after William B. Hamilton, collector of customs here, had informed him that his unpalatable meal had been unnecessary.

Hamilton told him he could have declared his diamonds, been bonded and continued to Germany without paying any duty in this country.

Had not Butner tired of his diamond diet before completing his meal, his action might have escaped discovery. A local customs inspector, finding the diamonds Butner had not swallowed, had a hunch.

"What did you do with the rest of them?" he asked.

Butner involuntarily put his hand on his stomach.

"Swallowed them?" asked the inspector.

Butner admitted he had done so.

Butner said he inherited the diamonds from an aunt who died in Mexico. The value of the stones he swallowed has not been determined.

NEW ENGLAND WILL SUPPORT COOLIDGE

Former Vermont Residents Through Nation Will Also Rally to Call

GRAFTON, Vermont, Aug. 21.—(By The Associated Press)—Approximately 150,000 former residents of Vermont, now voting in 47 other states, are actively supporting a national movement to organize and enlarge Coolidge for President clubs, John Barrett, former director of the Pan-American Union, announced today on his return home from Washington and New York.

In a formal statement Mr. Barrett, who conferred with President Coolidge regarding Pan-American affairs while in Washington, asserted he had been invited in New York yesterday to direct the movement but he feared other duties would prevent him from taking the chairmanship of a provisional campaign that had already been formed.

Mr. Barrett's statement followed one issued recently by Senator Moses of New Hampshire in which Mr. Moses asserted Mr. Coolidge would be a candidate for the Republican nomination in 1924 and that he should receive the solid support of New England.

FRANCE REFUSES TO LEAVE RUHR

International Re-Estimate of Germany's Capacity to Pay Rejected

PARIS, Aug. 22.—(By The Associated Press)—The French government's reply to the recent British reparations note asserts that France refuses to withdraw from the Ruhr except as she is paid and that she rejects a plan for an international re-estimate of Germany's capacity to pay.

The reply, made public at the foreign office today, maintains that the French operation in the Ruhr is absolutely legal. It offers to consider the easiest method of exacting payment from Germany when resistance has ceased and expresses a willingness to continue the recent discussions with Great Britain.

COAL EDICT GIVEN
DUESSELDORF, Aug. 21.—General DeGoutte, the French commander, has issued a new order sequestering all stocks of coal and coke and by products for the benefit of the occupying powers.

MAKES EFFORT TO FIX BLAME IN COAL MEET

Responsibility for Failure of Anthracite Negotiations Will Be Placed Declares Chairman

NO FUEL SHORTAGE WILL BE TOLERATED

Public Will Not Suffer From Atlantic City Conference Break-Down

WASHINGTON, Aug. 21.—Failure of the anthracite operators and miners to reach an agreement at their Atlantic City conference will not be permitted to inflame a fuel shortage on the consumer, it was declared tonight at the White House. While no indication of the administration program was given, it was announced that President Coolidge wished to assure the public that normal requirements for fuel would be met.

Chairman Hammond of the coal commission, who discussed the anthracite situation late in the day with the president, said however, an attempt would be made to fix responsibility for the failure of the late negotiations and it was indicated that the commission's findings in this particular might be incorporated in an "emergency report" to Mr. Coolidge which is now in preparation.

Commission Prepared
Mr. Hammond declared the commission did not consider the situation yet warranted the submission of this report. He denied however, that either he or his assistants proposed to take the initiative at this time in endeavoring to obtain a resumption of negotiations between the operators and their employes.

"The commission," he asserted, "is prepared for eventualities."

Immediately upon receipt of information that the Atlantic City conference had broken up over the question of increased wages, Mr. Hammond went to the White House for a conference with the president. Upon leaving the executive offices he called an immediate meeting of the coal commission and after it had been in session less than an hour a recess was taken to enable Mr. Hammond and Commissioner Neill to confer further with President Coolidge.

Coolidge May Intervene
The only public statement resulting from this second interview was the authorized announcement that regardless of the outcome of the anthracite controversy the fuel necessities of the public would be met.

Officials who have followed the anthracite crisis closely expressed the opinion tonight that the president would not intervene until the operators and miners had been given an opportunity to come forward with a proposal which might serve as a compromise upon which negotiations could be resumed.

WAGE MEET FAILS AT LANTIC CITY, N. J.

ATLANTIC CITY, N. J., Aug. 21.—(By The Associated Press)—Negotiations for a new wage contract in the anthracite industry ended abruptly today, leaving unrelied the prospect of a suspension of hard coal mining September 1.

Miners' union officials, who walked out of the joint meeting, said the efforts toward a peaceable adjustment of the conflict on the part of the industry itself had terminated because the operators were unwilling to concede any part of the demand for increased wages made by the men. The operators said that the breaking point was the unwillingness of the union to submit its demands to the test of arbitration.

Both sides, however, assented to the submission of a report on the situation to the United States coal commission, through James A. Gorman, secretary of the joint conference.

Neither group looked for any prevention of a protracted industrial struggle in the anthracite

NEBRASKA PASSING POINT FOR PILOTS IN HISTORIC FLIGHT

Eastbound Craft Has Hard Time in Hopping Off at Laramie, Wyo.—Three Attempts Are Necessary; Will End Trip This Afternoon Under Present Plans.

CHICAGO, Aug. 21.—(By Associated Press)—Guided by powerful beacon lights, two government mail planes rushed toward each other through the night over the states of the middle west tonight. Somewhere over Nebraska, they were scheduled to pass.

One of them carried mail that left the Golden Gate this morning, the other sped westward with mail from New York a few hours later and the flight marked the inauguration of trials in the proposed 30-hour trans-continental air mail service.

If all goes well, the eastbound plane will wing its way to earth at New York tomorrow afternoon while the westbound ship will drop with its burden of mail at San Francisco.

The westbound plane entered the area of night travel between Chicago and Cheyenne when it hopped off here at 6:56 p. m., central standard time, piloted by Dean Smith. Its companion, winging its way eastward, flew up to meet the night from Cheyenne. The day travel of the two

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LARAMIE, Wyo., Aug. 21.—Air mail pilot H. A. Collison took off at Rock Springs first at 3:02 p. m. mountain time, but was forced to return to Laramie at 5:50 p. m. this afternoon. He was nearly exhausted and suffering from cold. He reported that he had passed through a severe storm and that he was almost out of gasoline.

LARAMIE, Wyo., Aug. 21.—Air Mail Pilot Robert Ellis, in the De Havilland mail plane, attempting a record trans-continental flight between San Francisco and New York, passed over Laramie at 5:03 p. m. mountain time. Scott flew low and directly over the city and did not follow the regular course of air mail planes.

LARAMIE, Wyo., Aug. 21.—Air Mail Pilot H. A. Collison returned to Laramie a second time at 8:06 p. m. mountain time, after running into low clouds and fog east of here that made it impossible to reach Cheyenne, a scheduled stop of the eastward flight of the trans-continental mail plane.

Collison said that after encountering heavy clouds and fog he discovered he was again short of gasoline. Helpers at the aviation field were rushed after a new supply of fuel.

"I'll make Cheyenne if it is the last thing I ever do," Collison said, after landing.

After Collison returned for the second time the sky cleared here and the moon came out. He reiterated his determination to make Cheyenne tonight.

Collison took off at Rock Springs at 3:02 p. m. mountain time, but returned at 5:50 p. m., nearly exhausted and with his gasoline tank nearly empty. An emergency call for gasoline brought one barrel to the landing field. This was added to the scant supply he had in the tank. When Collison left here the second time he assumed the tank was full, but it was little more than half filled.

His second take-off here was at 6:53 p. m.

LARAMIE, Wyo., Aug. 21.—Air Mail Pilot H. A. Collison after making his third unsuccessful attempt to fly from Laramie to Cheyenne returned to this city tonight at 11:10 mountain time after remaining in the air for 50 minutes in the attempted air mail flight eastward from coast to coast.

Collison had left here on the third attempt at 10:15 p. m. after replenishing his gasoline supply. He said that he had flown eastward for approximately 50 minutes but because of clouds and fog was unable to determine his destination without being able to see it. The air line distance from Laramie to Cheyenne is between 40 and 50 miles.

The mail pilot was quoted as saying that he would make no further

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OMAHA, Neb., Aug. 22.—Pilot Jack Knight, who left Omaha for Cheyenne on the last leg of the night journey westward in the trans-continental air mail flight arrived at North Platte, Neb., at 1:27 this morning and took off again at 1:47 a. m. Pilot Yager at the wheel of the eastbound plane passed over Grand Island, Neb. 150 miles east of North Platte at 1:45 a. m.

Although it is not definitely known at what place the two planes met, it was known that it was approximately half way between Grand Island and North Platte. Yager should arrive in Omaha within an hour.

CHICAGO, Aug. 21.—The westbound air mail plane winging its way across the continent and piloted by Art Smith arrived here at 6:50 o'clock central standard time and departed at 6:56 o'clock with Dean Smith as pilot on its night trip to Cheyenne. The plane was five minutes behind schedule in arriving but had made up about 15 minutes time between Cleveland and Chicago. It left Chicago four minutes ahead of schedule.

CLEVELAND, Aug. 21.—Pilot Art Smith, driving the air mail plane 289 on the second leg of the New York to San Francisco flight landed at Bryan, Ohio, at 6:05 p. m. eastern time and left for Chicago at 6:12 p. m. after taking on a supply of gasoline and oil according to radio advice received here by H. B. Shaver, manager of the local air mail field.

IOWA CITY, Aug. 21.—Pilot Dean Smith arrived in Iowa City from Chicago at 8:47 p. m. central standard time and left for Omaha at 8:54 p. m. He reported that flying conditions were perfect.

DES MOINES, Ia., Aug. 21.—An airplane believed to have been the westbound mail flyer piloted by Dean Smith passed over Fort Des Moines, four miles south of Des Moines shortly before 10 p. m., central standard time, according to officers at the army post.

OMAHA, Neb., Aug. 22.—Pilot F. R. Yager, flying from Cheyenne to Omaha, landed at the North Platte, Neb., field at 12:01 and after refueling his machine left for Omaha at 12:13, aerial officials at Fort Crook were informed in a telephone dispatch.

Flier Smith made a beautiful landing at the Fort Crook field, circling the field once and landing just as the big searchlight was shut off and the smaller lights were turned on. He was greeted by Second Assistant Postmaster General Paul Henderson and several aerial officers.

As soon as the plane was motionless, postoffice workers had the cockpit open and were busily engaged in throwing out the pouches, 45 of them. Three of the bags were for Omaha and the other 42 were transferred to the Knight plane.

THE WEATHER
OREGON—Local thunderstorms Wednesday; cooler east portion, moderate southerly winds.
LOCAL—(Tuesday)
Maximum temperature, 50.
Minimum temperature, 62.
Rainfall, too slight for measurement.
River, -1.3.
Atmosphere, cloudy.
Wind, southwest.

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