

The Oregon Statesman

SEVENTY-FIFTH

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PRICE FIVE CENTS

HOPE OF RESCUE OF CREW WANTED

Naval Officers Have Virtually Despaired of Finding Any of the Men Alive

GOVERNMENT OPTIMISTIC

Headquarters Still Clings to the Hope That at Least Some of Men in Submarine May Be Living

NEWPORT, R. I., Oct. 1.—(By Associated Press.)—The lighters Monarch and Century left here at 1:55 a. m. for the scene of the sinking of the submarine S-51.

U. S. S. SUBMARINE BASE, New London, Conn., Sept. 30.—(By Associated Press.)—Pleasure and approval greeted the announcement from Washington today that Secretary Wilbur of the navy department had ordered rescue workers to carry on their efforts to find living men in the wrecked submarine S-51.

Despite a report from Rear Admiral W. H. Christy, commander of the rescue forces, that virtually all hope for the lives of any of the 33 men who went down five days ago had been abandoned, officers here have steadfastly clung to the chance that some of the men might be alive.

Rescue operations were suspended today because of rough weather. Two wrecking lighters started from Newport, R. I., early today, but had to turn back.

Even while it seemed possible that attempts at rescue would be stopped and the routine work of salvaging numerous offers of help continued to come from the outside to Capt. E. J. King, commander of the submarine base.

"Served two and a half years on S-51 with present crew," his telegram said, "and sure I can reach inner part of ship. Request your permission to save shipmates."

Other former navy men have offered their aid. Captain King said, but it was felt that all was being done that was possible and he could only thank them.

Lieutenant Commander H. K. Flanagan, executive officer, was visited today by relatives of both men whose bodies were found yesterday.

TURKEY IS MOBILIZING

REASON FOR CALL OF TROOPS IS NOT KNOWN

CONSTANTINOPLE, Sept. 30.—(By Associated Press.)—Four classes of recruits, ranging from the ages of 22 to 25 years, have been called to the colors. The officers of the first and second reserves are to undergo medical examination.

The reason for the mobilization of the Turkish recruits is problematical. So far as is known, Turkey is at peace with all her adjacent neighbors.

Great Britain claims that the territory should be given to the kingdom of Irak. Turkey protested this and the question recently was submitted to The Hague court for adjudication.

Fear that the tense situation might result in a clash of arms between Turkey and Great Britain frequently has been voiced both in London and Geneva, and especially since the council of the League of Nations on September 9 passed certain points involved in the dispute to The Hague court, thereby delaying a settlement for at least three months.

SAFETY PROGRAM OPENED

WALLA WALLA, Wash., Sept. 30.—The Walla Walla city commissioners today decided to require the Oregon Railway & Navigation company to maintain flagmen at all crossings over the company's two streets which cross the highway.

DEATH FOLLOWS BEATING

INJURED MAN, TIED AND GAGGED, REFUSED TO TALK

ABERDEEN, Wash., Sept. 30.—J. E. Cloutier, for the past three months a carpenter at the Gray's Harbor Commercial company, Cosmopolis, and previously a resident of Seattle, died in a local hospital this afternoon as a result of having been beaten, tied hand and foot, gagged and left near the upper Wynoochee bridge, on the county road between Aberdeen and Montesano last Sunday.

Since being found Sunday afternoon by Mr. and Mrs. M. E. Beddall of Elma, Cloutier had steadfastly refused to tell anything of the circumstances of the beating which caused his death. He had even refused to give his name until shortly before his death, but was positively identified today by officials of the Cosmopolis mill as having been in their employ until September 5, when he quit his position.

DEBT NEGOTIATIONS ARE THWARTED BY DEADLOCK

PRESIDENT COOLIDGE IS TO DECIDE NEXT COURSE

French Minister Awaits Decision; Both Sides Refuse to Compromise

WASHINGTON, Sept. 30.—(By Associated Press.)—President Coolidge must decide the fate of the French debt negotiations.

The French have offered what they consider to be their final proposal and the American commission unable to agree among themselves will lay the problem before the president tomorrow.

Memphis, Finance Minister Calles with the air of a man who has finished an arduous task, sat back calmly awaiting a decision which has been promised him at 12 o'clock tomorrow.

He ascertains at the French embassy the American commissioners whom he has been engaged in the momentous battle of figures.

France's offer calls for a payment of 40 million dollars annually for five years, 60 million annually during the next seven years, and an annual payment of 100 million in the succeeding 50 years.

This would aggregate a total payment of \$5,620,000,000 in principal and interest on the recorded debt of \$4,210,000,000.

Calculations show, therefore, that the interest rate, although not specifically mentioned anywhere, would average about 2 1/2 per cent over the life of the proposed agreement.

The offer, described as the best of the French delegation felt the government could support, was worked out in a conference of sub-committees of the two commissions.

The French gave it almost unanimous support, members of the American sub-committee agreed only to report it back to their commission, which, in turn, was compelled to take it to the president.

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BOARD CHANGES SLOW

NEW DEVELOPMENT DEFERS OUSTING OF PALMER

WASHINGTON, Sept. 30.—(By Associated Press.)—The probability of the shipping board terminating the services of Lester Palmer is President of the fleet (corporation, generally was regarded as deferred for an indefinite period with the White House announcement today that President Coolidge had appointed H. G. Dalton of Cleveland to study the entire shipping row and report to him.

The step was said in shipping board circles to have put an entirely new aspect on a situation which had brought to the breaking point relations between the board and Mr. Palmer and a letter to Mr. Coolidge upon majority vote of the board that the board intended to reshape the official personnel and policies of the fleet corporation.

The prediction was made freely tonight that no move now would be made by the board toward accepting Mr. Palmer's resignation, at least immediately, and that the report to be made to Mr. Coolidge might result in no drastic move until congress has had opportunity this winter to express its will on shipping legislation generally.

Mr. Dalton is a member of the firm of Pickands, Mather & company of Cleveland, which is engaged in shipping on the great lakes and in iron ore and coal operations. During the war he was a member of the iron and steel committee of the war industries board.

SECOND BOMBSHELL IS HURLED AT NAVY

Colonel Mitchell Declares Department Guilty of 'Amateur Bungling'

WASHINGTON, Sept. 30.—(By The Associated Press.)—Condensing all of his previous charges into one verbal bombshell, Colonel William Mitchell concluded his testimony before the president's air board today by charging the navy with "amateur bungling" of its last three major aeronautical projects.

In rapid succession the former assistant army air chief told the board that incompetency and mismanagement by the navy sent the dirigible Shenandoah to its doom on "a propaganda mission" to the midwest, that tropical type planes were given navy flyers and that the Hawaiian flight was attempted with a gas supply known to be inadequate.

His appearance preceded several other witnesses, who added vivid chapters to the running story of the activities of American air forces.

Lieutenant Colonel John A. Paegelow, commandant of the army balloon school at Scott Field, Illinois, testified that a local thunderstorm and not a line squall brought disaster to the Shenandoah.

Major Clarke Brant, air officer attached to the general board admitted under questioning that the general board was preparing an answer to Colonel Mitchell's charges and that since his last outbreak it had "given much attention" to aircraft problems.

He also said the value of aircraft in the Hawaiian maneuvers had been minimized in the press. Questioned by Rear Admiral Fletcher, retired, board member, regarding the conditions in the region of the Aleutian islands, by which route Colonel Mitchell

GERMAN PILOT SAYS DANGER NOT HEADED

Cause of Wreck of Shenandoah is Laid to Failure to Take Warning

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Assenting that the disaster was "entirely and very easily avoidable," Heinen, under direct questioning by the court, placed the blame squarely on the shoulders of Commander Zachary Lansdowne, who went down to death with his ship. Asked on what grounds he did this the witness said:

BANDON BEACHMEN ARE COMING WITH FLOAT

BOOSTER CLUB IS SEEKING FIRST PRIZE HERE

Hospitality Day Friday Promises To Be Huge Event; Cherrians Are Active

The Bandon Beachmen from Bandon-by-the-Sea will be on hand for Hospitality day at the state fair Friday, and are planning to enter a snappy float with the object in view of taking back to Bandon the first prize for stunts presented by the various booster clubs that will be here for the event.

On the Bandon float, which will take part in the parade to be staged in front of the grand stand Friday afternoon, a queen and four maids of honor will ride in state. The five girls have been declared the most beautiful in Bandon, and Salemites will be given the opportunity to see for themselves just what effect the salt air has in the pulchritudinous molding of maidens.

Ladies' three-gaited saddle horses, in faultless trim, were featured in the second event, with a J. McCleave mount, Madeline McCleave riding, carrying away the first honors. Armament, with Mrs. Stanley C. E. Smith riding her own mount, bore away the red ribbon, while the third place went to another McCleave entry, Van Furen, and fourth to Black Diamond, owned by Miss E. D. McElhinny. Miss McCleave's mount demonstrated a great springiness of gait that was the delight of the audience and made the audience's choice at once apparent.

In the next event, the judges rendered a most unpopular decision which the derisive cries of the audience completely drowned out when the ringmaster made a futile effort to proclaim it. According to the decision of the judges, Tony, owned by F. B. Southwick of Rickreall demonstrated the best qualifications for a cow horse, exhibited under stock saddle with rider in full equipment. Blue Ranger, owned by W. L. Eaton of Seattle, and entered

Rooms close to the fair grounds have been secured by the Beachmen so that they will not be inconvenienced by appearing in their bathing suits. The Berrians of Newberg, the Umpqua Indians of Roseburg, and the Pirates of Coos Bay have also signified their intention of being present for Hospitality day and will try for the prizes offered for the best booster club stunts.

At a recent meeting of the Cherrians it was unanimously voted that all Cherrians be on hand at the state fair in full uniform for Hospitality day. If any member should fail to make his appearance, he will be assessed a fine of \$3.

Water entered the Imperial hotel, Tokyo, shutting off all lights and water supply temporarily.

Following the hot summer months heavy rainstorms are annual events in Japan. These storms cause a considerable amount of damage in the low lying districts, such as Honjo and adjacent crowded sections of Tokyo which are situated along the Sumida river and are intersected by a series of canals.

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