

# 10 AVIATORS KILLED AS AIRPLANES DIVE

## Seven Hurt Fatally Near Plainfield, New Jersey; 3 In California

PLAINFIELD, N. J., Sept. 17. (AP)—Seven persons were killed today and five injured when a Fokker airplane which had flown over all the airways of Europe, and had made one famous trip from Holland to West Africa, crashed into an apple orchard near New Market. The machine was owned by the Reynolds Airways and was brought to this country from Holland about two months ago. It set out from Hadley field this afternoon with its load of passengers seeking their first thrill in the air.

The dead: Harry A. Chandler, New Brunswick, pilot. J. V. "Charley" King, Plainfield, mechanic. Russell Campbell, Plainfield, treasurer and superintendent of the suburban transit company. Russell Campbell, Jr., aged 7, Plainfield. Miss O'Neill, Newark. Mrs. Fred Donovan, Plainfield. Frank Heater, New Brunswick.

The injured who were brought to Mublenberg hospital in this city are:

Matthew Lutz, New Brunswick. Louis Pellis, New Brunswick. Lorraine Donovan, Plainfield. Vera Donovan, her sister. Bessie Heater, aged 16, daughter of Frank Heater. King, the mechanic, met death on his second day in aviation, he quit a job as a garage mechanic Thursday night to go into something with a bigger future.

LOS ANGELES, Sept. 17. (AP)—Three naval aviators apparently lost in the Mojave desert, when forced inland by fogs at sea, today crashed to their deaths twenty two miles east of Palmdale, a small town about 80 miles from Los Angeles.

The dead: Lieutenant Eaton Booth, pilot, attached to staff of Rear Admiral Reeves at San Diego.

Machinist Mate C. S. Parrison, San Diego naval air station. Machinist Mate Kenneth McRae, San Diego air station.

According to navy officials, the plane, a Curtiss 2-T-4 torpedo type, had been dispatched this morning to Spokane with spare parts for the trans-continental air race entrants.

It was said that the fliers had been ordered to proceed along the coast route but probably had been forced inland by the low haze encountered seaward.

## LEVINE AND PILOT HAVE WARM WORDS

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Sunday morning. Levine however, said that private business required him to be in London and left. He said there would be no flight until Monday.

Friction between Levine and his pilot developed early this morning when Levine returned to bed after having been called early because he saw it was raining, although Hinchcliffe told him that the winds were favorable all along the route. Hinchcliffe went to Levine's room, and insisted that he get up. There was something of a scene there and one of Hinchcliffe's relatives suggested that the pilot thrash both Levine and Carisi if they would not agree that there would be no further delay.

On their arrival at the air-drome, Captain Hinchcliffe insisted on an immediate start. He was much annoyed when he found that the plane had not yet been loaded with the personal effects of both men. After four hours arguments Levine agreed to make the flight.

Aviation experts here said that if Levine had agreed to go when he first arrived at the air-drome, the plane probably would have been able to get off the ground as the wind, which was then in the west, would have assisted the take-off. The wind later veered to the northwest.

Having consented to go, Levine took five minutes to change into flying togs. Some one asked Captain Hinchcliffe while he was waiting, where Levine was, and the pilot replied "he is packing his tooth brush and making sure that all the bristles are straight."

Before getting into the plane, Levine handed Mrs. Hinchcliffe, the wife of the pilot, a check for 2,000 pounds sterling.

Hinchcliffe on returning to his hotel near here late today said:

"Levine and I have had a few words and now we have come to an agreement. He will positively fly by Tuesday. Carisi, the mechanic is to have nothing more to do with the plane and is to return to America. I have discovered already and reminded the engine's defect which made it lose 100 revolutions per minute.

"Levine is one of the nicest men I know, and also one of the bravest, but he cannot make up his mind yes or no. I admit I was

## AT BLIGH'S CAPITOL



Norma Shearer

very much in the wrong this morning. He told me this afternoon frankly that he did not want to go because of the press of business and I answered that he should have told me so instead of blaming it on the rain and field. I still admit I strongly inclined to thrash Carisi this morning, but I hope that is all over now. I want to fly the Columbia as I believe it to be a better plane and a better engine than anything in England."

### Bits For Breakfast

BITS FOR BREAKFAST AS M. E. conference this week—

Bringing several hundred Methodists to spend nearly a week with us—

And they will feel at home here, for the Methodists started Salem, and this has always been and is now a Methodist city, above any other denomination.

Up to the 15th, Salem had built 299 dwellings this year—that many in 215 working days. Will have to speed up a little to build a house and a half a day. There are 305 working days this year, counting out Sundays and holidays.

Salem Y employment office sent 316 people out to work during the week up to Friday evening. That is about high water mark. It is about up to the Portland office, and away ahead of any other in Oregon.

Salem building permits are away ahead of those of any city of her size or near her size along the north coast. For August they were \$205,350; Astoria, \$5985; Eugene, \$75,600; Medford, \$35,575; Klamath Falls, \$126,365.

Crowded paper again this morning, with 24 pages. On the new press, to be in use in about two weeks, the pages will be an inch longer. This will give 192 more inches on a 24 page paper, or the equivalent of over an extra page. Pages have now 148 inches. They will have 176 on the new press. But there will have to be 23 to 32 pages and upward, to accommodate what will be demanded when the new press gets to running, in the Sunday paper. There will be a four page "funny," in colors, and other colors as desired, or called for.

Soviet Russia is buying some of our pure bred Shropshire sheep in the Salem district. We should have none to spare. We ought to have 20 sheep for every one now on our farms. We should have a sheep farm.

Well 6,300 Feet Deep

KANE, Pa.—An experimental well being drilled at LaMont is now well over a mile in depth. As the drillers approached 6,300 feet, they cut through a vein of salt 80 feet thick. The United Natural Gas company, which is drilling the well, has installed a cable to permit the drill to sink 8,000 feet.

## TEMBLER STRIKES IN SOUTHWEST U.S.

### Severe Earthquake Felt Along Border Between California and Nevada

BISHOP, CAL., Sept. 17. (AP)—An earthquake of 20 seconds duration centering around Owens lake near the central California and Nevada border tonight caused some minor damage here. In lesser manifestations at other points the shock rattled dishes and interrupted diners in many homes.

The quake shook down several brick chimneys here and numerous large windows in store buildings were either cracked or broken.

The shock struck here at 6:05 p. m. but was reported in other sections as early as 5 p. m., and as late as 6:10 p. m.

The tembler spent itself after it rocked the Excelsior range of mountains in southwestern Nevada and Mina, a community at the eastern base.

Extending westward, it moved over an irregular mountain course down to the loof of the great San Joaquin valley, and made itself felt from Bakerfield on the south to Stockton on the north. The total distance cover-

ed by the tremor was approximately 550 miles.

The tembler was off the line of active earthquake faults. A network of dead faults in the region were checked but the disturbance did not follow any well defined quake area.

Fresno in the center of the San Joaquin valley reported that the disturbance was felt in a number of adjacent towns, but it did not reach the famous Yosemite valley, a telegraph operator there reporting that he felt no earthquake.

It's all right to be on time, but it's not advisable to be on the railroad crossing when the train is scheduled to be there.

## McADOO QUILTS RACE FOR U. S. PRESIDENCY

(Continued from Page One)

from the south did not hesitate to voice the hope that Smith would get out and clarify the atmosphere of the religious and wet issues which have been brought to the front in connection with his candidacy.

Those who interpreted the McAdoo pronouncement as an invitation to Mr. Smith to remove himself from the field pointed to the former treasury secretary's statement that the democratic campaign had been "rendered abortive by the unfortunate injection, against my opposition, of the false religious issue into the democratic national convention," and his further declaration that if there was

a repetition of this next year "the party would be reduced again to impotence."

Disharmony Deplored. "Everything possible should be done to prevent the 1928 convention from degenerating into a mere struggle of individuals for personal preferment at the expense of principles and policies of fundamental importance to party character and to the welfare of the nation," Mr. McAdoo said. "Principles and policies must come first. Principles ambitious, however, legitimate, and every selfish purpose should be subordinated to them."

Declaring that he probably should do more to advance the objects of the party as a private citizen than as a candidate for the presidency, Mr. McAdoo said he preferred to stand aside in order that the field might be left clear, "so far as I can clear it."

Then he added: "I shall not therefore, be a candidate for the democratic presidential nomination in 1928." While not mentioning Smith by name, Mr. McAdoo made it fairly clear in his pronouncement, as he has in conversation with his friends, that as a private citizen, he would continue to oppose the candidacy of the New York governor. Moreover, he indicated, very strongly, by emphasizing that there must be no nullification of the constitution that he would oppose any wet candidate.

Caraway Comments. While senators who commented on the announcement for publication were quick in their praise of

the position he had taken, one of them, Senator Caraway, democrat, Arkansas, expressed regret that the former treasury secretary had not taken the same position three years ago.

"If Mr. McAdoo had shown the same spirit at New York in 1924," he said, "I think the convention would have written an entirely different history. At that time Governor Smith was willing to withdraw. What he may feel about it now, I do not know."

Senators Harris of Georgia, and Fletcher of Florida, joined with Senator Caraway in expressing the belief that if Governor Smith withdrew, the party could agree upon a candidate who might carry the party to success in 1928.

"If Governor Smith, whose prominence is such as to entitle him to be a candidate, should feel impelled to follow Mr. McAdoo's example, the next democratic convention will name the next president of the United States," said Senator Caraway.

Only One Hope. "The only hope of democratic success is to unite on some man the Smith and McAdoo factions can agree upon," said Senator Harris. "I believe the democrats can be successful without a doubt if they can harmonize their differences."

"We ought to get away from the old antagonisms of Madison Square Garden, and get together," said Senator Fletcher. "I don't see any reason why we should not." Senator Nye, of North Dakota, the only republican to comment,

expressed the opinion that the only hope the democrats had of success was to harmonize their differences on candidates and issues.

Mr. McAdoo's announcement, which long had been awaited by democratic leaders, came in the form of a letter to George F. Milton, publisher of the Chattanooga, Tenn., News. The communication was in response to one from Mr. Milton urging him to announce his candidacy and informing him that he should again take the leadership of "progressive democracy." Mr. Milton added to his letter that a survey of the situation had convinced him that McAdoo could be nominated and elected.

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