

BIG DIRIGIBLE WRECKED; 14 OF CREW DEAD

CIRCULATION
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Capital Journal

FAIR TONIGHT
And Friday. Slightly lower temperature
in the interior Friday. Moderate north,
becoming westerly winds.
Local: Max., 64; min., 55; rain, none;
river, -2.2; atmos., clear; wind, north-
west.

FORTY-SEVENTH YEAR No. 210

SALEM, OREGON, THURSDAY, SEPTEMBER 3, 1925

PRICE THREE CENTS ON TRAINS AND NEWS
STANDS FIVE CENTS

LLOYD ADMITS SLAYING BAUN

SHENANDOAH BROKEN INTO FOUR PIECES DURING STORM

**Giant Airship Shenandoah Blown To Pieces
In Squall While 3,000 Feet In Air, Falling
In Four Parts—Commander and Thirteen of
Crew Killed In Crash of Cabin—Heroism
Shown by Crew In Trying to Save Dirigible**

Caldwell, Ohio, Sept. 3.—(A. P.)—The giant dirigible Shenandoah is no more. It went down in three pieces here early today and killed its commander, Lieutenant Commander Zachary Lansdowne, and thirteen of the officers and men, making up her crew.

The airship struck a line squall—a variety of storm most feared by airmen—shortly after five o'clock near this Noble county village, while traveling at an altitude of 3,000 feet en route from Lakehurst, N. J., to the west.

Most of the dead were found in the tangled wreckage of the control cabin where a full crew was on duty attempting to ride out the buffeting winds which resulted in the complete destruction of the giant of the air.

Ambulances and other conveyances which carried physicians and others to the scene immediately following the accident were transporting the dead and injured to nearby towns. Those who met death in the unsuccessful flight against the elements, were taken to Bell Valley, while the injured were scattered in the various hospitals of the community.

The story of the disaster is one of heroism of the crew, pioneers in the interest of the development of lighter than air transportation. It is best told by Colonel C. G. Hall, United States army observer aboard the ill-fated ship.

Tells of Storm.
"We were traveling west at an altitude of about 4000 feet when we encountered a storm," Colonel Hall said in describing the accident. "By changing our course a dozen or more times, we dodged it only to encounter a line squall which sent us up to an altitude of 5500 feet before we realized what had happened."

"We opened the valves to let out gas and lowered the ship and were drawn down from the storm at a 50-mile per hour rate when the storm enveloped us and broke the ship into three pieces," he exclaimed to Commander Lansdowne: "Every one beat it! When the crash came I was on the ladder leading from the control cabin to the rear portion of the ship. As I started to fall, I clutched a girder on which I hung suspended finally swinging my body over it and crawling forty or fifty feet back into the ship."

Not Due to Defect.
When he reached the ship proper, Colonel Hall said that he found other members of the crew preparing to open the valves in order to bring about a descent. Here he found Lieutenant Roland G. Mayer leading officer, and Lieutenant J. B. Anderson, aerologist. The latter, Colonel Hall said, had made his way to the rear on the cat walk. All three descended safely.

Colonel Hall said that the catastrophe was in no way attributable to any defect in the ship. Meteorological advice warning the navigators of the storm would have saved the ship, he said. Since there were no meteorological stations in the vicinity, however, the advice was not available. At the time of the crash, Hall said, four of the six engines which propelled the air monster were going full speed. The craft empty struck air currents which she could not survive.

Colonel Hall voiced high praise for the navy crew of the dirigible. Even immediately after the crash, he said, the crew's behavior was remarkable. Each man took the situation quietly, deporting himself as if he were on a free balloon and attempting to bring the craft to the ground in the best manner possible.

High Flight to Earth.
In all there were eight men who made the perilous ride on the portion of the ship on which Colonel Hall found himself. It drifted for the better part of a half hour and covered a distance of ten miles or more before coming to earth.

Intense excitement prevailed in the mining community where the ship fell. In an almost unbelievably short time news of the disaster had spread over the entire country side and roads were black with automobiles carrying doctors, undertakers, officials and morbidly curious to the points where the

(Continued on Page Seven)

Lose Lives on Shenandoah

Caldwell, Ohio, Sept. 3.—(A. P.)—The following is a list of the dead in the Shenandoah disaster:

Commander Zachary Lansdowne, Greenville, Ohio, executive officer.
Lieutenant Dr. Louis Hancock, Austin, Texas, executive officer.
Lieutenant J. B. Lawrence, St. Paul, Minn., watch officer.
Lieutenant A. H. Houghton, Allston, Mass., watch officer.
George C. Schmitzer, Tuckerton, N. J., chief radio man.
James A. Moore, Jr., Savannah, Ga., aviation machinist mate, first class.
Everett P. Allen, Omaha, Neb., aviation chief rigger.
Ralph T. Joffrey, St. Louis, Mo., aviation rigger.
Bartholomew B. O'Sullivan, Lowell, Mass., aviation machinist mate, first class.
William H. Stratley, Venice, Ill., machinist mate, first class.
Charles H. Brown, Toms River, N. J., aviation machinist mate, first class.
Celestino P. Mazzucco, Murray Hill, N. J., aviation machinist mate.
James W. Cullinan, Binghamton, N. J., aviation pilot.
Lieutenant E. W. Shepperd, Washington, D. C., engineer officer.

Seriously injured:
John F. McCarthy, Freehold, N. J., aviation chief rigger.
Gunner Cole.

FARMERS SEE DEATH STRUGGLE OF SHENANDOAH

Caldwell, Ohio, Sept. 3.—In the weird half light of the early morning storm with angry clouds hanging in the heavens, rent intermittently by forks of lightning the families of S. O. Davis and Frank Nelson, farmers, living near Ava, watched the death struggle between the elements and the great dirigible.

They saw the Shenandoah stand motionless in the air for 15 minutes. They saw her dart upward under the terrific air pressure, saw her buffeted and tossed, first in one direction and then another, finally to be torn to pieces by the angry demons of the air.

While faced and powerless, eyes fixed toward the heavens they saw the death struggle in its tragic climax—saw the Shenandoah, after darting upwards perhaps 200 feet settle slowly. Then her nose pointed perpendicularly toward the sky, she was literally torn asunder.

The Davies and Nelsons heard the whirling of propellers of the Shenandoah shortly after five o'clock. Dawn was breaking, they said, but the dirigible was still carrying her lights. At first there seemed to be nothing wrong. Then suddenly the big ship became motionless.

Squall Carried Airship Vertically 7000 Feet Before Crash Occured

Caldwell, Ohio, Sept. 3.—(By Associated Press.)—Lieutenant Commander E. E. Rosendahl gave the following account of the Shenandoah wreck and his thrilling escape to the Associated Press correspondent.

Commander Rosendahl said: "I went on duty at 3:30 a. m. to relieve Lieutenant Commander J. Hancock, who was navigating the ship. We were on a line headed west between Byesville and Cambridge. Weather conditions were bad. There was lightning and squalls. Although we had all engines going we could make no ground speed. The storm crept upon us from the northwest. We tried to turn south. Then the line squall hit us. It lifted us from an altitude of 2500 to 4500 feet where we righted the ship for a few minutes, only to be taken up again for an altitude of 7000 feet. "The vertical air current was so strong that it carried the ship heavenward in spite of 18 degrees inclination of the nose of the ship."

"We released helium through the hand valves expecting this to check the ascension. We had

AIR PILOT TELLS THRILLING TALE OF HIS ESCAPE

Caldwell, Ohio, Sept. 3.—Franklin T. Masters of Akron, aviation pilot, related a thrilling story of his escape when the big ship parted and even after he had safely landed by jumping.

"I was relieved of wheel duty at 4:30 a. m. and went back to the keel and went to bed. It was stormy then, the wind blowing pretty badly. I slept until 5:15, when I was awakened by the storm. I went back to No. 1 car and looked down at the ground and the framework of the ship. The lightning was flashing badly."

"Just about that time frame No. 70 broke and I hung by my hands to the apex girder."

"I expected the entire keel to be torn away when it hit the tops of trees which seemed imminent."

"About 10 feet from the ground the frame collapsed and buckled together and I jumped."

"No 1 car in the nose of the ship kept on floating away just like a balloon. It landed at Sharon about five miles away."

LIST OF RESCUED CREW SURVIVING WRECK OF ZEP

Washington, Sept. 3.—(A. P.)—A list of those rescued from the Shenandoah disaster described as follows:

Lieutenant Commander Charles S. Rosendahl, Cleburne, Texas; Lieutenant Roland G. Mayer, Seattle, Wash.; Lieutenant J. B. Anderson, Hyattsville, Md.; Chief Machinist Shine S. Halliburton, Macon, Ga.; Lieutenant T. C. Henry, Columbia, Tenn.; Lieutenant C. E. Bauch, Dorchester, Mass.; Chief Gunner Raymond Cole, Lima, Ohio.

Enlisted men:
Louis E. Alley, Logan, Ohio; Henry L. Howell, Bagdad, Fla.; Arthur E. Carlson, Moscow, Idaho; James H. Collier, Lakewood, N. J.; John J. Hahn, Philadelphia; Benjamin O. Hersh, Clinton, Neb.; Walter Johnson, Minneapolis; Ralph Jones, Los Angeles; Julius E. Mahak, Hooversville, Pa.; Frank L. Peckham, Frontenac, Mo.; August C. Quernheim, Lakehurst, N. J.; William A. Russell, Brooklyn, N. Y.; Joseph Shewlowitz, Brooklyn, N. Y.; Charles Solar, Indianapolis, and Frederick J. Tobin, Arlington, Mass.; Lester Knox Coleman, aviation chief machinist mate, Fort Worth, Texas; Mark Jones Donovan, chief boat-awake mate, Philadelphia; W. W. Richardson, chief navy photographer, Washington, D. C.

"I expected the entire keel to be torn away when it hit the tops of trees which seemed imminent."

"About 10 feet from the ground the frame collapsed and buckled together and I jumped."

"No 1 car in the nose of the ship kept on floating away just like a balloon. It landed at Sharon about five miles away."

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SEARCH FOR LOST PLANE CONTINUED

**Buoyancy of Empty
Tanks and Skill of Cap-
tain Banked on to Keep
PN-9 No. 1 Afloat.**

San Francisco, Sept. 3.—(A. P.)—Search for the missing naval seaplane PN-9 No. 1 and crew which disappeared in mid-Pacific Tuesday afternoon after riding along on the high hope of reaching Honolulu on a record making flight, continued today after overnight reports to naval headquarters from searching surface and aircraft brought only routine messages of the continuing search.

Without word upon which to ally fear that the missing plane and its crew might not be found naval officials today had explored the field of conjecture in surmising what happened after the plane was forced down by lack of fuel.

May Be Reached
The most favorable theory advanced was that the plane had made a successful landing in the ocean less than 300 miles off the Hawaiian coast at 1:45 p. m. Tuesday drifted out of the search area and was beached on some island point.

The navy withdrew from further attempts to make a non-stop flight to Honolulu from San Francisco when announcement was made here yesterday abandoning the projected take-off of the huge PB-1 which was scheduled to start for Honolulu today.

One hundred and fifty drums of gasoline were landed at Lahaina, the island base from which the air forces under orders to conduct the search of the area in which the big seaplane disappeared.

Tanks Would Float Ship
Empty gasoline tanks which probably caused the plane crew to despair of reaching Honolulu, became their hope of rescue when the craft was forced down. It was estimated by the plane builder that buoyancy of the empty gasoline tanks would be sufficient to float 10,855 pounds on the water, the weight of the plane without fuel.

The missing PN-9 No. 1 was in the air about 23 hours when it dropped from sight.

As skill of Commander John Rodgers in charge of the craft, caused navy officials here to remain hopeful that the missing commander and crew were still alive.

Elkins, it is said, will retain his place on the accident commission and will act chiefly in a supervisory capacity at the prison.

The Capital Journal is informed that announcement of the retirement of Daikryple will be accompanied by a public announcement of the text of report of the governor's investigating committee.

The temporary appointment of Elkins is said to be occasioned by the governor's desire to have plenty of time in which to cast about for a warden capable of maintaining discipline among the convicts, and at the same time possessing the ability to successfully manage the prison industries, which have been greatly expended during the Pierce administration.

A precedent for this arrangement is seen in the action of Governor Elliott several years ago placed Dr. R. E. Lee Steiner, superintendent of the state hospital, in charge of the prison for several months for the expressed purpose of placing it on a sound basis.

Governor Pierce this afternoon said that he had received a message from Mr. Word declining the appointment. The governor declined to discuss the arrangement whereby Elkins would take temporary charge at the pen.

The governor also said that he would not release the report of the investigating committee at this time.

Spa, Belgium.—There's a Dutchman named Leon Trotsky. His name and resemblance to the Russian have excited the police.

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The message requested that no statement be issued to the press regarding postponement of the scheduled attempt until the flight project commander was able to present data and information available to show the possibilities of success and the plans for holding it without prejudice to the search for the missing PN-9 plane and its crew.

Killed in Auto Collision
Portland, Ore., Sept. 3.—Mrs. Anna Kretschmer, 83, was killed last night at Bryant Station, her daughter, Mrs. Anna Lehman, 61, received hip injuries and three boys passengers were injured when Mrs. Lehman's automobile was struck by a Southern Pacific electric train.

Tom Word Declines To Become Warden State Penitentiary

Portland, Sept. 3.—Tom Word, former Multnomah county sheriff, today declined to accept the office of warden in the Oregon penitentiary.

Word notified Governor Pierce of his decision today, and at the same time announced his intention of resuming his duties as special agent for the federal department of justice, from which he resigned several weeks ago.

The former sheriff refused to state his reason for declining the wardenship. "The reason I have turned down this position does not interest anyone other than my family and myself," he told newspapermen.

To Name Sub-Committee
The only action taken was a vote that the chairman, F. G. Deckerbach, appoint a sub-committee of five members to work with the special water committee of the city council in arriving at a plan for valuing the water plant. The committee will be named this week.

The general committee is by no means a unit in favor of the city acquiring the system as long as the Willamette river be the source of supply. Dr. B. L. Steeves and T. B. Kay being particularly outspoken in that attitude, while T. M. Hicks declared that mountain water would be a determining factor with 50 per cent of the voters if the question of municipal ownership goes to the polls.

Plant Valuation First
George Putnam and Mayor Gleason were agreed that a new valuation of the plant, aside from the present one for rate-making purposes, should be obtained from the public service commission to serve as a check against a valuation that may be made by any engineer appointed by the city. These two points, together with the company's own valuation, it was held, should form the basis for the rate-making.

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PURCHASE OF WATER PLANT CHIEF ISSUE

**Mountain Supply Matter
For Consideration Only
At Future Date, Opin-
ion of Committee.**

That mountain water for the city of Salem is a matter for consideration in the very remote future, and that the only immediate question to be placed before the people is whether the city shall purchase the local water plant from the Salem Water, Light & Power company was the general opinion expressed last night at a meeting of the general advisory committee named by Mayor Gleason and President T. M. Hicks of the chamber of commerce.

To Name Sub-Committee
The only action taken was a vote that the chairman, F. G. Deckerbach, appoint a sub-committee of five members to work with the special water committee of the city council in arriving at a plan for valuing the water plant. The committee will be named this week.

The general committee is by no means a unit in favor of the city acquiring the system as long as the Willamette river be the source of supply. Dr. B. L. Steeves and T. B. Kay being particularly outspoken in that attitude, while T. M. Hicks declared that mountain water would be a determining factor with 50 per cent of the voters if the question of municipal ownership goes to the polls.

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EX-CONVICT CONFESSES TO MURDER

**Lloyd Confesses To
Robbing and Killing
Independence Taxi
Driver—Release of
Other Suspects**

The Dalles, Ore., Sept. 3.—W. R. Lloyd today confessed to the slaying of Clinton I. Baun near Independence Tuesday night, according to Deputy Sheriff George Shearer. He said he was alone with Baun at the time. J. H. Hite, who was arrested and held for investigation has been released.

Officers said Lloyd is somewhat hazy about details of the slaying, saying "I can't remember everything." He now admits ownership of the gun found in his suitcase, they said.

The Dalles, Ore., Sept. 3.—W. R. Lloyd, former convict in the Oregon penitentiary, being held here in connection with the murder Tuesday night of C. I. Baun, Independence garage man, admitted today, officers say, that he had taken money from Baun and stolen his car.

Lloyd denied any connection with Baun's death and said that he must have been out of his head at the time of the robbery, questioning officers declared.

Lloyd's purported confession was made at the jail to Traffic Officer Hans Blaser and Bud Crofton, Deputy Sheriff George Shearer, City Commissioner Kelly and Sidney Jenkins, a newspaper reporter.

The Dalles, Sept. 3.—W. R. Lloyd, Oregon state penitentiary convict who is wanted by Polk county officers in connection with the murder Tuesday night of Clinton I. Baun, Independence garage man is being held here following his arrest last night in the railroad yards here by James McCloskey and W. H. Kelly, railroad detectives. J. H. Hite, who claims that he and a boy about 20 were picked up by Lloyd in an automobile near Troutdale, is also being held.

Both men deny any connection with the slaying. Officers seized a suitcase checked by Lloyd from Mosier, 15 miles west of here, to The Dalles. In the suitcase officers found a .38 calibre revolver with all the shells discharged, 125 rounds of ammunition, a blue serge suit, and a pair of shoes similar to those Lloyd was said to have worn before he left Independence Tuesday night.

Bloodstains Found
Bloodstains were found on the right knee of the trousers taken from the suitcase, and detectives said stains were found in a corresponding position on the underwear now worn by Lloyd. Bloodstains were also found on the automobile belonging to Baun which was found abandoned near Mosier. The windshield of the car has a hole about four inches long, apparently caused, officers declared, by a mushroom bullet.

Lloyd was discovered hiding

(Continued on Page Nine)

ATHLETIC CHANGES FOR FLAG SLIM

New York, Sept. 3.—(A. P.)—Two straight victories for Washington over Philadelphia seem to make it certain that Washington and Pittsburgh will play in the world's series.

The Senators are snugly lodged on the pinnacle of the American league by a margin of five and one half games and the Athletics have lost eight straight.

The veteran pitcher, Stanley Coveleski, started for the Senators. He won a 2 to 1. The Athletics started to pound "Covey" in the seventh and eighth innings and forced him to retire in favor of Zachary in the last frame.

Pittsburgh is making the National league race a runaway affair. The Pirates chalked up their eighth victory in a row by trimming the Reds, 4 to 2, and now lead by eight and one half games.

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