

MITCHELL RAPS NAVY HEADS

SHENANDOAH BROKE APART BEFORE FALL

Much Sought Barograph
And Records Found In
Possession of Souvenir
Seekers.

Caldwell, Ohio, Sept. 5.—(By Associated Press)—It was definitely determined today that the giant dirigible Shenandoah buckled in mid-air and separated in parts before falling to the ground.

Witnesses of the accident told their stories officially today to the board of investigation, headed by Captain George Washington Steele, Jr., commandant of the Lakehurst naval air station, who arrived this morning.

Four of the five witnesses examined told of seeing the "daughter of the stars" buckle and lurch in the middle and separate in two sections. A fifth said it appeared to him that the Shenandoah sagged in the center and separated. There was no testimony to substantiate reports that the dirigible struck the ground or trees before breaking apart.

Witnesses Examined
"None of the witnesses told of having seen the Shenandoah break in more than two pieces. It is assumed by the naval authorities that the middle section, about 40 feet, fell from the rear section as it settled to the ground after being severed by the elements from the nose. There never has been any question that the nose and rear sections brushed trees while free-ballooning across country.

The investigation was conducted in an old fashioned farm house parlor in the home of Andrew Camary, tenant on the land owned by Charles Davis, where the control and radio cabins fell with a majority of the 14 dead.

The first witness was G. R. Davis who lives a mile from the Charles Davis farm.

Barograph Located
The much sought barograph and records from the Shenandoah have been found and may aid the naval authorities in determining the cause of the smash up.

The barograph was located at Cambridge and the logbooks therefrom a short distance away. They were in the hands of souvenir seekers.

The barograph record will show air pressure, atmospheric moisture and temperature. From the graph drawn on the automatic drum by a moving stylus it will be possible also to compute how rapidly the Shenandoah rose in the buffeting of the storm before the buckling amidships occurred.

The authorities have not had time as yet to check up the reading on the barograph records.

BREITENBUSH OWNERS WANT LOOP PROJECT

Application to the county court yesterday afternoon by representatives of the Breitenbush hot springs company for assistance in work on completion of the Skyline road from a point now 14 miles from the springs has brought forward a loop project which will mean that eventually Salem will be the center of a loop from Portland through here to Breitenbush, and on from there along the Skyline road, the Mt. Hood loop and the Columbia river highway into Portland.

The Breitenbush people told the court that the government has offered to finish the Skyline road into Breitenbush if \$10,000 can be raised to meet the government money. The Breitenbush people want the county court to help. The county court wants to see the road from this side into Breitenbush completed first.

The Breitenbush people said that it is expected the Hammond Lumber company will be through using its railroad out of Detroit in a few years and when the rails are pulled up from that the roadbed can be developed into a road.

As it lies the court does not care to spend any money on the Skyline road until the road on this side is completed. The Breitenbush people also called on Senator McNary while here in regard to government aid for the road.

LLOYD T. LLOYD ALL DETAILS OF MURDER

Confessed Slayer of Low
Mentality; Left In Port-
land For Safe Keeping;
Petty Thievery Inspired

Dallas, Or., Sept. 5.—W. R. Lloyd, whose cold blooded murder of Clint Baun, Independence hire driver Tuesday night shocked the entire county, is safely locked in the Multnomah county jail where he will remain until brought here for arraignment.

Lloyd himself, admitting frankly the murder and subsequent flight, could give no logical reason for the deed except that of petty theft, and that coupled with the mentality of the 25-year-old convict, is probably the only explanation and motive of the crime.

Lloyd was taken in charge Friday by Sheriff T. E. Hooker and District Attorney Joe Helgeson at The Dalles, where he had been held since Wednesday night. They decided that it is not wise to trust their man to the Polk county jail during the present state of excitement in Independence and in fact the entire county. In addition the jail facilities are too antiquated to risk the housing of any but petty criminals. Arrangements were therefore made at Portland for Lloyd's care. He will be brought here, probably Tuesday for arraignment on a charge of first degree murder, and later returned overnight in Dallas either Tuesday night, or during the trial.

Seven-page Confession
District Attorney Helgeson has in his possession a seven-page signed confession given voluntarily by Lloyd to Francis Galloway, district attorney of Wasco county. Except for slight variances, mostly attributed to excitement, this confession checks closely with known facts in regard to the crime. There is no doubt now but

(Continued on Page Seven)

TUALATIN LINE WORTH \$416,000

The public service commission issued an order Saturday fixing the valuation of the Willamette Falls branch of the Southern Pacific at \$416,000. The appraisal is for rate-making purposes.

The branch was originally built by predecessors of the Portland Electric Power company from a point nine-tenths of a mile north of Bolton, near the present station of Madison, south through West Linn and west through Willamette Falls to the Tualatin river.

Its use at that time was principally to transport timber and wood from the Tualatin river to the mills at the Willamette river falls just south of West Linn. On January 31, 1913, the Portland Railway, Light & Power company sold the road, which was still incomplete, to the Portland, Eugene & Eastern Railway company, which immediately extended the line from its northerly end about 2.2 miles to Walling, the log-loading dock at the northerly terminus of the present line.

The total length of the line is 3,523 miles, and it is used both for freight and passenger traffic.

Reduction in Taxes
Sevenside, Mass., Sept. 5.—(A. P.)—The proposed reduction in taxes will be made applicable to incomes of this year on which levies will be paid during the next year, in the opinion of President Coolidge.

New York—American Society of Teachers and Dancing offers the Miami center and the Cuban dancin as rivals of the Charleston.

and he had all South Salem as good as it could be for a few days.

Last night, however, came the high light in this policeman's life. From a house on Kearney street emanated strange, although not exactly uncouth noises. In fact they were rather pleasant noises, but very loud ones. Sleepers in the neighborhood began tossing in their beds and one by one awakened.

The noises became louder, interpolated were distinct giggles, only partially repressed screams, and now and then something in the nature of a shriek.

(Continued on Page Seven)

Club House At City Auto Park A Money Maker

The community house at the Salem auto park has been paid for in full, running expenses have been met, salaries of two caretakers paid and a surplus of \$282.61 now stands to the credit of the park, according to report issued this morning by Lewis Aldrich, secretary of the park board. His report shows receipts of \$3593.32, and expenditures of \$2964.71 since January 1 of this year. The auto camp opened on March 1. This season is the fourth that the camp ground has been in use.

The community house accounts for more than a third of the expenditures of the camp up to the present time for this year. The house was constructed last spring at a cost slightly over \$1000. It has now been in active use for several months and has proved a great attraction for passing tourists.

Last year the season closed with a surplus of \$463. There have been a number of minor improvements on the grounds, including painting the buildings that stand there and cleaning up the place generally.

Plans outlined for next year, as announced today by Homer Smith, head of the park board, and Lewis Aldrich, secretary, involve the building of a number of new and permanent small houses at the grounds. At present the best accommodations afforded are tent houses with board floors. Even these are greatly in demand, and caretakers report that with more of them on the grounds there would be more tourists stopping there each night, particularly in the spring and fall.

It is also expected to construct a lawn in front of the community house, behind a row of white posts which were put up this summer to keep passing motorists from running over it. Flowers will probably be grown east of the office building, a quantity of gravel from the creek placed on the road.

(Continued on Page Seven.)

POSSES SEEKING GIRL KIDNAPPED BY MURDERER

Montclair, N. J., Sept. 5.—(A. P.)—Posses today intensified their searches for a little white girl kidnapped by a negro who presumably killed another negro in order to get an automobile for the abduction.

Apparently having planned to kidnap the niece of a wealthy banker, the fugitive seems to have found that he abducted the wrong girl.

The kidnapping plot, police believe, was aimed against Joseph A. Bower, vice-president of the New York Trust company, whose seven year old niece, Dorothy Coates, was visiting him.

Instead the negro grabbed Mary Daly, six year old daughter of David S. Daly, hardware merchant, near the Bower home yesterday afternoon.

Police at first suspected Raymond Pierce, a negro chauffeur, who had borrowed the car which abductor used. But Pierce's body was found last night in a culvert with a bullet hole in the head. The assumption is that he was killed by the kidnaper in order to get the car.

Last night Mrs. Bower was called on the telephone by a man who demanded \$4,000 for the return of her niece. But her niece was safe in bed at the time. Mary Daly and Dorothy Coates looked very much alike.

After the kidnaper had grabbed Mary he sped away. John Sandin, the Bower chauffeur, gave chase. After ten miles Sandin crowded the fugitive car toward the curb and the negro fired, hitting Sandin in the head. He was taken to a hospital.

Reduction in Taxes
Sevenside, Mass., Sept. 5.—(A. P.)—The proposed reduction in taxes will be made applicable to incomes of this year on which levies will be paid during the next year, in the opinion of President Coolidge.

New York—American Society of Teachers and Dancing offers the Miami center and the Cuban dancin as rivals of the Charleston.

and he had all South Salem as good as it could be for a few days.

Last night, however, came the high light in this policeman's life. From a house on Kearney street emanated strange, although not exactly uncouth noises. In fact they were rather pleasant noises, but very loud ones. Sleepers in the neighborhood began tossing in their beds and one by one awakened.

The noises became louder, interpolated were distinct giggles, only partially repressed screams, and now and then something in the nature of a shriek.

(Continued on Page Seven)

9 BLOCKS IN SHREVEPORT FIRE SWEEP

Over 1000 Homeless As
Result of Destruction
of Large Area of City
By Fire.

Shreveport, La., Sept. 5.—(AP)—Nine city blocks embracing more than 250 dwellings in which lived more than 1000 persons, were leveled here last night and early today by a fire which broke out shortly after some mighty force had wrecked the city water main in three places.

Property loss was estimated early today at upwards of \$500,000 exclusive of losses by public utilities.

Three blocks of the fire swept area were occupied by homes of moderately well to do persons while the remaining six blocks, which extended up to the business district, housed poorer persons and negroes.

Six persons were injured, two seriously. The fire originated in the bath room of the home of O. Childress, a barber and whipped by the heaviest night winds in many weeks, quickly got beyond control.

Water Mains Fall
Hundreds of persons formed bucket brigades in an effort to

(Continued on Page Seven)

HEAT WAVE IN MIDDLE WEST PROVES FATAL

Chicago, Sept. 5.—(AP)—Cooling breezes from the Canadian northwest today were forecast as a harbinger of rain, which will bring respite within a day or so, from the scorching heat in the mid

dle west, lower lake region and the southeast.

A forecast of the long awaited showers has come to parts of North Dakota, Iowa and Wisconsin. But elsewhere record high temperatures have brought death, drought, damage and suffering.

More than a month of aridity was broken when a quarter inch of rain fell in Fargo, N. D., Jamestown, N. D., also was visited by three welcome showers.

High winds and hail accompanied the downpour in Grinnell, Iowa, causing property damage of \$40,000.

But elsewhere in the stricken areas temperatures above the hundred mark broke weather bureau records of years. Harrisburg, in southern Illinois, reported a maximum of 105, with Augusta, Ga., a close second with 105.

Most of Iowa, except parts touched by storms, was a seething furnace. Sheldon experienced 107 for seven hours yesterday. Des Moines' highest was 97 with one serious possession and others of a minor nature there and elsewhere in the state. 80 in showers in Des Moines only moderated the humidity.

Schools were dismissed yesterday in Omaha because of 100 degree heat.

Round Up To
SEE U. S. PLANES

Pendleton, Sept. 5.—From 38 to 50 United States airplanes will fly to the Pendleton round up from Pearson field, Vancouver, Wash. The planes will arrive here Thursday afternoon, September 17, promptly at 4 o'clock and will carry many distinguished aviators, according to word received today by George C. Beer, business manager of the event.

Headed the list of those who will be in the planes are Captain Lowell A. Smith and Lieutenant Arnold and Nelson of world flight fame. Lieutenants John A. Macready and Oakley G. Kelley of coast to coast flight prominence will also be in the group, as will Colonel E. P. Lahn, air officer, Ninth corps area, and Captain Nugent, French ace.

The flight here follows the dedication of Pearson field at Vancouver, Wash.

Caldwell, Ohio, Sept. 5.—(AP)—Two agents from the federal department of justice arrived here from Cincinnati this morning to investigate the looting of the Shenandoah. They conferred with Captain George W. Steele, Jr., in charge of the inquiry here, but refused to make any comment as to their plans.

Captain Steele said that it appeared to him that the pillaging of the Shenandoah was just plain thievery, which might be prosecuted by the district attorney. It will probably be first determined whether the looting was done by souvenir hunters or by persons expecting to market the stolen

property.

A number of valuable instruments, such as a barograph, already have been returned to the naval authorities by farmers who found them on their farms, where they must have dropped from the Shenandoah after she broke in two and while still in the air.

The navy men here were incensed today when they received reports that the cap worn by the late Commander Zachary Lansdowne, captain of the Shenandoah was on display in the window of a Wheeling, W. Va., store where souvenirs of the wrecked ship are being sold at 25 cents each.

Blame For Disasters In Air Service Put On Army and Navy Chiefs



Colonel Wm. Mitchell

SEARCH FOR LOST AIRPLANE STILL BARREN

Washington, Sept. 5.—(A. P.)—Captain Stanford E. Moses, commanding the Hawaiian flight project, reported to the navy department today that an analysis of the situation "gives reason to hope for the recovery today" of Commander Rodgers and the missing seaplane PN-9, No. 1.

Honolulu, Sept. 5.—(A. P.)—The work of wrestling from the stubborn silent tropical sea its precious secret of the whereabouts of the missing seaplane PN-9 No. 1, was under way today with renewed intensity.

Eighteen destroyers were rushing toward the scene by breaking away from the fleet, detachment returning from the Antipodes.

From the east the airplane carrier Langley, with a cargo of scout planes aboard, was cruising to the vicinity where search was being carried on for the missing plane which was a victim of fuel shortage while on a non-stop flight from San Francisco to Honolulu five days ago.

"We will crack it if we have to land in this rough weather with no power."

NEW LINEN MILLS TO
ORGANIZE SEPTEMBER 24

When the stockholders meeting of the new Oregon Linen Mills, Inc., is held on September 24, those interested state, that every subscriber to a share of common stock will be entitled to vote at the meeting, and the actual holding of a share of stock will not be required.

Each share of common stock will be entitled to one vote. Preferred stock will have no voting power. However, under the charter, if the company fails to pay dividends on preferred stock for one year, preferred stock then has equal voting power with the common stock.

While it is a matter which will be up to the board of directors, it is expected that subscribers to the linen mill will be first asked to pay 10 per cent on their subscriptions, which it is figured will about cover the cost of the land to be purchased as a site for the mill. Payment on the subscriptions will be asked in different installments.

K. K. K. WREATH
ON T. R.'S GRAVE

New York, Sept. 5.—Klanmen placed a wreath on the grave of Theodore Roosevelt at Cypress Hill last night with ceremonies attended by about 5000 persons. It was learned today.

A personal representative of Hiram W. Evans, grand wizard of the clan, was said to have placed the wreath on the grave, in the absence of the grand wizard, who was ill.

Dressed in white robes and red capes of the Klan "guard of honor," Klanmen stood about the late president's grave during the quiet services, which included prayers.

Killed in Auto Smash
Redding, Cal., Sept. 4.—Mrs. Peter Swanson of Aberdeen, Wn., was killed today when the automobile in which she was traveling to San Francisco with her husband plunged over a 100-foot embankment near Coos Bay.

Swanson had halted the car on a steep grade and was standing on a nearby promontory viewing the scenery when the automobile started rolling backward and hurtled over the cliff.

Regarding the Hawaiian seaplane flight the colonel declared:

"Next, to get publicity and make a noise about what is doing, with aircraft, this so-called Hawaiian flight was arranged for. Even if it had been made successfully to Honolulu, it would have meant little, either commercially or strategically, compared to what a flight to Europe or Asia would have meant."

(Continued on Page Nine)

KAISER'S ART TREASURES ON CORFU ISLE SOLD

London, Sept. 5.—(A. P.)—The Daily Express says that the art treasures of the famous palace on the island of Corfu, owned by William Hohenzollern when he was emperor of Germany, are to be sold at auction by the Greek government, which acquired the property during the war.

Articles to be sold include hundreds of pictures, statues and intimate relics of the ex-kaiser and his family as well as the late Empress Elizabeth of Austria, who built and furnished the palace.

The sale will begin late this month and will last several weeks.

Colonel Mitchell Charges That Accidents Are the Direct Result of Incompetency, Criminal Negligence and Almost Treasonable Admin- istration of National Defense

San Antonio, Texas, Sept. 5.—Predicting that he will be placed under military arrest by Monday because of what he said, Colonel William Mitchell, air officer of the Eighth corps area, and deposed assistant chief of the air service, today issued a statement denouncing the war department and the navy department in connection with the disaster which befell the Shenandoah and the loss of the seaplane PN-9 No. 1 on an attempted hop to Honolulu.

The statement was issued after "mature deliberation and after a sufficient time has elapsed since the terrible accidents to our naval aircraft to find out what happened," to quote from the statement.

"These accidents are the direct result of incompetency, criminal negligence and almost treasonable administration of the national defense by the war and navy departments," he wrote.

Charging that both the army and navy departments have gone to the utmost lengths to keep down the development of aviation, and to maintain aviation as a part of the two departments, Colonel Mitchell said that all aviation policies are directed by non-flying officers who "know nothing about flying and that lives of airmen are being used merely as pawns in their hands."

Airmen Bull-Dozed
"The airmen themselves are bluffed and bull-dozed so that they dare not tell the truth, knowing full well they will be deprived of their future careers, sent to the most out of the way places to prevent their telling the truth, and deprived of all chances for advancement unless they subscribe to the dictates of their non-flying bureaucratic superiors."

Colonel Mitchell asserted that "the conduct of the war and navy departments has been so disingenuous in the last few years as to make any self-respecting officer ashamed of the cloth he wears."

Colonel Mitchell declared that the determination of the members of the flying service to place the issue "squarely up to congress and the people" dates from the killing of Lieutenant Pearson and Captain Steel in the dilapidated racing airplanes during last October's air meet.

Agreed To Divide
This was caused, he said, "by an arrangement between the army and the navy that the navy should take the races one year and that the army should take them the next year, thereby equalizing propaganda not service."

The recent maneuvers of the fleet in the Pacific are declared to have been nothing more than "a parade of our navy" repeated to have cost from fifty million to eighty million dollars, which demonstrated the futility of surface vessels. He declared that in war the fleet standing by the killing planes would have been constantly bested by submarines and that "if any vessel survived the submarine attacks, crossed the ocean and came within a hundred miles of the hostile coast, they would be sent to the bottom forthwith, by airplanes."

Publicity Flight
Regarding the Hawaiian seaplane flight the colonel declared:

"Next, to get publicity and make a noise about what is doing, with aircraft, this so-called Hawaiian flight was arranged for. Even if it had been made successfully to Honolulu, it would have meant little, either commercially or strategically, compared to what a flight to Europe or Asia would have meant."

(Continued on Page Nine)