

# LINDBERGH LANDS IN PARIS

## COMPARISON PAVING BIDS INCOMPLETE

### Accurate Check with City Cost on Same Projects About Same

### No Action Toward Letting Contracts to be Taken Until Check Made

Reports that contractors' bids on 37 city street paving projects, opened by the council at its last meeting and referred to the street improvement committee to be canvassed and compared with paving costs of work done by the municipal plant, run from 10 to 12 per cent higher than city plant costs are without foundation or authority, according to Alderman Watson Townsend, chairman of the street committee, who is compiling the relative figures for comparison.

"Comparison of the average price of the work quoted by the bidders with the average city price on all paving for last year the bids of the contractors do run about that much higher when the 5 per cent additional for engineering and supervision work is added. But such a comparison indicates nothing.

### MAKES CLOSE CHECK

"The only accurate comparison to be obtained is through comparing each of the jobs on which bids were received with jobs done by the city plant in the same zones and where grading and paving yardages were approximately the same. Where I have completed such comparisons the figures show that the bids and the city's cost price are about the same."

As soon as Townsend has completed his compilation of comparative costs Mayor Liveney will call the street improvement and ways and means committee together to consider the bids.

When that has been done those of the contractors who do not figure in the low bids will be given an opportunity to pull down their good faith

## REMODELING NEW TERMINAL HOTEL TO START

Work of rebuilding and remodeling the new Terminal hotel in the Derby building at High and Court streets and on adjoining property on High street will start some time during June, according to Harry Hawkins of Hawkins & Roberts, who states that plans are now getting along well toward completion. The plans are being drawn by Knighton & Howell of Portland.

Work on the building will probably start as soon as the new building on Liberty street for the Burrell service station is completed. This will permit the Burrell people to vacate the building on High street on which a structure will be erected to hook onto the Derby building and become a part of it.

It is possible, if the stores are not out on the ground floor of the Derby building by Clinton, Miss., the roof will be torn off from the present Derby building and work started in the upper part of it.

As near as can be learned nothing definite has yet been decided as to where the Western Auto Supply and American Express company will move to and their leases run up to October 1.

## GOOD EVENING SIPS FOR SUPPER

By Don Upjohn

As we drove up in front of a Commander's street barber shop last night, a brightly young thing was passing by and three barbers were arrayed in the window. Below them in the window was the well known barbers' sign, "It Pays to Look Well."

As our eyes followed those of the barbers we were compelled to agree that it surely paid to look well in this particular case, anyway.

This prize fighting game is getting to be a lily-like affair. Yesterday in the middle of the Sharkey-Maloney fight, the referee suspended the go for a short time while he pulled down Sharkey's tight, saying they were too high.

We recommend to Frank Minto that he put a prize fight referee on two on the police force and station them at the main corners of our town.

If no one else is going to thank Mrs. Tiffany and Frank Bligh for letting the Legion minstrels use their fine theater free of charge, we are going to thank them. That kind act is surely going to put a lot of biscuits into the mouths of stricken women and children.

Incidentally the Legion boys put on a fine minstrel and we will make them all mine but one by remarking that about 1200 Salem maids must have been heart stricken when they found out that Greek God, Karl Hinges, is married.

But cheer up, girls, Karl has a little Karl coming on who is going to make the old man look like an ogre.

Our traveling agent and walking delegate, Ike Patterson, we see is still trotting about the state.

As a traveling agent he has Walt Pierce looking like a snail.

Regardless of the fact that the old man who he got on the job he would stay home and tend to business.

Now Walt is out against the income tax and like is for it and all the world's a muddle.

But neither one of them can keep Salem from having a million people.

Now that the Statesman has set that goal.

The plumbers in convention here passed a resolution for running water in every house.

And the Statesman for still water in the Willamette.

Yes, ask the world's a muddle.

ASK ME NO MORE  
By Stoddard King

(With all necessary apologies.)  
Ask me no more; Kentucky may not be the leading state in growth of winter let's.

Nor the Rhode Island flagship of the fleet.  
But what, O questioner, is that to me?  
Ask me no more.

Ask me no more; I do not know, or care.  
When the last emperor of Japan was born;  
I am indifferent toward the Mother.

And rock not what it is, or why, or where.  
Ask me no more.

Ask me no more; it does not matter, now.  
Which of the muses rates the chorine dance.  
And the mean rainfall of southwest.

I shall endeavor to forget, somehow.  
Ask me no more.

Ask me no more; the dates of Shakespeare's plays  
Others may write on paper, but not I.  
Shall not disturb my nights or fill my days.  
Ask me no more.

Ask me no more; the song that Pippa sang  
Let other pencils diligently note,  
Let them set down the epics Homer wrote.  
But I dear heart, I do not give a hance.  
Ask me no more.

Engineer Loses Life As  
Log-Laden Cars Crash  
Into Engine On Grade

Silverton, Or., May 21.—Clifford LaMear, logging locomotive engineer, is dead and Clara King has seriously injured in the Silverton hospital today as the result of a logging train runaway on the tracks of the Silver Falls Timber company below camp 15 and about 26 miles from Silverton on the Santiam slope, about 3 o'clock yesterday afternoon.

## CREW OF 25 RESCUED FROM WRECKED SHIP

### Breeches Buoy Takes off all Aboard Indiana Harbor Grounded on Reef

### 1500 Feet of Line Used in Rescue Work—Steamer to be Abandoned

San Francisco, May 21.—(AP)—After more than 48 hours on a surf battered and rock torn steamer, barred from the California shore by a quarter of a mile of treacherous, tossing water, the last of the crew of 25 of the freighter Indiana Harbor, which grounded on a reef at midnight Wednesday off Punta Gorda, Humboldt county, reached land early today.

Captain A. Anderson and his radio operator were the last to leave the ship.

The rescue of the captain and crew, in the face of constant menace by rough water, was carried on all through the night. The first men were taken ashore about 7:15 p. m. and the captain and radio operator took their "wet buggy ride" as the sailors call a trip in a breeches buoy, shortly after midnight. Previously the crew of the Indiana Harbor got a light line ashore by fastening it to an improvised raft and paying it out carefully as the waves washed

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## BRIDGE REPORT FOR LONGVIEW DECIDED ON

Washington, May 21.—(AP)—Final decision as to specifications which should be required in construction of the Longview, Wash., bridge was reached today by representatives of the secretaries of war, commerce and agriculture, who were designated by special legislation to supervise plans for the structure.

Pending submission of their report to the cabinet members details of the specifications are being withheld.

The report will be submitted by E. Lester Jones and Major R. T. Coiler, of the army engineer corps representing the secretaries of commerce and war, and Dr. H. B. Humphreys, of the bureau of public roads, representing the secretary of agriculture.

They reached their conclusions as to requirements for the bridge at a final meeting today after going over the transcript of testimony taken at a hearing in Portland and Longview some time ago. None of the officials today would say whether the specifications they recommended differed materially from those proposed by the builders.

It is expected that the report will be given to the cabinet members early next week, and it may be made public at that time.

## DR. JUAN SACASA GOES INTO EXILE

Managua, Nic., May 21.—(AP)—Dr. Juan Sacasa, head of the liberal regime which opposes the conservative government left Puerto Cabanas in a sloop yesterday accompanied by his entire cabinet.

the engine heading a train of 15 cars of logs, jumped safely.

The tragedy began with the efforts of the crew of Shay engine No. 3 from camp 15 to put a derailed car back on the track between the engine and the string of laden cars. LaMear, regularly engineer on No. 103, was sent up to help with the job.

In some manner the brakes on the fifteen cars loosened and the heavy train came hurtling down the steep grade into the engine. Four cars were derailed but the train crew and the passengers jumped before the collision.

## RIVER CUTTING NEW CHANNEL TO THE GULF

### Possibility that Mississippi is Changing Course Through Atchafalaya

### Pointe Coupee in Danger 100,000 Residents Affected if Break Occurs

New Orleans, La., May 21.—(AP)—Two thousand men were battling in a downpour of rain today at McCreas on the east bank of the Atchafalaya to hold back the water. The current was threatening the embankments protecting two million acres and 107,000 persons in Louisiana's "sugar bowl."

Great chunks of the embankment were swept away from time to time, but each time the men had anticipated the slough and the water came against new ramparts.

New Orleans, La., May 21.—(AP)—Possibility that the Mississippi river might be changing its course so that in the future the stream would run to the Gulf of Mexico through the Atchafalaya basin, occupied river engineers here today.

The opinion that this might happen was expressed by Major John Gotwals after a survey of the situation at Melville. George Schoenberger, chief state engineer and John Klorer, New Orleans levee board engineer, said they believed it impossible. However, D. C. Wadill, federal engineer in charge of the lower river, said that all that was kept the mighty current from cutting a new and shorter channel to the gulf was a pair of stone sills, built in the bed of the Atchafalaya in 1896. Whether these would hold against the terrific force of the current was problematical, he believed.

Refugees continued to pour out of Pointe Coupee parish as a result of a warning issued by John M. Parker, state relief director. A crevasse in the levees in Pointe Coupee would inundate about two million acres, the last of the fertile "sugar bowl" and affect about 100,000 persons. The danger zone is from 130 to 150 miles above New Orleans on the west side of the Mississippi.

While the evacuation was under way a force of 2500 men who worked all last night were fighting desperately to save the levee at McCreas, 10 miles below the point where the Atchafalaya joins Old river.

## OREGON TRUNK OPENING CAMP

Bend, Or., May 21.—(AP)—Departure of a crew of workmen to establish a construction camp, and arrival of four more cars of railroad construction equipment, making six here in all, were developments in preparation here for beginning construction of the Oregon Trunk's extension to Klamath Falls. It was believed here that a camp would be located near LaPine or Crescent.

Kenneth D. Hauser, of the Hauser Construction company, arrived here yesterday and was non-committal when asked whether his company had been awarded contract for construction of the railroad.

## COOLIDGE WIRES CONGRATULATIONS

Washington, May 21.—President Coolidge in a congratulatory cablegram to be delivered to Charles A. Lindbergh in Paris told the trans-Atlantic flier that the "American people rejoice with me at the brilliant termination of your heroic flight."

## MOTHER RELIEVED WHEN SON LANDS

Detroit, Mich., May 21.—(AP)—"That's all that matters." In these words Mrs. E. W. Lindbergh, mother of Captain Charles Lindbergh, expressed her relief when informed that her intrepid son had arrived safely at LeBourget flying field, France, after an epochal flight from New York.

## BIGAMIST SENTENCED

Grants Pass, Or., May 21.—(AP)—George E. Reinhart of this city has been sentenced to serve two years in the state penitentiary, following his plea of guilty to a charge of bigamy. He was arrested in Coquille about a month ago.

## Scouts Demonstrate Training In Rally Here



Photographs of the feature events at the annual Boy Scout field rally held at Willamette field, Salem, today. (1) A first aid crew has Bill Lindstrom bandaged from head to foot and in a stretcher as a demonstration. The crew from left, Horace Stewart, Maxey Langford, and Chuch Bernard. (2) A signaling crew, semaphoring a message. From left, Lynn Helse, troop 4; George Fargard and Frank Childs, both of troop 1. (3) By sounding the official scout assembly call on his bugle Frank Jirak, troop 6, opened the rally at 10 o'clock. (4) Troop 2 sealing the wall. (5) A rare sight in scoutdom is scout-boys together at one time. All these Salem scouts have reached the highest pinnacle in scouting. From left, Ardrey Rankin, troop 6; Kenneth Morris, 2; Milton Taylor, 2; Horace Stewart, 4; Bill Trindle, 1; and Paul Lafferty, 4. (6) Ralph Ennor, troop 4, in the water-hoiling contest. (7) Ardrey Rankin shows how fire can be started by friction, "if you know how." (8) Troop 2 (left) and troop six having it out in the tug of war.

## 25,000 GATHER TO GREET FLIER AT LE BOURGET

Flying Field, LeBourget, France, May 21.—(AP)—The flying field at LeBourget tonight was ready to receive Captain Charles A. Lindbergh, craft, from left, Ardrey Rankin, troop 6; Kenneth Morris, 2; Milton Taylor, 2; Horace Stewart, 4; Bill Trindle, 1; and Paul Lafferty, 4. (6) Ralph Ennor, troop 4, in the water-hoiling contest. (7) Ardrey Rankin shows how fire can be started by friction, "if you know how." (8) Troop 2 (left) and troop six having it out in the tug of war.

At 1:30 this afternoon troop 4, Salem, was leading in the annual Boy Scout field rally on Willamette field. Scouts from every nearby city were present, including Corvallis, Albany, Dallas, Woodburn, Silverton and Mill City.

The first aid contest was won by troop 4, Salem, with Ghemawa second and troop 6, Salem, third. In the troop camp inspection troop 2, Salem, was first; troop 6, second; and troop 1, third. The wall sealing contest was won by troop 4, who beat troop 2 by a matter of seconds. Troop 1 was third.

The scoring by points at the time of going to press was troop 4, 70; troop 2, 55; troop 6, 30; troop 1, 20; and Ghemawa 20. The selected troop at the Salem Indian school were very effective. They came to the rally prepared to give the other troops a good run in the special drill event that will close the program and in the O'Grady drill.

## THOUSANDS WATCH NEWS OF FLIGHT

Paris, May 21.—(AP)—Thousands of persons gathered in the Place de l'Opera tonight and watched a huge electric sign on which appeared news of the progress of Captain Charles A. Lindbergh, American pilot.

## NEW YORK PLANS BIG CELEBRATION

New York, May 21.—(AP)—New York will officially begin its celebration of Captain Lindbergh's flight when the Associated Press flashes Mayor Walker at city hall that the flier has landed in Paris. The mayor said he would communicate with departments where whistles were available and be urged that official news of Lindbergh's success be ushered in with fitting salves.

## 5 Sandwiches Taken By "Lucky" Lindbergh To See Him Through to Paris

New York, May 21.—(AP)—Like a dash for a day's picnic "Lucky" Lindbergh took five sandwiches to see him through to Paris.

## Troop 4 Salem Boy Scouts Lead At Field Rally

At 1:30 this afternoon troop 4, Salem, was leading in the annual Boy Scout field rally on Willamette field. Scouts from every nearby city were present, including Corvallis, Albany, Dallas, Woodburn, Silverton and Mill City.

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## MRS. MURRAY ASKS MERCY FOR KELLEY

Appealing for executive clemency for Ellsworth Kelley, sentenced to be hanged, Mrs. Margaret Murray, mother of the notorious Tom Murray, has written to Governor Patterson. Kelly and Murray were participants in the state prison break in August, 1924, in which Guards John Sweeney and J. M. Hollman and the convict, Oregon Jones, were killed. After he had been captured and sentenced to death Murray committed suicide in his cell. Kelley and James Willos are under sentence of death.

In her letter Mrs. Murray says she understands that Willos is to escape the gallows on a technicality, but this apparently is an error. Inasmuch as the United States supreme court has thrown out both the Kelley and the Willos cases on grounds that no federal questions are involved.

## COLUMBIA TO START SUNDAY

New York, May 21.—(AP)—An appeal from the supreme court decision vacating the injunction granted against the Columbia Air-craft corporation was contained by Lloyd Bertand in his effort to remain a member of the crew of the Bellanca monoplane Columbia. Supreme court Justice May in Brooklyn lifted the injunction that had held the Columbia from starting on its projected flight to Paris.

Plans for an appeal were disclosed by Bertand shortly after sudden preparations for a start of the Bellanca for Paris this morning were cancelled because of high wind conditions in the North Atlantic.

## FUNERAL SERVICES EXPLOSION VICTIMS

Bath, Mich., May 21.—(AP)—Funeral services for the remainder of the victims of Wednesday's school house explosion here, which cost 44 lives and resulted in injuries to 51 persons, were held today, while officials continue to marshal evidence to be presented at the inquest set for Monday.

## 5 Sandwiches Taken By "Lucky" Lindbergh To See Him Through to Paris

New York, May 21.—(AP)—Like a dash for a day's picnic "Lucky" Lindbergh took five sandwiches to see him through to Paris.

When definite news that Lindbergh had landed safely at LeBourget was transmitted to radio stations, the police department, the mayor's office and various other places by the Associated Press, a deafening roar arose from whistles, thrills and various noise making instruments.

"The scenes along Broadway by this time had increased in color; flags were waving from office buildings, stores were decorated with bunting and along the streets was heard the shout "He made it!" coming from thousands of people.

## YOUNG FLIER GIVEN OVATION ON ARRIVAL

### Lindbergh Lands Safely at 10:21 Completing Non-Stop Flight to Paris

### Passes Over Ireland and England Late in Day Over 2 Hours Ahead

LeBourget Field, France, May 21.—(AP)—Captain Charles A. Lindbergh, American aviator, landed here safely tonight completing his non-stop flight from New York to Paris.

His plane, the Spirit of St. Louis, came down on the field at 10:21 p. m., Paris time, arriving about two and a half hours ahead of his schedule.

Lindbergh came over LeBourget flying high, slightly to the east of the field. He circled twice slowly then settled down 200 yards west of the main building.

He made a safe landing, headed due west with the ground lights flashing on him. The crowd of 25,000 gave a great roar and rushed for the field.

Dozens of persons were swept off their feet in the wild excitement to reach the wonderful American.

The crowds surged around Lindbergh's plane before he could get out of the cockpit. A few minutes before the long aviator reached the ground, the American ambassador, Myron T. Herrick, arrived, witnessing his descent from the administration building.

The plane was hauled in front of the building. The daring youth was lifted out and carried shoulder high into the open where he was enthusiastically acclaimed and cheered for 20 minutes.

Time of flight, 33 hours, 29 minutes.

Paris, May 21.—(AP)—An airplane believed to be Captain Lindbergh was sighted approaching the LeBourget flying field at 10 o'clock tonight.

The crowd burst into cheers even before the plane could be definitely identified.

At ten minutes after ten the lights were trying to locate the plane which was circling the lower end of the field. The crowd was in a tremendous uproar and the police were having almost difficulty in keeping them from the danger zone.

New York, May 21.—(AP)—Lucky Charles Lindbergh was zooming over the last few miles of his pioneering flight to Paris late today, success with its accompanying fame and fortune practically in his grasp.

At 9:30 o'clock, Eastern daylight time, he had spanned the ocean, passed over Ireland and England, crossed the English channel and was above the coast of France, in the country of his dreams at last.

At that hour he passed above

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