

The Weather

Prediction Fair
Maximum yesterday 74
Minimum today 49

MEDFORD MAIL TRIBUNE

Weather Year Ago

Maximum 88
Minimum 35

MEDFORD, OREGON, MONDAY, SEPTEMBER 28, 1925

NO. 162

HOPE RESCUE U-BOAT CREW IS GIVEN UP

33 Men On S-51 Are Believed to Be Dead—Rescue Operations Abandoned Because of Storm—City of Rome Is Blamed for Disaster By U-Boat Official.

NEW LONDON, Conn., Sept. 28.—(A. P.)—Advises to the submarine base here at noon said the sea and weather at the S-51 wreck were so bad that rescue operations had to be suspended.

The Century, 100-ton crane vessel, was ordered to Block Harbor, and the Monarch, a larger crane vessel, was ordered to a harbor at Block Harbor under tow.

NEW LONDON, Sept. 28.—(A. P.)—Belief that the submarine S-51, sunk fourteen miles east of Block Island Friday night, when rammed by the steamship ICY of Rome, might be raised today was expressed this morning by officers at the submarine base here.

The Monarch, giant derrick, in which naval authorities pin their hopes to raise the S-51, was started toward the scene of the disaster at 7 a. m., an early message to the submarine base here stated.

One message only was received at the submarine base during the night from the ring of naval vessels on guard and at work during the hours of darkness at the spot where the S-51 went down.

That message received shortly after 10 o'clock July wireless, informed the anxious persons ashore of the futile effort to hoist the S-51 by means of a 100-ton crane, the Century.

The message sent in by Rear Admiral H. H. Christy, commander of the rescue force said that divers at work outside the sunken submarine had been unable to obtain a response to their efforts to communicate with the men inside.

City of Rome Blamed. NEW LONDON, Conn., Sept. 28.—(By the Associated Press.)—When informed by the Associated Press early today that the owners of the City of Rome had an affidavit which stated that the S-51 was commanded by student officers, Lieutenant Commander H. A. Flanagan, executive officer at the submarine base here decried that anyone of the officers on the submarine at the time of the disaster, was inexperienced.

Lieutenant Commander Flanagan, in a statement to the Associated Press, explained the work of the submarine school and gave information concerning the six officers aboard the S-51 at the time of the collision.

The statement follows in part: "The submarine training school for officers is established for the purpose of giving all officers detailed instructions in submarines before they are permanently transferred to submarine duty."

The students of the present class range from Lieutenant Commander E. W. Strother, with 21 years naval service, to the ensigns of the class of 1923, with six years naval service, including four years at the naval academy.

"No officer may enter the submarine school who has had less than two years sea service since his graduation from the naval academy, and all officers, no matter what their rank or experience, must go through the submarine school before being given permanent duty on board a submarine."

All the officers on the S-51 were fully qualified in surface ship duties and to stand watch as officers of the

Glenna Collett Gets a 37 and Takes Lead in Tourney

ST. LOUIS, Sept. 28.—(A. P.)—Glenna Collett of Providence, R. I., today assumed a lead in the qualifying rounds of the women's national golf championship here with a score of 41-37-78, which is three under women's par. She notched an Eagle three on the 487 yard fifteenth. The defending champion, Mrs. Dorothy Hurd of Philadelphia, was one under par with 42-38-80.

FRANCE OFFERS NEW TERMS FOR DEBT PAYMENT

M. Caillaux Defends His First Proposal and Then Offers Better Terms for Fiscal Settlement—Both Sides Very Reticent.

WASHINGTON, Sept. 28.—(A. P.)—A new method of approach was laid out today at the third joint session of the American-French debt missions which are trying to find a common ground for settlement of the French war debt.

Joseph Caillaux, French finance minister, made new suggestions relating to the French capacity to pay and presented a defense of the principles of his first offer, which was unacceptable. This required less than thirty minutes, and at a separate meeting of the American commissioners it was decided that Secretary Mellon should have a reply ready for another joint session at four o'clock this afternoon.

The statement by M. Caillaux was declared to have been a blunt representation of the French fiscal position and to have elucidated the minister's declaration last night that his original proposal was considered by him and his colleagues to be the best they felt they should make.

Both sides were reticent today and when M. Caillaux left the joint meeting, he said that Mr. Mellon had requested him to say nothing about what went on during the morning session. Mr. Mellon said he continued hopeful. He will meet his colleagues two hours before the scheduled joint session to go over the reply to the French suggestions which were understood to represent in a measure an improvement over the original French offer.

WASHINGTON, Sept. 28.—(A. P.)—Negotiators of the French debt settlement were called together for the second time today after the American commission had spent nearly two hours discussing among its own members the suggestions made to them at a morning meeting by Finance Minister Caillaux and his associates.

None of the members of either commission would discuss the situation. Reference was made however, to the statement issued earlier in the day in which Secretary Mellon renewed his belief that a fanning settlement of France's four-billion dollar debt would be reached.

The second plenary session lasted only thirty minutes after which Under Secretary Winston announced that the French would go into session with their statisticians and later return to the treasury for another meeting with the Americans.

No other statement was forthcoming, although the suddenness with which the second major meeting broke up was interpreted by some as meaning that progress had been made.

Wire Report on the Pear Market

CHICAGO, Sept. 28.—(U. S. Bureau of Markets.)—Eight cars California pears, four Colorado, one Illinois, six Indiana, one Michigan, eight New York, 13 Oregon, 27 Washington, three Michigan by boat.

Oregon harvest, 517 boxes, \$1.70 to \$5; mostly \$2.10 to \$2.30.

NEW YORK, Sept. 28.—(A. P.)—Cheers of pro-fascists mingled with hisses of anti-fascists when the steamship Dullio, bringing eleven Italian delegates to the inter-parliamentary union conference in Washington arrived today.

Police and detectives kept the pier in control until the delegates had been hurried from the pier to their hotel with the aid of a detachment of soldiers.

2 FASCIST SUPPORTERS SHOT WHEN ITALIAN DELEGATES ARRIVE N. Y. DOCK

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AIR CONTROL BY ARMEN DEMANDED

Red Tape Burdening the Air Service, Major Kilner Tells Air Board—General Patrick's Plan of Separate Air Service Is Endorsed By Witness.

WASHINGTON, Sept. 28.—(A. P.)—Resuming its inquiry into the aircraft problem today the president's special board was told at the outset that army red tape hinders the work of the army air service and that operations of the service should be entrusted to flying men.

Major Walter G. Kilner, executive officer of the air service, was the first witness and he declared difficulties confronting the service were "not ones of personalities," but of organization. The chief of the air service, he held, should at all times be empowered to direct the activities of his men, leading a long list of army aviators to be heard, including Colonel William Mitchell, who is fighting for a unified air service.

Major Kilner then read a statement on the functions of the air service in war service in which he declared that pursuits and bombardment presented an "air problem that only airmen can develop."

The witness said he understood General Patrick, who is chief of the air service is preparing a statement setting forth his position and that he believed this would express his views better than he could.

"Do you know of any dissatisfaction among air officers?" he was asked.

"Yes," replied Kilner.

WASHINGTON, Sept. 28.—Colonel William Mitchell stood aside today while air service officers of lesser rank attacked the methods used in handling the nation's air defenses.

Before the president's board, charged with considering the whole aircraft problem, officer pilots charged lack of consideration by the war department for aviation problems had caused unrest in the air service personnel.

Then witnesses asserted the system and not personalities retarded air development and that until administration of the air service is in charge of airmen, aviation will be looked upon as an aid to the army and navy rather than an arm of the nation's defense.

Major Walter G. Kilner, executive officer of army air service, and Major Ralph Royce, commandant of the primary flying school at Brooks field, Texas, endorsed the proposal of Major General Mason M. Patrick, army air chief, to establish the air service as an independent corps analogous to the marine corps; while Major Horace Hekham, commander of the advanced flying school at Kelly field, Texas, urged immediate creation of a department of national defense, as urged by Colonel Mitchell.

Wall Street Report

NEW YORK, Sept. 28.—Alternating periods of strength and weakness characterized today's stock market, which was filled with puzzling cross-currents.

Conflicting judgment of the business situation and uncertainty regarding the trend of money rates contributed to the general unsettledness. Selling of high priced industrial shares which fell back three to six points in the early dealings quickly undermined the general list, although partial recoveries took place when aggressive bullish operations were attempted in the motor, food and mercantile shares.

The rise of several leaders in these groups to new levels caused a retreat of shorts in other issues. Large scale buying, however, was retarded by the heaviness of United States Steel and the absence of recent inquiries for investment rails.

First Washington "Debby"



Miss Elizabeth Wrenn, daughter of Mr. and Mrs. Norman Wrenn, is first in the long line of Washington debutantes announced for the coming social season in the national capital. She has a local reputation as an amateur actress.

PRISON GUARD SHOT IN RIOT NEBRASKA PEN

LINCOLN, Neb., Sept. 28.—(A. P.)—Fred Brown, notorious Omaha "chain man" kidnaper, and Charles E. Morris, a prison guard, are dead as a result of an unsuccessful attempt to break out of the Nebraska prison here this afternoon. A convict named Smith is believed to be dying of wounds received during the shooting.

Brown was sentenced to life imprisonment for kidnapping two girls near Benson, Omaha suburb, chaining them in a shack and holding them for ransom.

LINCOLN, Neb., Sept. 28.—(A. P.)—Two guards were shot at the Nebraska prison today in a riot of prisoners late this afternoon, prison officials told local police in a hurry call for reinforcements to quell the rioters.

Aid was rushed by the local police department to the prison, which is located at Lancaster, a suburb about three miles from Lincoln.

The rioting was still in progress at 3:20 P. M.

Fred Brown, Omaha kidnaper, one of the rioting prisoners, was shot dead by a guard. Another convict named Smith was wounded when shot by a guard.

T. A. Kriger was one of the injured guards. He was shot in the arm by one of the convicts, who was armed with a regulation army rifle.

BASEBALL SCORES

NEW YORK, Sept. 28.—(A. P.)—Babe Ruth hit his 24th home run of the season in the first inning of the second of the double header between New York and Detroit today. Ruth's 23rd homer was registered in the third inning of the first game.

First game: R. H. E. Detroit 6 9 9 New York 2 7 0 Batteries: Holloway and Woodall; Hoyt and Bengough.

Second game: R. H. E. Detroit 6 12 1 New York 7 10 1 Dams, Doyle and Woodall, Bassler; Shields and Bengough.

VALVE COVERS ON SHENANDOAH WERE REMOVED

LAKEHURST, N. J., Sept. 28.—(A. P.)—All covers on the automatic helium valves on the airship Shenandoah were removed on the first rapid ascent in the storm on September 3, Lieutenant Roland G. Mayer, executive officer on board, testified today before the naval court of inquiry.

The officer said he personally removed the covers from two of the valves and ordered those on two others removed. The four other valves were uncovered before the ship left Lakehurst.

Lieutenant Mayer denied that the purpose of the covers was to prevent the escape of helium, saying their purpose was to prevent the gas bags sucking air.

The rate of the rise of the Shenandoah on the first uncontrolled flight was not so rapid as the ship had gone up on three occasions on other flights, Mayer said. On the trip to the Pacific coast the craft went up to 4,000 feet at three times the rate of the September 3 rise and again in a line squall off the New Jersey coast she arose at twice the rate of more than three meters a second.

Lieutenant Mayer said the first sound of failure he heard was on the down drop after the ship had reached the extreme altitude. He heard wires snapping, but could not identify where they were as at that time the ship had been pitching and tossing for ten minutes.

When the ship was falling the cells cupped and flapped, the officer said and this probably led some of the crew to believe the cells had failed.

"That was my first thought," Mayer said, "but later I scrutinized the one over my head carefully and found that it was 85 per cent full."

There was a progressive breaking up of the ship, the officer said. Soon after the sound of snapping wires there was a sound of an engine car breaking away. Then the ship went to pieces rapidly, the hull breaking and the control car falling away.

The witness told Rear Admiral Hilary P. Jones, president of the court that on the Pacific coast flight, the Shenandoah had her original system of eighteen automatic valves. When she took the sudden ascent, however, all except four of the valves were covered.

The officer said the Shenandoah had made ten flights before September 2, with the new reduced valve system.

"Did she encounter any rough weather," asked Admiral Jones. "The Shenandoah seldom made a flight that she did not encounter strong head winds and rough gales," Lieutenant Mayer replied. "Once when we were returning from maneuvers we had to run through a line squall off the New Jersey coast."

Curtis for Transfer of Shipping Board To Hoover's Control

WASHINGTON, Sept. 28.—(A. P.)—Transfer of the shipping board to the jurisdiction of the commerce department and of the federal trade commission to the jurisdiction of the department of justice was advocated today by Senator Curtis of Kansas, the republican senate leader.

HONESTY LEADS TO ARREST ON FORGERY CHARGE

SEATTLE, Sept. 28.—(A. P.)—Clarence F. Green, aviator, lawyer, chicken ranch and high power salesman, must, it was announced today, answer a \$3500 forgery charge here, before returning to face accusation of a \$200,000 swindle in Milwaukee.

Green, dispatches related, sold washing machines back east. He told a prosecutor here after arrest Saturday that contracts he justified in Milwaukee as manager for the Coffield Appliance company might have totaled \$200,000, but he got only \$25,000 and when he came to Seattle last winter brought only \$1100.

Investigators stated that Green had a wife in Milwaukee besides the wife who was found with him on their chicken ranch at Des Moines, fifteen miles south of here. This wife was from Milwaukee, and relatives of hers were telegraphed to come after her.

Green's arrest followed a mistake in a loan association here through which Green had borrowed \$3500 on a house in Seattle which W. L. Thompson owned. Green had rented the house. The association mailed Green an overdraft. He came into the office and asked why the extra money was sent him. Checking this mistake, clerks discovered evidence that Green had forged the name of Thompson in obtaining the loan.

When an examiner for a title insurance company called a policeman, Green ran out of the office of the loan company, he stumbled in an alley, and the policeman caught him. Airplanes are a hobby of Green's. Before he left Milwaukee he ordered a fast one built.

OHIO PLANE HELD UP AT PENDLETON

PENDLETON, Ore., Sept. 28.—A Boeing pursuit plane and two men who are giving it a test flight from Dayton, Ohio, to Seattle and return, have been detained in Pendleton since Sunday morning and may not be able to leave before Tuesday on account of the dense clouds that envelop the Blue mountains. Lieutenant G. P. Tourtelot is piloting the plane and is accompanied by B. Jones, navigation engineer. They are from McCook field at Dayton, Ohio and used the landing field east of Pendleton that was pressed into service by the big fleet of airplanes that visited Pendleton for the roundup. They are on their way back to McCook field.

To Call German Critic

LAKEHURST, N. J., Sept. 28.—(A. P.)—Captain Anton Heinen, former German Zeppelin pilot, who has charged that the Shenandoah disaster was due to efforts to save helium, will be called before the naval court of inquiry here this week.

WOMAN BOOTLEGGER SO FAT LOS ANGELES JAIL CAN'T HOLD HER

LOS ANGELES, Sept. 28.—(A. P.)—Hopes for an early pardon for Mrs. Annie Raeb, hefty bootlegger, sentenced to ninety days in the county jail, brightened perceptibly today when Jailer D. E. Croushorn admitted that the prisoner's 325 pounds of avoidroids were taxing jail facilities and routine to the breaking point.

He pointed out that her meals had to be served to her in separate quarters, since the mess room equipment of the women's ward was not built to accommodate her, and said that if she should gain ten pounds her cell door would have to be chiseled wider.

AL SMITH'S 1928 BOOM IS LAUNCHED

New York Governor Opens Campaign for Presidency in Chicago—Prohibition Is Not Touched Upon—Claims His Program of Reform Would Save Country \$200,000,000

CHICAGO, Sept. 28.—A few subjects jotted down on the back of a torn envelope provided the ammunition for Governor Al Smith's message to Chicago county democrats Sunday—a recital which his friends considered an opening bid for the democratic nomination for president in 1928.

Coincidentally William D. Ever who introduced the speaker as the "most brilliant political leader in the nation," was considered to have started a boom for the governor.

The subject of prohibition, was not touched upon either by the wet liberal of New York or the Chicago mayor who has drawn praise from the dregs, although many democrats had gone to the meeting expecting some pyrotechnics on the question. Newspapersmen who had come all the way from Broadway with the understanding that Governor Smith was going to "tear the lid off," also were disappointed.

Dressed in formal black, but with a pink rose adding a limited aesthetic touch to the sombre color, Governor Smith outlined a tentative program of reform in Washington that he said would save \$200,000,000 a year and bring governmental affairs in line with the progress of science and business in this "airplane age."

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OREGON SUSPECT DENIES IDENTITY

LOS ANGELES, Sept. 28.—(A. P.)—Robert A. Winthrop, whose arrest in Pasadena on Saturday on grand larceny charges from Bend, Ore., stirred social circles of the former city, today continued stoutly to declare his innocence and said he had never been in Bend. Although the sheriff's office this morning received a message from Sheriff S. E. Roberts at Bend, urging them to hold Winthrop.

The message from Bend said: "Hold Winthrop. We want him badly."

The prisoner said his mother and other members of the family live in Beacon Hill, a suburb of Brookline, Mass.

Daily Report on the Crime Wave

LOS ANGELES, Sept. 28.—A man motored up to the home of J. W. Suther, a Vernon, suburb, and called him to come outside. Suther penned a brief farewell note to his sweetheart in Houston, Texas, and walked out to the waiting man. A few seconds later he fell lifeless with three bullets in his body. His caller surrendered to police, gave his name as Leland Harder, and explained, they say, that he shot Suther because he had been intimate with his wife.

Earl Sande Wins Again

NEW YORK, Sept. 28.—(A. P.)—Sarazen with Earl Sande up, won the Averbue handicap at six furlongs at Aqueduct today. Extra Dry was second and Anita Marrone third. The time was 1:11 2-5.