

The Weather
 Fair and continued cool
 Maximum yesterday 67
 Minimum today 35.5

MEDFORD MAIL TRIBUNE

Weather Year Ago
 Maximum 67
 Minimum 16

Daily—Twelfth Year Weekly—Fifty-fourth Year TWELVE PAGES MEDFORD, OREGON, THURSDAY, OCTOBER 1, 1925 NO. 165

TEMPORARY AGREEMENT IS REACHED

Five Year Settlement Is Arranged After Americans Refuse French Offer and French Delegates Leave for Home—Permanent Agreement Is Promised in 5 Year Period.

WASHINGTON, Oct. 1.—The Franco-American funding negotiations were concluded today with a temporary arrangement covering a period of five years. The French prepared immediately to leave for their homes carrying with them an American proposal which would enable them to continue discussions for a permanent decision at any time within the period.

Under the proposed arrangement, France would pay \$40,000,000 a year for the next five years and would resume negotiations for full settlement during the time when conditions warranted. The payments would be considered as full interest on the total debt.

The French finance minister did not sign an iron bound agreement, because he questioned his own authority to do so, holding that he was empowered only to settle the debt in full.

WASHINGTON, Oct. 1.—(A. P.)—The French and American debt missions met late today in a session which lasted only 10 minutes, after which a discussion was held as to the nature of announcement to be made.

The immediate indications were that Finance Minister Caillaux had decided to refer the question of the latest American proposals to his government.

It was indicated that the Americans had in their possession several alternate plans with which to counter any French propositions and the hope of a settlement hinged largely on the acceptance of one of them.

It was accepted generally that the Americans still regarded the initial payments of the French as too low.

One of the suggestions made by the American commission was that a temporary arrangement might be made covering payments by France for five years, after which another meeting of the missions would be held to work out a permanent arrangement. A figure of \$40,000,000 a year for these five years was suggested in one quarter as a possible solution.

French Offer Rejected.
 WASHINGTON, Oct. 1.—(A. P.)—The French proposal for settlement of her war debt to the United States has been found unacceptable.

After a conference at the White House today between President Coolidge and the American debt commission, a statement was issued by Secretary Mellon for the commission, which called on the president and declared that no proposal had been submitted to Mr. Coolidge for his approval or disapproval.

The statement said:

"The representation in the press on the supposed authority of a member of the French commission that agreement had been reached and purporting to give the terms is entirely incorrect. Such a statement obviously did not come from M. Caillaux, because before the adjournment of the sub-committees last evening the French members were informed by the American members that their proposals were not likely to be accepted.

"There have been no differences of opinion whatever among members of the American commission. The visit to the president this morning was to inform him of the position of negotiations. No proposal has been made acceptable to the American commission and none has been submitted to the president for his approval or disapproval."

Some members of the American commission were of the opinion that no possibility of an agreement with the French was apparent at this stage. One member said that the two

French finance minister did not sign an iron bound agreement, because he questioned his own authority to do so, holding that he was empowered only to settle the debt in full.

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Largest Hotel in World to Be Built On Vanderbilt Site

NEW YORK, Oct. 1.—(A. P.)—The tallest hotel building in the world, 55 stories in height, will be erected on the site of the Cornelius Vanderbilt chalet on the corner of 57th street and Fifth avenue, the New York Evening Post states.

The proposed structure which will be a combination transient and apartment hotel, will cost close to \$25,000,000.

FORCE GERMAN PILOT TO NAME HIS INFORMERS

Rear Admiral Jones Demands Names of Men Who Told Heinen of Valve Changes and Fear of Trip—Witness Denies Men Were Drunk.

LAKEHURST, N. J., Oct. 1.—(A. P.)—Benjamin O. Heinen, a Shenandoah survivor, and James Work, chief draughtsman at the air station here, were named today by Captain Anton Heinen, Zepplin pilot, as the men who gave him the information upon which most of his testimony was based. The witness furnished the names on the direct order of the court, Rear Admiral Jones, the president, demanding the names, since the men themselves had not come forward. Heinen in withholding the names yesterday said he thought they would be permitted to volunteer the information.

The witness said Heinen came to him and told him what happened as the Shenandoah broke up. He could not say how long Heinen, a machinist's mate, had been in the crew.

Work was the man, Heinen said, that told him those at the station had been fighting the valve change on the Shenandoah all along, but without success.

Asked as to who in the crew told him the men were afraid to make the trip on the Shenandoah, Heinen said a man named Buckley at the air station had secretly told him this. He was unable to say whether Buckley was attached to the ship.

"Then, of your own knowledge, you know of no member of the crew who was afraid to make the trip?" asked Admiral Jones.

"Unless Buckley was a member, no," was the reply.

"What was Heinen's condition as to sobriety at the time he talked to you?" inquired Lieutenant Commander Rosendahl, senior surviving officer.

"He could have sat here in this court with perfect propriety in the condition he was in," Heinen returned.

Wall Street Report

NEW YORK, Oct. 1.—Constructive operations were successfully resumed in the stock market today and a forward movement in prices of industrial shares took place. Relief from the recent money stringency incidental to the large October dividend and interest disbursements and the conviction that the lowering of the English bank rate would forestall an immediate alteration here gave impetus to the advance.

The action of the rail shares was disappointing in view of a further bulge in freight traffic, but this influence was offset by the improved demand for industrial leaders such as United States Steel, American Can, General Electric, Baldwin, General Motors, Mack Trucks, General Baking and Barnett Leather, several of which rose to 4 to 6 points.

The closing was strong although profit-taking broke out in a few issues during the final hour under cover of a heavy buying movement in the motor shares.

General Motors attained a new high record at 113 1/2. The general improvement in sentiment also brought a wild revival of buying in the rail issues. Total sales approximated 1,700,000 shares.

ATTEMPT TO RAISE S-51 IS FAILURE

Giant Cranes Exert Their Full Strength, But Sunken U-Boat Refuses to Budge—All Hope of Rescue Abandoned—Witnesses Declare Six Men Were in the Water.

U. S. SUBMARINE BASE, NEW LONDON, Conn., Oct. 1.—(By the Associated Press)—The Monarch and Century failed in their attempt to lift the S-51 today, according to an official message from Rear Admiral Christy. The full lifting strength of the two giant cranes was applied, but the submarine apparently did not budge.

He said that the crash between the S-51 and the City of Rome awoke him. He got out of his bunk and at the foot of the ladder leading into the conning tower hatch he saw the chief signalman helping another man up. He followed. When he got up he saw four men on the bridge. The only one whom he recognized was Lieutenant Rodney H. Dobson, commander.

The port side of the submarine was rubbing against the starboard of the steamer. Shortly afterward the submarine went down and he was tangled in the clearing line and drawn below.

A few minutes after he had counted the six men in the water he could see only four. The City of Rome came toward him and threw out a lighted ring buoy and a little later a boat from the steamer picked him up.

The message said:

"Combined capacity of Monarch and Century applied to stern. Salvage air supply at same time to compartments and tanks with all hatches and main inductions closed.

"Attempt failed to start S-51. This indicates engine room and all forward rooms flooded. Intend to cut small exploring hole in engine room hatch."

In the opinion of naval officers at the base the admiral's message means that there is no hope for the submarine's crew.

Officers explained that the exploring hole referred to in the dispatch would be of very small diameter made primarily for observation purposes and to determine positively whether water had reached the engine room. It can quickly be plugged again if there are indications that some air remains in the compartment.

The boring of the hole will be what officers consider the final step in rescue operations.

BOSTON, Oct. 1.—(A. P.)—Alfred Geler of New Bedford, one of the survivors of the S-51 disaster testified at a hearing by the board of naval inspectors here today that when he came to the surface after being carried through the conning tower and dragged down, he counted heads of six men struggling in the water.

U. S. SUBMARINE BASE, NEW LONDON, Conn., Oct. 1.—(A. P.)—Rescue work on the submarine S-51 is progressing as planned, Rear Admiral H. H. Christy reported from the U. S. S. Camden, in a message received at the submarine base today. The weather is favorable.

ON BOARD U. S. S. CAMDEN, Oct. 1.—(By Wireless to the Associated Press)—The giant crane ships Monarch and Century were attached to the sunken submarine S-51 at 11:45 this morning and work was immediately begun to raise it.

Slings were first attached to the wrecking ship Monarch and about half an hour later the Century had been moved into position ready to do her share of the work. It was planned to hoist the S-51 by degrees in order to minimize the strain upon the wreckers.

It was expected it would take several hours to bring her to the surface. Weather conditions were ideal. The sea was unusually smooth and the wreckers had comparatively little difficulty in getting into position.

NEWPORT, R. I., Oct. 1.—(A. P.)—With the arrival of the derrieks Monarch and Century early this morning at the scene of the sinking of the S-51, preparations were immediately begun to lift the stricken submarine in an effort to determine the fate of its crew, a wireless message picked up at Fort Adams said today.

Weather conditions were favorable. The message read:

"Weather conditions have improved. The derrieks Century and Monarch have arrived from Newport, divers are proceeding to adjust slings and everything is ready to attempt to lift S-51."

The message was intercepted at 9:09 a. m.

The body of John L. Gibson, the first to be recovered from the S-51,

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Leader of Mexico's Highest Society Pursues Film Fame in Hollywood



Mexico is awaiting results of venture into movies of Senora Dolores del Rio, immensely wealthy social leader in the Mexican capital. She persuaded a Hollywood producer to give her a chance, and arrived there with a retinue of servants and a \$100,000 wardrobe.

TURKEY CALLS TROOPS; ENGLISH FLEET TO EAST

Great Britain Denies That Fleet Orders Have Any Connection With War Move in Turkey, But European Statesmen Show Interest

LONDON, Oct. 1.—(A. P.) The report from Constantinople that the Turks are calling further troops to the colors and the announcement in London that the British will maintain a strong fleet in Near Eastern waters for the next few weeks, are explained in official British quarters as being only a coincidence and as having no significance.

As far as the fleet is concerned, it is only engaging in maneuvers, the officials say.

Official spokesmen point out that the Turkish move is nothing to cause uneasiness, but is merely in accordance with Turkish military policy for safeguarding the frontiers.

Unofficial observers, however, express the opinion that the Turks, in calling up four classes to the colors are making a gesture—possibly a bluff—with the idea of getting a favorable settlement of the Mosul question. These observers also express the belief that the British fleet maneuvers in eastern Mediterranean waters may not be unconnected with a desire to "call" the Turkish hand.

All quarters in London, however, agree that there is no danger of a clash of arms.

LONDON, Oct. 1.—(A. P.) Strong British naval forces will be maintained in Near Eastern waters during the next few weeks under amended orders issued by the admiralty to the Mediterranean fleet.

Under the new instructions the third battle squadron, the third cruiser squadron and the fleet and third destroyer flotilla will concentrate in Suda Bay, Crete, on October 8, to remain a week.

After their departure for Malta the battleship Queen Elizabeth will arrive at Suda Bay and she in turn will leave for Malta October 20.

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SEPTEMBER BLDG. PERMITS BREAK CITY'S RECORD

September had the largest total of building permits in the history of Medford, \$229,000 worth of permits having been applied for and granted, according to the city building department.

Last month's total exceeds the entire amount for the first six months of 1925 by \$58,802. It is approximately \$6,000 larger than the total for the year of 1924, and but \$25,000 smaller than 1923. It is over half as much as 1922, and is over one-third of the entire total of 1924 which was \$617,304.

Two of the largest permits applied for last month were the \$116,000 high school on Holly street and the \$60,000 apartment house being built on North Oakdale by I. E. Schuler of the Colonial garage. Other permits included the Warner building on East Main street and the Palm and Neldermyer building on Front street at the corner of 8th.

Numerous permits for the erection of residences, for repairing and for remodeling were also granted.

METHODISTS VOTE FOR UNIFICATION

EUGENE, Ore., Oct. 1.—By the overwhelming vote of 95 to 2, the 73rd annual conference of the Methodist Episcopal church in Oregon voted today on record this morning as favoring the proposed union between the Methodist Episcopal church and the Methodist Episcopal church, south.

By a vote of 74 to 20, the conference voted to admit laymen to conferences with the same power now held only by ministers.

Wire Report on the Pear Market

NEW YORK, Oct. 1.—Wednesday: Thirty-three New York; one Colorado; eleven New York; 24 Oregon; 15 Washington; 20 New York by boat.

Oregon barlett's four cars extras best \$4.25 @ 5.50; ordinary common \$2.15 @ 3.85; tops \$1.70 @ 1.80; average \$2.40. Fancy \$2.25 @ 2.60; top \$1.55.

CHICAGO, Oct. 1.—One California; one Colorado; one Indiana; one New York; four Oregon; one Washington; one Michigan by boat.

Oregon barlett's 925 boxes extra fancy \$2.80 @ 3.90; mostly \$3.20 @ 3.40.

Woolworth Pearls Worth a Million Stolen at Plaza

NEW YORK, Oct. 1.—(A. P.)—The New York Evening Telegram says \$1,000,000 worth of jewelry was stolen last night from the apartment of Mrs. Jesse Woolworth Donohue, daughter of the late Frank W. Woolworth at the Plaza hotel.

The valuables stolen, the Telegram says, included a pearl necklace valued at \$450,000, a separate ring of pearls valued at \$250,000, assorted rings and brooches worth \$200,000 and other valuables, \$10,000.

EX-CAPTAIN OF SHENANDOAH IS CROSS EXAMINED

German Pilot Admits U. S. Captain Was Efficient, But Claims Disaster Was Result of Error in Judgment—Danger Signals Not Heeded.

LAKEHURST, N. J., Oct. 1.—(A. P.)—The sign which the storm gave to the airship Shenandoah before she was wrecked is one of the greatest danger signals in the air, Captain Anton Heinen, former German Zepplin pilot, declared today before the naval court of inquiry here.

"When Lieutenant Anderson said he saw storm clouds going apparently against the wind," Heinen said, "he was observing one of the biggest danger signals we know of in the air."

"This is one sign most feared by arship men. I have seen this several times in my past experience and nothing is more certain than that the course of the ship should be changed at once."

It was when Anderson observed this sign that he advised Commander Zachary Lansdowne to turn to the south, but the captain decided to hold his course until there was "a definite concrete danger sign."

Asked as to what he thought of Commander Lansdowne as an aviator, Heinen said that officer was well versed in the subject but on this occasion he made a mistake in judgment because he had not a wide enough experience in his past.

Lansdowne Praised

"What is your opinion of Commander Lansdowne as a pilot?" asked Rosendahl.

"My opinion was of the highest and still is."

Switching back to the weather, Rosendahl asked:

"Do you consider it safe to fly through a thunder storm?"

"I certainly do not," Heinen returned.

The witness said two courses were open at the time the danger signals were said to be observed, first, by steering a course so the ship would stay without drift; second, to let the ship under all circumstances drift to the left.

"Was there any pilot in the United States except yourself who could have saved the Shenandoah?" asked Rosendahl.

"Yes, Commander Lansdowne, for one," was the reply.

Coming back to the valves and helium, Rosendahl wanted to know if Heinen during his time with the Shenandoah, had ever noticed a hesitancy to valve helium.

"Even in my own brain," the witness said, "there was registered the necessity to save helium and not to valve up to the last possible moment."

"Then it was a question of judgment when to valve?"

"Yes."

"Were you or anyone called to account for valving helium?"

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MITCHELL'S CRITICISMS SUPPORTED

Naval Air Officers Testify That Separate Air Corps Wanted and Free Speech Is Curtailed By Higher-Ups—Rank and File Discouraged Over Air Situation.

WASHINGTON, Oct. 1.—(A. P.)—Naval air officers told the president's air board today that there is a hesitancy among some junior officers to freely express their views before investigating bodies. Existence of this condition was charged yesterday by Colonel William Mitchell, instigator of the present aircraft controversy. It was developed by Senator Bingham of Connecticut in questioning witnesses, the first of whom, Lieutenant Commander R. R. Paunack of the naval bureau of aeronautics, urged creation of a separate air corps in the navy and recommended establishing an advanced school for training naval air officers.

About 60 or 70 per cent of naval fliers, he said, favor a separate air corps, but the desire for an independent air service "has faded away" entirely.

Disatisfaction Exists.

Much dissatisfaction exists, he continued, over the present naval air organization because pilots want control of the aviation affairs placed in the hands of flying men.

"The naval air reserve force leads a hand-to-mouth existence and is short of personnel and equipment," he testified.

Although there is a growing tendency in favor of aviation among high naval officers, continued Paunack, they are careful to see that it does not "overstep its bounds" at the expense of other naval units.

Before Commander Paunack began, Dwight W. Morrow, board chairman, read a letter from Secretary Wilbur made public Monday, calling attention to a desire by the department to have all officers freely express their personal views.

The chairman expressed appreciation for the co-operation extended the board by the war and navy departments.

Returning to the reluctance of navy officers to testify, the witness said this feeling was not prevalent among a great number of officers and that he believed it to be not justified.

Lieutenant Commander H. T. Bartlett of the naval war college was asked by Senator Bingham:

"Do you know of any reluctance by navy officers over expressing personal views?"

"Yes, before this board," answered Bartlett.

"Before other bodies?"

"Yes, sir."

Airmen Discouraged.

"Is the feeling prevalent or confined to a few?"

"A small number, I think."

"Rear Admiral Moffett, naval air chief, has testified," Senator Bingham continued, "that there is unrest in the service."

"I would call it discouragement," said Bartlett.

"Over what?"

"Not progressing as it should," Commander Bartlett endorsed a separate air corps in the navy, declaring 90 per cent of naval air forces favor the proposal.

He expressed dissatisfaction over the present navy system of transferring officers to the air service for brief periods. The navy, he said, needs an advanced air officers' training school, adding that the reserve force is inadequate.

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Disatisfaction Exists.

Much dissatisfaction exists, he continued, over the present naval air organization because pilots want control of the aviation affairs placed in the hands of flying men.

"The naval air reserve force leads a hand-to-mouth existence and is short of personnel and equipment," he testified.

Although there is a growing tendency in favor of aviation among high naval officers, continued Paunack, they are careful to see that it does not "overstep its bounds" at the expense of other naval units.

Before Commander Paunack began, Dwight W. Morrow, board chairman, read a letter from Secretary Wilbur made public Monday, calling attention to a desire by the department to have all officers freely express their personal views.

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Returning to the reluctance of navy officers to testify, the witness said this feeling was not prevalent among a great number of officers and that he believed it to be not justified.

Lieutenant Commander H. T. Bartlett of the naval war college was asked by Senator Bingham:

"Do you know of any reluctance by navy officers over expressing personal views?"

"Yes, before this board," answered Bartlett.

"Before other bodies?"

"Yes, sir."

Airmen Discouraged.

"Is the feeling prevalent or confined to a few?"

"A small number, I think."

"Rear Admiral Moffett, naval air chief, has testified," Senator Bingham continued, "that there is unrest in the service."

"I would call it discouragement," said Bartlett.

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