

COOLIDGE BACK AT DESK WITH WORK PILED UP

WASHINGTON, D. C., Sept. 10.—President Coolidge returned here today to a spick and span home, but his desk in the executive offices is piled high, figuratively speaking, with a batch of problems that have developed recently and which require a stiff winter's work.

These next few months will be a crucial time for Coolidge, as they will offer the first real test of his administration. His own record and that of his administration in the opening session of congress will have much to do with the swing of the elections next fall, and incidentally upon his own chances for another nomination if he has his eyes upon it.

Politically, then, the next few months are fraught with significance. Mr. Coolidge realizes it, his leaders in congress realize it, and their movements will be planned accordingly. These, in brief, are the outstanding problems the president faces immediately, some of which are loaded with dynamite and must be handled with care:

1.—The case of the war department versus Colonel William Mitchell.

2.—The case of Bert E. Haney, democratic commissioner of the shipping board against the president and Admiral Leigh Palmer, president of the emergency fleet corporation.

3.—Negotiations with France, Italy and other nations for funding their war debts to the United States.

4.—The anthracite coal strike, in which the government as yet is keeping hands off.

5.—The campaign for the world court.

6.—Tax legislation.

Until recently, it appeared the administration would have little difficulty in getting its tax program through congress. Now it is indicated that democrats will join in a party measure of their own as they did last year, when with the aid of insurgent republicans they practically dictated the form of legislation. While the democrats and insurgents, if they should join again, would not be as powerful as last year, they might cause a hitch in administration plans.

Peasants, Fanatics Vulnerable Though Aid of God Sought

VIENNA, Sept. 10.—Believing that they had seen an apparition of the Virgin Mary, Hungarian peasants tested their fanatical faith against bullets and found it insufficient to protect them when they charged a squad of gendarmes sent to disperse a special service around a shrine erected to the wrath.

The charge occurred yesterday at Nagyszakachi, where the apparition of the virgin appeared some time ago in the figure of a peasant girl. The peasants accepted the appearance as a modern miracle and identified the figure as that of the Virgin Mary. A shrine was erected, and the poor folk flocked there in thousands to worship. Their archbishop denounced the shrine and called the apparition false. Still the peasants came to worship. Gendarmes were sent to disperse the crowds, and several were converted to a belief that an apparition of the virgin actually had appeared.

A special service was held at the shrine Tuesday, which was the birthday of the virgin. The fanatical peasants gathered against the orders of the gendarmes, and then invoking God's miraculous protection, charged the armed guards. Their invocations were not sufficient to turn aside rifle bullets. One woman was killed and several persons were wounded.

S. P. Attorney to Speak in Klamath

Benjamin C. Dey, general attorney for the Southern Pacific lines in Oregon, is soon to speak in Klamath Falls. It was announced last night by Rev. C. C. Hulet.

Mr. Dey will appear before the federated clubs of Klamath county at a meeting to be held at the Chamber of Commerce here Saturday at 1:30 p. m.

Mr. Dey is expected to outline the plans of the Southern Pacific company as they affect the Klamath country.

BIDS TO BE RECEIVED ON EPISCOPAL CHURCH

Bids are to be received in the office of H. R. Perrin, in the Hopka building, for the erection of the Episcopal church and will be opened on Friday, September 18, it was announced last night.

Mr. Perrin is supervising the construction of the church.

DEATH KEEPS ALASKA GOLD MINER FROM REVEALING SECRETS OF BIG PAY DIRT GROUND TO HIS BROTHER

Tom Frainey, Missing Man Is Believed To Be Working In Klamath Country; Is Uncle Of Local Man; Secrets Of Hidden Mine Will Never Be Revealed

PORTLAND, Sept. 10.—(United News)—Calling vainly for his brother, John Frainey, 59-year-old prospector, is dead here with the secret of a rich gold claim in Alaska.

The brother, Tom Frainey, was last heard from in the wooded country near Klamath Falls.

John was recently told his days were numbered. He wanted to tell his secret to Tom. Telegrams and letters were sent in an effort to locate the man, without avail. The last place he was known to have been was in a railroad camp at Odell lake. That was in August.

It was learned that Tom notified his brother-in-law, I. A. Towey, deputy coroner of Klamath county, two weeks ago, that he was going to Klamath Falls. He did not turn up, however.

Meanwhile John held tenaciously to life, hoping to impart the secret to his brother, with whom he prospected years ago in Alaska.

Now John is dead. He will be buried Saturday. The secret of the Alaskan gold mine will never be known to his brother Tom.

SUB RESCUES SEA WRECKED NAVY FLIERS

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engaged in search for the plane, to report back to Honolulu.

SAN FRANCISCO, Sept. 10.—Commander John Rodgers and his crew of four men who braved the wastes of the Pacific in an effort to make aeronautical history by a non-stop flight from the mainland to Honolulu, have been saved from the death, which it was feared had overtaken them when their stout navy seaplane was forced down in the Pacific, with victory almost in sight.

Navy radio headquarters here, where progress of the flight was followed anxiously, and where hope for success gradually gave way to despair for the lives of the aviators, received a radio message from the navy base at Pearl harbor late Thursday night, saying that the fliers, had been picked up after tossing about in their wrecked craft for ten days.

Last Radio Message
The rescue was made by the submarine R-4, 15 miles off Wawiliwil. Commander Rodgers and his men were in good health. The plane was taken in tow by the submarine, and was being taken toward Wawiliwil at eight p. m.

At 4:12 p. m. last September 1, Commander Rodgers, then pressing along toward Hawaii with about 185 miles to go to insure success in his flight, radioed to the guardian ship Aroostook, "guess we will be gone if we have to land in this rough sea, with no motor."

Then silence.
The PN-9-1 had exhausted her fuel supply in the frantic dash toward Hawaii. Commander Rodgers had held her nose to the west until his motors would no longer turn.

Raining—Sea Rough
It was raining at the time. The sea was rough. The Aroostook, the destroyers Farragut and Reno, and the mine sweeper Tangar immediately took up the search, cruising toward the spot where navy reckoning placed the lost ship.

But the navy did not call off her searching ships. Destroyers and finally the entire battle fleet, returning from its Australian cruise joined in the hunt.

Rescue of the PN-9-1 came just when final despair was about to set in. Although details of the actual sighting of the ship were not contained in the message sent to navy chiefs here, it was said that all the men were in good health.

Plane Drifted Miles
Emergency rations carried in the equipment of the plane when it left here were held responsible for enabling the men to stand out for nine days against the hardships and rigors of exposure, even in the tropical seas that surround Hawaii.

The place at which Commander Rodgers and his crew were picked up showed that the plane had drifted more than navigators had believed possible.

SAN FRANCISCO, Sept. 11.—(United News)—Rescue of the seaplane PN-9-1 has brought to a close one of the most thrilling adventures ever undertaken by the United States navy.

Early this year the Hawaiian hop was planned to test the possibilities of long distance patrol work. It was decided to use two big navy patrol planes, PN-9's and the navy's new "dream ship" the PB-1 built in the Boeing factories at Seattle.

August 28, was decided upon as the time for the start, after San Francisco had been picked as the hop-off point because of its shorter distance to Honolulu—2100 nautical miles.

But on August 28, the planes were not ready for the flight and the start was postponed until August 31. The PB-1, had developed trouble in the flight down from Seattle and two new 800 horsepower motors were installed. At the last minute, because of delay in mechanical adjustments on the PB-1, it was decided to send the two PN-9's away without the Boeing plane.

The PN-9-3, commanded by Lieut.

But no success came to their efforts. That night passed, and the next morning scouting planes from Honolulu joined in the search, wheeling over the heaving seas in an attempt to spot the missing men.

When darkness fell September 2, hope began to fade. In Honolulu, where the dangers of tropical storms were well known, the fliers were given up as dead.

But the navy refused to give up hope. The search was continued, day after day with only discouraging reports from the men who were rushed to the reach area. Allowing for a considerable drifting for the plane, the hunt widened constantly, the ships ever increasing their arc as they cruised ceaselessly in hope of picking up some trace of the men.

Officers Discouraged
Every resource known to navigators was employed in trying to determine the location of the PN-9-3, but without avail.

Finally, a week after the big plane dipped into the Pacific, navy officials here who directed the flight gave up hope of rescuing the men.

"It is too much to expect," said Capt. Stanford E. Moses, flight project commander.

HUSBAND SAYS SHE LOOKS 20 YEARS YOUNGER

A professional dancer for years, and best known for her classic interpretive dancing, she found that she was losing strength and lacked the necessary energy for her work. She was also losing interest in her work and was about ready to quit the stage forever.

Professional people all belong to one big family, and she was confiding her plans to one of her associates, who advised her not to give up, but to faithfully try Kath, the Gland Tonic. She told the dancer that she had worked for years on nervous energy, and her glands were under-nourished and not supplying the stimulus the body needed.

The dancer was only partly convinced by her friend's statement, but decided to give Kath a trial. She now says, "How glad I am that Kath was recommended to me. First, I noticed an increasing firmness in my flesh. Then my nervousness vanished, and I was able to carry on my work as tireless as in my early years. And then to make my happiness complete, my husband told me I looked 20 years younger."

Many women might be told of their changed, and youthful appearance if they would give Kath, the Gland Tonic, a faithful trial. C. H. UNDERWOOD (Advertisement.)

Allen P. Snody, took the air 13 minutes ahead of the PN-9-1, at 2:42 p. m. Both ships passed the first guarding ship, the destroyer William Jones, three hours later. They had been sending in radio messages and all seemed well.

But after passing the Jones the PN-9-3 failed to report again. Navy officers failed to express anxiety, but the destroyers Jones and McCawley were ordered to search for her. The McCawley picked her out of the darkness early the next morning. An oil leak had forced her down 250 miles at sea.

The PN-9-3 was partially wrecked in a collision with the Jones and was taken in tow, arriving in San Francisco the next day. Misfortune still dogged Lieut. Snody's command, however, for while being towed to the Mare Island navy yard, the ship was tipped over by the wake of a passing steamer.

The accident definitely put the PN-9-3 out of commission.

Meanwhile the PN-9-1 had been flying steadily toward her goal. It was not until the afternoon of September 1, when the plane was 200 miles from Hawaii, that there came a hint of possible disaster.

Commander Rodgers radioed that his gasoline was running low and that he would have to descend.

"Guess we're gone if we have to land in this choppy sea," he said.

All guardian ships in the vicinity rushed to the spot where the plane was thought to have hit the water about 185 miles from Maui. But Rodgers and his men had vanished.

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into the air. The search was continued, unceasingly and vigorously, and although the PN-9-1 must many times have been close to rescue, she was not seen until Thursday.

In the meantime the PB-1's departure, planned for September 1, was held up until the fate of the PN-9-1 was learned. Then the Shenandoah disaster turned public opinion against the further risk of lives. Captain Stanford E. Moses, flight project commander, declared that the navy must press on, but was deterred from sending off the PB-1, by orders from Washington.

The crew of the Boeing plane still wants to make the attempt and may do so, it appeared Friday.

HOVEY BUYS MORE KLAMATH TIMBER

According to files in the county clerk's offices yesterday, Richard Hovey, prominent Klamath timberman, has purchased from several sources two strips of virgin timber in the Dly district and in the Sprague River district, aggregating at \$11,000.

From Mr. and Mrs. Christor I. Nekman of Roseburg, 150 acres of splendid timberland between Bonanza and Dly was purchased for the sum of \$1000.

Another deed recorded showed the purchase by Hovey from J. T. Tufts of Grants Pass for timber worth \$10,000 in the Sprague River district.

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In Victrolas Still on at SHEPHERD'S
HOTEL ASTOR
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EVERY ROOM has PRIVATE TOILET
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MARRIED 15 YEARS ASKS FOR DIVORCE

Mrs. Bertha Harris has filed for divorce against her husband, Clarence A. Harris, chapter clerk of the county clerk's office here. According to the complaint, the couple have been married since 1907. Deserter last year, 15 years of married life in 1925.

REMOVAL OF OFFICE

Downtown office, Western Mail over Square Deal Drug Store, Main St. Phone 111-1. City laboratory at residence, 1607 S. St. Phone 151-M. Dr. A. A. Smith.

Build with STONE-TILE BUILDERS!

SAVE THIS EXPENSE
By using Stone-Tile Insulation for frame dwellings you save delay and expense of building stripping forms and back-mixing to the job. You save waste of materials that occurs where the volume of concrete is small.
Build your foundations of hard Stone-Tile, in a fraction of the time. They are attractive in appearance and save you money.
The footing may be Stone-Tile "solid" block, turned inside.

BUILD WITH STONE-TILE
Klamath Concrete Pipe Co.
703 Market

GROCERIES At Wholesale Prices and Less

Thousands have taken advantage of this unusual sale and have stocked up for the winter. Most items have been marked down to wholesale prices, and in some instances less than wholesale. Regardless of the fact that the store has been thronged all week, so complete were the lines carried that a

Large Stock Remains and Must Be Sold

As you are aware, this was one of the highest class groceries in Klamath Falls. The merchandise carried was of the best—Schillings, Folgers, M. J. B., S. & W., Heinz, Libby, McNeil & Libby and other well known brands are represented in this stock that was

Purchased from the Sheriff at 60c on the Dollar
Call Today and Tomorrow and Lay in Your Winter's Supply of Groceries

The following fixtures remain unsold and must be disposed of

- Dayton Computing Scales, first class and government inspected
- Shelving
- Show Cases
- Burroughs Adding Machine
- U. S. Meat Slicing Machine
- Hubbard Electric Coffee Mill
- Wm. J. Burns Check Protector
- McCaskey Credit System
- Cheese Cutter
- Cheese Case
- American Multigraph
- Addressograph

And other grocery equipment.
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LEWIS' SPECIAL COFFEE
OUR OWN BLEND
Two pounds for 95c. 50c a pound
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"The Old Reliable Coffee House."
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