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NAVY OFFICIALS TO JUDGE WRECK

TERM IT THE GREATEST PEACE DISASTER NAVY EVER SUSTAINED.

NO OFFICIAL EXPLANATION

Many Theories Advanced as to Cause. Santa Barbara Coast Subject to Strange Tides.

Washington.—Lacking even the barest official explanation of the loss of seven first class destroyers on the California coast, navy officials continued to withhold judgment on what they termed the most severe peacetime blow the navy has ever sustained.

Although regulations prescribe that every effort be made to forward immediately names of the dead and injuries in such cases, no such list had been received at the department up to a late hour. The initial dispatch from Admiral Robinson, commanding the Pacific fleet, informed the department that specific orders had been issued for the preparation and relay of this list, the duty being assigned to Captain Edward H. Watson, commanding the wrecked squadron.

The theory advanced in press dispatches that radio operators on the destroyers were thrown off their reckoning by shore signals intended for the Reno was declared by officers in the department to be doubtful. Leaving out of all consideration, they said, the material difference in location and the destroyer group "position signals," invariably are addressed specifically to the ship which has requested them. This was held to render it improbable that all of the operators on the naval vessels could have taken the signals as bearing upon their own course and to have acted in concert, although one might have done so.

Unofficial description of the scene of the wreck and known peculiarities of the coastal area in which it occurred, led to the belief by some officials that a tidal disturbance of unusual force threw the destroyers far off their course probably without the knowledge of the officers on board.

A possible connection between such a phenomenon and the recent Japanese earthquake was discussed. Records of the hydrographic office and reports of naval officers who have served extensively on the California coast have agreed that the Santa Barbara section frequently experiences a strong eastward tide attributable to no known factor. It was suggested that such a tide might have been in force Saturday night, augmented by a trans-Pacific reflex from the Japanese shelf's shifting.

New Air Speed Record is 238 Miles.

Washington.—A new mark for speed in the air was claimed by the bureau of naval aeronautics which announced that Lieutenant L. H. Sanderson, of the marine corps, piloting the plane which will represent the navy in the Pulitzer races at St. Louis, in October, attained 238 miles an hour over a measured course at Mineola, Long Island. The official record is now held by Lieutenant R. L. Maughan, of the army air service, who raced through the air at 236.53 miles an hour at Dayton, Ohio.

The mark was made during builder's trials in a straightway flight, without the advantages of diving from altitude to attain momentum, and the timing, the announcement said, was accurate, according to standard practices.

Known as the "Navy Wright Fighter," the plane built under navy specifications. It is a biplane developing 700 horsepower, streamlined, and with one seat.

World Supply of Cotton Reduced.

Washington.—The total world supply of cotton on August 1, was 27,568,000 bales, as compared with 29,802,000 bales on August 1, 1922, according to a survey made public by the Department of Commerce.

The world's consumption of cotton for the year ending July 31, last, was given at 20,950,000 bales as compared with 20,047,000 or the previous corresponding 12 months. World stocks at the beginning of the season were 9,536,000 bales as against 14,752,000 for the preceding year, while the stocks at the end of the season were 6,400,000 bales as compared to 9,536,000.

The world survey was made by the Department of Commerce in co-operation with the Department of Agriculture, and included some unspinnable cotton.

BODIES OF 70,000 COUNTED IN TOKIO.

Washington.—The dead counted by Japanese authorities up to September 7 numbered 47,600 in Tokio and 23,000 in Yokohama, the foreign office in Tokio reported to the Japanese embassy here.

The message said 150 foreigners had been killed "so far as has been ascertained."

About 316,000 houses, or 71 per cent of all, were destroyed in Tokio, while 70,000 of the 85,000 houses in Yokohama met a similar fate. Police of Tokio, according to the message, estimated 1,356,000 persons homeless there, constituting 67 per cent of the total population.

DECLARES REVENUE BUREAU

DISTRIBUTE PROCEEDS OF SALES PROPORTIONATELY TO MEMBERS.

No Other Way Co-Operative Associations May Avoid Paying Income Taxes.

Washington.—A proportionate distribution of the proceeds of the sales of their products to the members of co-operative associations was declared by the internal revenue bureau to be the only method by which the income of such associations is made tax exempt.

The bureau's findings were announced in a final decision amending previous income tax regulations.

The new regulation provides that co-operative associations acting as sales agents or farmers, fruit growers, livestock growers, dairymen and others, or engaged in the marketing of farm products and turning back to the producers the proceeds of the sales on a pro rata basis, are exempt from income tax and shall not be required to file returns.

"If the proceeds of the business are distributed in any other way than on such a proportionate basis," the regulation continued, "the association does not meet the requirements of the statute and is not exempt. The accumulation and maintenance of a reasonable reserve for depreciation or possible losses, or a reserve required by state law, or a sinking fund or surplus to provide for the erection of buildings and facilities, will not destroy the exemption."

The regulation makes it clear that in every case the association will be required to show that the ownership of the stock has been restricted to producers.

The regulation extends the same tax exemption to co-operatives which operate as purchasing agencies for organized producers, "allowing them all privileges extended to the associations engaged only in selling."

Postoffice Clerks Re-Elect Officers.

Washington.—C. P. Francis, of New York city, was re-elected president of the United National Association of Postoffice Clerks at the closing session of the annual convention of the organization. Minneapolis was selected as next year's convention city. John J. Grogan, of Wheeling, W. Va., was elected secretary and John T. McGeorge, of Philadelphia, treasurer.

The convention during its four day convention approved resolutions calling for salary increases and for betterment of working conditions.

Postmaster General New was pledged the support of postoffice clerks after a short address, during which he promised co-operation in the betterment of working conditions.

Ford Asked to Modify Shoals.

Washington.—Henry Ford took under advisement a request by Secretary of War Weeks, concurred in by President Coolidge, to modify his offer for the purchase and lease of the government's power and nitrate projects at Muscle Shoals, Ala. Mr. Ford is expected to give his final decision after thorough consideration at Detroit.

Secretary Weeks is understood to have asked Mr. Ford to eliminate the Gorgas power plant on the Warrior river from his proposal for the operation of the Muscle Shoals property. Secretary Weeks is said to believe that the government would be compelled under a contract agreement to sell the Gorgas plant to the Alabama Power company and that the plant could be eliminated without sacrificing the end the Detroit manufacturer has in view.

In the event the Gorgas property is eliminated from those Mr. Ford seeks to purchase, it is planned that the money paid the government by the Alabama Power company would be allowed as a credit on the purchase price fixed by the Ford offer.

8 GREAT SHIPS PILE ON ROCKS

TWENTY-FIVE DIE AS U. S. DESTROYERS HIT ROCKS IN FOG.

FIVE HUNDRED ARE RESCUED

The Dead Were All Trapped in Their Bunks as Ships Strike Barbara Coast.

Santa Barbara, Calif.—Seven United States navy destroyers and the Pacific mail liner Cuba were wrecked on the rocks in a dense fog off Aguillo Light, 75 miles north of Santa Barbara, and the passenger steamer on a reef off the southeast end of San Miguel island, 35 miles off this port.

Twenty-five enlisted men of the destroyers, lost their lives in the naval disaster and all the destroyers were reported as total losses.

The liner Cuba was reported to have sunk during the night, but all passengers and members of her crew either were landed at Los Angeles by the destroyer Reno or are on their way to San Francisco on board the Standard Oil tanker W. S. Miller, with the exception of Captain C. J. Holland, the purser, steward and eight seamen, who remained on board to guard a shipment of \$2,500,000 in silver bullion.

Dense fog was the cause of both disasters.

The destroyers, comprising almost the entire destroyer flotilla of the United States navy in California waters, include the Delphy, S. P. Lee, Chauncey, Fuller, Woodbury, Nicholas and Young, were all beached within a few minutes of one another, according to naval officers.

The flotilla of which the wrecked craft formed a part was in command of Captain Edward Watson, of the Delphy, and was on a practice cruise.

The dead were all trapped in their bunks on the Young when that vessel struck and were drowned when the craft capsized within two minutes after striking.

More than 500 men were rescued from the wrecked destroyers, which were reported to be pounding to pieces on the rocks, all total losses.

Of the survivors, 13 or the seriously injured were brought to the Santa Barbara county hospital here. One hundred others were cut and bruised in their swim to safety over the jagged rocks.

The destroyers were traveling in formation at 20 knots an hour in a heavy sea and dense fog when the leading vessel crashed.

Carried ahead by a strong tide the others piled on the beach in succession. The boats lay in line along the shore at intervals of 250 feet.

A partial list of the dead, as officially announced, follows:

U. W. Spiker, Joseph Slimak, Henry T. Kirk, Enrique Torres, Buchanan, Harrison, Reddock, Salsar, Martin, Kirby, Grady, Ben Schank, Taylor, Overshiner, Duncan, Ray H. Morris, John Young, C. F. Rogers and Conroy.

The seas were running so heavy that it was only a few minutes after the crash that all of the destroyers were taking water.

The rescue of most of the crew of the Young was effected when Boat-swain's Mate Peterson took a line overboard and swam with it to the Chauncey, fighting against the rough sea and strong tides. Peterson reached the Chauncey exhausted.

With a line secured between the two ships, all remaining members of the crew made their way ashore as the Chauncey was beached on the mainland.

The 15 more seriously injured sailors brought to the county hospital here arrived on a rescue train. The train had been sent shortly after the first message was flashed from the wireless of the wrecked destroyers. The special carried a corps of Santa Barbara physicians who assisted naval surgeons in giving first aid treatment.

Will Scrap Twenty-One Battleships.

Washington.—Twenty-one battleships and cruisers of the United States are to be sold for scrap in a series of sales to begin next month. The vessels for elimination from the navy lists by the limitation of armament treaty ratified August 17 last, and must be scrapped within 18 months from that date, according to the treaty provisions.

The first sale, said a navy department announcement, will be held on October 25, and will include four battleships under construction at the New York, Mare Island and Norfolk navy yards.

DOG CARRIES A HUMAN HAND—VICTIMS FOUND

Alma, Ga.—A dog carrying a human hand in its mouth here led to the discovery of the bodies of Luther Knowles, 17, and his brother, Estell, 15, on the tracks of the Atlanta, Birmingham and Atlantic railroad.

The boys had been instructed to watch a broken down automobile for their father, but apparently left the car and sat down on the railroad tracks, being hit by a Brunswick-Atlanta fast freight train. There will be an inquest.

SINK SHIP IN 30 MINUTES

SHIPS ARE BEING SCRAPPED UNDER TERMS OF LIMITATION TREATY.

First Was Virginia Which Went With "Fighting Bob" Evans on Cruise Around World.

Aboard U. S. Army Transport St. Miriel, Off Cape Hatteras, N. C.—A spectacular show, staged by army aviators over this famous grave-yard of ships, marked the beginning of the scrapping of American war craft required under the naval limitation treaty.

The ships to be destroyed were once the proud Virginia and New Jersey, which made up a part of the American battle fleet which "Fighting Bob Evans" led on the memorable cruise around the world in 1907.

The success attending the efforts of the army aviators from Langley field, Va., who, operating under perfect weather conditions, were simulating a defense of American shores from an enemy attack, was greater even than that with which they met in 1921 in the sinking of a German warship turned over to the United States after the world war.

Improvement of instruments and personnel in the two years was demonstrated clearly. It required just thirty minutes for the sinking of the Virginia, eight planes, flying at an altitude of three thousand feet, accounting for her with thirteen twelve hundred pound bombs.

The New Jersey proved more difficult of destruction, however. After two attacks, which left her still afloat, but leaking, the assault on the Virginia began at 11:54 a. m. The fourth bomb released struck the hull at the after turret and converted her superstructure into a tangled mass of steel. Both cage masts, three smoke stacks, and the heavy boat davits were demolished and part of the armor plate was torn away from the after turret.

Before that, two bombs had been put overboard close alongside, and the ship began to list. Other bombs fell close to the starboard side and apparently ripped open the ship's hull as she went down to starboard rapidly turning bottomsides up at 12:20 p. m.

The New Jersey anchored half a mile away from Diamond Shoals light ship still was afloat, but was lying badly to port as a result of the dropping of 600 and 2,000 pound bombs close beside her hull. Few direct hits were scored on her and her superstructure was only slightly damaged.

Figures Given on Cotton Crop.

Washington.—This year's cotton production was forecast at 16,738,000 bales of 500 pounds each by the department of agriculture.

The forecast was based on the condition of the crop August 25, which was 54.1 per cent of a normal, indicating a yield of about 134.8 pounds per acre. Last month's production forecast was 11,516,000 bales, based on the July 25 condition of 67.3, which indicated a yield of about 143.9 pounds per acre. Last year's crop was 9,761,817 bales.

The condition August 25 in percentage of a normal and the forecast of production in thousands of bales by principal states are:

- Virginia 93 and 50.
- North Carolina 71 and 85.
- South Carolina 57 and 70.
- Georgia 42 and 327.
- Florida 30 and 17.
- Alabama 51 and 82.
- Mississippi 48 and 358.
- Louisiana 53 and 361.
- Texas 55 and 3,722.
- Arkansas 57 and 943.
- Tennessee 64 and 415.
- Missouri 67 and 193.
- Oklahoma 46 and 791.
- California 88 and 43.
- Arizona 90 and 83.
- New Mexico 88 and 59.

MILLIONS FOR STRICKEN JAPAN

NEARLY HALF MINIMUM SOUGHT BY THE RED CROSS IS RECEIVED.

DISPATCHED WITHOUT DELAY

About \$10,000,000 a Month Expected to Be Needed For Several Months It is Estimated.

Washington.—American continues to pour out in generous measure funds for the relief of stricken Japan. Reports received at national headquarters of the American Red Cross late in the relief fund had reached a total of \$2,247,000, or nearly one-half of the minimum sum of \$5,000,000 which is sought.

At the same time John Barton Payne, chairman of the Red Cross, who has returned to Washington to assume direct control of the nation's humanitarian effort, announced that food, medical supplies and clothing to the amount of \$2,422,500 had been purchased and would be dispatched to Japan without further delay.

Actual relief work in Japan will be in the hands of the Japanese Red Cross to which the supplies being shipped from this country will be delivered. American doctors and relief workers are en route for Japan and they will co-operate with the Japanese should their services be required. After the cabinet meeting an administration spokesman emphasized that the American government would put its resources at the disposal of the Japanese realizing that they are perfectly competent to direct their relief work. This same spokesman said the best information now available is that Japan will need all of the assistance that can be given. It is estimated that as temporary relief about \$10,000,000 a month will be required for several months, this sum to be contributed by the nations of the world.

Three Killed By Powder Explosion.

South Amboy, N. J.—Three men and a boy were killed and 27 persons were injured, 15 probably fatally, by an explosion of thousands of cases of smokeless powder, which were being transferred from barges to freight cars on the banks of the Raritan river.

The explosion, caused by a cooking fire on one of the barges, rocked the entire countryside, blew automobiles upside down on the road nearby and enveloped every one within 100 yards in a sheet of flame. The two men killed were Winston Taylor and William Trench of Newark. The third was unidentified. The boy, whose body has not been recovered, was blown into the river.

The powder consisted of a shipment of 166,000 cases belonging to the Atlas Powder company.

Capt. Emory Poes of Addison, Maine, and Capt. Robert Brown of New York, commanding the barges, said sparks from a cooking fire on one of the barges blew across the docks, igniting several other barges and finally the freight cars.

The train of burning cars was immediately hauled from the scene, blazing, and left standing on a trestle bridge crossing the main automobile road. Motorists slowed down to watch the fire, ignorant of what the cars contained. The first explosion stalled all the engines and those in the automobiles were left helpless.

Thomas Kennedy of South Amboy, conductor of the train which drew the cars of powder on the pier, was starting across the bridge when the explosion occurred. He was so badly burned, hospital surgeons feared, he would die.

Before those near the bridge had a chance to escape, there followed a second and a third explosion, as additional freight cars were swept by the flames. At each blast the air for 100 yards around was filled with flame.

Completes Second Trial Flight.

Lakehurst, N. J.—After cruising an hour and 20 minutes above the United States naval air station here, the naval airship ZR-1 successfully completed its second trial flight, touching the ground at 7:40 with every wire and stay in ship shape condition.

All six engines were tried during the flight.

Throughout the flight the ZR-1 averaged about 50 miles an hour, although her engines were running not more than half speed. It is not known just how much speed the great balloon is capable of and she will not be tested to her limit for some time to come.

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