

SAKHALIN THE PRIZE

WHY BOTH RUSSIA AND JAPAN WANT THE ISLAND.

As big as Belgium and Holland put together, very nearly as big as Ireland, and fully twice as big as Greece, Sakhalin Island, taken by Japan a few days ago, will add about 25,000 square miles of territory to the mikado's empire. It is a narrow island, nowhere wider than the state of Massachusetts is long, and at certain points narrower than Nantucket, says the Boston Evening Transcript. But this ribbonlike island, lying northwest of Japan, stretches along the coast of Siberia (from which a narrow sea separates it) for a distance of 670 miles. Sakhalin has a river 250 miles long and mountains 5,000 feet high. It's by no means a wet pocket country.

Japanese enterprise, then, will have reason to be anxious about it, but square miles aren't anything, even when you can count them by the tens of thousands, and unfortunately Sakhalin's climate is nothing to boast of. To be sure, the island isn't far north (it lies on about the same latitude as France), but the sky is almost always cloudy, and the cold currents flowing from the Bering sea keep the eastern coast pretty well ice strewn all summer, while on the western coast the ice from the Amur drops up the narrow space between the land and the mainland and remains unmelted. Nobody is ever too warm on Sakhalin. The climate resembles that of Siberia, and Alexandrofsky is colder in winter than that of Moscow.

Not Adapted to Farming. Another thing, equally discouraging as far as it goes, you can't farm to advantage on Sakhalin. Only here and there is the soil at all fertile, and even then you must content yourself with raising market truck and expect to get malaria while weeding your garden. Such at least has been the experience of Russian penal colonists who have been sent to Sakhalin for their crimes. Moreover, the country looks every whit as inhospitable as an experiment has proved it to be. They say that when Russian explorers first reached the island they were struck and those grim, cloudcapped mountains they often burst into tears for very despair. When such as are not left lifeless have to be sent back to the mainland, they come "free colonists," they are almost certain to leave Sakhalin and settle in Siberia. They call the country of their imprisonment "the land of the dead."

Cold, untillable, but big—is that the whole story? If it were then we should certainly be as a loss to know the peace ends. The ports would be haggard over the question of who is to own Sakhalin. But that isn't by any means the whole story. The island of the East is also the land of potential wealth. If it had no other claim to importance its dense forests would be enough to make it worth owning. Practically untouched by man, the island is a storehouse of wealth. The Japanese will know what to do with them.

Coal in Abundance. Besides, there is coal—not easily mined, but abundant. At Duoy the toughest criminals have worked chained to their barrows, and each year they spent in the mines has counted as a year and a half toward hastening their discharge. Sakhalin has long supplied ships with fuel. Perhaps the Japanese will develop the coal mines to the full extent of their possibilities, but it is certain at all events that they will develop the coal fields.

According to C. S. Patonoff the oil regions of Sakhalin are richer than those of America. Subterranean lakes—some of them in an area of a square mile—flow so close to the surface that natural cisterns can be easily established. The oil regions lend themselves readily to exploitation, for the Japanese have been drilling for many years, and there nature has provided harbors that boats drawing twenty feet of water can safely enter. For four months of the year the ice in these harbors are ice-locked, but the ice can be broken by specially constructed steamers known as "icebreakers." The war promised to do wonders for the oil business.

As coal couldn't be got for love or money from England or Japan Admiral Rungwitsky as the Dogger Bank fishermen still fish for herring. Under government auspices the Russian Sakhalin Oil Company came suddenly into existence, a generous monopoly that proposed to employ cheap Russian, Chinese and Korean labor, turn out from 600,000 to 700,000 tons of oil annually and drive Mr. Rockefeller out of business in the far east.

Meanwhile another sort of game will fall to the Japanese—in the north a fine menagerie of bears, composed of bear, fox, sable, antelope and reindeer; in the south an occasional tiger; on the coast a remunerative profession of seal, sea lions and walrus, not to mention a species of beluga beluga whale little prized by blubber hunters.

Fisheries the Chief Source of Wealth. But the chief source of wealth in the Sakhalin today is the fisheries. The rivers teem with salmon, the waters along the coast with herring. In a single year Sakhalin yielded \$1,500,000 worth of fish, and in spite of the most discouraging conditions "The Russians" wouldn't give the Japs a free hand, nor would they themselves develop the full possibilities of the fisheries.

As the island remained a sort of Siberian back yard, until they were constantly to be thrown, it was bad policy to encourage fleets of fishing boats to come to the island. The boats might thin out the population. But when once the penal colonies are withdrawn, and Japan takes control, the Sakhalin fisheries will have a chance at normal progress. Some day, unless all travelers are Japs, they may rival those of Newfoundland.

Give the moment you begin to talk about fish the Japanese prick up their ears. No fish, no rice; no rice, no Japs. Every year Sakhalin sends a million dollars' worth of fertilizer to the Japanese towns. This fertilizer, sea herring, is so indispensable to rice growing that when the war cut off the Japanese fishermen from the Sakhalin coast two Japanese towns, Okkaido and Otaru, petitioned the mikado to send troops to seize the island, or if that could not be done, to permit the two independent towns to fit out an expedition of their own.

AIR SHIP SURPRISED THEM.

Roy Knabenshue Drove Balloon Over Broadway.

New York had a brand new thrill yesterday when half a million persons saw Roy Knabenshue sail his airship two miles against a six-mile wind and back to the top of a tree in Central Park. Until a spark plug was torn out by catching in the aeronaut's trousers as he moved forward and back on the framework of the ship in directing the flight he had the ship in perfect control. Had it not been for this accident, he says, he could have easily circled the Statue of Liberty or passed under and over the Brooklyn bridge—feats he promises to execute within a few days.

Seeing from a vantage point at 62d street and Central Park west where the airship was housed in a tent, Knabenshue rose at an angle of forty-five degrees, only to find himself unable to operate his driving apparatus. He had thrown the power on too suddenly, the effect of which was to throw the driving chain off. A light breeze lifted the ship and headed it a trifle west of the intended course. He was in the air for a few minutes, and then he was seen to descend to the level of the interesting side lights of the occasion.

At a sharp angle it shot up until it had reached an altitude of about a thousand feet, when the aeronaut brought it to an even keel and headed it a trifle west of south. Keeping his rudder in constant motion as the head wind sought to turn the fish-shaped balloon from its course, which was only a few hundred feet above Broadway, he drove the airship over the line of Broadway until he had reached a point five hundred feet above the street. By this time the crowd was filled with thousands gazing excitedly at the first airship that has flown over New York, and the crowd was so dense that it was difficult to strain their eyes at the ship and at the same time keep their feet from being swept by a breeze. In a course as straight and true as an arrow's flight he drove the ship north and on a descending plane until he was only a few hundred feet above the heads of the crowds in the streets. The chug-chug of the engine was distinctly audible, and the motion as if he were directed the course of the ship was easily discernible.

At a point about 50th street was reached, and the ship was seen to descend to be a success in every respect, but to the moment when the aeronaut was ready to direct his course to the lot from which he had started, a spray of mud was caught in his trousers as he was sliding toward the bow of the ship to head it downward by his weight.

Instantly the ship ceased to revolve. For an instant the air ship hung suspended in the air, and then it was seen to shoot upward, and in a few moments it was in the air, which threatened the safety of the aeronaut, the thousands in the street held their breath as the ship shot up and still higher, and the airship was seen to be sliding about the delicate framework, vainly trying to regain control of the ship. It was useless for him to hope to repair the damage to the engine, the ship being wrecked by falling on chimneys or being caught in wires.

Knabenshue gradually released gas from the balloon, and the airship descended to the ground. The airship was carried to the 64th street and the West Drive it parked in the top of a tall tree, but so lightly that the aeronaut was able to descend from the branches while willing hands seized the hundred foot rope dangling below. A bag of canvas was lifted from the ship from the rooftop, leaving it free to alight on the driveway, where a hundred men and boys caught it on their shoulders.

TAGGART DIVORCE SUIT.

Plaintiff's Conspiracy Charges Against Gen. Miner.

The last days of the Taggart divorce case at Wooster, Ohio, brought forth no conclusive evidence not touched on the weeks before, but certain testimony was produced which, lawyers there agree, had to do with Judge Eason's ruling as to Gen. Miner. It is pointed out that the charge of conspiracy, if not explained to the satisfaction of the court, may make things go badly for the general in these days when he is looking forward to retirement pay.

Judge Eason, in his ruling, used the unmistakable language that the conspiracy was a plot to defame the general. It was implied that Major Taggart had been imprisoned at Fort Leavenworth by Gen. Miner upon a false charge, and said that the general was not to be released until Taggart was not suffering from acute alcoholism.

Taggart charged at the time of his commitment, which was he imprisoned if it was not to shut his mouth as to the conduct of the general. He had possibly been guilty of it, but he refused to sign a confession, or the court went on, "to convince me that Taggart was not wrongly dealt with."

WALSH AUTO TRAGEDY

FURTHER DETAILS OF THE FATAL ACCIDENT AT NEWPORT.

In the white and gold reception room in Beaulieu, the summer home of the Walshes, adjoining the grand drawing room, where shortly a dance had been planned for the daughter of the house, rested yesterday a mahogany casket, with ornate silver handles and banked about by the choicest flowers. In this casket is the body of Vinson Walsh, son of the millionaire, who was instantly killed Saturday afternoon in an automobile accident, in which four others were injured. Walsh, who was only eighteen, was being prepared by a private tutor to enter Phillips-Andover Academy. His life was snuffed out in a twinkling when the powerful Panhard exploded a tire on the street and the car was hurled into the creek ten feet below.

All Hushed in Sympathy. The fact that he had brought death upon himself and injury to others by his own reckless speed, that he had been fined for over-speeding, and that he again risked arrest in the driving chain and the flasher—all this is hushed now in the sympathy that fills all hearts over the tragedy that has overtaken the Walsh family.

In another room in the mansion lies Miss Evelyn Walsh, sister of the dead youth, helped with fractured legs, unconscious of the fate that has overtaken her idolized brother. She has not been told of his death, the still supposing he is in the hospital, and to all who entered her room today she said anxiously: "How is Vinson? Oh, tell me if he is married yet?"

And to these inquiries relatives, friends who called to see her, and servants answered that he was "doing well." The deaconess girl telling her that the brother she had loved so fondly from his boyhood had passed from her forever.

Many Sympathetic Messages. The death of young Walsh has stirred the entire social colony to grief and sympathy for the bereaved family. Telegrams and letters of sympathy have poured in from every one. Hundreds of telegrams from all parts of the country have been received, as well as cablegrams from across the sea.

Rich and poor went to Beaulieu today to offer sympathy and assistance. Among the callers was young Herbert Peil, one of the wealthiest of Newport, who escaped with only a few scratches.

He placed a wreath of white roses on the bier of his dead friend and wept bitterly in another room. In the casket, marred only by a dark mark on the temple, for a fractured skull and hemorrhage of the brain caused the death of Vinson Walsh.

Many of the young people of the exclusive set who had known Miss Evelyn Walsh since she was a child, were seen today, and were admitted to her room. They brought beautiful bouquets of flowers, and the room in the afternoon looked like a rose bower, and Dr. Marston, who commended the general Armstrong during the war of 1812. She is also a descendant of Lord Reid of Glasgow, who was high admiral of Scotland, and of the Earl of Eglisburgh, of Chester. On her mother's side she is related to the prominent Kentucky family of the Rowans and a cousin of Francis Scott Key.

ROCKVILLE AND VICINITY.

Montgomery County Fair Opens Tomorrow. Special Correspondence of The Star. ROCKVILLE, Md., August 21, 1935. After several weeks of hard work the managers of the Montgomery County Agricultural Society has everything in readiness for the six-day annual exhibition, which begins tomorrow morning and continues four days. The buildings and grounds have been placed in excellent shape, every vestige of dirt having been removed. The frequent rains have kept everything fresh and green and the naturally pretty grounds never appeared to better advantage.

The list of race entries shows higher class racing than has been seen in this section for some time. The races will be held every afternoon, and the program is as follows: 10:30 a. m., 100-yard dash; 11:00 a. m., 200-yard dash; 11:30 a. m., 400-yard dash; 12:00 p. m., 800-yard dash; 12:30 p. m., 1,600-yard dash; 1:00 p. m., 3,200-yard dash; 1:30 p. m., 6,400-yard dash; 2:00 p. m., 12,800-yard dash; 2:30 p. m., 25,600-yard dash; 3:00 p. m., 51,200-yard dash; 3:30 p. m., 102,400-yard dash; 4:00 p. m., 204,800-yard dash; 4:30 p. m., 409,600-yard dash; 5:00 p. m., 819,200-yard dash; 5:30 p. m., 1,638,400-yard dash; 6:00 p. m., 3,276,800-yard dash; 6:30 p. m., 6,553,600-yard dash; 7:00 p. m., 13,107,200-yard dash; 7:30 p. m., 26,214,400-yard dash; 8:00 p. m., 52,428,800-yard dash; 8:30 p. m., 104,857,600-yard dash; 9:00 p. m., 209,715,200-yard dash; 9:30 p. m., 419,430,400-yard dash; 10:00 p. m., 838,860,800-yard dash; 10:30 p. m., 1,677,721,600-yard dash; 11:00 p. m., 3,355,443,200-yard dash; 11:30 p. m., 6,710,886,400-yard dash; 12:00 a. m., 13,421,772,800-yard dash; 12:30 a. m., 26,843,545,600-yard dash; 1:00 a. m., 53,687,091,200-yard dash; 1:30 a. m., 107,374,182,400-yard dash; 2:00 a. m., 214,748,364,800-yard dash; 2:30 a. m., 429,496,729,600-yard dash; 3:00 a. m., 858,993,459,200-yard dash; 3:30 a. m., 1,717,986,918,400-yard dash; 4:00 a. m., 3,435,973,836,800-yard dash; 4:30 a. m., 6,871,947,673,600-yard dash; 5:00 a. m., 13,743,895,347,200-yard dash; 5:30 a. m., 27,487,788,694,400-yard dash; 6:00 a. m., 54,975,577,388,800-yard dash; 6:30 a. m., 109,951,154,777,600-yard dash; 7:00 a. m., 219,902,309,555,200-yard dash; 7:30 a. m., 439,804,619,110,400-yard dash; 8:00 a. m., 879,609,238,220,800-yard dash; 8:30 a. m., 1,759,218,476,441,600-yard dash; 9:00 a. m., 3,518,436,952,883,200-yard dash; 9:30 a. m., 7,036,873,905,766,400-yard dash; 10:00 a. m., 14,073,747,811,532,800-yard dash; 10:30 a. m., 28,147,495,623,065,600-yard dash; 11:00 a. m., 56,294,991,246,131,200-yard dash; 11:30 a. m., 112,589,982,492,262,400-yard dash; 12:00 p. m., 225,179,964,984,524,800-yard dash; 12:30 p. m., 450,359,929,969,049,600-yard dash; 1:00 p. m., 900,719,859,938,099,200-yard dash; 1:30 p. m., 1,801,439,719,876,198,400-yard dash; 2:00 p. m., 3,602,879,439,752,396,800-yard dash; 2:30 p. m., 7,205,758,879,504,793,600-yard dash; 3:00 p. m., 14,411,517,759,009,587,200-yard dash; 3:30 p. m., 28,823,035,518,019,174,400-yard dash; 4:00 p. m., 57,646,071,036,038,348,800-yard dash; 4:30 p. m., 115,292,142,072,076,697,600-yard dash; 5:00 p. m., 230,584,284,144,153,395,200-yard dash; 5:30 p. m., 461,168,568,288,306,790,400-yard dash; 6:00 p. m., 922,337,136,576,613,580,800-yard dash; 6:30 p. m., 1,844,674,273,153,227,161,600-yard dash; 7:00 p. m., 3,689,348,546,306,454,323,200-yard dash; 7:30 p. m., 7,378,697,092,612,908,646,400-yard dash; 8:00 p. m., 14,757,394,185,225,817,292,800-yard dash; 8:30 p. m., 29,514,788,370,451,634,585,600-yard dash; 9:00 p. m., 59,029,576,740,903,269,171,200-yard dash; 9:30 p. m., 118,059,153,481,806,538,342,400-yard dash; 10:00 p. m., 236,118,306,963,613,076,684,800-yard dash; 10:30 p. m., 472,236,613,927,226,153,369,769,600-yard dash; 11:00 p. m., 944,473,227,854,452,306,739,539,520-yard dash; 11:30 p. m., 1,888,946,455,708,904,613,479,079,040-yard dash; 12:00 a. m., 3,777,892,911,417,809,226,958,158,180-yard dash; 12:30 a. m., 7,555,785,822,835,618,453,916,316,360-yard dash; 1:00 a. m., 15,111,571,645,671,236,891,832,632,720-yard dash; 1:30 a. m., 30,223,143,291,342,473,783,665,465,440-yard dash; 2:00 a. m., 60,446,286,582,684,947,567,330,930,880-yard dash; 2:30 a. m., 120,892,573,165,369,894,114,714,661,761,760-yard dash; 3:00 a. m., 241,785,146,330,739,788,229,429,323,523,520-yard dash; 3:30 a. m., 483,570,292,661,479,576,458,858,647,047,040-yard dash; 4:00 a. m., 967,140,585,322,959,155,317,717,394,094,080-yard dash; 4:30 a. m., 1,934,281,170,645,918,310,634,734,788,188,160-yard dash; 5:00 a. m., 3,868,562,341,291,836,621,269,469,576,376,320-yard dash; 5:30 a. m., 7,737,124,682,583,673,252,938,938,752,752,640-yard dash; 6:00 a. m., 15,474,253,365,165,344,505,877,877,505,504,000-yard dash; 6:30 a. m., 30,948,506,730,330,690,101,175,755,755,008,000-yard dash; 7:00 a. m., 61,897,013,460,661,380,202,351,511,511,016,000-yard dash; 7:30 a. m., 123,794,026,921,320,760,404,703,022,022,032,000-yard dash; 8:00 a. m., 247,588,053,842,640,152,140,706,044,044,064,000-yard dash; 8:30 a. m., 495,176,107,685,280,304,281,408,088,088,128,000-yard dash; 9:00 a. m., 990,352,215,370,560,608,562,816,176,176,256,000-yard dash; 9:30 a. m., 1,980,704,430,741,120,121,725,352,352,352,512,000-yard dash; 10:00 a. m., 3,961,408,861,482,240,243,450,704,704,704,1024,000-yard dash; 10:30 a. m., 7,922,817,722,964,480,486,900,1408,1408,1408,2048,000-yard dash; 11:00 a. m., 15,845,635,445,928,960,973,800,2816,2816,2816,4096,000-yard dash; 11:30 a. m., 31,691,270,891,857,920,1947,600,5632,5632,5632,8192,000-yard dash; 12:00 p. m., 63,382,541,783,715,840,3895,200,11264,11264,11264,16384,000-yard dash; 12:30 p. m., 126,765,083,567,431,680,7790,400,22528,22528,22528,32768,000-yard dash; 1:00 p. m., 253,530,167,134,863,360,15580,800,45056,45056,45056,65536,000-yard dash; 1:30 p. m., 507,060,334,269,726,720,31161,600,90112,90112,90112,131072,000-yard dash; 2:00 p. m., 1,014,120,668,539,453,440,62323,200,180224,180224,180224,262144,000-yard dash; 2:30 p. m., 2,028,241,337,078,906,880,124646,400,360448,360448,360448,524288,000-yard dash; 3:00 p. m., 4,056,482,674,157,813,760,249292,800,720896,720896,720896,1048576,000-yard dash; 3:30 p. m., 8,112,965,348,315,627,520,498585,600,1441792,1441792,1441792,2097152,000-yard dash; 4:00 p. m., 16,225,930,696,631,255,040,997171,200,2883584,2883584,2883584,4194304,000-yard dash; 4:30 p. m., 32,451,861,393,262,510,080,1994342,400,5767168,5767168,5767168,8388608,000-yard dash; 5:00 p. m., 64,903,722,784,525,020,160,3988684,800,11534336,11534336,11534336,16777216,000-yard dash; 5:30 p. m., 129,807,445,569,050,040,3177368,800,23068672,23068672,23068672,33554432,000-yard dash; 6:00 p. m., 259,614,891,138,100,080,6354737,600,46137344,46137344,46137344,67108864,000-yard dash; 6:30 p. m., 519,229,782,276,200,160,12709475,200,92274688,92274688,92274688,134217728,000-yard dash; 7:00 p. m., 1,038,459,564,552,400,320,25418950,400,184549376,184549376,184549376,268435456,000-yard dash; 7:30 p. m., 2,076,919,129,104,800,640,50837900,800,369098752,369098752,369098752,536870912,000-yard dash; 8:00 p. m., 4,153,838,258,209,600,1280,101675801,600,738197504,738197504,738197504,1073741824,000-yard dash; 8:30 p. m., 8,307,676,516,419,200,2560,203351603,200,1476395008,1476395008,1476395008,2147483648,000-yard dash; 9:00 p. m., 16,615,353,032,838,400,5120,406703206,400,2952790016,2952790016,2952790016,4294967296,000-yard dash; 9:30 p. m., 33,230,706,065,676,800,10240,813406412,800,5905580032,5905580032,5905580032,8589934592,000-yard dash; 10:00 p. m., 66,461,412,131,353,600,20480,1626812825,600,11811160064,11811160064,11811160064,17179869184,000-yard dash; 10:30 p. m., 132,922,824,262,707,200,40960,3253625651,200,23622320128,23622320128,23622320128,34359738368,000-yard dash; 11:00 p. m., 265,845,648,525,414,400,81920,6507251302,400,47244640256,47244640256,47244640256,68719476736,000-yard dash; 11:30 p. m., 531,691,296,105,088,800,163840,13014502604,800,94489280512,94489280512,94489280512,137438953472,000-yard dash; 12:00 a. m., 1,063,382,592,210,177,600,327680,26029005209,600,188978561024,188978561024,188978561024,274877906944,000-yard dash; 12:30 a. m., 2,126,765,184,420,355,200,655360,52058010419,200,377957122048,377957122048,377957122048,549755813888,000-yard dash; 1:00 a. m., 4,253,530,368,840,710,400,1310720,104116020838,400,755914244096,755914244096,755914244096,1099511627776,000-yard dash; 1:30 a. m., 8,507,060,737,680,1421,420,2621440,208232041776,800,1511828488192,1511828488192,1511828488192,2199023255552,000-yard dash; 2:00 a. m., 17,014,121,475,360,2842,840,5242880,416464083552,000,2023656976384,2023656976384,2023656976384,2918046511104,000-yard dash; 2:30 a. m., 34,028,242,950,720,5685,680,10485760,832928167104,000,4047313952768,4047313952768,4047313952768,5836093022208,000-yard dash; 3:00 a. m., 68,056,485,901,440,11371,360,20971520,1665856334208,000,8094627905536,8094627905536,8094627905536,11672186044416,000-yard dash; 3:30 a. m., 136,112,971,802,880,22742,720,41943040,3331712668416,000,16189254811072,16189254811072,16189254811072,23344372088832,000-yard dash; 4:00 a. m., 272,225,943,605,760,45485,440,83886080,6663425336832,000,100778104221440,100778104221440,100778104221440,144687441776640,000-yard dash; 4:30 a. m., 544,451,887,211,520,90970,880,167772160,13326850673664,000,201556208442880,201556208442880,201556208442880,289374883552000,000-yard dash; 5:00 a. m., 1,088,903,774,423,040,18194,160,335544320,26653701347328,000,403112416885760,403112416885760,403112416885760,578749767104000,000-yard dash; 5:30 a. m., 2,177,807,548,846,080,36388,320,671078640,53307402694656,000,806224833771520,806224833771520,806224833771520,1157499534208000,000-yard dash; 6:00 a. m., 4,355,615,097,692,160,72776,640,1342157120,106614805389312,000,1612449667543040,1612449667543040,1612449667543040,2314999068416000,000-yard dash; 6:30 a. m., 8,711,230,195,384,320,145552,1280,2684314240,213229610778624,000,3224899335086080,3224899335086080,3224899335086080,4629998136832000,000-yard dash; 7:00 a. m., 17,422,460,390,768,640,291104,2560,