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DIVER DESCRIBES FIRST TRIP TO S-4

Eadie Heard Signals as His Lead Shoes Struck on Deck.

(Continued from First Page.) afternoon when they finished dressing me. The diving suit with shoes and helmet weighed 200 pounds. Under water the buoyancy makes it seem

ight, but it is clumsy above the sur-Aided by two men I got on the diving stage. I was lowered over the Falcon's side until my helmet was just under the surface of the water. The lowering then stopped, while I tested out the telephone inside the helmet and the sin line.

Could See Only 4 Feet.

My equipment consisted of the usual avy knife which divers always carry a hammer and a small piece of line. As it was daylight, I did not take a lamp along. I regretted this later, behause the visibility around the sub-marine was very poor, and at best I could see only about 4 feet ahead. When I had completed my tests I alled into the telephone transmitter. Everything is all right. Carry me to

This was the line leading down into the ocean from the yellow buoy.

The men on the Falcon moved the diving stage over to the line. I threw one arm and one leg around it to guide my descent and slid down as rapidly as possible. The whole drop of 17 fathoms, 102 feet, took less than a minute. I landed on the extreme top of the conning tower between both periscopes. At least we had found the

Heard Signal at Once.

I climbed down off the conning tower I heard a faint signal. I hadn't sent any signals. But they must have heard the thump of my shoes, weight-ed with lead, when I started forward and stepped down on a projection of the conning tower.

ting with my hammer on a metal part

Answering, they hit the hatch just beneath my hand. I felt it distinctly. The vibration was transmitted through my diving suit to the telephone inside the helmet so distinctly that the torpedo man on the Falcon, who was wearing the telephone receiving set, knew there were persons alive in the submarine even before I shouted, "There's like aboverd".

The vibration was transmitted through my neck. But it couldn't get into my neck. But it couldn't get into my neck. But it couldn't was up to my neck. But it couldn't get into my neck. But it couldn't

submarine even before I shouted,
"There's like aboard."
I gave the imprisoned men another
signal, three or four taps with my
hammer. Their answers were all made
by six raps. They were trying to tell
me there were six of them in there.
I tried to learn what damage had
been done. I walked aft. The amount
of wreckage there was more terrific
than in the case of the S-51, although
the actual damage to the submarine
is probably less.
She was cut half way through and
seemed to have been struck a little aft

seemed to have been struck a little aft of the torpedo room. A hole had been torn in her hull from there to a point about eight feet forward of the gun which is on the deck forward of the

I walked forward again and got on

e direction raicon wanted to know the direction in which she was lying. I telephoned the Falcon that I was on the bow, and was going to walk aft. As I walked the bubbles caused by escaping air from the air control valve in my helmet rose to the surface. They formed a line, showing the direction the subnarine was headed. Her bow pointed When I got aft I tried the conning

When I got aft I tried the conning tower with my hammer to see if there was life inside. I received no answer. I tried to look inside through the four-inch glass portholes, but I couldn't see anything. I next walked farther aft along the port side. I then felt myself checked by my airline, and found it had fouled on both the radio antenna and the yard arm of the signal mast of the submarine. the radio antenna and the yard arm of the signal mast of the submarine. I knelt and, reaching as far as I could, I raped again with the hammer. But I got no answer. I convinced myself the only life aboard was in the forward part. I started forward again. On my way I stopped at the conning tower and opened the hatch leading to the connection for the salvage line. The officers on the Falcon asked me if I was satisfied with my inspection and I replied that I was. They said that they had another man ready to come down and other man ready to come down and asked me to stand by to go up.

Stopped on Way Up. Stopped on Way Up.

The men above pulled me up by the life line until I was 40 feet beneath the surface. They held me there 5 minutes to accustom me to the change in pressure and then pulled me up 10 feet more. I remained at that depth 15 minutes and then was hauled rapidly to the top. Within 2 minutes after my diving suit had been removed I was in the decompression chamber. This is a sort of tank in which a diver is confined after coming to the surface. The air is pumped into it under pressure and this pressure is gradually lowered, I remained in the gradually lowered, I remained in the

chamber 27 minutes.

Bill Carr, chief boatswain's mate, then went down to the submarine and secured a line of salvage air hose to the ballast tanks. After Carr came up, Chief Torpedoman F. G. Michels went down to attach a second salvage

r hose. He started down at 8 o'clock Sunday night. The Falcon was yawing badly because of the heavy seas. Under normal conditions no diving would have been attempted.

Carried Powerful Lamp. "Mike" carried a diver's lamp of 1,000 watts, a device perfected during operations on the S-51. With that light he could see through the

water 10 feet A northwest wind was blowing 30 was running whitecaps. The Falcon was riding to one anchor and was held aft by two hawsers. They led from each side of the after deck and were made fast to the Lark and the Mallard, which were anchored be. Mallard, which were anchored be-hind the Falcon. This was to steady her as much as possible. "Mike" had been down half an hour

when he signaled that he was fouled. His air line had become tangled within two or three minutes after he landed on the submarine and he had spent the rest of the time trying to free himself. When "Mike's" signal came I was

when "Mikes" signal came I was called by Capt. Hartley. He told me "Mike" was fouled, and that they would like to have me go down. The men on deck were waiting with the diving suit and as fast as I could get into my woolen underclothes and socks I rushed to the after deck rushed to the after deck.

I knew it was important to have my hands free on this dive, because "Mike's" last signal was "tell Eadie

to bring the heavy wire cutters."
The boys had the cutters ready,

my hands with grease and pulled on a pair of woolen mittens. I also took a lamp and, of course, I had my

knife.

To reach the spot where "Mike" was trapped I slid down on his lifeline. When I got above him I saw he was lying face down on the forward deck of the submarine.

His airline was drawn across his back in a big loop. One side was held in a U-shaped piece of wreckage on the starboard side. The other side was fouled on what I think was a piece of steel from the bog of the piece of steel from the bog of the Paulding, the craft which collided with the S-4. It was caught down near the bilge keel on the port side

Because of the heavy seas "Mike's" irline was 150 feet more than the depth of the ocean. Usually the line is nearly taut, but we couldn't do this here because the rescue ship was plunging up and down.

Had to Send for Saw.

The bottom of the U-shaped wreckge was nearest me. I climbed down n the starboard side and tried to age was nearest me. I climbed down on the starboard side and tried to get the loop of airline out around the ends of the U. I found I couldn't do this. I took hold of the U with both hands and tried to pry it apart. soon learned this was impossible.

I put my helmet close to "Mike"
and asked if he would hold the lan for me. He understood, but he threw he rays in my eyes and blinded me. It wasn't that "Mike" didn't know ne couldn't help it.

I examined the U again and found was an angle iron broken almost two. I telephoned the Falcon for a hack saw. They tied the saw to a heavy shackle and lowered it. I got it and then stepped into the wreckage and began to saw the angle iron. It took me an hour to cut through because I had to work slowly. I was afraid of breaking the brittle blade of the hack saw. Finally I cut through and got "Mike's" line clear. Finally I cut it "Mike" then thought he was free and wanted to leave me. I shouted to him and said: "You're still foul on the other side 'Mike." Hold the lamp while I clear you there."

Practically Unconscious. "Mike" was swaying and playing the light at random. He was prac-tically unconscious. But was kept

from falling by the bouyancy of the air in his helmet and the upper part of his suit. I took the lamn out of his hand and The signal was a tapping sound. I started along the deck in the direction I though it was coming from. I heard it again and then sent a signal by hittle with the side of the submarine and suddently felt myself drop rapidly, and my ly felt myself drop rapidly, and my feet hit on some wreckage. I found the air hose caught under a piece of ting with my hammer on a metal part of the deck.

I hit once The answer came immediately. This gave me a better idea where the signals were coming from. Hoping to locate them exactly, I knelt on the next hatch I came to, and pounded with the hammer. I held my other hand palm down on the hatch, which of course was of steel and led into the torpedo room.

Felt Beat on Hatch.

Argumating they hit the hatch just for the air line loose. I then opened the air control valve and let more air into my suit to give me additional buoyancy. I started to climb up the side of the submarine, but caught the leg of my trousers on the jagged piece of metal and ripped a hole in my diving suit.

cold, with the water only two degrees above freezing.

When I got to "Mike" he seemed to have recovered a little. I telephoned up to haul in slack on the life line. I didn't know "Mike's" life line had caught around my life line. I telephoned "all right on 'Mike,'" and they started to haul him up. I felt a tug on my line and I yelled, "Don't haul me up; haul 'Mike,'"

Pulled Him Back.

The tugging stopped and I looked up nd saw "Mike" swaying above me. and saw "Mike" swaying above me. His feet just within reach I pulled him down to the deck. I opened the spit cock in his helmet to release excess air and cut down his buoyancy a little. I then picked him up in my arms, this being easy because it was under water and receed him are nowed to a second to the second him and the second him are now that he was th

toward the conning tower. I motioned "Mike" to follow, and held the lamp behind me so he could see.
When I got to the line I looked back for "Mike." He was nowhere in sight. I kept playing the lamp toward where I had left him. But I couldn't see him.

'Mike'?" I didn't get my answer. They said, "Do you want to come up?" It was so cold I didn't think I could hold out much longer so I said, "Yes, please haul me up."

back on the deck of the submarine and played the light all around to make sure "Mike" was being pulled

bottom to the surface without making any stops for decompression because any stops for decompression because my suit was full of water. They rushed me into the decompression chamber and I got out of my suit. "Mike" was in there too. We had to cut his suit and gloves off his underwear. It took two men to bend his knee. We rapped "Mike" in blankets soaked in bot water.

I was sitting by "Mike's' side watching him at 3:30 o'clock Monday morning when he first opened his

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S-4 DISASTER PROBE IS STARTED BY NAVY

of Board of Inquiry.

the investigation to determine the blame, if any, for the disaster and at the same time to gather as much in-formation as possible which might be used by the experts in planning against accidents in future. Rear Admiral Richard H. Jackson,

The investigation is to be started at the Boston Navy Yard, the precept directing that it convene there at 10 o'clock a.m. Wednesday, January 4, or as soon thereafter as practicable. It was ordered to make "a thorough investigation into all the circumstances connected with the loss of the S.4, the causes thereof, damages to property resulting therefrom, injuries to personnel incidental thereto and the responsibility therefor.'

Rear Admiral Philip Andrews, commandant of the Boston Navy Yard, was directed to furnish all necessary clerical assistance and to aid the judge advocate in recording proceedings of the court.

but I knew I couldn't use them if I wore the clumsy mittens. These are very stiff and have only three fingers, one for the thumb and two for the four fingers. So I coated DISASTER SALVAGING EFFOR DISASTER SALVAGING EFFORTS

New York Representative Asserts Safety Devices Already Tested Have Not Been Provided for Vessels.

BY ANTHONY J. GRIFFIN,

tative from New York. The shocking disaster to the U. S submarine S-4 and the slow torturing death of its brave crew, after days of agonizing suspense, have awakened

ther asked: "If the Navy Department does not want to adopt the safety de-vices of other navies, why does it not improve them or devise others to take their place?"

phone communication with the crew.

Favors Grappling Rings.

I have also urged the installation of fixed to the hulls of submarines to enable the divers to immediately hook on the lifting chains, instead of cling-

The Navy's answers to these suggestions appear in The Washington Star of December 20. Whoever is responsible for the statement says that the signal marker buoys "were at one ime installed in all submarines" and then proceeds to say that the danger of their accidental release, due to the shock of depth charges, or other causes, all marker buoys were the World War."

over why were they not replaced? Were they still afraid of the shock of depth charges in times of peace or did they just forget?

Suggests Electric Alarm.

But even in time of war there was o excuse to entirely remove these valuable adjuncts. Any electrician in the Navy could, ni a few hours, insert

fadet. all submarines were formerly equipped with these devices, but he goes on to say, "owing to the large size of the present submarines, it is not considered practicable to lift them by means of a limited number of lifting eyes secured to the hull." But why should they be limited? Division of weight divides the strain on the lifting chains. Why not put on eight or ten or

Why not put on eight or ten or twelve?
When I criticized this neglect in a speech in the House on January 20, 1926, while the poor S-51 lay stuck in the mud for months off Block Island, some wiseacre in the Navy gave as an excuse that lifting eyes bolted to the hull of the modern heavy submarines would tear out under the strain and rip the hull open. rip the hull open.

knee. We rapped "Mike" in blankets soaked in hot water.

I got my own underwear off and wrapped up in a blanket. They ran the air pressure up to 60 pounds, 10 more than the pressure on the bottom, at the place where the submarine was sunk.

tually raised until July 5, 1926—nearly 10 months afterwards—at the loss of tens of thousands of dollars and distracting from their duties over 12 vessels and their crews aggregating over 600 men. One would imagine that the waste of such time and money—not to speak of the loss of 33 brave sailors—would have stimulated, even a hide-bound bureaucrat, to some effort to bring our Navy up to date in its humane side—as we all hope it is in its destructive side.

The article I am addressing myself to makes no pretense whatever of

to makes no pretense whatever of answering my suggestion that the Navy demand of Congress the author-With efforts being made again to determine whether there is still life aboard the submarine S-4, and with the salvaging fleet doing everything possible, the Navy today turned to another angle in the case, and that is the investigation to determine the Navy London (Navy demand of Congress the authority to provide itself with salvage vessels of the special design used in the authority to provide itself with salvage vessels of Germany, France and Italy; but Admiral Richard H. Leigh, chief of navigation, is quoted in one of to-partment had several salvage craft at helping the control of the salvaging that the salvaging to provide itself with salvage vessels of the special design used in the days papers as saying "the Navy Department had several salvage craft at helping to provide itself with salvage vessels of the special design used in the days papers as saying "the Navy Department had several salvage craft at helping to provide itself with salvage vessels of the special design used in the days papers as saying "the Navy Department had several salvage craft at helping to provide itself with salvage vessels of the special design used in the days papers as saying "the Navy Department had several salvage craft at helping to provide itself with salvage vessels of the special design used in the salvaging the salvaging the salvage of the special design used in the salvaging that the sal or havigation, is quoted in one of to-day's papers as saying "the Navy De-partment had several salvage craft at New London, Conn., at the time and enough were at the scene by Sunday morning to begin rescue operations at once had not the New England gale made such work impossible

Criticize Navy Explanation.

the pontoons, which did not arrive from the Brooklyn Navy Yard until Monday night (three days after the disaster), and which even then could obliged to be moored in the harbor?

And in the meantime our poor sailors were penned in the dark chamber of death anxiously awaiting the relief of How can human beings be so

callous or so obstinate as to refuse to try all means to avert or at least mitigate such cruelty to men to whom the country owes so much? If the salvage vessels of which the distinguished admiral speaks were distinguished admiral speaks were really and truly salvage vessels as the term is understood in other navies they would be equipped with and always have at hand the necessary pontoons. But if the submarines had the grappling rings or eye bolts, I have above referred to, the stupid, clumsy pontoons would not be necessary. The whole operation of lifting IN S-4 OPERATIONS

Member of Congress Declares Time Was Wasted in Rescue Efforts.

In short, it is true today, as it al ways has been, the Navy has never welcomed a suggestion from the out-And yet the submarine itself and all of its developments have been due to the ingenuity and enthusiasm of civilians such as John P. Holland,

of the United States at its dis-posal, the Navy Department to give approval to safety chambers or authorities have life boats in which the crews can authorities have neither provided proper vessels nor installed the latest devices to prevent such accidents or facilitate the prompt raising of lite boats in which the crews can escape. I approach this phaze of the say too much, I found their criticism obviously justified.

"When the S-4 was lost all day yesterday, from morning to night, why never had a thought of deriving from such accidents or facilitate the prompt raising of lite boats in which the crews can escape. I approach this phaze of the say too much, I found their criticism obviously justified.

"When the S-4 was lost all day yesterday, from morning to night, why wouldn't they give those newspaper boys the truth?

"They wouldn't tell the newspaper. prompt raising of the stricken vessel?" And it is further school (TAT). out a cent of compensation any time they care to adopt it. They must, however, give some better reasons for condemning it than any so far vouchsafed.

My device is an elliptical steel raft Since the sinking of the S-51 of September 25, 1925, I have been pounding the Navy Department to submit and the hull proper of the submarine with a hatch leading to the interior. It is designed to fit flush with the marine and housed between the deck are provided in the navies of Germany, France and Italy. I have also urged the installation of telephone signal buoys to be released when a submarine founders and which will installation of about 15 men which

Might Use Several Rafts.

But there is no prohibition agains e use of two or more of them to subm. nes of today. As they would only take up 15 feet of deck space longitudinally there is no reason in and obsolete method of sending divers down to flounder around in the mudand silt of the bottom, blowing tunnels under the sunken vessels through which chains can be passed and slung around it to enable it to be raised.

As a sample of the Navy way reasoning, I quote this from the article in question: "Assuming that a device of the lifeboat type which would not detract from the military value of the vessel can be devised there is no assurance that the opening through which access to this lifeboat is obtained will not be one of the compartments which is flooded and which prevents the vessel from rising to the surface." The answer is, of course, have one connected to each of the compartments!

The article printed in The Star has this subtitle: "Practically All Suggestions Have Been Tried But Found Useless." This is a joke. No one ever heard of the Navy trying anything unless it came from a Navy source or had been tried in other countries!

Signal Bombs Recalled.

Why, this very accident would have been avoided if the Navy "ex-perts" had even obeyed orders! When Franklin D. Roosevelt was Secretary of the Navy he "gave orders" to install signal bombs on every submarine designed to be disthe Navy could, ni a few hours, insert in the deck housing of the buoy a spring electric contact which would immediately disclose in the control room the escape of the buoy and even announce the fact by the ringing of a bell.

charged when the vessel was coming to the surface. These bombs were designed to emit different-colored would hover over the surface for three minutes; thus warning vessels in the vicinity that a submarine was about to emerge. charged when the vessel was coming

The Germans have devised a steel one-man submarine in which the diver who operates it can descend and ascend and work absolutely independent of outside pressure. The ordinary diver requires abou an hour and 30 minutes to reach

depth of 100 feet, as he has to stor This device was offered to the United States Navy in 1924 and yet no steps have been taken to adopt it, although its feasibility has been

Let some one tell us why?

SHIFTING OF AGENCIES.

Bill Transfers Civilian Engineer Units From War Department. By the Associated Press

The transfer of civilian engineering

activities of the War Department to the Interior Department is proposed in a bill by Representative Wyant, Republican. Pennsylvania. Among the agencies which would be shifted are the Mississippi River Commission, the Inland Waterway Corporation, the California Debris Corporation, the California Debris Commission, the Bureau of Road Com-missioners in Alaska and the Alaska cable and telegraph system.

The Bureau of Public Roads also would be transferred from the Agri-cultural to the Interior Department.

COTUIT, Mass., December 22.-Open criticism of the "inactivity of the Navy" at the scene of the S-4 disaster and refusal of officials in charge of rescue and salvage attempts to give "the truth to the newspaper men" was

found in Provincetown "on every hand" by Congressman Charles L. Gif-ford of Cotuit, Mr. Gifford said today. "'Why don't they do something?" is the cry heard everywhere in Provincetown," Mr. Gifford said. "I went to Provincetown because of the ter rific criticism that came to me. knew the people there would tell me just how they felt. While I dislike to say too much, I found their criticism

boys the truth?
"They wouldn't tell the newspaper
men that the submarine was lost. They gave out wrong stories, and the boys had to resort to speculating in many cases. The rope attached to the submarine never should have become detached or broken, causing yester-day's delay. They could have worked all day yesterday. They could have worked the day before.

"The Navy is going to say that there wasn't buoyancy enough to raise the submarine. But they didn't even attempt it. Why didn't they try? The accident never would have happened at all if the tender supposed to have been over the submarine at all times hadn't been in Provincetown Harbor, miles away, at the time."

MAY CHANGE NAVY POLICY. S-4 Disaster Emphasizes Need for

Submarine Look-outs. The disaster that befell the subma rine S-4 may result in a change in naval policy that will provide for a look-out of surface vessels while a

submarine is submerged in practice

maneuvers. In the opinion of Secretary Wilbur all other devices, such as buoys and sounders, have been found impracticable by naval experts. He believes that of these contrivances none could be used in time of war and that practice maneuvers are designed to

performance as near to war-time tac-tics as possible. If destroyers had been patrolling the Massachusetts waters in which the S-4 was maneuvering they could have warned the Coast Guard destroyer Paulding of the position of the sub-marine and a collision would have been avoided, it was held. Under the circumstances Secretary

Wilbur believes, from available information, that the accident was unavoidable. But that naval experts, in giving close studies in an effort to another such catastrophe should take into consideration the opportunities which probably lie in a surface patrol for guarding sub-

Scant Reply to Attacks.

Naval officials are making few statements concerning the attacks being made on them as a result of the S-4 disaster. They expressed interest today in the statements made by Representative Gifford and his Massachusetts constituents, but other than to ered together. An hour later they had attached a hose to the S-C tube or listening device after taking off the say that they hardly considered Mr. Gifford or the Cape Cod fisherman whom he quoted as being sufficiently expert on deep sea diving to judge conditions under which it could be car ried on with safety. They refused to

The statement made Sunday by naval officials that the Wandank was purposes was reiterated in answer to Mr. Gifford's charge that the ship was miles away when it should have been

Births Reported.

Births Keported.

The following births have been reported to he Health Department in the past 24 hours: Louis T. and Carrie A. Nesline, girl. Francis and E. Jean McAnallen, girl. Francis and E. Jean McAnallen, girl. Francis and E. Jean McAnallen, girl. Aukust P. and Thelma A. Melcher, girl. John S. and Isabel Pollock, girl. Herbert E. and Edith Smith. boy. John B. and Agnes Clark. boy. George H. and Louise A. Eppard. boy. Robert R. and Vera Cassilly. boy. Robert N. and Hazel C. Hardy, girl. Leroy E. and Mary A. Seipp, girl. John M. and Margaret F. Foley, girl. Clarence A. and Emma B. Trainum, girl. Waiter A. and Emma B. Spitz, girl. Arthur and Beatrice Anderson, boy. Bradley and Elizabeth Harris, boy. Martin J. and Mary Lewis, boy. James and Viola Gregs, boy. Anderson and Josei Brown, boy. Lemial and Roberta Batten, boy. William and Lillie Crockett, girl. Augustus and Mabel Green, girl. Dolan and Julla McClain, girl.



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Thurston Offers Yogi Secrets to Conserve Oxygen

Demonstrations of methods to conserve oxygen in air-tight com-partments yesterday were offered to the Navy for the use of its subma-rine officers and other Navy person-nel by Howard Thurston, the stage magician, who telegraphed his offer to the Secretary of the Navy from Philadelphia. No action has been taken on the offer, as it could not be of any use at this late date to the men imprisoned in the torpedo room of the S-4.

Having thoroughly investigated the living burial in India," Thurston wired," have discovered hitherto unknown methods for conservation of oxygen in small air-tight com

"By these methods the Hindu Yogi remained alive for long periods of time with very little air. I offer my services to impart and demon-strate this knowledge to naval and submarine officers."

ADMIRAL ABANDONS HOPE OF RESCUING

(Continued from First Page.)

ing the foul air was started.

There was no sound from the steel shell and had not been for more than 36 hours, but Navy efficers hoped almost against hope that, though uncon-scious, the men still breathed. The air line connection was made

occasioned by the "loss" of the subma-rine by the fleet.

It was the best day for work since the S-4 was sent hurtling down through 105 feet of water by the de-stroyer Paulding last Saturday. The Sea was smooth the wind, which for sea was smooth, the wind, which for

two days had blown at gale force, had died away and the temperature at the bottom had risen almost 17 degrees to 51, permitting divers to work in com parative comfort.

But when the fleet prepared to take advantage of the favorable weather consternation arose when it was discovered that a line leading from the 34 to a marking buoy had become

detached and the vessel was lost. Submarine Found Again. Divers were rushed below the sur ace from the mine sweeper Falcon, flagship of Rear Admiral Frank H. Brumby, commanding the rescue forces, and for hours they patrolled

the bottom of the ocean.

It was not until after dark that the shattered hulk was located by grappling and Diver D. M. Bird shouted through the telephone, "I'm on the submarine." At once work was redoubled and by 9:30, half an hour before the air line

men sufficiently to allow them to respond to signals. Immediately upon receipt of a sig nal from inside the compartment, air would be cut off temporarily, it was planned, and hot soup sent through

The first air which escaped from the orpedo room through the "life" line bore an odor of rancid oil for which ers aboard the Falcon were unable to account. Samples of the air were taken for An actual start of the work of bring ing air to the suffocating men was made at 9 o'clock when Divers "Tug" Wilson and Joseph Eiben were low-

Air Turned On. Air was turned on at 150-pound pressure for two minutes and then allowed a board is to be appointed to return. The pressure at first of ment the necessary action.

Let us estimate upon furnishing Made-to-Measure TONTINE Window

the returning air was 2 and later 4 pounds. This process was repeated at frequent intervals.

At 10:30 the divers returned to the surface and at 11:45 Thomas Eadie, the man who first discovered that there was life in the submarine, was sent down. He fastened another hose, thus doubling the intake.

A survey of the bow of the submarine was started at once to determine the difficulty of raising it, while, in the meantime, the Falcon continued to pump air below.

Diver Thomas Eadie, who preceded Scott down to the submarine, said that

Scott down to the submarine, said that the bow of the vessel, which had dived deep into the soft mud bottom when the S-4 was rammed and sunk on the S-4 was rammed and sunk on Saturday by the Coast Guard destroyer Paulding, had come up somewhat since. He said that 18 feet of the submarine's bow was clear and that a line could be passed under it without much trouble.

May Have Used Torpedo Air.

A peculiar odor resembling that of rancid oil continued to be noticed in the air vented from the torpedo room. The theory was suggested that the imprisoned men had let out the compressed air in the torpedoes when the air supply in the chamber began to fail, and that oil had been released at the same time.

Comdr. Edward Ellsberg, in charge

Comdr. Edward Ellsberg, in charge of diving operations, let it be known after a conference with Rear Admiral Frank H. Brumby, directing the salvage work, and with other officers that the next activity of the salvage corps would be to see whether chains could not be passed under the bow. If the long process of expelfoul air was started.

It he long process of expelfoul air was started.

Was no sound from the steel was no sound from the steel in gof the S-51, which was sunk in a ing of the S-51, which was sunk in a collision off Block Island two years

ago.

The Coast Guard destroyer Paulding. which rammed and sank the sub-marine S-4 at the entrance to Provinceafter a day of heartbreaking delay town Harbor, left for Boston Navy occasioned by the "loss" of the submarine by the fleet.

Yard this morning for repairs in tow of the Coast Guard cutter Tampa.

KING GEORGE BANS U. S.-BRITISH NAVAL BUILDING RIVALRY

(Continued from First Page.)

delegates of my government put forward proposals for the future limitation of armaments, which, if accepted, would have led to substantial reductions in naval strengths and costs. I regret that though much community of view was revealed, it was not pos sible to reach a general agreement. But in spite of this temporary failure my government has no intention of embarking upon an increase in their naval building program, which is based upon a considered view of the defensive needs of my widespread em-

The speech referred to the value of the various colonial and interimperial conferences held in London "which was connected, seven men had taken turns below the water.

Officers estimated that should life still exist in the torpedo room it would take at least four hours to revive the hope that the labors of the Indian commission would be crowned

War Debts Settlements. On the question of the allied war debt agreements, the speech pointed out they give effect to the policy of limiting claims on the allies "to such

amounts as, together with our reparations receipts, will cover the obligations my government has itself to meet in respect to war debts."
"I note with satisfaction that funding agreements have now been signed n respect to all allied war debts to his country, except that of Russia." The speech emphasized that the ministers were watching closely the ministers were watching closely the state of employment which, though improved in some parts of the coun-try, "still gives cause for anxiety in others." The King said that to facili-tate the transfer of labor from indus-tries with restricted opportunities, particularly the coal mining industry, a board is to be appointed to recom-

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Rushed to Surface. Before the line became taut I walked

Admiral Jackson Named President

Rear Admiral Richard H. Jackson, a member of the Navy's General Board, and who but recently assumed that duty after having relinquished command of the battle fleet, was named president of the board of inquiry by Secretary Wilbur. The other members of the board will be Rear Admiral Julian L. Latimer, commandant of the fourth naval district and the Philadelphia Navy Yard, and Capt. Joseph V. Ogan, submarine expert, who commanded the division of V-type submarines. Comdr. Leslie E. Bratton will be judge advocate.

The investigation is to be started at

I the wreck would be reduced to a few hours. Divers would descend, slip their chains through the eyebolts and signal: "Haul away,"

Civilian Work Praised. the sympathy an nation of the American public. personnel of Annapolis graduates and the Treasury of the United The article People everywhere are asking "Why, with its splendid personnel of An-

Since the sinking of the S-51 on

rappling rings to be permanently af-These three suggestions are not mere speculation—they refer to approved and well tested devices.

removed from all submarines during Such guileless simplicity pidity seems inconceivable! Why was it necessary to entirely remove them? Could they not have been battened down in time of war, so that when peace came they could be restored to operation? And when the war was

water, and passed him around me so he was clear of my life line.

Bubbles Gave Location.

walked forward again and got on bow, because the people on the convergence on the descending line, I started walking it would be better if we could get to the descending line, I started walking of the French submarine Farcen wanted to know the direction to ward the convergence of the budy and even in the escape of the budy and even in nounce the fact by the ringing of a bell.

As to grappling rings, I suggested the even in July, 1905, after the sinking of the French submarine Fartime the escape of the budy and even in nounce the fact by the ringing of a bell.

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Steel Belts Proposed. I replied to this that no intelligent mechanic would ever think of riveting such an eye bolt to the hull of such vessels and suggested the weld ing of broad steel bands or belts at in-tervals around the hull and connect the grappling rings or eye bolts to

take the strain off the full and obvide the necessity of pottering around in the mud to sling chains around a vessel 20 or 30 fathoms deep."

The S-51 was sunk on September 25, 1925. Two separate attempts were made to raise it. She was not even-tually raised until July 5, 1926—nearly 10 months afterwards—at the loss of

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