

numbering craft
to Newport early
at attempt to join

ing held in readi-
proceed at once if
sufficiently.

RECOVERED.
en brought up by
more presumably

yesterday in clos-
hatch and forcing
had raised hopes
be able to bring
Slings had been
rn of the sunken
erations had been
with the expected
s at dawn.

n almost glassy
oon, but a north-
early in the eve-
y reached about
hour.

LOST HOPE.
isty still held to
ope that some of
own with the S-51
but most of the
marine base here
that there was vir-
y could have sur-

with the rescue
s two submarines,
iden, two destroy-
er craft.

ocean floor were
erday. They got
attery room. Now
ndeavor to work
e in the forward
om to the torpedo
ad to determine
iding into the for-
aft is secured or
or secured would
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e men had their
at.

TOR CARS.
several members
base. The cars
ir drivers before
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ght.

ones, physician at-
division 2, who
living conditions
raft, is spending
th the families of
ndeavoring to keep
any who refuse to

divers has estab-
a violation of the
e City of Rome in
pinion of Capt. E.
of the submarine

f the S-51, he said,
struck on the port
taking her. Inter-
e, he added, that
ing another vessel
way of the over-

offices in the Railway Exchange build-
ing.

Persons absent from the city at the
time of the recent registration, or who
were ill, will be registered October 26,
27 and 28.

TOUR PLANES IN AT 3:40.

Kansas Citizens to Greet Fliers at
Richards Field.

Bulletin.

St. Joseph, Mo.—At 2:30 o'clock
this afternoon preparations were
being made for the fliers to leave
at 3 o'clock for Kansas City.

At 3:40 o'clock today the first of the
sixteen airplanes in the Ford reli-
ability test flight airplane tour to as-
certain the durability of commercial
airplanes is expected to cross the line
at Richards Field and be timed out
until 11 o'clock tomorrow. The first
airplane was scheduled to hop off from
St. Joseph between 2:45 o'clock, and 3
o'clock, to be followed by the other
planes at 2-minute intervals.

Seventeen airplanes left Detroit Mon-
day. One of the planes, a Curtiss
"carrier pigeon," piloted by C. T. "Casey"
Jones, was damaged when it hit a motor
cycle in landing at Omaha last night.
By working all night, Jones and
mechanics repaired the break, and Jones
was allowed a deferred start from
Omaha.

The planes left Omaha at 9 o'clock
today and all except two arrived on
scheduled time. Jones's plane had not
left Omaha, and the Junkker, No. 6,
was forced down north of St Joseph,
but landed without damage. The planes
encountered rain all the way from
Omaha.

The officials of the flight check the
behavior and general condition of each
plane at each landing, and accurate in-
formation is kept on the time, weight
and cost of the operation of each plane,
and the other elements which enter
into commercial flying. A white line
drawn on each field marks the end of
the trip. The planes do not land on
"time" but fly across the line and then
come to earth.

Ray Collins, official referee for the
flight, in a talk at a dinner at Omaha
last night for the members of the tour,
said, "This tour goes to prove what
possibilities regularly established routes
hold." The trip had been a success,
he said.

A dinner will be given the members
of the tour tonight at the Hotel Balti-
more, with Anthony H. G. Fokker as
the guest of honor.

TWO YEARS FOR BABY'S DEATH.

After spending an hour in confer-
today the members of the two group
adjourned for luncheon. They will meet
again later in the day.

No official comment was permitted
after the meeting, except that the "gen-
eral situation has been discussed."

FREEDOM TO TREASURY.

Another proposal would delay pay-
ments in the event of the exchange mar-
ket not being favorable to the transfer
of cash on the date fixed, thereby giving
the French treasury a certain freedom
of movement in choosing the more
favorable time of transfer.

The French group, it is understood,
has not accepted these figures, but
way may be found for keeping down
the French annuities by extending the
term of years from 62 to 67, 70 or 75.
Each of these terms of years is being
examined.

The term of sixty-two years in the
English agreement was taken as a basis
because, with the interest rate of 3
per cent, the entire principal would
be amortized at the rate of one-half of 1
per cent a year. The French, it is un-
derstood, have been setting forth the
advantages to them of a longer period
as they could thus reduce their year-
ly average.

FRENCH LIMIT 100 MILLION DOLLARS

The French position, as last in-
dicated, was that they could not go
beyond 100 million dollars as an average
annual payment, while the Americans
at first were holding out for 157 mil-
lion dollars. This would represent

an increase of some 10 million dollars over
the amount first suggested by the
French and a materially greater in-
crease in the American figure.

President Coolidge, meanwhile, has
kept in closest touch with developments
in the negotiations through conferences
with American officials and was said
to be in a position to act without delay
should the American commission finally
take its problem to him.

The proposal to extend the term
years and keep down the French annu-
ties is based on an acceptance of the
argument that the French economic re-
vival today precludes terms which
would wipe out the whole debt in six
two years, as is the case in the British
settlement.

MAY EXTEND TIME TO CENTURY.

Those who favor the idea point out
that the prospective economic rehabili-
tation of France in the next two or three
generations would enable the nation