

THE WEATHER
Probably showers this morning; partly cloudy in afternoon; to-morrow cloudy.
Temperature: High, 67; Low, 60.
(For Full Report See Page 3.)

Richmond Times-Dispatch

Average Circulation Week
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Sunday - - - - 55,117

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THREE CENTS.

TWO MEN KNOWN TO BE DEAD; TWO INJURED; SEVERAL OTHERS MISSING AS TUNNEL CAVES IN

ALL ON BOARD SUNKEN S-51 FOUND DEAD

Divers Find Ill-Fated Craft
Flooded From Bow
to Stern.

CHRISTY RADIOS NEWS
TO NAVY DEPARTMENT

Discovery of Open Door to
Motor Room Ends All
Hopes.

MORE BODIES RAISED

Only Two Removed From
Wrecked Ship and
Identified.

[By Associated Press.]
UNITED STATES SUBMARINE
BASE, NEW LONDON, CONN.,
Oct. 2.—The lives of the men who
were down on the submarine S-51
were saved out almost immediately
after it was rammed and sunk
by the steamer City of Rome off
Block Island a week ago tonight.
The death toll stands at thirty-
three.
This was established today when
divers found that the last two
compartments, in which it had
been hoped there might have been
some survivors, were flooded from
the motor and torpedo rooms.
None of the crew who went down
had a chance for his life. The sub-
marine sank so quickly that they
were unable to shut the water-
tight doors connecting the com-
partments, and thus gave them-
selves a fighting chance of being
brought to the surface with their
ships. The story of their efforts
to save themselves never will be
told.

All that remains now for those
who have been killed at the task
of recovery and identify the
bodies, after which the subma-
rine will be turned over to the
wreckers for salvage.
Of the thirty-three men aboard
the S-51 when she was rammed,
three were picked up alive and
the bodies of four men have been
recovered. The bodies of the
other twenty-six men were re-
covered today. They were those
of Walter E. Lawrence, engineer,
electrician's mate of New London,
and D. L. Lindsey, engineer, second
class, of Pensacola, Fla.
The divers who recovered the
bodies came up from the wreck
of the engine room.
Rear-Admiral J. D. Beuret, chief
of the naval bureau of construction
and repair at Washington, visited
the scene of the wreck today. He
was accompanied by Simon Lake,
submarine expert, and by officials
of the wrecking company which
are expected to be given charge
eventually of the salvage opera-
tion.

Find Two Bodies Early in Day.
[By Associated Press.]
ON BOARD U. S. S. CLAMDEN
OFF BLOCK ISLAND, Oct. 2.—
Divers today recovered the bodies
of two of the crew in the engine
room compartment of the ship.
The bodies were identified as Wal-
ter E. Lawrence, electrician's mate,
first class, Somerville, Mass., and
B. D. Lindsey, engineer, second
class, of Pensacola, Fla.
Lawrence was married and lived in
New London. The Somerville ad-
dress was given by the body.
Camden, was said to be his home
at the time of the disaster.
A dispatch brought by boat from
the Associated Press correspondent
aboard the Camden tonight reported
that three bodies were discovered
in the engine room of the stricken
submarine today, but that only two
were removed from the wrecked
ship and identified. The third
body could not be moved because
of its weight.

Bricklayers Settle Strike.
[By Associated Press.]
ATLANTIC CITY, N. J., Oct. 2.—
President William Green of the
American Federation of Labor an-
nounced tonight that an agree-
ment had been reached in the fe-
derational dispute between the
bricklayers and plasterers unions,
which has tied up \$250,000,000 in
construction.

WORKERS OF RED CROSS RUSH TO ACCIDENT SCENE

Richmond's Red Cross forces
were mobilized yesterday a few
minutes after a report had been
made to headquarters of the cave-
in of the Chesapeake and Ohio
Railway tunnel, and within a brief
period almost the entire personnel
had reported for duty at the scene
of the accident.
Calling together the forces under
the direction of C. C. Pinkney,
chairman; Coleman Wortham, vice-
chairman; H. G. Boykin, treasurer,
and Miss Grace Neal, executive se-
cretary, hurried to the scene. Un-
able to locate either Mayor Bright

STATE-SUPPORTED SCHOOLS DEMAND \$8,293,349 TOTAL

\$5,567,624 in Excess of
Aggregate Last Allowed
Institutions.

WILL GET FRACTION
OF AMOUNTS ASKED

Demands on Treasury
Grow Tremendously in
Last Two Years.

Demands made on the general
fund of the State by the nine
State-supported institutions of learn-
ing total \$8,293,349.29, for the next
biennium, a sum \$5,567,624.29 in
excess of the total allowed the nine
institutions for the biennium now
closing.
The staggering requests of the
nine institutions were made to the
Governor's budget commission dur-
ing the hearings, concluded.
The commission sat for one week,
holding sessions from 9 o'clock in
the morning until 11 o'clock at
night. No action was taken on
any of the budget requests, as
the estimated revenue for the next
two years will not be furnished
by the Governor by the Auditor of
Public Accounts for several weeks.
Apparently there is no hope that
any of the colleges will get more
than a fraction of the amounts they
request, although each representa-
tive who appeared before the com-
mission declared that they were
including only their actual needs
in the estimates submitted.
Acting budget director J. H.
Packer, in presenting the figures, showing
the amounts requested by each col-
lege as compared with the total ap-
propriation for the years 1924-25 and
1925-26:
Colleges of William and Mary re-
quested \$1,359,503.75; amount re-
ceived last biennium, \$450,000.
University of Virginia requested
\$1,072,353.15; amount received last
biennium, \$340,930.
State Agricultural College requested
\$1,350,541.
Virginia Agricultural and Mechan-
ical College requested \$1,350,541; amount
received last biennium, \$450,000.
Teachers' College requested \$1,350,541; amount
received last biennium, \$450,000.
Virginia Military Institute re-
quested \$1,350,541; amount received
last biennium, \$450,000.
Virginia Normal and Industrial
Institute requested \$1,350,541; amount
received last biennium, \$450,000.
State Teachers' College at Farm-
ville requested \$1,350,541; amount re-
ceived last biennium, \$450,000.
State Teachers' College at Har-
risonburg requested \$1,350,541; amount
received last biennium, \$450,000.
State Teachers' College at Rad-
ford requested \$1,350,541; amount re-
ceived last biennium, \$450,000.
The total appropriated to the
nine institutions by the last Gen-
eral Assembly was \$2,700,000.
(Continued on Second Page.)

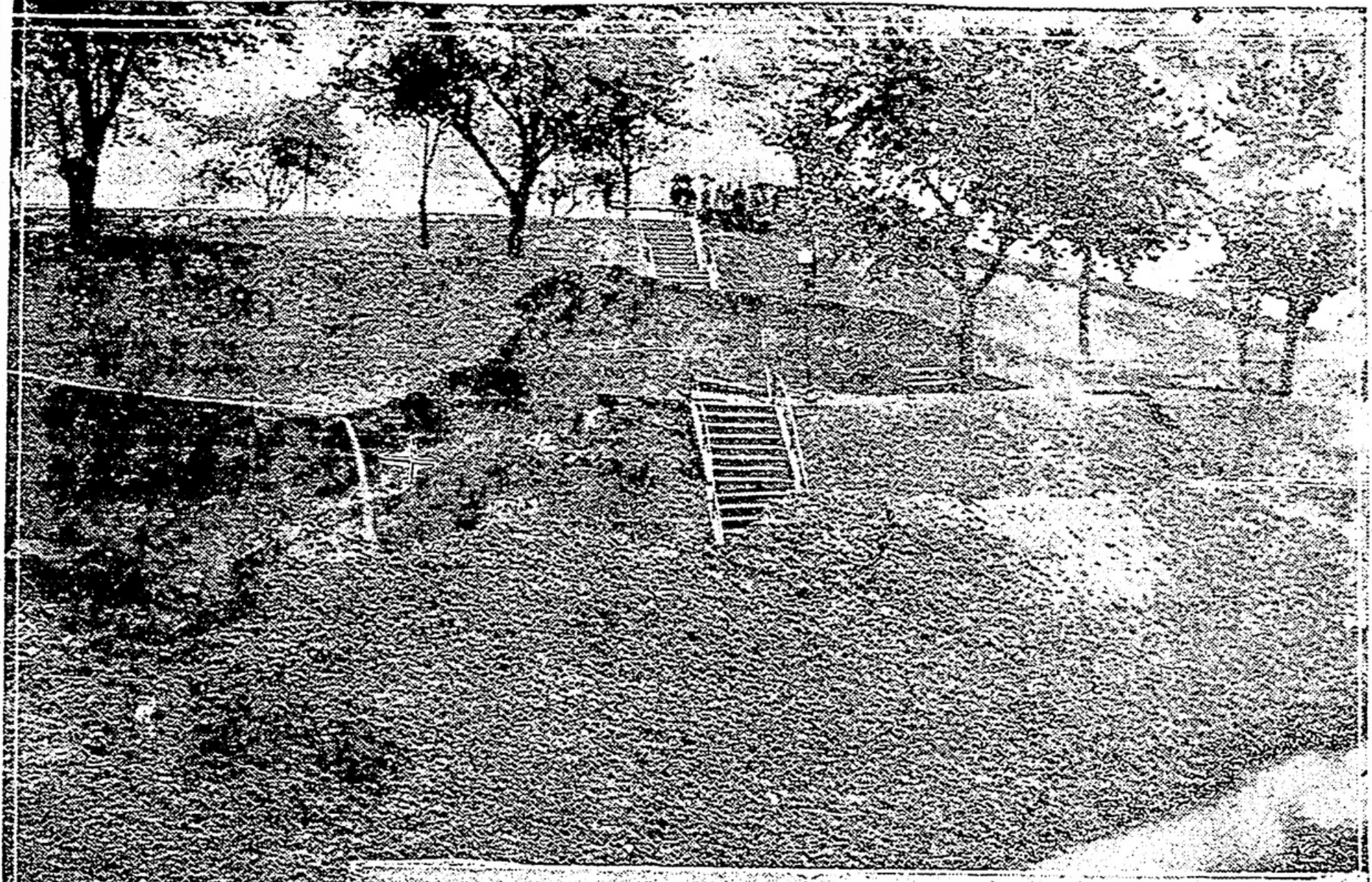
HUTCHINSON COMING

Distinguished British Army Veteran
Will Be Guest Here
Major-General Sir Robert Hutchin-
son will arrive here today and
during his stay, will be
guest of the city. He is a
native of New York and Warrenton, N.
C., and Mrs. Don Cameron, General
Hutchinson is one of the most dis-
tinguished veterans of the British
army.
He will arrive here with a party
of American friends with whom he
is traveling, including Mrs. Arling-
ton, and they will go to Peters-
burg tomorrow, in the Cockade
City. General Hutchinson will be
the guest of Mrs. Thelma Heath
at Walnut Hill.

LEG IS AMPUTATED

Edward Earl Moore suffers crushed
limb under trolley.
His leg crushed below the knee
when he was run over by a street
car yesterday afternoon at Stop 9,
Seven Pine Street, where Edward Earl
Moore was rushed to Memorial
Hospital, where the leg was ampu-
tated last night. The condition of
Moore was not regarded as serious
by the physicians at the hospital.
The injured man lives between
Stops 8 and 9 on the Seven Pine
Car Line.

Where Work Train Was Buried in Earth Slide



—Photos by Staff Photographer.
Top—Ruined hillside of Jefferson
Park, under which work train and
Engineer Mason lie buried in C.
& O. tunnel.
Bottom—Crowd gathered at east
end of tunnel to watch as in-
jured survivors of disaster were
brought out.

RODGERS DENIES MITCHELL CHARGE

Commander Asserts He
Made His Own Arrange-
ments for Long Hop.

[By Associated Press.]
WASHINGTON, Oct. 2.—Colonel
William Mitchell's charge of "am-
ateur handling" by the navy of the
attempted Hawaiian flight drew a
ringing denunciation today from
Commander John Rodgers, leader
of the expedition.
Testifying before the President's
board, Commander Rodgers, without
mentioning Mitchell by name, de-
clared that "whatever mistakes
what mistakes were made before
or after I challenge any one to
make a just criticism of that
flight."
The PN-9, No. 1, commander also
took direct issue with the colonel's
assertion that arrangements for the
flight were carried out by "non-
experts."
(Continued on Seventeenth Page.)

THE TIMES-DISPATCH TODAY

STATE.
Police hunt bandit gang after
series of robberies in Accomac.
PAGE 7.
Virginia counties show loss in
population. PAGE 7.
Knights of Pythias select New-
market as site for orphanage.
PAGE 7.
Lynchburg is third in postal
revenues. PAGE 7.
Tobacco co-operatives condemn
auction prices. PAGE 17.
LOCAL.
C. & O. engineer, Tom Mason,
buried alive with his locomotive
and six others are hurt in cave-
in of tunnel beneath Jefferson Park.
PAGE 1.
Traffic is suspended over Mar-
shall Street viaduct following col-
lapse of C. & O. tunnel. PAGE 1.
Three-year-old child perhaps fa-
tally shot by 9-year-old nephew.
PAGE 7.
State supported schools demand
total of \$8,293,349. PAGE 1.
Edward Earl Moore suffers
crushed leg under street car; in-
jured leg is amputated. PAGE 1.
FEATURES.
Radio program. PAGE 12.
Interest to Women. PAGE 5.
Church news. PAGE 5 and 9.
Society. PAGE 5.
"The Pearl-Headed Pin," by Roy
Vickers. PAGE 4.
A Wife's Confessional. PAGE 4.
Editorial: Capitol Square: Views
of Fifty Years Ago: Views of the
State Press. PAGE 6.
Arthur Brisbane's Today.
PAGE 20.
Obituaries. PAGE 2.
Your Health, by Dr. Copeland.
PAGE 6.
South Side. PAGE 2.
"Will Clothes Win Him?"
PAGE 4.

Traffic Is Suspended On Marshall Viaduct

Virginia Railway and Power Company Reroutes All Cars From
Affected Area—Cause Believed to Have Weakened
Supporting Piers and Girders of Structure.

Use of the Marshall Street via-
duct was suspended yesterday when
the terrible landslide caused by
the cave-in of the Chesapeake and
Ohio tunnel buried and twisted
two of the supporting columns. A
car was coming east on the via-
duct when the earth slipped. The
screams of school-girl passengers
who saw the earth slip caused
feeling that the entire side of Jeffer-
son Park had slipped, so re-
versed his car and traffic was
stopped immediately.
The Ginter Park-Fulton and
Broad and Twenty-fifth Street cars
were rerouted immediately via Main
Street. They are being run down
Eight to Main, on Main to Twen-
ty-fifth and north on Twenty-fifth.
The rerouting so congested traffic
on East End were delayed in
reaching home yesterday afternoon.
It was not possible to determine
the extent of the damage to the
viaduct yesterday. The Virginia
Railway and Power Company of-
ficers stated that the bridge might
be entirely safe, but that no traffic
would be permitted over it until
the conditions of the two pillars
affected by the slide had been de-
termined. Work will be started im-
mediately to correct the damage.
Weeks before the concrete founda-
tions, which are now out of line,
will be restored to good shape.
Gives Whole Estate to Wife.
[By Associated Press.]
MINNOLA, N. Y., Oct. 2.—The
will of the late A. C. Bedford,
chairman of the board, Standard
Oil Company of New Jersey, filed
here today, bequeathed his entire
estate to his wife. No estimate was
made of the aggregate value.

OVER 200 LABORERS MAKE WAY TO SAFETY AFTER CRASH COMES

Engineer Tom Mason Is Believed to Have Been
Buried Alive, When Chesapeake and Ohio
Railway Tunnel Caves in Just Below Jeffer-
son Park—Rescue Work Is
Pressed to Limit, Accumulating
Gasses Hampering Life-Saving
Efforts—Check Necessary to
Ascertain If Others
Are Missing.

Two men met death, two others were seriously, if not
fatally injured, several others were slightly injured, and a
number of negro section workmen, estimated at from ten to
fifteen were trapped under a falling mass of earth, when the
Chesapeake and Ohio Railway tunnel, unused for several
years, caved in near Nineteenth and Marshall Streets shortly
after 3 o'clock yesterday afternoon.
Estimates of the number of men believed to have been
caught under the falling mass of dirt and bricks at first ranged
from forty to one hundred, but a check of the section men
employed in the tunnel at the time, as well as the carpenters
and bridge crews showed that the majority of these men had
escaped.

Engineer Tom Mason, in charge of the engine of the work
crew which had just placed ten empty flat cars in the tunnel,
was believed to have met almost instant death when tons of
earth and masonry piled on top of his engine, and his fireman,
B. F. Mosby, 516-A North Thirty-second Street, was so se-
verely scalded that he died at 11:40 o'clock last night at Grace
Hospital.

C. S. Kelso, a brakeman on the work train, suffered se-
vere lacerations in the head and probably fracture of the
skull, and C. C. McFadden, 3105 Fifth Avenue, conductor of the
train, suffered a broken arm and other body injuries.

Scatter After Their Escape.
The third member of the train crew, a brakeman, A. S.
Adams, at first believed to have suffered internal injuries,
was later released from Grace Hospital, suffering only from
the shock of the accident.

Quite a number of negro laborers, members of the two
section gangs at work in the tunnel, were bruised about
the body and limbs, but were so frightened and overjoyed
at their escape that they refused medical assistance.

Several of these men are believed to have sustained
slight fractures of the arm and lacerations of the body, but
they scattered to all sections, following their miraculous
escape from the chamber of death, and paid but scant at-
tention to their minor injuries.

Chesapeake and Ohio officials reiterated their belief
during the early part of the night that only one man was
believed imprisoned in the tunnel, but this belief was scouted
by observers who entered the tunnel and who talked with
survivors of the tragedy.

Anywhere from ten to fifteen men are still under the
sliding debris, the men believed, but this will not be ascer-
tained definitely until the locomotive is reached by mem-
bers of the rescue crews, which worked frantically through-
out the night.

A steam shovel was engaged early in the night and
went to work at Nineteenth Street, burrowing through the
side of Jefferson Hill, in an attempt to reach the spot where
the locomotive was thought to have been caught under the
sliding earth.

Crews of workmen were also at work at each end of
the long tunnel, but they confined their activity to bolster-
ing the rain-soaked earth to prevent another slide.

Railway Officials Say One Still to Be Found

At the general offices of the
Chesapeake and Ohio Railway
here last night the following of-
ficial report of the cave-in was
issued:
"The cave-in of the Church
Hill tunnel occurred at 3:15
o'clock at a point sixty feet from
the west portal of the tunnel,
and extending 250 feet east."
"Engine No. 231, Engineer T.
J. Mason, Fireman S. E. Mosby,
Conductor G. C. McFadden,
Brakemen C. F. Kelso and A. J.
Adams and Holding Engineer E.
J. Salmon were caught in the
cave-in. All were removed from
the tunnel with the exception of
Engineer T. J. Mason, who has
not been reached tonight.
Fireman Mosby was badly
scalded and Conductor G. C. Mc-
Fadden had his arm broken;
others were slightly injured.
There were also working in
the tunnel three forces, and from
the best information obtainable
all escaped safely out of the
tunnel through the east end."

School Children Escape.
These men were rushed at once
to Grace Hospital where nurses and
physicians were waiting to minister
to their wounds. Another hospital
prepared to receive any colored
workmen, but when the few who
were found suffering from slight in-
juries refused medical assistance,
the hospital was notified not to ex-
pect others until this morning at
the earliest.
Many East End school children,
en route home from school, had
just passed over much of the sec-
tion of the tunnel.
(Continued on Third Page.)

C. & O. TUNNEL CLAIMED LIFE WHEN FIRST BUILT

The Chesapeake and Ohio tun-
nel, from time to time it was inspected
and given such attention as the
ravages of time demanded, resto-
ration of this subway route to the
harbor at some future time being
always in view. At the time the
tunnel was built the city of Rich-
mond co-operated with the Ches-
apeake and Ohio in the project, con-
tributing \$200,000, which was
raised by bond issue in 1871.
Construction of the tunnel gave
engineers considerable trouble be-
cause of the blue marl, slippery
strata of earth, encountered in the
progress of boring under the hills.
(Continued on Third Page.)