

WEATHER
Tonight and Tuesday
Fair; Heavy Frost.

ROSEBURG NEWS-REVIEW

In Which is Included The Evening News and The Roseburg Review

Today's Edition
Reaches Over
17000 Readers

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ROSEBURG, OREGON, MONDAY, MAY 10, 1920.

VOL. IX, NO. 112, OF THE EVENING NEWS

ROSEBURG MEN KILLED IN WRECK

Frederic Peebler and Si. Willetts
Veteran Engineers Lose
Lives In Smash.

WERE LOCAL LODGEMEN

Eight Die and Thirty-eight Receive
Injuries When Electric Cars
Collide on West Side Line
Out of Portland.

HOLDING INQUEST.

(By Associated Press.)
PORTLAND, May 10.—Dr. Earl Smith, coroner of Multnomah county, is preparing today to hold an inquest over victims killed yesterday when two Southern Pacific electric trains collided head-on near here, killing eight and injuring 38. Company officials already have placed responsibility on Silas Willetts, motorman on one of the ill-fated trains. Five of those seriously injured are today considered to be in a very precarious condition.

Frederic Peebler and Silas K. Willetts, both former residents of Roseburg, well known to hundreds of residents of this city, met instant death yesterday when two Southern Pacific electric trains collided near Bertha. Both men were veteran railroad engineers. Mr. Willetts having been in the employ of the railroad company over 30 years, while Mr. Peebler's service has been for almost the same length of time.

Both engineers claimed Roseburg as their home and were members of local lodges. Mr. Peebler was engaged in the local Masonic and Elk lodges, and Mr. Willetts in the Masonic, I. O. O. F., and Elk orders.

Mr. Willetts was a uncle by marriage of Mrs. John Long, who will have Roseburg possibly tonight to attend the funeral services at Portland.

Frederic Peebler for many years operated an engine in and out of Roseburg, making his home in this city. He worked his way to the top of the road and was one of the oldest men on the road in point of service. Several years ago he moved to Portland and took a west side run on one of the electric trains. At the time of the crash he was reported to be off duty and was riding to Beaverton back to pass the time. His wife, who resides at 304 Ross street, Portland, is prostrated with grief by the terrible shock. They have no children.

Mr. Willetts was also a resident of Roseburg for a great length of time, having been one of the early engineers. Although he is accredited with having overlooked his orders and of having been the cause of the accident, his many acquaintances in this city believe that there was some other cause and that the blame to stop at the proper place is due to a sudden illness on the part of the engineer or to a defect in the mechanism of the machine. This conclusion is held by many of the men present at the accident, as Mr. Willetts' record of service proves his long observation of orders.

The list of those killed and seriously injured follows:

The Dead.
Those killed in yesterday's collision of Southern Pacific electric cars near Portland were:
Mr. Charles A. Crooks, Hillsdale.
Frederick J. Peebler, 304 Ross street, Portland, an engineer who was off duty.
Mrs. C. R. Arundell, Dosch station.
Robert Arundell, 4, Dosch station.
Fleurot Dosch Joaselyn, 7, Dosch station, Ore.

Silas K. Willetts, engineer of inbound train, 868 East Kelly street, Portland.
Newton Hoover, Beaverton, Ore.
Ira L. Hatch, Hillsdale, Ore.

Seriously Injured.
Miss Camille Dosch, society editor of the Oregonian, compound fracture right leg, fracture left leg, broken shoulder, injuries to chest, scalp wound and shock. Very bad.
Clarence R. Smith, 303 Eugene street, Portland, fractured skull and internal injuries. May die.
Mrs. Charles Allen, Beaverton, Ore., possible fractured skull, injuries to back and chest.
Homer Allen, 10, Beaverton, Ore., possible fractured skull, left arm broken.
Vernon Allen, 8, Beaverton, Ore., broken left arm.

PORTLAND, May 10.—Eight persons, three of them women and two of them little children, were killed and 38 other persons were injured yesterday when two fast-moving Southern Pacific red electric trains

met head-on near Bertha station, just outside the city limits of Portland.

Four of the injured were so seriously hurt that they may die.

A failure of an engineer-motorman in the service of the company orders was the cause of the crash.

This engineer, Silas Willetts, 124, ran past Bertha station, where it was under orders to pass train 107, the McMinnville passenger, outbound from Portland.

Trains Meet on Curve.
It did not stop at Bertha at all, but proceeded at high speed down about half a mile of straight track beyond that station toward Portland.

At the end of this tangent of straight track the track starts to swing in a curve around a high bank. This was the point where the two trains met head-on.

Train No. 107 from Portland, with three cars, was just rounding this curve. The inbound train, with two cars, had just reached it. They met at high speed, each engineer having time only to throw on the emergency air before they crashed.

Evidently each train had been hidden from the engineer of the other until they were within 200 or 300 feet of each other on the single track.

The wreck occurred at 10:23 o'clock.

Car Lifted Off Track.
The forward coach of the fast-going train 124 from Hillsboro bore into and through the vestibule of the forward car of train 107, lifted it slightly and shoved it partly off the track.

But the lifted and of this front car of the outbound train from Portland sheared through the forward car of train 124, crushed the vestibule and continued on for about a quarter car-length into the coach.

It was here that all the deaths occurred. There were many people, including women and children, seated near the front of the inbound Hillsboro car. The heavy steel bumper of the other car, lifted as it was, slid along the floor of their car, plowed into them and crushed them. For the most part they died there as they sat, poor, mangled, twisted remnants of human beings.

Passenger Coach in Front.
The car in which they died was a passenger coach. Usually on the red electric trains of the Southern Pacific the smoker and baggage car is at the head of the train. This was the case with train 107.

But on train 124, composed of only two cars, this order was reversed. The day coach, with many women and children aboard it, was first and the smoker last.

The men back in the smoker were shaken up, but no one was seriously hurt there. But up forward in the first car men, women and children were either killed or badly injured. Virtually every person in this car was injured in some manner, though not all the injuries were serious. There were also many persons injured in the forward car of train 107, the out-bound McMinnville passenger.

Accounts of survivors placed the speed of the inbound Hillsboro train at between 35 and 45 miles an hour, and that of the outbound train from Portland at 20 to 25 miles an hour.

The two cars were so tightly interlocked in a mass of crumpled steel, splintered wood from the platform and shattered glass and other debris that it was with difficulty that many of the dead and injured were removed from the wreck.

Engineer Caught in Wreck.
One of the horrors of the wreck was the manner in which the body of Engineer Willetts was caught and held in plain view in the wreckage. Although dead, his body could not be removed until after the wrecking train arrived and pulled the two cars apart.

Mercifully the horror of fire was not added to the wreck.

Two of the women killed in the forward end of the inbound Hillsboro train lived for a few moments after the collision. They were so tangled in wreckage that it was difficult to remove them. They died there as survivors were working to take them out.

A little child, 6-year-old Fleurot Dosch, society editor of the Oregonian, and daughter of Colonel Henry Dosch, was killed instantly in his seat beside her when the trains met. Miss Dosch sustained a broken leg, internal injuries and perhaps a fractured skull. It was feared last night that she, too, would die.

The wife and four-year-old son of C. R. Arundell were crushed before his eyes. He himself was injured about the head, but not seriously.

Every ambulance in Portland responded to the wreck call. Many nurses and doctors went out with them. Among the first to arrive was Dr. George Parrish, city health officer of Portland. But for nearly an hour there were not enough doctors or nurses to care for the pitifully injured survivors, some with broken limbs, some with mangled arms or legs, others with internal injuries.

Those survivors who were not injured or only slightly hurt insured (Continued on Page Six)

MEETING WILL BE HELD TONIGHT

Chamber Commerce Reorganization Campaign to be Further Explained.

MATTERS IMPORTANT

Several Issues of Extreme Importance to the City to be Given Thorough Consideration at Meeting This Evening.

ARGUMENT NO. 2.

Three hundred men and women, working as individuals, along lines of civic advancement which have no common ground, get nowhere.

These same men and women, animated by a spirit of unselfish service to the common good of their community, backed up by systematic organization to put forth their efforts unitedly on a project, can do anything within reason for their community.

The reorganized Roseburg Chamber of Commerce will provide the agency for the accomplishment of many things to advance the interests of this community which no single person can hope to achieve.

"In union there is strength" applies to this city as well as it does to the nation.

A special meeting of the Roseburg and Douglas County Merchants' association in the court room of Judge Riddle in the Douglas National bank building this evening will mark the opening of the second week of the reorganization of the Roseburg Chamber of Commerce. Frederick M. Kerriek, assistant director of the American City Bureau staff, who arrived in this city yesterday, will present and outline in detail the plans and purposes of the campaign and point out the scope of work for civic betterment which is possible of accomplishment through a bigger, better Chamber of Commerce.

Letters notifying members of the association of the meeting have been mailed and it is expected that a large number of merchants will be on hand to discuss the plans.

The co-operation of the boy scouts of the city has been secured in obtaining, through a canvass of the city, a complete list of merchants and professional men who should be included in the prospect list, which will form a basis of the membership drive during the last week of the campaign. A number of the boys were busy Saturday in gathering this data for compilation in the campaign headquarters. A large prospect list already has been completed, it was announced this morning.

In the course of this week, it is expected, all committees will have been appointed and actively engaged in the work which will assume a strictly business-like nature. In this connection Director Allen said today:

"There will be no hurrah, booster or revival methods in this effort. After considering the situation thoroughly we have adopted plans for a business-like presentation of the matter to the citizens and we believe they will see the value of the proposed organization and join heartily in the movement.

"The invitation to join will be made so general that there will be no question in the minds of any portion of the community about its sincerity. Only by making the response just as general can we reach our highest aim. So far as we have been able to judge, the announcement of the plan has met with unanimous approval and we are confident of success."

It is the purpose of the campaign committee to explain the ideas and ideals of the reorganized Chamber of Commerce to every group in Roseburg, for this is a big, democratic movement aimed to do everything that will benefit this community and not confine its efforts to a single or any half dozen lines of endeavor.

"Generally speaking, the purposes and ideals of a modern Chamber of Commerce must be broad," the director said this morning. "They must be broad enough to enlist the support of the entire community. A Chamber of Commerce must be more than a co-operative scheme for increasing the material wealth of its members. It must be a powerful, moral and educational force as well. It must furnish the community the intelligent leadership for essential development."

"This is the kind of a Chamber of Commerce the campaign committee purposes to build for Roseburg."

Allen rapidly is becoming acquainted with the various groups of the city. He already has met some of the most prominent men and will continue to meet others, single and in groups, in the course of the next week for the purpose of explaining the "new deal" and enlisting their support.

GETS LIFE TERM.

(By Associated Press.)
LOS ANGELES, May 10.—James P. Watson, who confessed to the murder of seven women, was today sentenced to life imprisonment in San Quentin by Judge Frank Willis of the superior court. The sentence followed Watson's plea of guilty to the murder of Nina Lee Delaney. A stay of execution until May 15 was granted.

FIRE SATURDAY EVENING.

A cigarette stub thrown on the roof of a shed adjoining the Ohman rooming house on Cass street caused a small fire about 7 o'clock Saturday evening. An alarm was sounded but before the fire department arrived the blaze had been extinguished.

Villa's Banditry Days Are Ended

(By Associated Press.)
JUAREZ, May 10.—Francisco Villa's days of banditry, which have been a constant menace to all attempts to establish a stable government in Mexico, and to the relations between this republic and the United States, are ended, according to reports reaching here. Leaders of the new revolution displayed visible relief at the announcement that Villa had laid down arms.

Dreadnaught Is Ordered Key West

(By Associated Press.)
WASHINGTON, May 10.—The dreadnaught Oklahoma was ordered today to proceed from New York to Key West, for possible duty in Mexican waters. It will stop at Philadelphia enroute and take on a full company of marines.

Jury Is Ready In Howell Case

(By Associated Press.)
MARSHFIELD, Ore., May 10.—The jury was completed Saturday to try Harold Howell, accused of the murder last July of Lillian Leuthold. The case is on its third trial, disagreements having been reported by the two previous juries. A week was occupied in obtaining a jury.

Ukrainian Forces Occupying Kiev

(By Associated Press.)
WARSAW, May 10.—The Ukrainian forces joined the Poles in occupying Kiev late Saturday.

Daniels Turns Loose on Sims

(By Associated Press.)
WASHINGTON, May 10.—Secretary Daniels before the senate investigating committee today made his long-awaited reply to the criticisms of Admiral Sims on the navy's part in the world war. The naval secretary let go a broadside which included charges that Sims lacked vision, that he belittled the work of the American navy in contrast to the British, that he coveted British decorations and aspired to become an honorary member of the British admiralty. He declared that the officers supporting Sims' charges were "largely people with grievances."

Lark Evans Is Denied New Trial

MEDFORD, May 10.—In a lengthy opinion handed down late Saturday afternoon, Judge F. M. Calkins denied the motion of Lark N. Evans for a new trial, which means that unless the case is carried to the supreme court and reversed by that tribunal, Evans must serve the sentence imposed on him recently, of 15 years in the state penitentiary, by Judge Calkins, following his conviction in the circuit court for the fifteen kidnapping and robbery of W. G. White, of Grants Pass.

The future course to be followed by the defense could not be learned last night. The case is one of the most sensational in Southern Oregon's history and has attracted statewide attention. A hard legal fight has been made to save Evans from the penitentiary, which may be continued. Gus Newbury, attorney for the defense, could not be located last night.

E. Chivany, of Rice Hill, was attending to business matters here today.

NON-OBSERVANCE OF LAW IS CLAIMED

Injunction Suit Brought to Prevent Payment Claims of Reed and Browne.

SAY ACTION IRREGULAR

Plaintiffs Allege That Election of C. McC. Johnson to Port of Umpqua Commission Was Not According to Statutes.

Alleging failure to submit an itemized account as demanded by the statutes, W. H. Jewett, of Gardiner, today brought suit for injunction against Warren P. Reed, John R. Browne and C. McC. Johnson, of Reedsport, to restrain them from paying out of Port of Umpqua funds to Reed and Browne on their claim for expenses for their recent trip to Washington, D. C., in behalf of the port.

It is stated in the complaint that the defendants, who are Port of Umpqua Commissioners, are preparing to make payment of the claim on a warrant signed by defendant Johnson as president of the port commission. The plaintiff alleges that Johnson is not president and is not legally even a commissioner, and consequently requests a restraining order to be in full force and effect until such time as the legality of Mr. Johnson's election can be determined.

The Port of Umpqua matters are quite seriously complicated at this time and are now in the courts awaiting settlement. It is claimed in this case that at the time of the death of C. E. Ricker, who held the position of president of the commission, that Warren P. Reed and John R. Browne, commissioners, appointed C. McC. Johnson as commissioner and president to succeed Mr. Ricker, over the protest of Fred Weatherly and F. E. Wells, also commissioners. The vote was a tie, but as Weatherly held the position of vice-president, his vote was not counted, making the election two to one in favor of Johnson. Some legal advice was given to the effect that Weatherly's vote was valid, but this was ignored. It is claimed, and over the protest of the two commissioners the Reedsport men installed Johnson as president, and he has proceeded to call meetings and conduct the business of the committee and transact such affairs as were brought before him.

A suit was brought recently by Weatherly and Wells to oust Johnson and in the meantime a restraining order is requested to prevent him from issuing any more warrants. Several months ago Commissioners Reed, Browne and Ricker made a trip to Washington to obtain federal aid for harbor improvements. It is stated they drew \$2000 for this trip, but claim that their expenses amounted to \$2431. The bill they have now presented is in the sum of \$431 and it is claimed by the plaintiff that neither claim was itemized as is provided by law. It is also alleged that the defendants have refused to present an itemized account of their expenditures, but are asking payment on a blanket claim, which under the law is not permissible.

It is stated in the complaint that Johnson is preparing to make payment of the \$431, against the protest of the two minority commissioners, and in order to prevent such action until the legal aspects of the case can be decided, the injunction is requested. The action will be brought before Judge Hamilton at the coming term of court. Attorneys B. L. Eddy of this city, and Jos. D. Hughes of San Francisco, represent the plaintiffs.

Will Abandon Proposed Plan

(By Associated Press.)
WASHINGTON, May 10.—Republican members of the house ways and means committee definitely decided today to abandon the proposed one per cent retail sales tax or raising money for the proposed soldier relief legislation.

Touring South End of County

Wm. Kietzer, republican candidate for county commissioner, accompanied by Mrs. Kietzer, spent the greater part of today in this city, leaving late this afternoon for the southern part of the county, where he will look after his interests in reference to his candidacy for the foregoing office. Mr. Kietzer is having his appeal for the support of the voters of this county on the fact that he is an experienced construction engineer and will be a valuable adjunct to the present county court, especially as its work applies to permanent road building. The gentleman, aside from this latter qualification, is a

thorough business man. He is now operating a farm near his home city, Yoncalla. After returning from the south end of the county he will spend considerable time in this city.

SUIT FILED.

L. M. Dennis today filed suit in the circuit court against the M. J. Lumber Co., a corporation, for damages in the sum of \$21,917.85, for an alleged breach of contract under which he claims he was to have furnished logs for the operation of the sawmill situated near Glendale and owned by the defendant company. He is represented by Attorney B. L. Eddy.

Trainload Cattle Going to Klamath

S. C. Miller, the widely known livestock man of Dillard, was today loading 18 cars of cattle at that place for shipment to Port Klamath, to be placed on his range there for the summer. This shipment includes about 600 head of cattle. Mr. Miller hopes to make the shipment through to Ft. Klamath within the prescribed legal limit of 30 hours without unloading the stock. He unloaded his last year's shipment at Gazelle, Calif., for feed and water, but the railroad officials promise to expedite this shipment so as to go clear through within the legal limit. The passenger trains make the run in about 15 hours and it should not be difficult to take a stock train through in twice that time. Mr. Miller has an excellent summer range near Ft. Klamath and his last year's business there was quite successful. His sons are interested with him in this enterprise.

To Raise Funds For Hospital

A committee of local business men will start out Wednesday to interview merchants of Roseburg and all those who are interested in aiding the local hospital to add a fire-proof annex to the structure. The hospital brings a good deal of money to the city, and aside from being a very desirable institution, deserves support as a financial benefit. It is believed that the committee will find liberal support and will be able to secure a large amount of money to help in this work. If the money can be secured a large concrete annex will be built and will provide a fire-proof surgery and private rooms.

Pleasure Cars Hit by Shortage

Word has been received by Mayor Hamilton that the Standard Oil company will, beginning today, furnish pleasure cars with only enough gasoline to equal 20 per cent of their tank capacity and that trucks in towns and cities will receive only 50 per cent of their capacity, but farmers operating tractors and trucks in their work will be able to receive 100 per cent.

This curtailment of the gasoline supply in this state is due to the shortage, Mayor Hamilton was informed. He was told that there is only enough in Oregon at the present rate of consumption to last six days, and that it will be 21 days before another supply sufficient to meet the demands of the trade can be brought in.

Garages will be supplied with only 30 per cent of the usual amount of gasoline they buy, according to information received by the mayor. It has been predicted by some dealers that a ban on pleasure riding on Sunday will soon be placed if the shortage of gasoline continues much longer.

Many Expected to Attend Meeting

There will no doubt be a large attendance at the special meeting of the Merchants' association held this evening in Judge Riddle's courtroom at 7:30 sharp.

This meeting was called at the urgent request of a number of the members to fully consider two very important matters needing immediate attention. The first subject taken up will be the proposed plan to put on a campaign for increased membership in the Roseburg Chamber of Commerce; the second, the proposed extension of the boundaries of the Crater lake national park to take in the Diamond lake country and place this Douglas county free playground under the strict laws governing all national parks. These two measures vitally interest every merchant in Roseburg. The meeting tonight is open to any citizen interested in such important civic matters as these two major, contemplated projects.

It is fully expected that there will be one hundred per cent attendance to fully and carefully consider these two matters.

Noble Andrews, of Myrtle Creek, candidate for the republican nomination for representative, was in this city today.

MEDICAL ASSN. WILL MEET HERE

Physicians From All Over the State Will Hold Sessions Tomorrow.

ARRANGE FINE PROGRAM

Session Will be Held at Elks' Temple and Will Include Both Morning and Afternoon Programs—Luncheon at Hotel.

The twenty-ninth annual meeting of the Southern Oregon Medical association, one of the well known organizations of physicians of this state, will be held in this city tomorrow, and a great amount of enthusiasm is being displayed by local as well as visiting doctors. A good attendance from the cities of southern Oregon, as well as several well known Portland surgeons and physicians will be in attendance. Matters of great importance in the medical world will be taken up and it is the unanimous opinion of all those concerned in the convention that much good is derived from the get-together meetings, each doctor reaping the results of experience and experiments of others.

Dr. Geo. E. Houck and Dr. B. R. Shoemaker were appointed as a committee to arrange the place of meeting and the entertainment, and have secured the Elks' temple, where the convention will be held. The Roseburg doctors are well represented on the staff of officers, Dr. A. F. Sether being president of the organization, Dr. A. C. Seely acting secretary, replacing Dr. Richard of Grants Pass who moved to Arizona, and Dr. E. H. Stewart, a member of the board of censors. Other officers are Dr. Geo. Knott, of Glendale, vice president; Dr. F. G. Swendsburg, of Ashland, board of censors; Dr. W. H. Flannigan, of Grants Pass, and Dr. Swendsburg, of Ashland, delegates.

The morning session of the association will be called at 10:30 o'clock and will be opened by the president's address, by Dr. A. F. Sether. He will outline the work of the association during the past year and touch on the points they expect to accomplish in the future. Dr. Frederick E. Delmer, a well known Portland physician, will speak on "Radiological Interpretation" and will bring a most interesting and unusual plate display, to which all members are looking forward with interest. Dr. George E. Houck, of this city, will also speak at the morning session on "Miscellaneous Advances in Medicine, Surgery and Sanitation." The morning will close with a discussion led by Dr. E. B. Fitch, of Medford. A luncheon will be held at the Umpqua hotel for all local and visiting doctors at 12:30.

The afternoon session includes many important talks, very pertinent to the medical profession at the present time. Dr. R. W. Stearns, of Medford; Dr. B. R. Shoemaker, of Roseburg; Dr. Thomas W. Watt, of Portland; Dr. William House, of Portland; Dr. L. O. Clement, of Grants Pass; Dr. J. J. Emmons, of Medford; Dr. Ernest A. Woods, of Ashland, and Dr. A. C. Seely, of Roseburg, will be the speakers.

It is expected that a new schedule will be taken up and outlined this year, and several new members will also be admitted. New officers will also be elected for the coming year, and the place of meeting for 1921 selected.

SENIOR CLASS TO GIVE PICNIC TO THE JUNIORS

The graduating class of the local high school will sponsor a picnic on Wednesday evening in honor of the junior class. The affair is to be in the nature of a hike with a supper to follow when they reach their destination, which will be on the river about a half mile from town. The hikers will leave the high school building about 5 o'clock and return immediately following the supper.

Live Stock Prices Open Firmer Today

(By Associated Press.)
PORTLAND, May 10.—The livestock market opened up a little firmer and firmer today, with choice steers quoted at \$11.50 to \$12.25. Demand for hogs is firm, prime mixed lots commanding from 15.50 to 16 cents. The sheep market is steady and unchanged from Saturday. Butter exhibits a falling market, cubes, extra, being quoted at 50 and 52 cents. Butterfat price is 53 and 55 cents. Eggs are selling at 45 cents.